



North Campus Gateway Precinct Plan

Texas Tech University

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Purpose

This study guides development of the North Gateway Precinct on Texas Tech University’s Lubbock campus. The study creates an open space system and sites new academic buildings, the first of which will be the College of Business Administration.

The precinct, located in the northwest area of the core campus, is bisected by the Marsha Sharp Freeway currently being completed. The area north of the Marsha Sharp Freeway is approximately 18 acres; the area south of the freeway is approximately 112 acres.

The proposed open space system emulates what is found in the historic core of Texas Tech University campus. It creates both north and east entries; the latter is restricted to pedestrians. The plan includes a major new multipurpose quad, while building clusters frame internal courtyards. To promote increased pedestrian vitality and an efficient use of land, the precinct plan proposes development densities higher than typically found in the historic core of the campus. This is accomplished by locating buildings closer to pedestrian paths and allowing increased building heights, up to four stories.

The sequence of development is tied to the sequence of land becoming available through the abandonment or relocation of current uses. Demolition of Thompson Hall will allow development of the open space entry corridors, the construction of the College of Business Administration, and surface parking. In later phases, two parking lots will be developed for academic buildings.

The area north of the freeway is available immediately for development of expanded commuter parking to be followed by three new buildings. The parking capacity offers the opportunity to share parking with the Ranching Heritage Center.

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NOTE: A DVD, separate from this report, contains documentation of the planning and design process.

