UNIVERSITY OF HOUSTON

CAMPUS MASTER PLAN

Centennial Plan 2027

Annual Update 2026

Annual Update 2025

Annual Update 2024

Annual Update 2023

Annual Update 2022

Annual Update 2021

Annual Update 2020

1 October 2019

designLAB

UNIVERSITY of HOUSTON
GERALD D. HINES COLLEGE of ARCHITECTURE and DESIGN

Landscape with Blue Trees, Jim Love, installed 1983, Public Art of the University of Houston System

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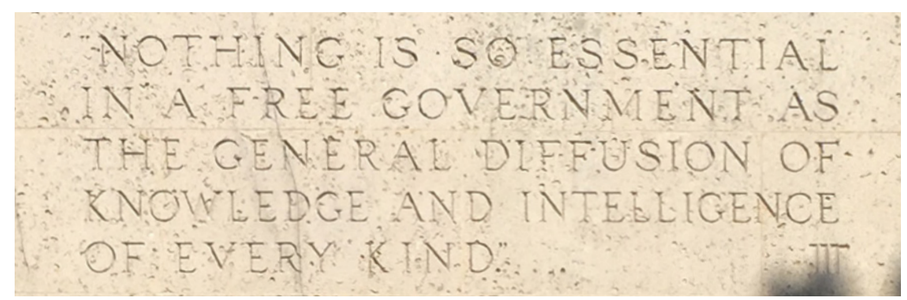
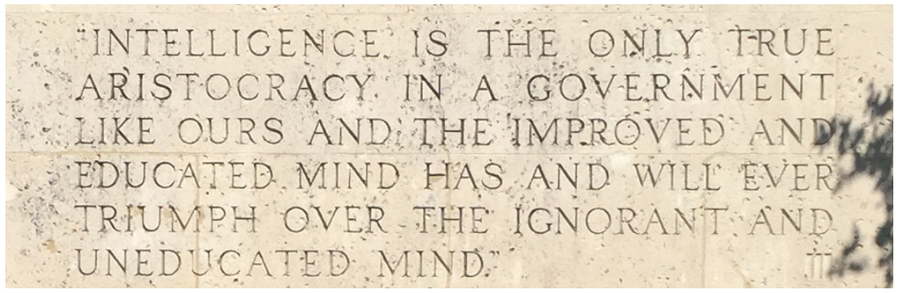


Ezekiel W. Cullen Building, engraved quote of Ezekiel W. Cullen on north wing, 1950

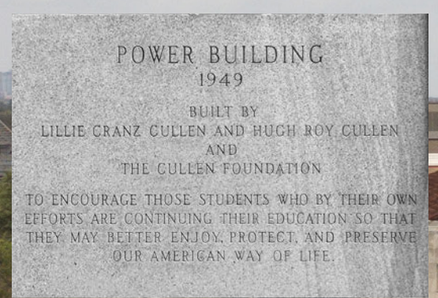


Ezekiel W. Cullen Building, engraved quote of Ezekiel W. Cullen on south wing, 1950

Student Center South, EYP with WTW, 2015, Legacy Lounge interior collaborative space

Student Center South, EYP with WTW, 2015, interior collaborative space

Ezekiel W. Cullen Building with UH benefactor Hugh Roy Cullen, landmark building west façade, Alfred C. Finn, 1950



Power Building, cornerstone, Lamar Q. Cato, 1949

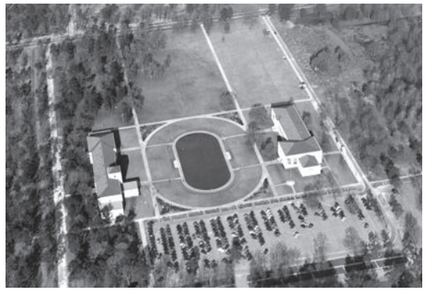
Ezekiel W. Cullen Building/Cullen Performance Hall, landmark building east façade, Alfred C. Finn, 1950

01 Executive Summary

Today's University of Houston is the oldest and largest component of the four-component University of Houston System, an entity created in 1977. In 1927, the Houston Independent School District established Houston Junior College to provide workforce skills and post-secondary education to the sons and daughters of Houston's working families. After a period in interim quarters at a local church and then at San Jacinto High School, the university moved to its permanent campus in 1939 with the opening of two new academic buildings, Roy Gustav Cullen Memorial Hall and the Science Building. The original 110 acres that comprised the early campus had been assembled from gifts of two civic leaders, Ben Taub (75 acres) and the Settegest family estate (35 acres), and together they form the historic core of the University of Houston campus today. In just over 90 years, it has grown to become a comprehensive research university recognized with Carnegie Tier One designation for very high research activity and a stated commitment to undergraduate, graduate and professional education at what is now a 668-acre campus along Cullen Boulevard. In addition, it includes instructional sites at Sugar Land (270 acres) and Katy (46 acres), as well as facilities in the Texas Medical Center, in San Antonio, and at the UH Coastal Center (975 acres of the former Camp Wallace) near Hitchcock.

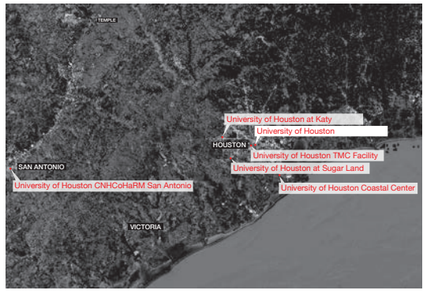
As the university approaches its centennial year in 2027, it strives to be a **destination** where people are drawn to study, work, live, and play. An enhanced campus environment strengthens primary university initiatives toward student success, research, athletics, arts, and energy and creates the catalysts for innovation in a more vibrant collaborative community. More than just the university's location, the city is inextricably linked to this eponymous university. It serves as the home of more than 150,000 of the 276,000 UH alumni and benefits from more than $3.8 billion in annual economic impact.

University of Houston Building, at San Jacinto High School, ca. 1938



Roy G. Cullen Memorial Hall, Science Building, Lamar Q. Cato, 1939

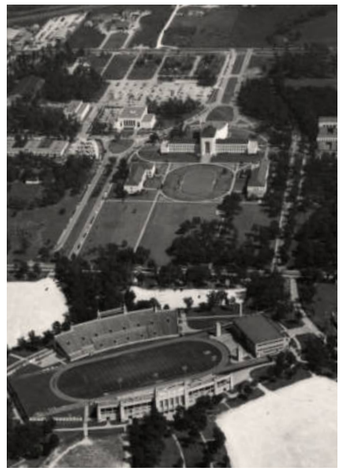
University of Houston System, Four Component Campuses, 1977



University of Houston, Campus and Instructional Sites, 2019

02

Introduction - University of Houston in 2019



Academic Quadrangle, ca. 1950

The mission of the University of Houston is to offer nationally competitive and internationally recognized opportunities for learning, discovery and engagement to a diverse population of students in a real-world setting. The University has established six goals to fulfill this mission; national competitiveness, student success, community advancement, athletic competitiveness, local and national recognition, and competitive resources.

These goals guided the development of the University of Houston Campus Master Plan and its underlying principles; 1/ assessment of resources in view of growth, 2/ alignment of Tier One research activity with student attainment goals, 3/ creation of a destination campus, and 4/ engagement with the community of its immediate neighbors, its larger city setting, and the nation and world beyond.

Since joining the State of Texas system in 1963, the University of Houston has pragmatically responded to changing circumstances, rapid enrollment growth, and the pressures of accommodating private automobiles through ubiquitous and convenient surface parking lots. Nonetheless, from the beginning of campus construction along unpaved St. Bernard Street (later to become Cullen Boulevard), there was an evident commitment to establishing intentional outdoor gathering spaces. The Reflecting Pool, the construction of which began in advance of the first building, anchored the 1937 plan for the campus and provided a model going forward for constructing planned, defined exterior places. Over time the Reflecting Pool was replaced by the Cullen Family Plaza Fountain but the shaped outdoor space and its central water element continues to serve as the ceremonial heart of the university campus. With the future demolition of Stephen P. Farish Hall, the full Academic Quadrangle will be revealed again and re-envisioned as Centennial Court.

Commencement in Quadrangle

Reflecting Pool, Hare & Hare, 1938

Reflecting Pool and *Science Building*, Lamar Q. Cato, 1939

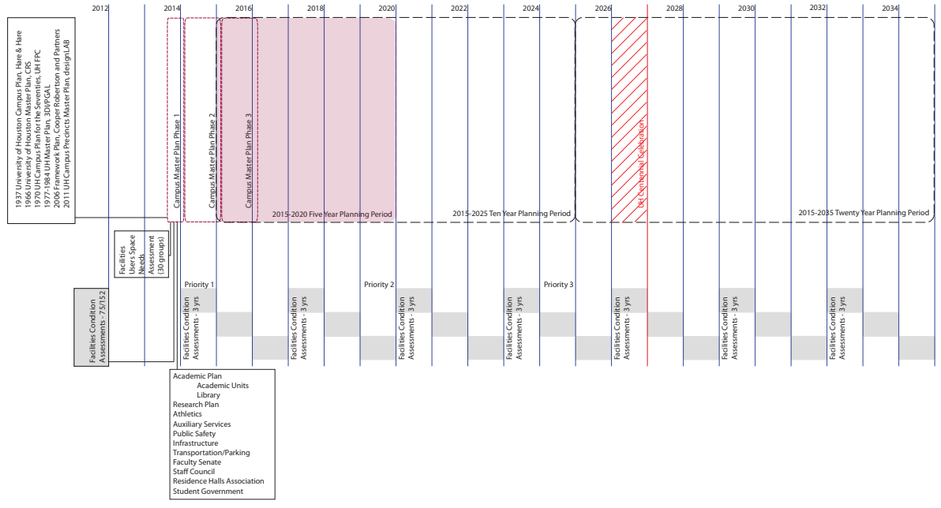
Cullen Family Plaza Fountain, Cornell, Bridgers and Troller with Fred Buxton & Associates, 1970

Centennial Court, designLAB, 2019

Cullen Family Plaza Fountain, Cornell, Bridgers and Troller with Fred Buxton & Associates, with Stephen P. Farish Hall bisecting the 1938 Academic Quadrangle, 1970

Cougars, R. T. "Skip" Wallen, 2003, site of pre- and post-game "rub the paw" rituals for students and alumni

Shasta I, Daniel Glanz, 2017, site of pre-game "rub the paw" ritual for players



Planning Methodology

This plan is the result of a three-phase campus planning process, which began with listening meetings among a diverse group of university stakeholders including students, staff, faculty, and administration. Initial findings from an examination of the 2006 Framework Plan and other historic University of Houston master plan documents formed the basis for early feedback and input as to current planning efforts underway, areas of needed improvement, and important physical or financial constraints. Annual updates to the UHS Board of Regents has offered the opportunity to regularly evaluate and monitor master planning proposals through an active feedback loop.

Foremost among early findings is the existence of vigorous, decentralized and often uncoordinated planning at the University of Houston. Listening meetings uncovered the presence and independent work of 26 task forces, committees, stakeholders, and focus groups that were developing plans and shaping decisions for campus improvements, often without the knowledge of efforts duplicated among other planning groups. By daylighting the presence of these task forces and documenting the outcomes of their efforts and initiativs, this master plan serves to coordinate and link them toward greater efficiency and integration.

In 2011, a comprehesive program of triennial facilities assessment set a baseline for deferred maintenance for each building and infrastructural asset. Setting this baseline for maintenance and capital renewal contributed to prioritizing infrastructure expenditures, both short- and long-term planning, and strategies for accomodating continued growth and program innovation. In recognition of finite resources, an opportunistic strategy to achieve 3 benefits from each shovel turn of dirt underlies this plan, so that necessary and costly infrastructure expenditures may help initiate an improved pedestrian network, enhanced outdoor gathering places, improved wayfinding and orientation, and incrementally shape a destination campus from what had formerly been an automobile-dominant, commuter-oriented environment.

