University of Houston

Multimodal Garage #1 Program and Description

Introduction/Program:
The Campus Framework Plan adopted by the Board of Regents in 2007 and the Campus Transportation and Parking Plan both include a major parking structure at the corner of Wheeler and Calhoun as part of the Wheeler Precinct and as an anchor for the Southeast entry into campus. This project follows those plans and will replace parking space previously lost with the construction of the Health Biomedical Building and Cougar Village I and that will be lost with the construction of Metro's light rail lines and Cougar Village II. It will provide needed spaces for faculty, staff, commuter students and residence hall students.

The project will provide a minimum of 1500 parking spaces and approximately 500,000 GSF with an option for up to an additional 500 spaces for a total of 2000 parking spaces and approximately 670,000 GSF.

In addition the project will accommodate and link multiple modes of transportation including UH Shuttle Buses, Metro Buses and access to a Metro Light Rail Station.

UH Transportation Plan:
UH currently experiences approximately 125,000 vehicle trips per weekday, with an expected increase to over 160,000 within the next decade. To mitigate the impact of this growth, the University collaborated with regional transportation agencies (City of Houston, Metropolitan Transportation Authority, Houston-Galveston Area Council, and Texas Department of Transportation) to develop the UH Transportation Plan. This Plan was utilized to project campus needs and potential transportation capital projects. These projects then formed the basis for Parking Fee recommendations.