Further, the planning process revealed that just beyond the original ten-year project horizon lay the 100-year anniversary of the University of Houston. It is with this significant milestone in view that the proposals herein provide a guide for development toward aspirations for the excellence.

TRAFFIC/CIRCULATION/PARKING

01 Parking and Transportation Plan

02 Circulation Road/Traffic Study

03 Arts Initiative

04 METRO Light Rail Plans

05 Campus Traffic Study

06 Campus Street Maintenance Master Plan

07 Street Circulation Master Plan

08 Landscape Plan

RESEARCH

09 Research Master Plan

10 A-21 Research Assessment

11 ERP Master Plan

12 Classroom Utilization

13 CLASS Master Plan Research Component

GENERAL MASTER PLANNING ISSUES

14 Housing Master Plan

15 Childcare Task Force

16 Dining Facilities Plan

17 University Center Expansion

18 Arts Sculpture/Technology Building

19 Landscape Plan

20 Signage/Wayfinding Plan

21 Infrastructure and Utilities Master Plan

22 Security Task Force

23 Facilities Condition Audit

24 Sustainability Task Force

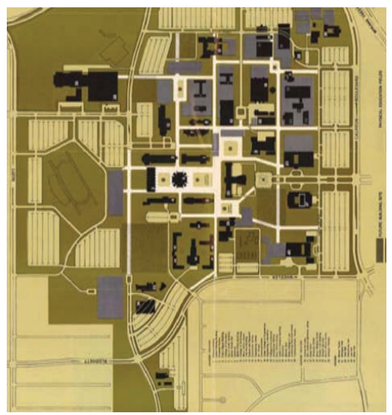
25 Classroom Management

26 Strategic Plan for Sugar Land

26 Planning Task Forces, designLAB, 2011

Historic Plans

A Prospectus, Hare & Hare, 1936-37

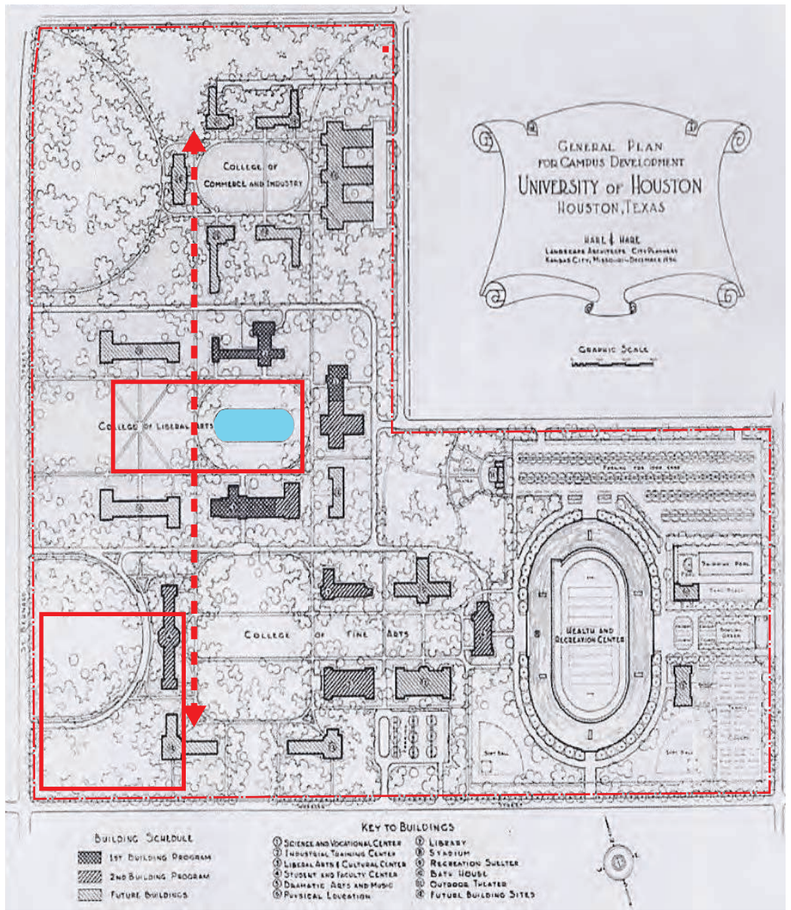

Plan for the Seventies, UH FPC, 1970


UH, PGAL, 1977

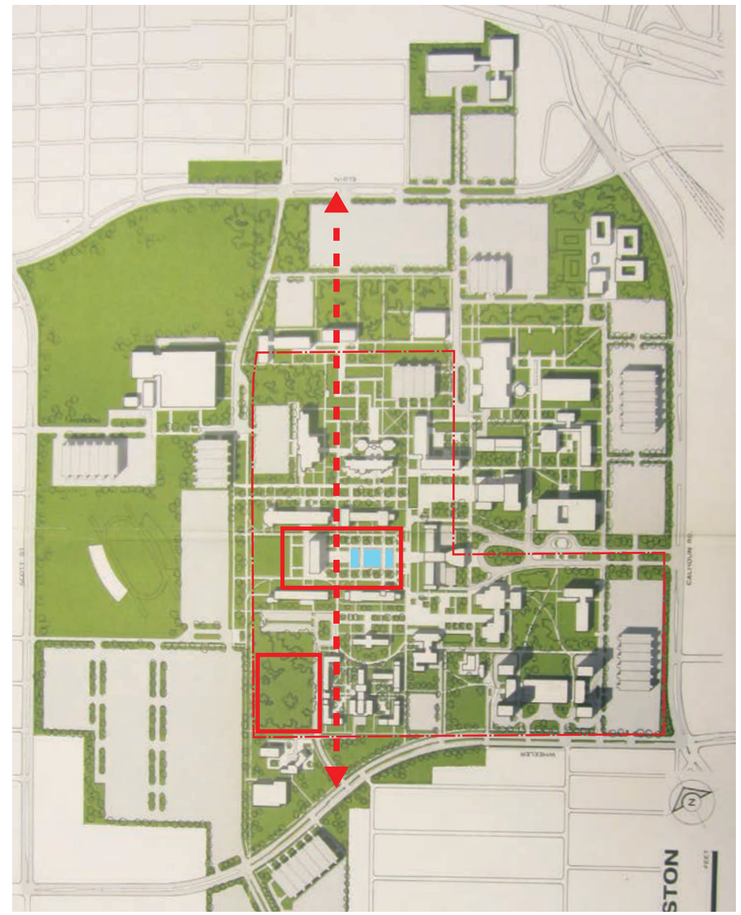
The origin of the existing character of the University of Houston campus lies within the 1936-37 *General Plan Plan for Campus Development* for the University of Houston by highly esteemed landscape architects Hare & Hare of Kansas City, Missouri. Hare & Hare, influenced by Fredrich Law Olmstead, promoted the defining principles of the City Beautiful movement throughout the United States, and, in Houston, left a rich legacy in the plans of many of the city's most endearing outdoor environments, including Hermann Park, the Houston Zoological Gardens, the Museum of Fine Arts, City Hall Plaza, Memorial Park, the South Main Live Oak alleé, and Texas Southern University, in addition to the University of Houston. Despite the less-than-ideal "L"-shaped property configuration of the original 110-acre gift, the General Plan and an accompanying aerial rendering titled *The University of Houston, A Prospectus* sets out the key features of the plan: buildings framing outdoor rooms or quadrangles, axial ordering underlying building placement, trees shading paths to enhance pedestrian experience, quadrangles creating like-use districts, and the maintenance and propogation of existing native tree groves. Further, the *Prospectus* provided direction for future buildings by establishing a vocabulary of simple linear massing, planar buff stone surfaces sans overt classical ornamentation, and red-tile hipped roofs.

A review of the subsequent planning documents created for the University reveals that the Hare & Hare planning principles were largely adhered to within the 110 acres through the 1966 CRS *Comprehensive Campus Plan*. However, as accommodating the ever-increasing number of automobiles became more pressing and larger parcels were added to the campus perimeter, the 1970 *Campus Plan for Seventies* authored by the University of Houston Facilities Planning and Construction group demonstrates a drammatic departure from the Hare & Hare principles and toward a full embrace of automobile parking as the key determinant of the campus character. This direction would continue to dominate the development decisions going forward as illustrated in the PGAL UH campus plan of 1977.

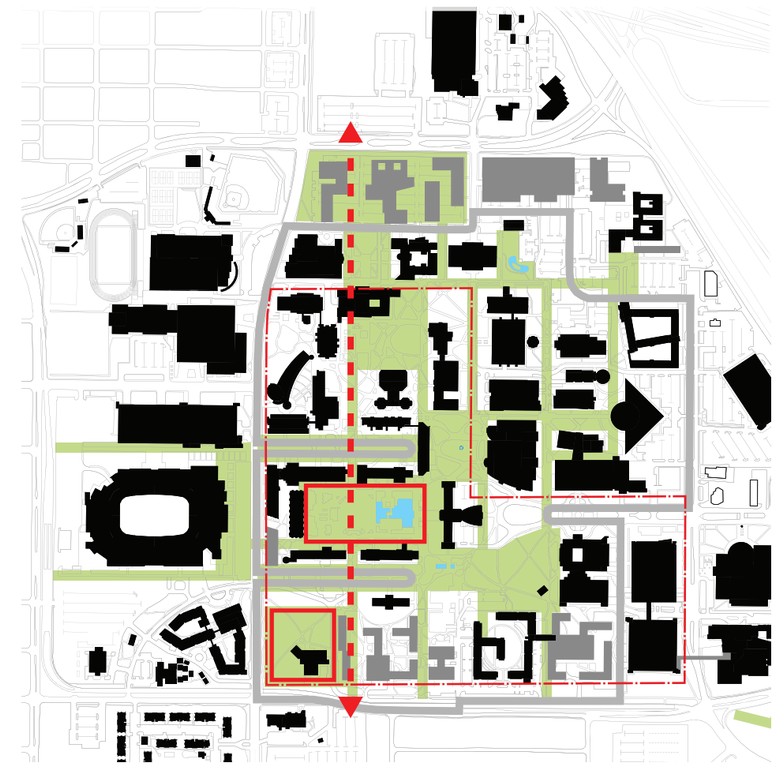
In 2006, *The Framework Plan* by Cooper Robertson & Partners questioned the dominance of these automobile environments and proposed to reinforce what remained of the network of outdoor spaces by linking them across the campus through a series of intentional pathways. While *The Framework Plan* set out the notion of these paths without a means of accomplishing them, the *Centennial Plan* builds on those initial efforts through an analysis of existing infrastructure and the recognition for the need of multi-use paths to carry larger numbers of pedestrians, bicyclists, and the now ubiquitous service carts.



General Plan for Campus Development, Hare & Hare, 1936-37



Comprehensive Campus Plan, CRS, 1966



The Centennial Plan 2027, conceptual diagram, designLAB, 2015

Cynthia Woods Mitchell Center for the Arts, Pedestrian Forecourt, Lake | Flato, 2005

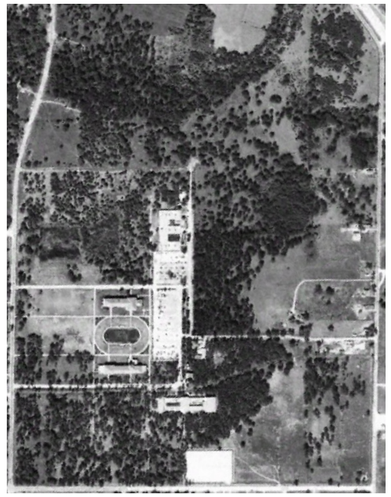
McElhinney Hall, Covered Walkways, Neuhaus & Taylor, 1973

03 Transformation to a Pedestrian Campus

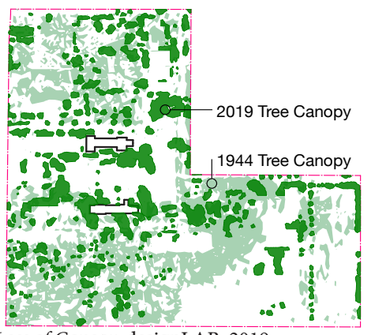
The transformation of what was once an automobile-dominated commuter campus environment to a pedestrian-oriented campus began with the recommendations of the 2006 Framework plan that included improved pathways, enhanced gathering spaces and the construction of garages to replace surface lots. Implementation of these initiatives began slowly but in the intervening years have built momentum for a rapid transformation. Also influential on this shift is the expansion of available on-campus housing which began with the construction of the five buildings comprising the Quadrangle in 1950. The transformation is now fully underway and the drive to house more students on campus not only seeks to improve students' success rate as demonstrated by national data but will have the added benefit of driving the campus toward the 24/7 vitality that it lacked when it was a commuter campus environment.

Increasing on-campus housing (now at more than 8000 beds) also brings with it an accompanying increase in demand for variety and convenience in available food service as well as a need for improvement in the walking paths that connect on-campus destinations. As a corollary, the types of destinations expand to include not just indoor classrooms, laboratories and offices, but also outdoor gathering places and settings for informal and formal public events.

Key to better accommodating pedestrians, especially as the campus community grows well beyond its current 45,000 students, is the ability to resolve conflicts between pedestrians, bicyclists, service carts and other vehicles all seeking to share many of the same paved paths. An overlay of a hierarchy of paths shift bikes and carts to select wider paths that also may double as curbless fire truck access lanes. These reinforce the armature of cross-campus links inherited from the Hare & Hare plan.



Canopy in 110 Acres, 1944



Loss of Canopy, designLAB, 2019

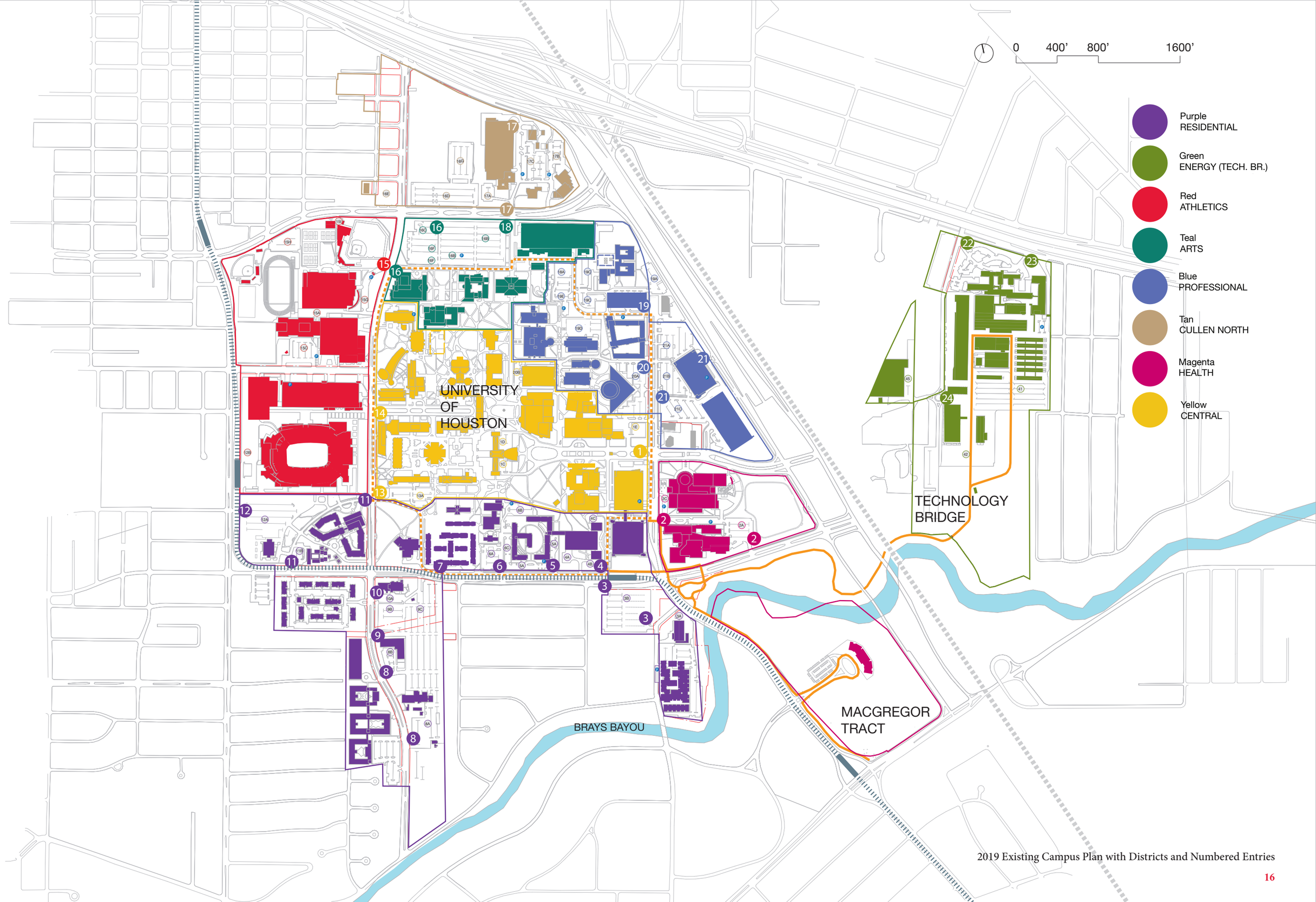
Five Urban Forest Fragments, SWA, 2011

Districts, Bayou and Tree Canopy

The 2006 *Framework Plan* proposed that portions of the campus be subdivided into five precincts. As an element of its 2014 *UH Wayfinding System* and to assist with orientation, designLAB updated the *Framework Plan* precincts and expanded those to include all property within the University of Houston campus. The result is eight color-coded districts, organized by similar existing use groups and, in some cases, by geographic area.

From its origin, the campus' proximity to Brays Bayou has shaped its development constraints and opportunities. However, the recent development of the Bayou Greenways initiative by the Houston Parks Board had signficantly expanded the value of a bayou location, making amentities available to the University of Houston community through Brays Bayou trail linkages to the larger Houston region. Since the purchase and active use by the university of the former Schlumberger Drilling Services facility as the UH Technology Bridge (74 acres) and the MacGregor Tract as the site of the UH College of Medicine (43 acres), the wooded landscape fronting the bayou and its multi-use trails provide the features key to knitting three disparate parcels together into one integrated campus.

A common perception of the University of Houston campus today is that its most attractive areas derive their character not from individual buildings but from the pattern of tree cover that offers cooling shade and an organic foil to parking lot pavement. Suprisingly, while much of Houston has become more forested over the last ninety years, the UH campus has become less so losing 48% of its tree canaopy since 1940. Five distinct urban forest fragments are noteworthy and require deliberate protection as remnants of the original coastal forest. These five urban forest fragments, along with the Brays Bayou woodlands and agressive tree planting for streetscapes, pathways, and a campus greenbelt, make up the catalysts to reforest the campus. Direct benefits of reforestation include enhanced pedestrian environment through shade, reduction in the heat island effect, massive rain water absorption for flood mitigation, and effective carbon sequestration.



2019 Existing Campus Plan with Districts and Numbered Entries

04

The Vision of the Campus Master Plan

Listening meetings and feedback from stakeholders guided the University of Houston Campus Master Plan toward:

Arts and Athletics that Bridge the University to the Community

Medical Care that Provides for the Underserved

A Commuter Campus that Becomes A Destination Campus,

Social Hubs that Serve Innovation,

From these, the vision of the Campus Master Plan Centennial Plan 2027 emerged:

1 A Campus Greenbelt to Beautify and Define Edges

2 A Reforested Campus Interior to Enhance Outdoor Gathering

3 A System of 20' Signature Pedestrian Pathways to Improve Orientation, Wayfinding and to Reduce Pedestrian/Vehicle Conflicts

4 A Perimeter Position for Garage Parking to Shift Vehicles out of the Campus Core

5 An Investment in the Bayou Amenity with a Recognized Increase in Resilience

6 A Projection of Growth that Follows Infrastructure

7 An Integration of Three Parcels into One Campus

Student Center South, EYP with WTW, redevelopment of existing building for student gathering and collaboration, 2015

Alternative Transportation, BCycle Locations

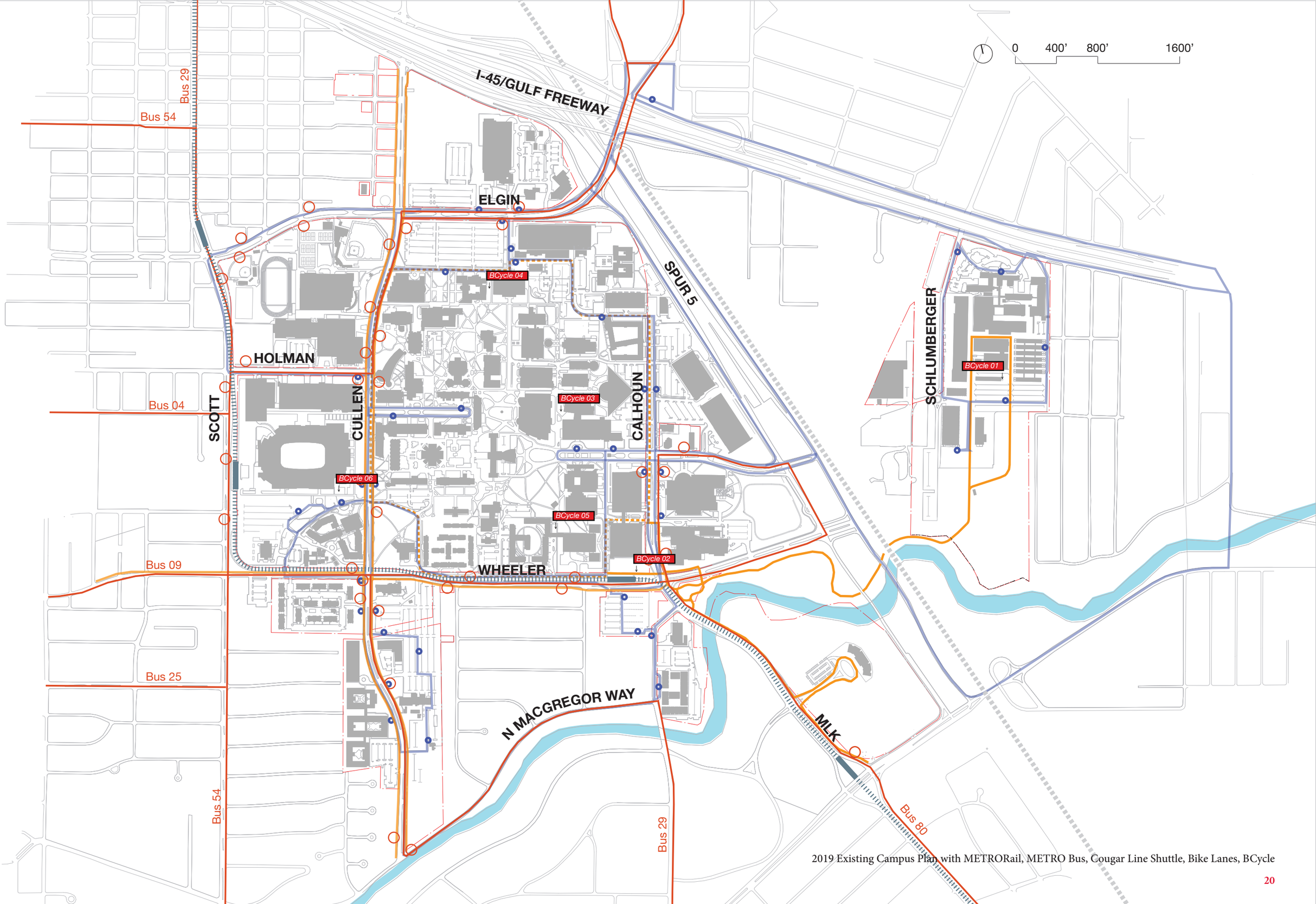
In addition to offering easy vehicle access via local streets, thoroughfares, and freeways, the UH campus is also well connected via public and alternative modes of transportation. Since 2015, METRO has operated the Purple light rail line (gray) that provides service to UH through three stations on the campus perimeter and a fourth at the College of Medicine location. METRO also serves the campus with six local bus routes (red); 04: Beechnut, 09: Gulfton/Holman, 25: Richmond, 29: Cullen/Hirsch, 54: Scott, 80: MLK/Lockwood. The Eastwood Transit Center lies immediately accross I-45 at Lockwood.