The current UH Transportation Plan calls for a reduction in vehicle trips by a minimum of 10% (12,500 to 16,000 vehicle trips per day) by providing convenient access to rail and bus transit, van and carpools, pedestrian walkways, and bicycle transportation. To achieve this goal a significant segment of trips to UH must be by modes other than individuals driving alone. By reducing vehicle trips, the University's transportation plan will reduce congestion, reduce the need for more parking garages, conserve energy, reduce the University's carbon footprint, and help to improve air quality.

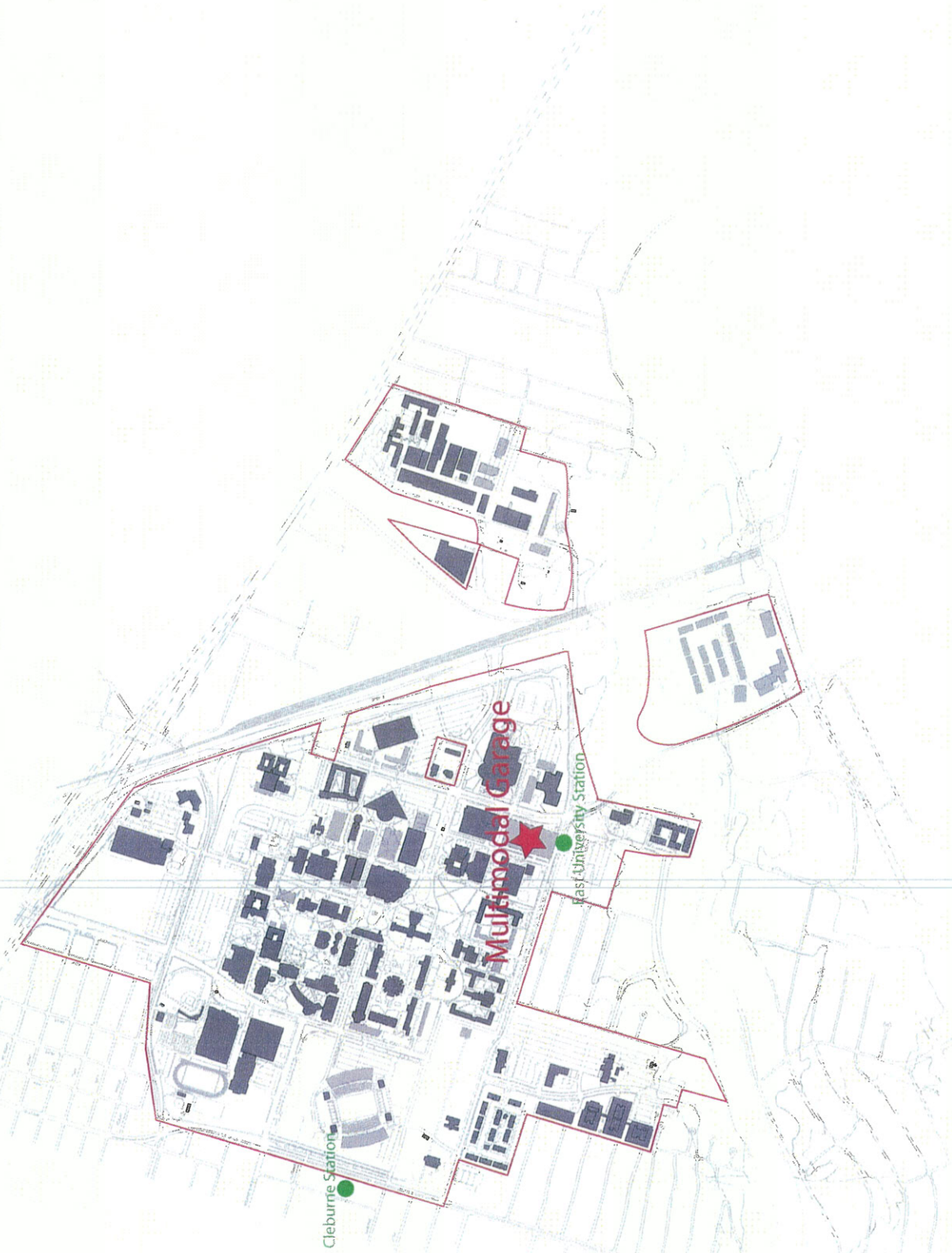
The University of Houston's goal is to implement a transportation plan that links multiple transportation mode- a "multimodal" plan- to achieve a seamless integration of Metro light rail, buses and UH shuttles with the campus and surrounding community. This coordination will significantly increase ridership for Metro, improve access to and from the University, reduce the need for parking garages, and enable the University to handle a larger portion of its projected increase in campus enrollment and activity without a corresponding increase in vehicle trips. With additional mobility choices, the UH Transportation Plan will produce economic, environmental and "quality of place" benefits for the region.