To bend down the parking demand curve that inevitably accompanies the university's steady 2.5% growth, in 2016 UH Parking and Transportation Services launched COAST (Coogs On Alternative and Sustainable Transportation), an award-winning incentive program to encourage the use of alternative transportation modes such as shuttles, car and van pools, transit, car shares, and bicycling.

UH Parking and Transportation Services operates nine free Cougar Line Shuttle routes (lavender) for UH students, faculty, staff and visitors. Shuttles are wi-fi-equipped, air conditioned buses the routes of which are tracked in real time via the Cougar Trax smartphone application. A tenth route connects the UH campus with the UH at Sugar Land learning site.

There are five Zipcars located on campus to provide car share mobility options. These are stationed at University Lofts, Cougar Place, Bayou Oaks and Cougar Village 1 (two).

Six BCycle bike share docks exist on campus with future stations planned to be added as demand dictates. These are located at Student Center North, Cougar Place, Fine Arts Buidling, Technology Bridge, Cougar Village, and Welcome Center Student Garage/METRO. Bicycles, scooters, utility carts, and private vehicles all create dangerous conflicts with pedestrians, a concern which will grow as the pedestrians and cyclists become more numerous. Planning is under way toward limiting the inner campus to pedestrians and human-powered vehicles to reduce these conflicts further while the construction of 20' signature pedestrian paths will build greater sidewalk capacity and improved connectivity.



2019 Existing Campus Plan with METRORail, METRO Bus, Cougar Line Shuttle, Bike Lanes, BCycle

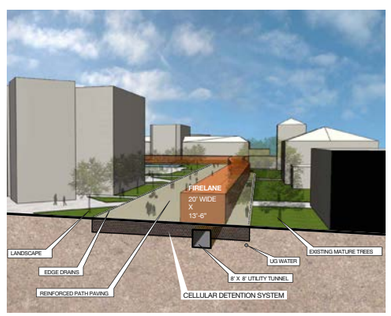
DaVinci Woods with *Contemplation*, Tom Sayre, 1976 (now resited), Public Art of the University of Houston System

Constraints on Development

Upon acquisistion, the low-lying and boggy 110 acres along St. Bernard Street required draining before any building could commence. The fact that the Reflecting Pool preceded the construction of the first buildings in 1938 may have been linked to the Works Progress Administration site drainage work that was the first act of occupying the site. As the campus expanded in each direction, it incorporated lower elevation properties along the Brays Bayou edge to the south and along what appears to be a natural drainage course to the north in the area of the Arts District today. Greater concern for storm water detention regulations, more frequent local and regional flooding events, and interest in improving campus resiliency unscore the relevance of these subtle topographic features. Recent flood damage has demonstrated the vulnerability of building below grade and future buildings will be shifting toward higher finished floor elevations. After Tropical Storm Allison in 2001, those existing structures with occupiable spaces underground have been hardened with flood gates and other mitigation features. Those properites at the campus perimeter, especially those adjacent to Brays Bayou, while having a lower value as building sites, can in the future serve an important role as a green buffer to flood vulnerability where flood waters can rise and fall with little impact on capital investments. Further improvement to these as urban woodlands could expand their recreational, ecological and hydrological functions.

The location of existing trees, buildings, utilities and other infrastructure provide another valuable tool for determing future building sites. Few open building sites remain available within the campus as surface parking lots have been replaced by buildings and garages. Campus density may continue to increase by replacing lower, less productive buildings with taller, more high-performing structures. With the exception of the legacy buildings in the campus core, the fabric of the campus is shifting from two and three story buildings to four story buildings with even taller buildings concentrated in the Residential and Health Districts. Futher, acquiring the few remaining properties of outside ownership within the campus perimeter will advance progress toward integrating all properties.

Flooding - FEMA Flood Plains



detention below paths, designLAB, 2014

The University of Houston can no longer ignore the fact that it lies along the banks of Brays Bayou. Much of the university's stormwater infrastructure dates from the middle of the twentieth century including its primary drainage asset, a 10'x 15' box culvert. This culvert collects stormwater from City of Houston storm sewers on Cullen Boulevard at Entrance 14 and passes through the center of campus, under Philip G. Hoffman Hall breezeway, through Butler Plaza and drains into Brays Bayou at a large outfall near the intersection of Wheeler Avenue and Martin Luther King Jr. Boulevard.

During storm events in the recent past, including Tropical Storm Allison (2001), Hurricane Ike (2008), and Hurricane Harvey (2017), rain water-generated surface flow and bayou overtopping have caused significant building damage and on-campus flooding at the University of Houston. A renewed commitment to providing distributed, integrated, and comprehensive storm water infrastructure is essential to better protect the university from future events.

Through cooperation with leadership from Harris County Precinct One Commissioner Rodney Ellis, major underground storm water infrastructure is being added and expanded along Cullen Boulevard. The use of underground rain tanks and permiable pavers in the project will allow for observation and testing of the effectiveness of these technologies over time. In addition, bioremediation combined with detention through rain gardens and wet swales assure that stormwater detention infrastructure creates inviting landscape amentities while also making the campus more resilient to increasingly frequent storm water impacts.

2017 Existing Campus Axonometric with predevelopment site drainage features

Historic Property Lines

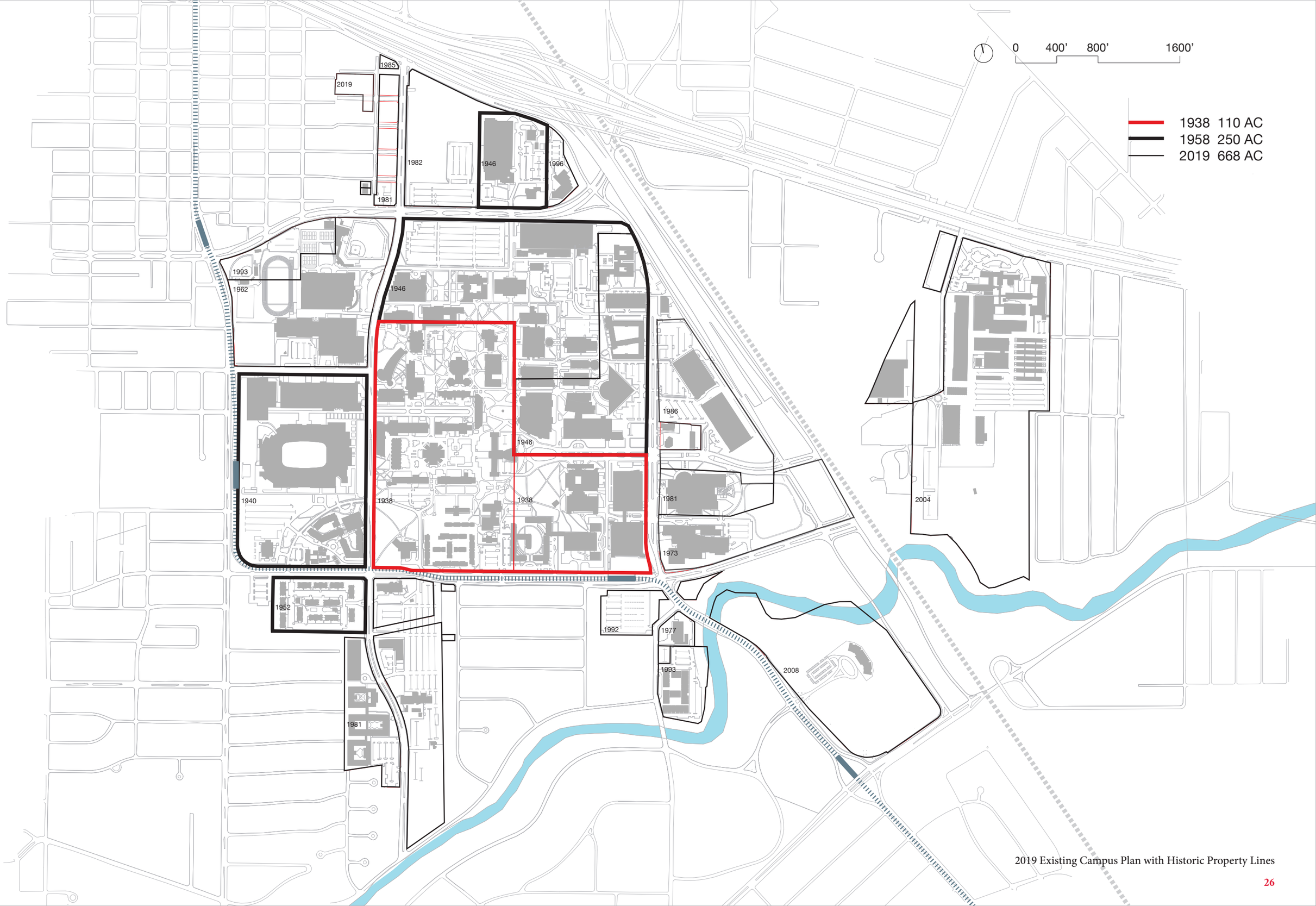
Veteran's Village Trailers, UH, 1948

Veteran's Village looking east, UH, 1948

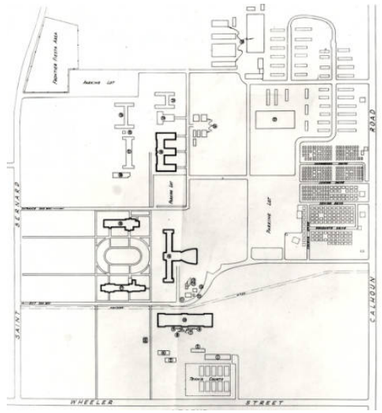
In 1938, the 110 acre campus property was bounded by city streets on its east (Calhoun), west (formerly St. Bernard, now Cullen), and south (Wheeler), while on the north it was bounded by open woodlands with an uncertain future.

By 1946, these wooded parcels to the north had been acquired and became sites of hastily relocated buildings to meet the burgeoning demand of veterans returning to civilian society. One section of the newly acquired property was populated with repurposed industrial steel sheds, trailers, and cottages, many relocated from Camp Wallace, and was commonly known as Veteran's Village. By 1958, the campus had more than doubled in area to 250 acres and included properties lying well beyond the formerly bounding city strests.

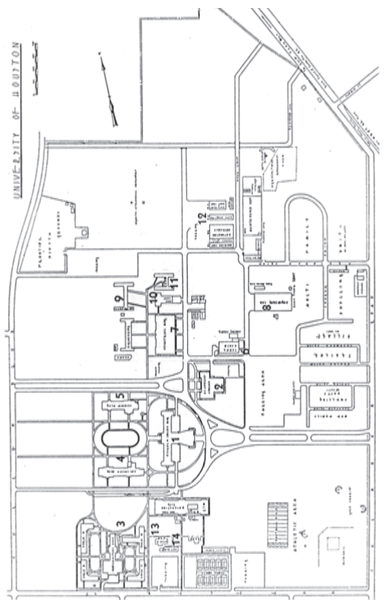
Today, the campus encompasses 668 acres. Many of the properties acquired in the last 60 years are large parcels which had no existing interior street grid or development subdivisions compatible with university purposes. Among these were the sites of a former sewage treatment plant and a stockyards and an abattoir. The challenge inherent in this incremental practice of property acquistion is the integrating of dissimilar development patterns across property lines to achieve a cohesive university environment. Essential to meeting this challenge is a coordinated network of consistently designed and landscaped pathway corridors and outdoor places.



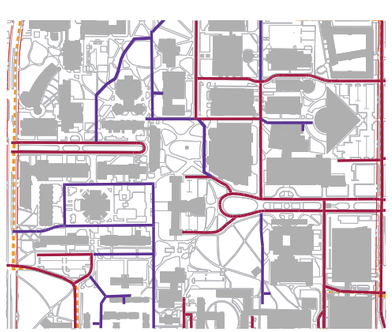
2019 Existing Campus Plan with Historic Property Lines



Campus Map, UH Facilities, ca. 1949



Campus Map, UH Facilities, ca. 1951



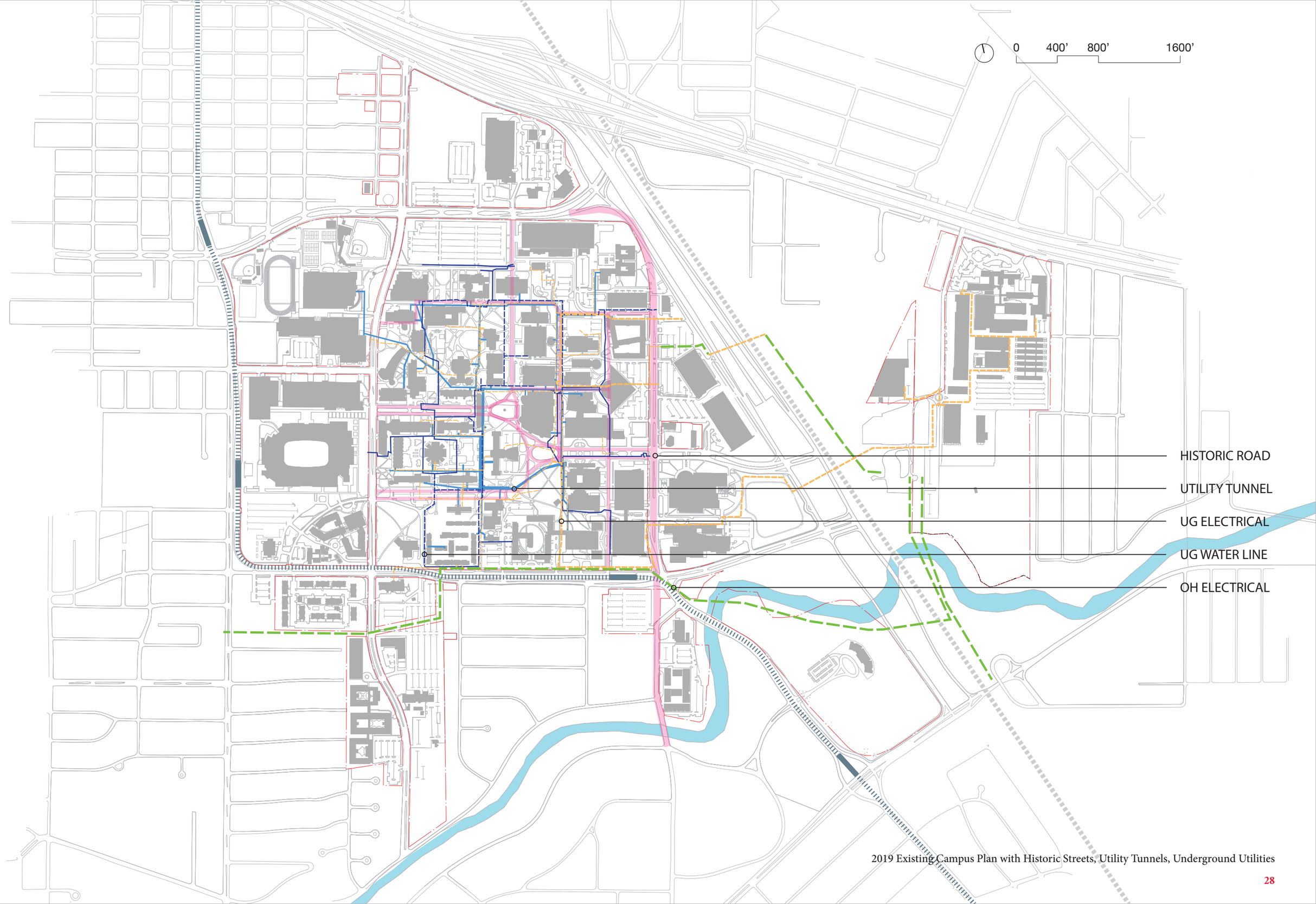
Fire Truck Access Plan, designLAB, 2019

Historic Roads and Utilities

Given the ad hoc and incremental evolution of campus property expansion and campus building in reponse to its rapid growth from 1946 to 2006, a pattern of "blocks" and streets did not precede this development. However, via an examination of past plans and aerial photographs, the location of prior roads and drives reveals the logic of building locations and unbuilt "corridors." The locations of underground utility tunnels, underground electrical duct banks, water lines, and storm and sanitary sewers further reinforce these "corridors" and provides a logical basis for the pathway plan that is the backbone of the *Centennial Plan*.

By addressing the incomplete fire truck access routes which require not only weight-bearing pavement but also a 20' wide by 13.5' tall barrier-free access corridor, the potential locations for future 20' wide signature pedestrian pathways emerge.

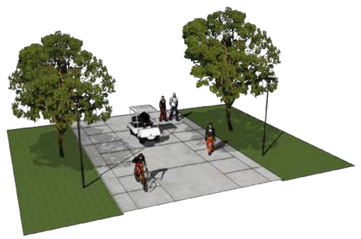
Among the greatest challenges is the integration of outlying parcels into the character of the central campus and the connecting of views, paths, and access essential in contributing to this integration.



2019 Existing Campus Plan with Historic Streets, Utility Tunnels, Underground Utilities

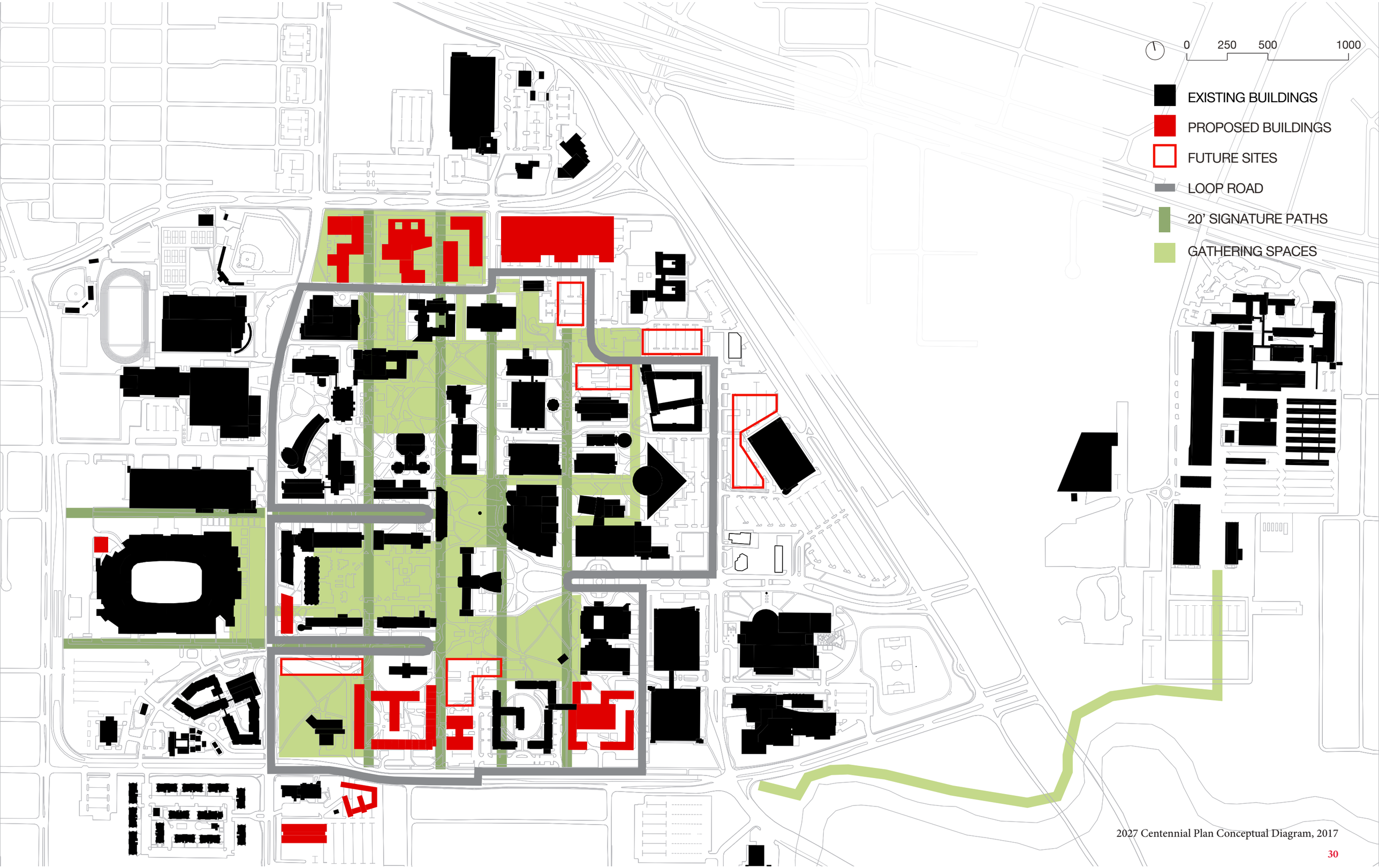
05

CENTENNIAL PLAN 2027 - conceptual diagram



20' Signature Path, designLAB, 2015

The Centennial Plan concept diagram captures in a single image the underlying campus order informed by the 1937 Hare & Hare plan and the strong constraints of exisitng features. As an explanation of how that 1937 plan can be extended, it illustrates an interconnected gridwork of continuous paths extending across campus. The orchestrated journeys outlined by these paths move through key courtyards, outdoor gathering spaces, urban forest fragments and along major campus walks. Along these journeys one encounters works of public art and landmarks buildings at the termination of view corridors. With enhancement, these paths become the signature pedestrian paths offering widened pavement and the added function of providing fire truck access. The signature pedestrian paths are concentrated within the campus loop road but also extend beyond to connect the athletics facilities to the campus core.



2027 Centennial Plan Conceptual Diagram, 2017

The Snake is Out, Tony Smith, 1962, on loan from The Menil Collection

CENTENNIAL PLAN 2027 Frameworks

The Centennial Plan 2027 is buit up from a series of frameworks informed by existing constraints, future growth and current univerity initiatives.