Multimodal Description:
In order to accomplish these goals, UH proposes a coordinated transportation plan that includes developing transportation centers linking all of the various at each of the three proposed Metro light rail stations that will be constructed along the perimeter of the campus. The Campus loop circulation road will provide the pathway for the campus shuttle bus and cross campus trips.

This project is the first of those "multi-modal centers". It combines this coordinated transportation effort with a campus information center. It will provide grade-separated access to the Metro Light Rail Station, Metro bus access, and direct connection to the UH Shuttle. Connections to pedestrian walkways and bicycle paths will serve all areas of the campus, greatly enhancing the desirability of commuting to campus via mass transit.

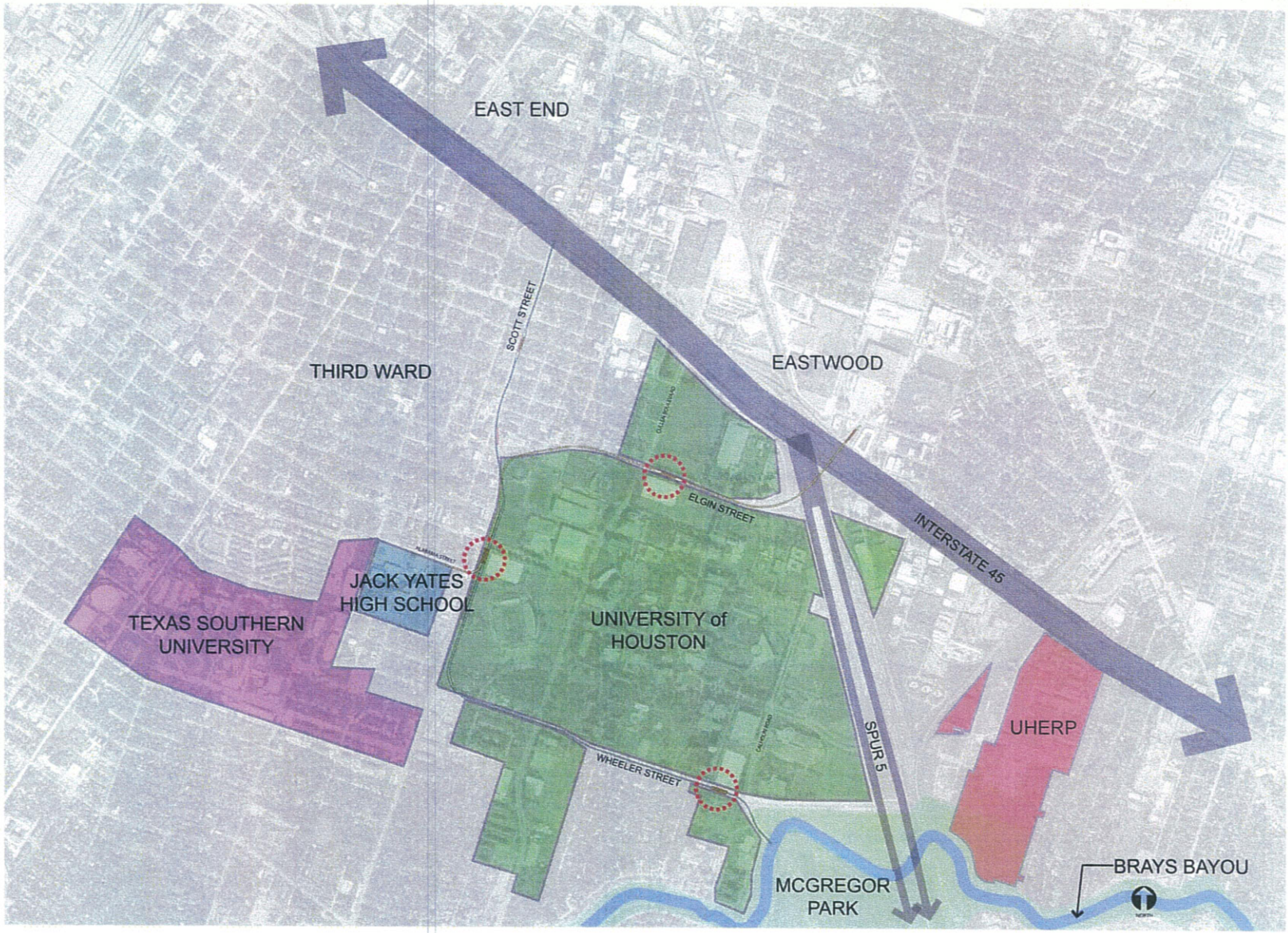
The Garage will be accessed from Calhoun and will include space for the UH Shuttle Busses and pedestrian walkways to the Metro Light Rail Station on Wheeler. A comprehensive traffic analysis will determine the exact size, layout, entrances and resulting traffic accommodations. It will also study what layout will best accommodate Metro buses.

Project Details:
The southeast corner of the project at Calhoun and Wheeler will include special design features in recognition of the importance, visibility and marketing possibilities of this prime corner of campus. The security design of the garage will include extensive security cameras and emergency phones all tied to and monitored by University Police. It will also feature upgraded lighting levels, glass stair towers and glass rear elevator cab walls as well as well lit pedestrian circulation leading form all entrances and exits. The exterior of the building will utilize the materials utilized elsewhere on campus and that are part of the University's standardized material and design palette.