These eight frameworks are:

Building Footprints

Hierarchy of Paths

Campus Greenbelt

Garages

Gateways

Gathering Spaces

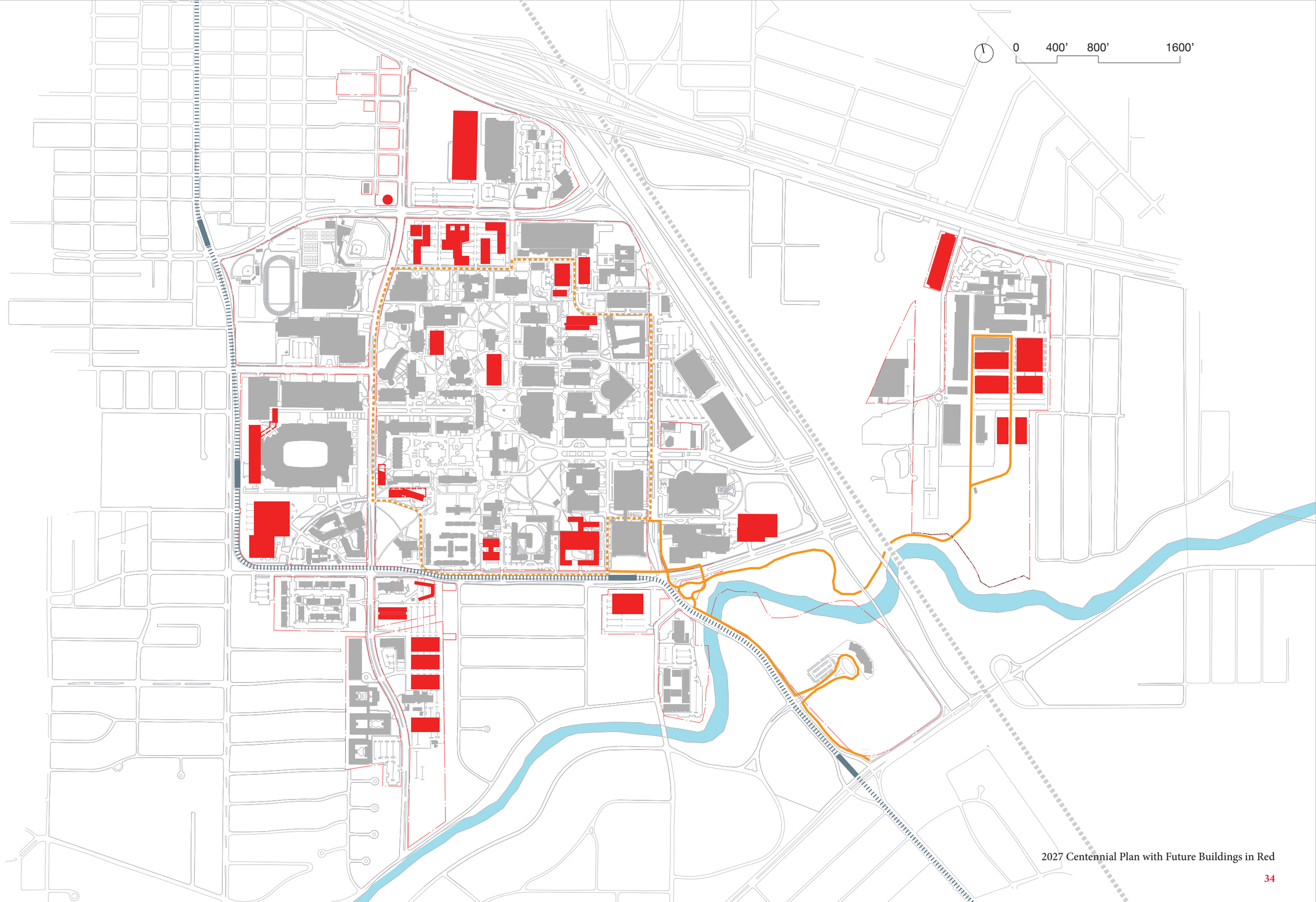
Streetscapes

Campus Walks

CENTENNIAL PLAN 2027 - Building Footprints

The 1937 Campus Plan by Hare & Hare positioned buildings so that their edges loosely defined outdoor spaces or quadrangles. Since the CRS Plan of 1966, buildings have been sited and designed as objects in a continuous spatial field, even while sometimes creating interior courtyards or courtyards between adjacent buildings. Often the continuous spatial field included large open spaces with surface parking lots.

The challenge today as the campus has become increasingly dense is to place and design buildings to form a fabric that establishes a network of outdoor spaces intentionally shaped by building faces. A key tool in this process is the establishment of building lines as a development guide provided to architects for the site planning and deisgn of each new buildings. As individual building projects enter pre-design, preliminary planning workshops reveal the strong influence of adjacent buildings, underground infrastructure, and important pathways on the establishment of build-to lines for each project. This process has successfully informed many of the recent buildings under design is serving to organically establish a pattern of building lines for the campus going forward.



2027 Centennial Plan with Future Buildings in Red

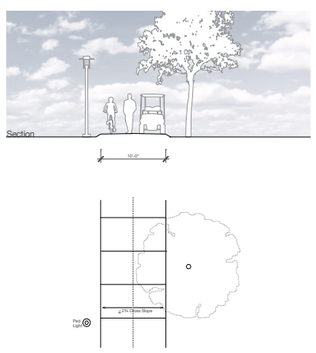
8' Path, Lynn EusanPark, 2016

Conflict on 8' Paths, Entrance 14, 2015

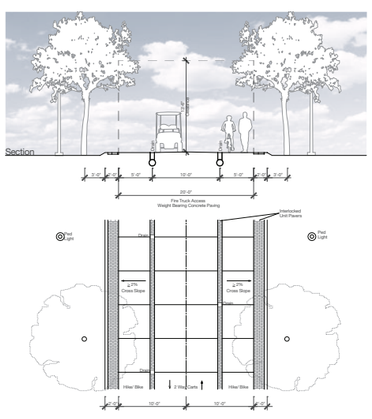
CENTENNIAL PLAN 2027 - Hierarchy of Paths

An analysis of the existing network of campus sidewalks reveals that a hierarchy of paths does exist. However, most sidewalks dating back to the 1970's are 6' and not wide enough to accommodate the current pedestrian volume imposed by a doubled student population. Sidewalks built to the campus minimum of 6' wide, while adequate for two people to pass do not allow for the common occurrence of two groups walking past each other. Neither do they accommodate bicyclists and the heavy load of service carts. A new campus minimum of 8' wide should be used for all secondary paths. Longer paths connecting destinations should be bult to 10' wide. Those 10' paths that exsit today are indicated in the plan (green).

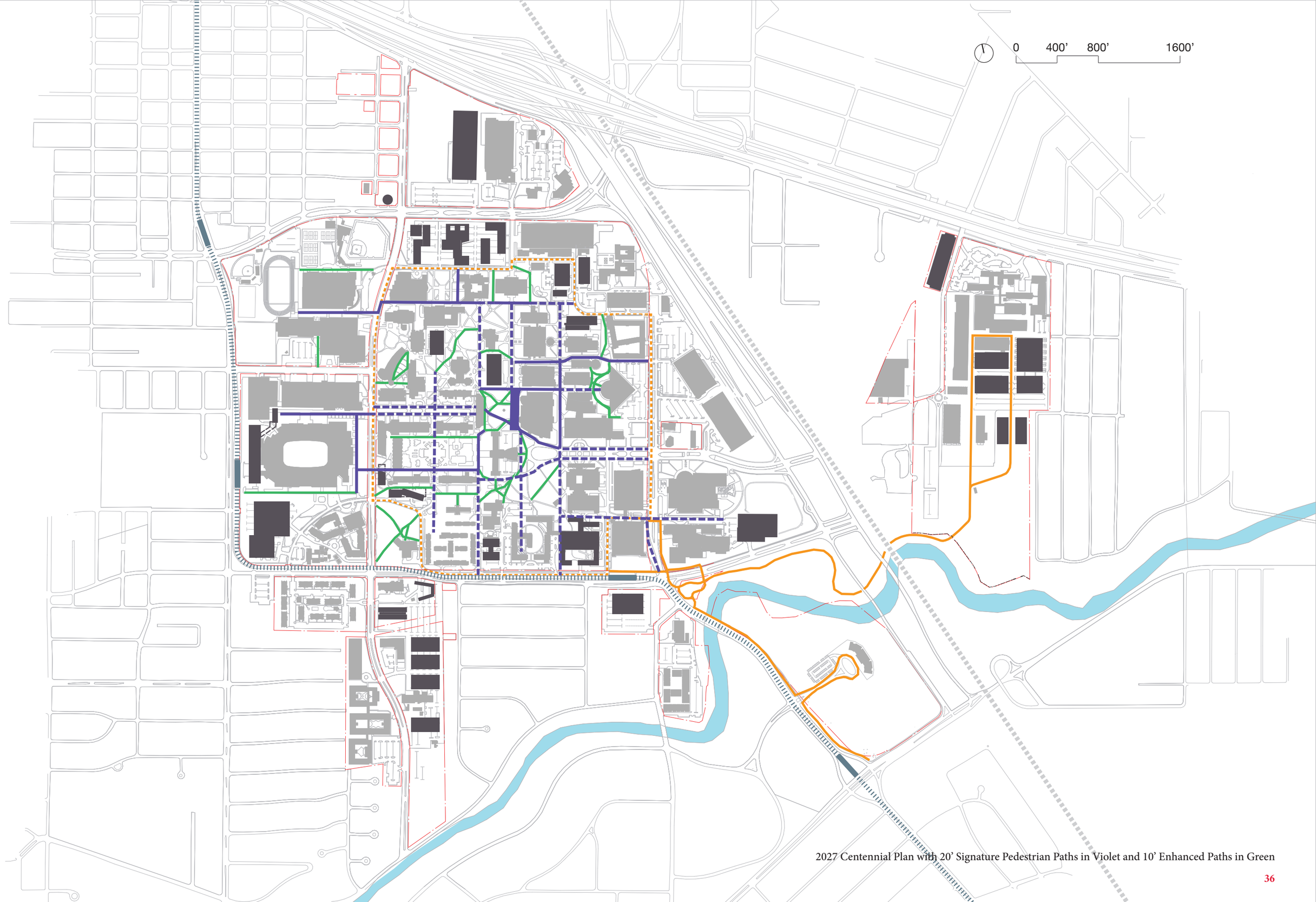
A select group of the most important cross-campus signature pedestrian paths linking destinations with the perimeter parking and transit facilities and should be built to a continuous miniumum width of 20' thereby allowing for the heaviest traffic of pedestrians, bicycles, and service carts while minimizing conflict. By following the alignments identified in the conceptual diagram, these create an armature of clear and memorable order within the campus. In some cases, these already exist and are indicated in the plan (solid violet). They tend to be follow what were once internal campus streets and have beneath them major campus utilities. In many cases, they do not yet exist at this width but may be rebuilt from small existing paths as infrastructure projects creates opportunities for sidewalk replacement. These opportunities are indicated in the plan (dashed violet).



10' Path, designLAB, 2015



20' Signature Path, designLAB, 2015

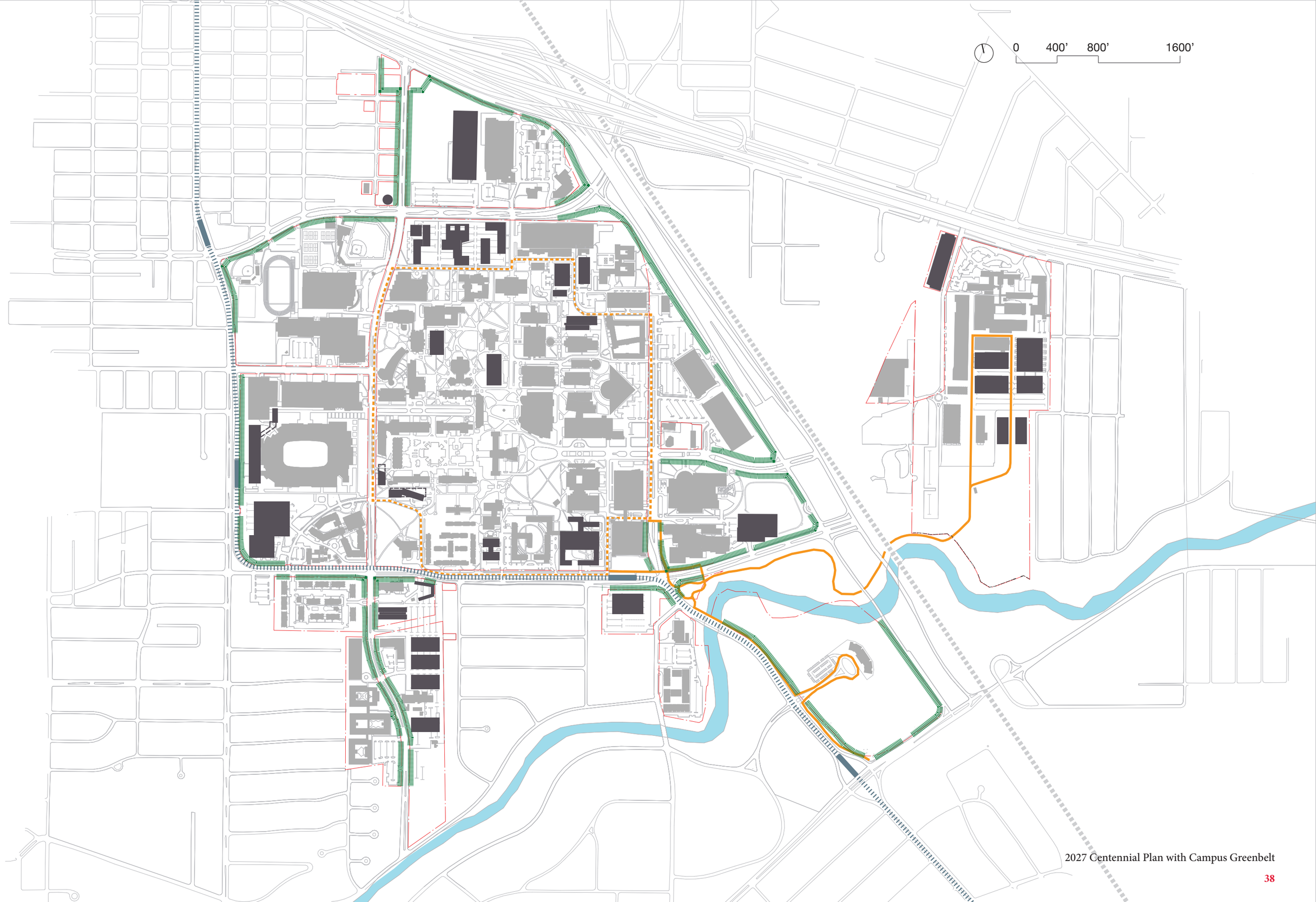


2027 Centennial Plan with 20’ Signature Pedestrian Paths in Violet and 10’ Enhanced Paths in Green

CENTENNIAL PLAN 2027 - Campus Greenbelt

Campus Greenbelt, designLAB, 2015

The campus greenbuilt establishes a consistent perimeter character that signals when one arrives at the University of Houston. Further, it contributes to the valuable goal of reforestation of the campus to achieve overall beautification, a more pedestrian-friendly pathway system, a reduction in the heat island effect, and an increase in greater storm water capture and carbon sequestration. As tree mitigation projects occur due to on-campus construction, the campus greenbelt can be extended from existing live oak trees, framing and shading a perimeter pedestian pathway as seen on the Gulf Freeway frontage road and the Spur 5 edge.



2027 Centennial Plan with Campus Greenbelt

CENTENNIAL PLAN 2027 - Garages

In 2015, the university conducted a comprehensive examination of its parking space inventory (20,100 in 2015) and current and projected parking demands to be placed on campus assets (23,000 needed by 2020). With the current 2.5% rate of growth in student population expected to continue and assuming current ratios of priviate vehicle usage, predicted rates of garage constuction, and allowable levels of debt-service, models indicate that an existing parking space deficit will likely increase over the next decade. Garage construction, including two new 2500-space facilities, the recently-opened Garage 5 and the currently-under-construction Garage 6, will extend the recent pattern of replacing surface parking lots with structured parking facilities. Sites have been designated for at least three additional garages, all on the perimeter of the campus to shift vehicle use outward to the edges of campus.

Construction to increase the parking supply is a complement to methods to close the space deficit by reducing demand such as through COAST initiatives. Future technologies such as automous vehicles may further drive demand downward.

2027 Centennial Plan with Parking Garages at Perimeter

CENTENNIAL PLAN 2027 - Gateways

Athletics Gateway, designLAB, 2019

The University of Houston campus expanded incrementally from its original 110 acres in 1937 to its more than 668 acres in 2019. The campus now comprises eight districts but is served by 23 numbered entries.

To better signal arrival and to mark the most important among these entries, enhancements will create four new campus gateways. Each new gateway will celebrate one of the university's leading initiatives -- Arts, Athletics, Centennial (Student Success), and Health. The gateways can be implemented over time, either independently or with related capital projects (e.g., the Health Gateway in conjunction with the new College of Medicine).

Rather than merely markers, these gateways serve as *extended thresholds* that bring one deeper into the campus from its greenbelt perimeter.

2027 Centennial Plan with Gateways

CENTENNIAL PLAN 2027 - Gathering Spaces

Well-designed gathering spaces within the campus support student success, collaborative learning, and innovation. In addition to aesthetic cohesion and accommodations for sitting, a well-designed gathering space should provide three key ingredients: generous shade for human comfort, robust wifi, and ready access to coffee/food service.

The campus has locations offering a number of these ingredients but very few locations where all of them coexist together with aesthetic cohesion. Creating these gathering spaces merits capital projects that stand apart from their adjacent buildings but often work best when the two are carefully integrated. Individual spaces are especially attractive to philanthropic gifts and can be coupled with others to make up the elements of a broader campaign.

2027 Centennial Plan with Gathering Spaces

CENTENNIAL PLAN 2027 - Streetscapes

Enhanced streetscapes with pedestrian lighting, accessible sidewalks with curbcuts, and consistent tree canopy for shade encourage increased pedestrian activity and safer bicycling connectivity. Currently, partnerships between the University of Houston, Harris County Precinct One, the City of Houston, and METRO are yielding enhanced streetscapes along Cullen Boulevard from the Gulf Freeway to North MacGregor Way through the Cullen Boulevard Rebuild Project and along Wheeler Avenue from east of Scott Street to Martin Luther King Jr. Drive through the Wheeler Avenue Shared-Use Path Project. These efforts leverage multi-agency cooperation to build instructure in the city right of way that benefits campus mobility as well as neighborhood quality of life.

When completed, these streetscapes will become especially valuable assets in linking the public transportation options of METRORail stations and METRO bus stops with the public event destinations on campus as well as the many academic resources. Further, enhanced streetscapes complement the campus greenbelt initiative by providing a consistent tree canopy linking the perimeter of the campus to its interior.

2027 Centennial Plan with Streetscapes

CENTENNIAL PLAN 2027 - Campus Walks

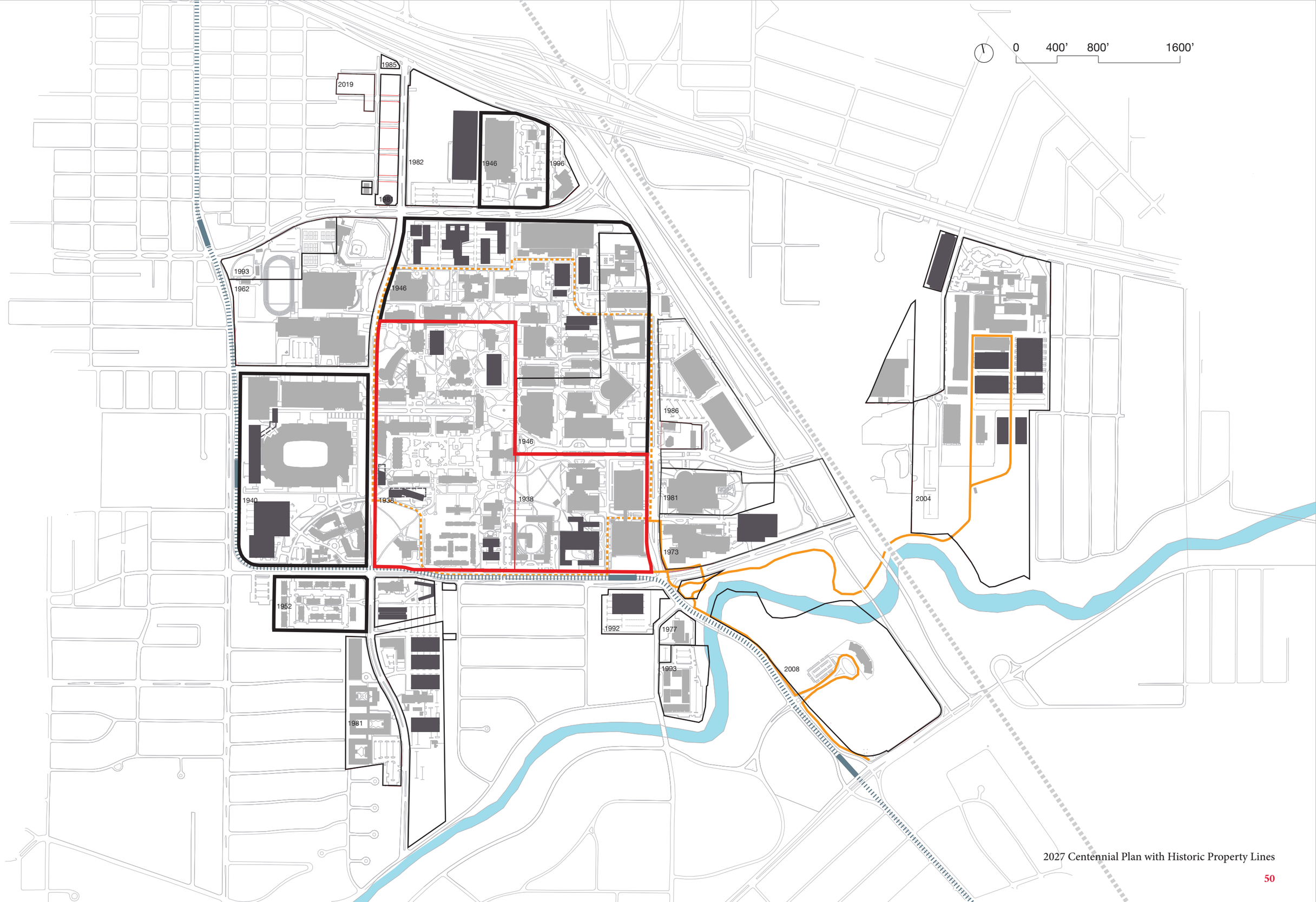
North/south walks lie along corridors that were at one time campus vehicular streets. These also are those corridors where utilities lie underground meaning that they remain "no-build" zones. East/west walks link the Athletics District across Cullen Boulevard to the central campus core. In both cases, these campus walks widen from the broad pathways to become a collection of places and outdoor rooms collectively creating identity based on disciplines connected and facilities that they gather together.

2027 Centennial Plan with Campus Walks

06

Future - Growth

The UH campus population is projected to grow at an average annual rate of 2-3% into the future. Strategic initiatives to accomodate this growth include expanding online education, increasing course offerings at instructional sites in Sugar Land and Katy, facilities management for greater space use efficiencies, and the award-winning COAST program to manage demand for additional parking. Even with the successful implementation of these and other strategies, growth will require building additional structures and siting additional structures will require both the replacement of smaller on-campus facilties and expansion of campus landholdings.