08/16/2011
FCMP – C-1.1.3

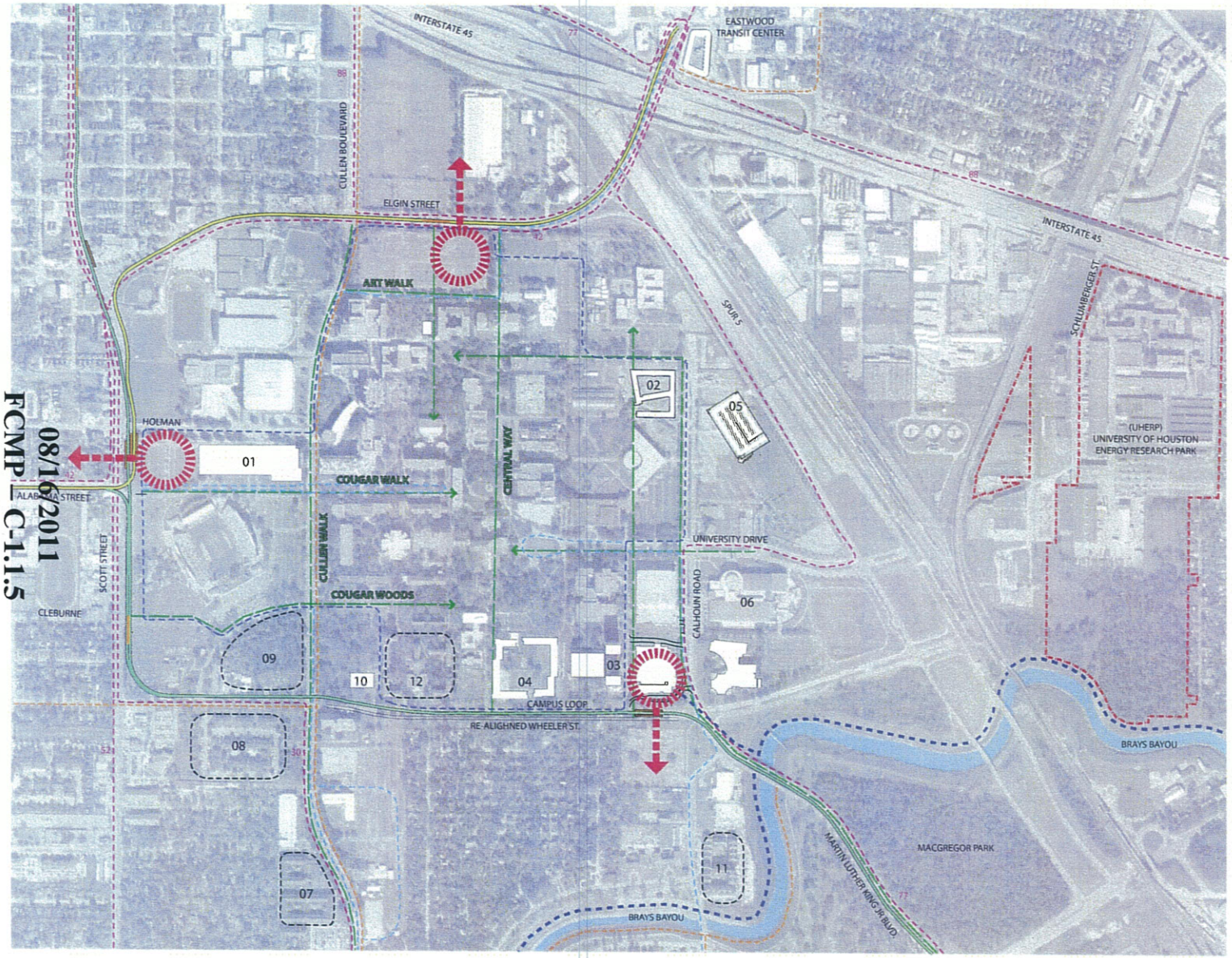
08/16/2011
FCMP – C-1.1.4



NEIGHBORHOOD MAP_EXHIBIT 1

CAMPUS & SURROUNDING AREA

30.JUNE.2011



NORTH

LEGEND

01. NEW 2,000 CAR STADIUM GARAGE (OPENING FALL 2012)
02.. CALHOUN LOFT APARTMENTS
03. MOODY TOWER RESIDENCE HALLS
04. COUGAR VILLAGE
05. EAST PARKING GARAGE
06. CAMPUS RECREATION AND WELLNESS CENTER
07. CULLEN OAKS APARTMENTS
08. CAMBRIDGE OAKS APARTMENTS
09. NEW COUGAR PLACE HOUSING
10. NEW WEST DINING FACILITY
11. BAYOU OAKS APARTMENTS
12. RESIDENCE HALL, QUADRANGLE

(MMTC) MULTI MODAL TRANSPORTATION CENTERS
CAMPUS LOOP RD.
UNIVERSITY LIGHT RAIL CORRIDOR LINE
SOUTHEAST LIGHT RAIL CORRIDOR LINE
PROPOSED LIGHT RAIL PLATFORM LOCATIONS
CAMPUS SHUTTLE
MAJOR PEDESTRIAN MOVEMENT
HOUSTON BIKEWAY NETWORK
METRO BUS ROUTE
BRAYS BAYOU TRAIL

08/16/2011
FCMP_C-1.1.5

MODES OF TRANSPORTATION INTEGRATION MAP_EXHIBIT 2

CAMPUS & SURROUNDING AREA PLAN

30.JUNE.2011