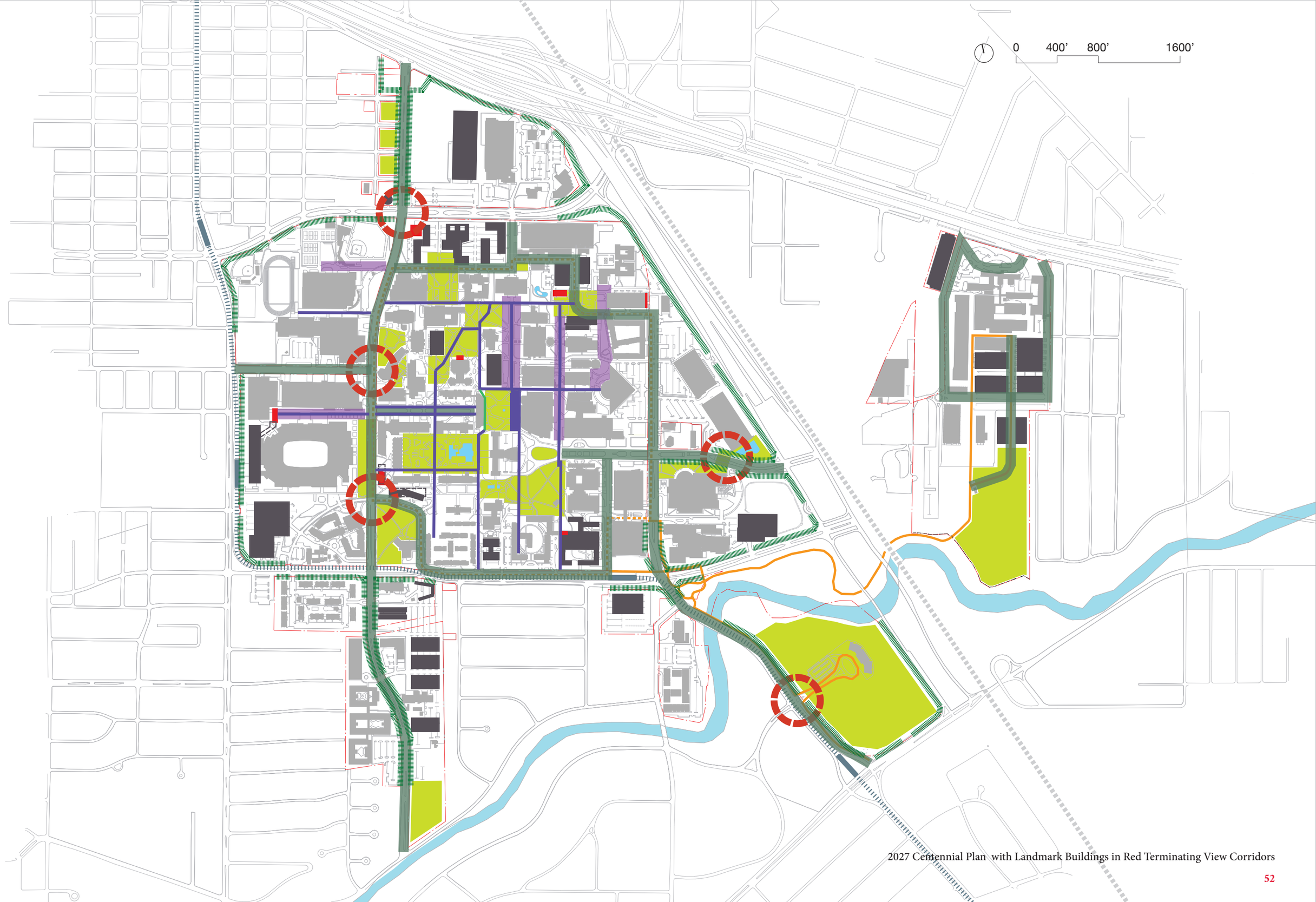


2027 Centennial Plan with Historic Property Lines

View Corridors, Landmark Buildings, Gathering Spaces, and Gateways

Each signature path generates a view corridor though which to move and along which is collected spaces of reenacted rituals, collaborative meetings, and concentration of landscape assets. Over time, each may be anchored by buildings that acknowledge their landmark role. Landmark buildings enhanced by illumination specific to their siting are especially powerful in organizing experience through space and foster strong memories through time.

Gatewasys integrate vehicular arrival with pedestrian pathways of these landmark buildings serving visitor orientation and anchoring spatial understanding of the campus organization.



2027 Centennial Plan with Landmark Buildings in Red Terminating View Corridors

Centennial Plan 2027 - Summary of Principles

While existing nfrastructure and contraints guide development, aspirations guide vision.

This plan seeks to celebrate those aspects of the campus that have been and remain of lasting value going forward; its trees, the scale of it outdoor spaces, its shaded paths that weave these spaces together, and its public art that animates these spaces to give them distinct character and make them memorable places.

Continuous growth has fueled a period of rapid building, with more growth expected going forward. Rapid building offers an opportunity for the realization of a quick transformation of the campus toward it future goals. It also brings with it the possibility for missed opportunities if long term visions are not effective at guiding immedate decisions.

2027 Centennial Plan, Axonometric with Future Buildings in Red, 2017

(4) STORED ART AVAILABLE FOR REINSTALLATION

Gerhard Marcks, *Orpheus*, 1959, Bronze
proposed to be reinstalled at Fine Arts

Reuben Nakian, *Leda & the Swan*, 1977, Bronze
proposed to be reinstalled at Melcher Hall

Peter Reginato, *Luncheon on the Grass*, 1979
Steel

Bob Fowler, *Untitled*, 1966, Bronze

(20) OUTDOOR PUBLIC WORKS OF ART OUTSIDE FOCUS AREA

Willi Gutmann, *The Big Orange*, 1968, Painted steel

Gerhard Marcks, *Albertus Magnus*, 1955, Bronze

Lawrence Argent, *Your Move*, 2011, Granite and bronze

Brian Tolle, *Origin*, 2014, Steel and painted aluminum
replace plantings

Peter Forakis, *Tower of the Cheyenne*, 1972 (refabricated 2004)
Cor-ten steel

Jim Sanborn, *A Comma A*, 2003, Bronze

The Art Guys, *The Statue of Four Lies*, 2010, Bronze, concrete, fossil stone

R. T. Wallen, *Cougars*, 2003, Bronze (Gift of Rebecca and John Moores)

Lee Kelly, *Waterfall, Stele and River*, 1972, Stainless steel

Luis Jimenez, *Fiesta Dancers*, 2/5 1991-93, Painted fiberglass
replace plantings

Jim Isermann, *Cougar Pride*, 2014, Colored concrete
consider relocation

Nathan Carter, Houston Radio Radar Reflectors, 2013, Painted steel

Carlos Cruz-Diez, *Double Physichromie*, 2005, Painted aluminum and steel
Clean, repaint chipped areas, remove distracting occasional plantings, fill grade to plaza and resod, trim overhanging branches, remove street lig

Clement Meadmore, *Split Level*, 1971, Cor-ten steel

Tim Glover, *Healing Nature*, 2003, Stainless steel and aluminum

Linda Howard, *Round About*, 1978, Brushed Aluminum

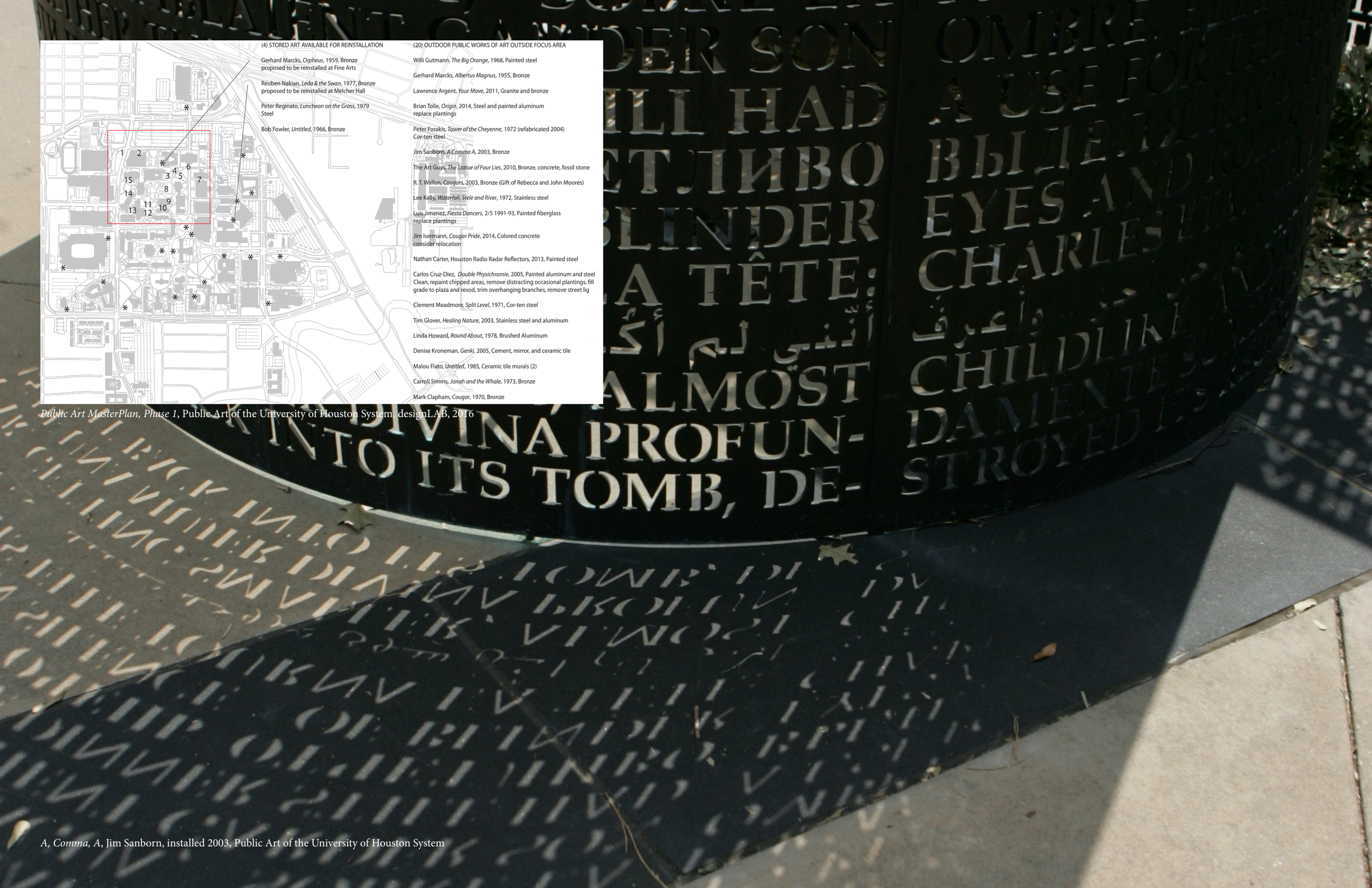
Denise Kroneman, *Genki*, 2005, Cement, mirror, and ceramic tile

Malou Flato, *Untitled*, 1985, Ceramic tile murals (2)

Carroll Simms, *Jonah and the Whale*, 1973, Bronze

Mark Clapham, *Cougar*, 1970, Bronze

Public Art MasterPlan, Phase 1, Public Art of the University of Houston System, designLAB, 2016



A, Comma, A, Jim Sanborn, installed 2003, Public Art of the University of Houston System

POSTSCRIPT

To realize the vision of tranforming a rapidly growing campus requires frequent reassessment and updating. The University of Houston is positioned to mature as a physical setting that can align with its maturation as a nationally relevant research institution, serving its students while also serving its larger community. A model for this approach is Public Art of the University of Houston System. This year the collection, the oldest percent-for-art public collection within a Texas public university, is celebrating its 50th anniversary after having undergone a period of careful reassessment and planning. Public Art UHS demonstrates a curatorial approach to physical assets, recognizing and cultivating what is of greatest value from which to then launch ambitious future initiatives.

Approaching its centennial celebration, the university's preparations for the 100-year milestone are enhanced by the knowledge of the journey that took place to get there.

This plan seeks to contribute to that knowledge.