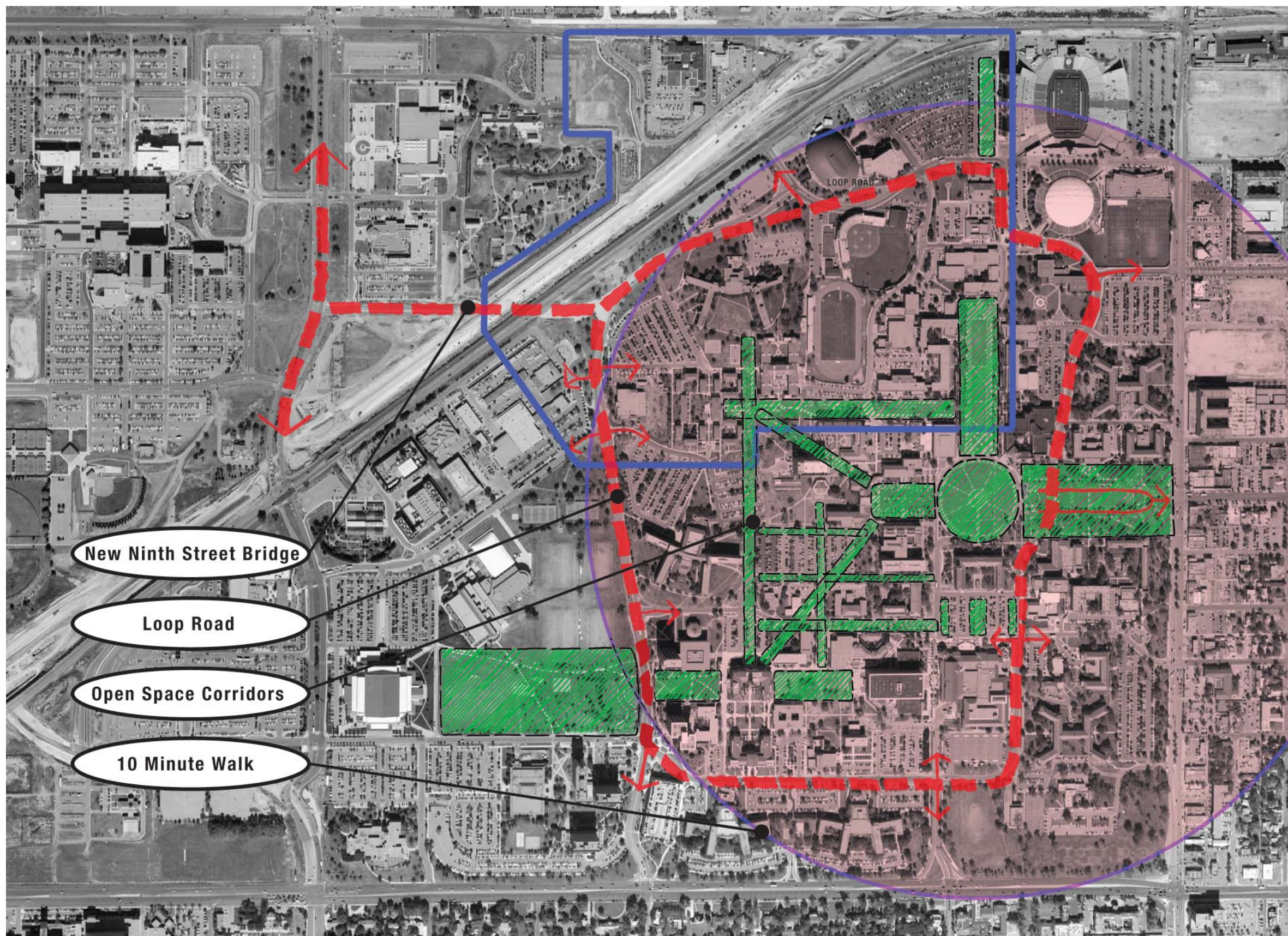


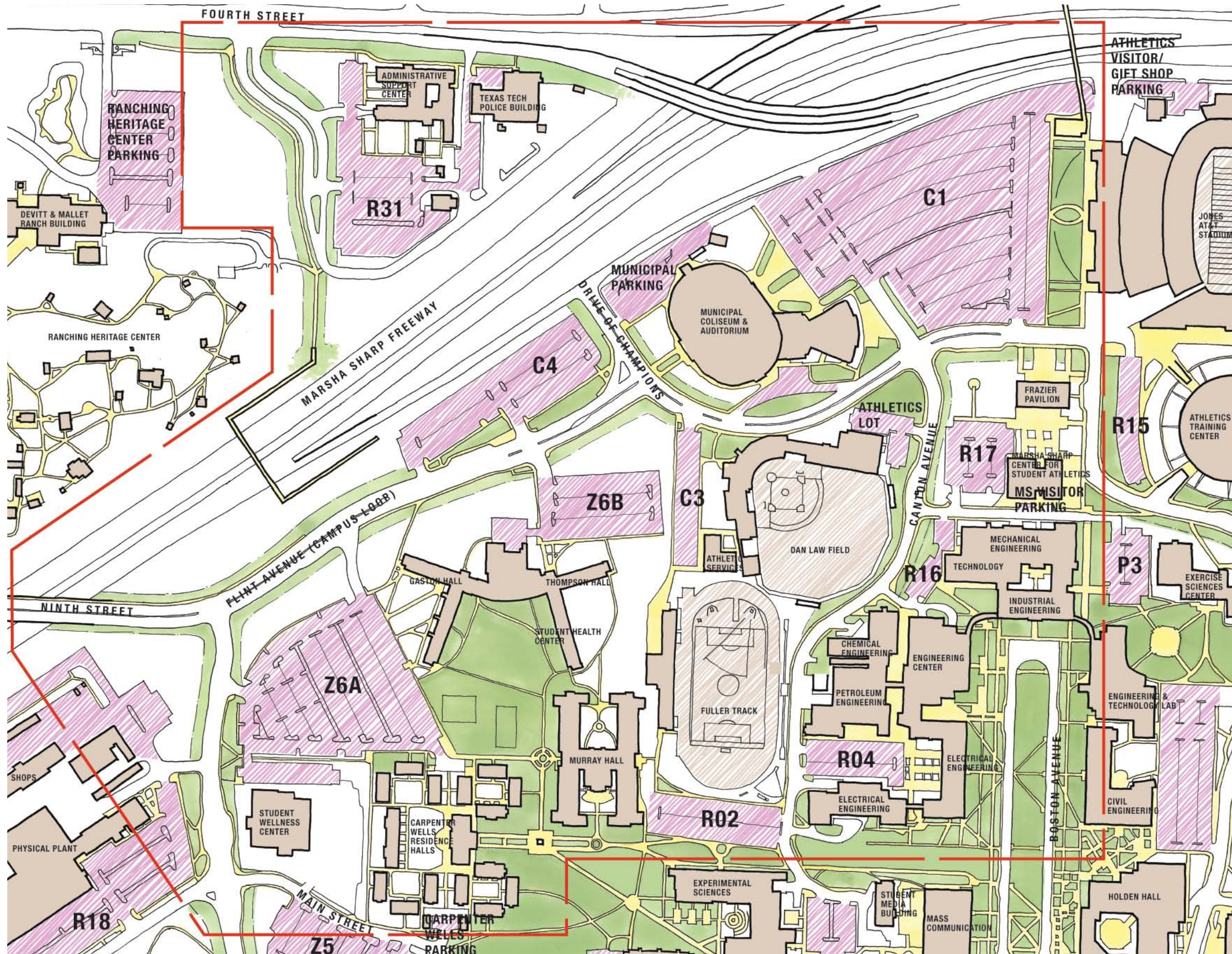
Context



Study Area







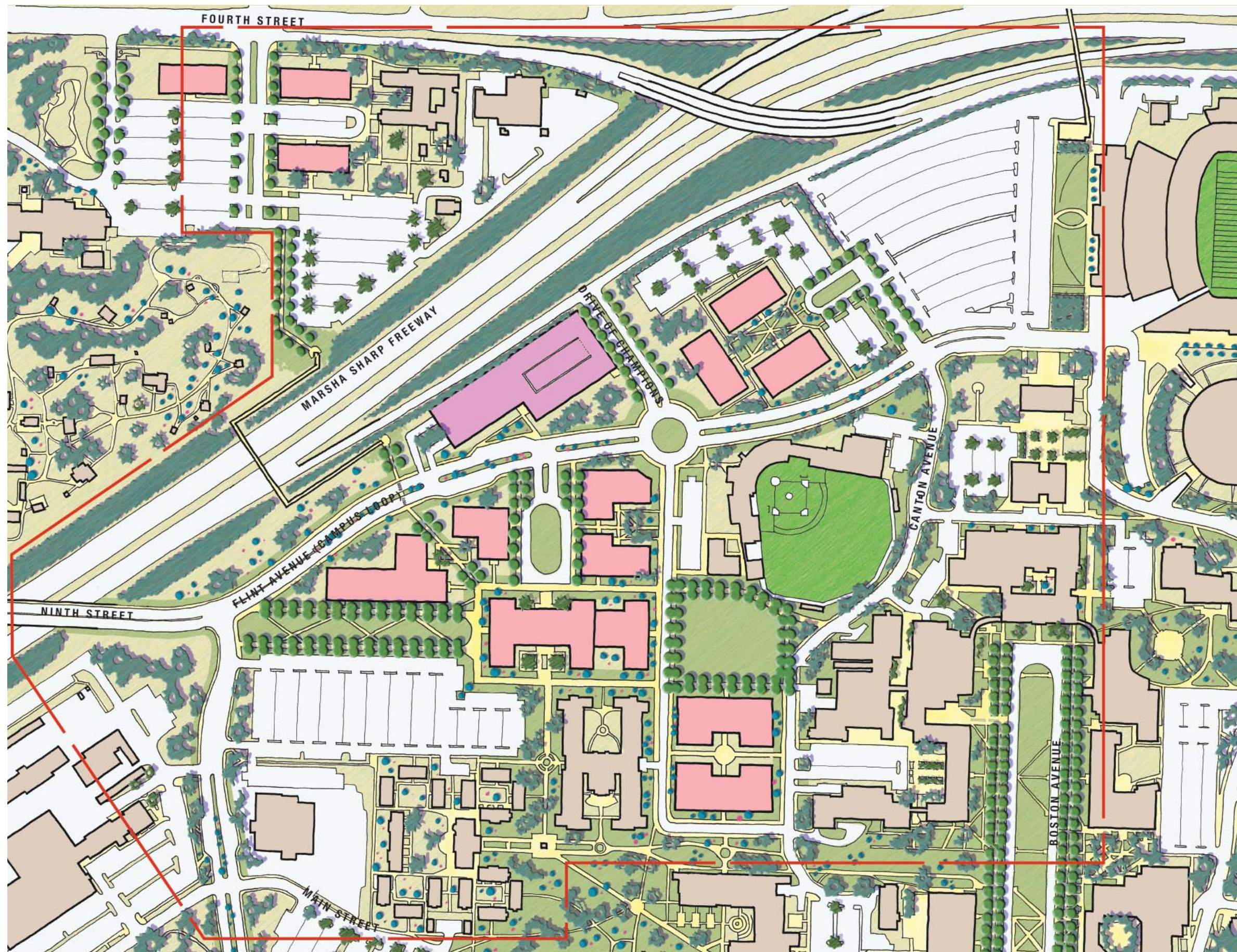


Sequence of Available Land





Numbers indicate sequence of use of land as it becomes available for development, starting with number 1 and ending with number 4.

NOTES:

1. Existing conditions Include improvements under construction or planned by the Texas DOT and the Texas Tech University College of Engineering.



Illustrative Long-Term

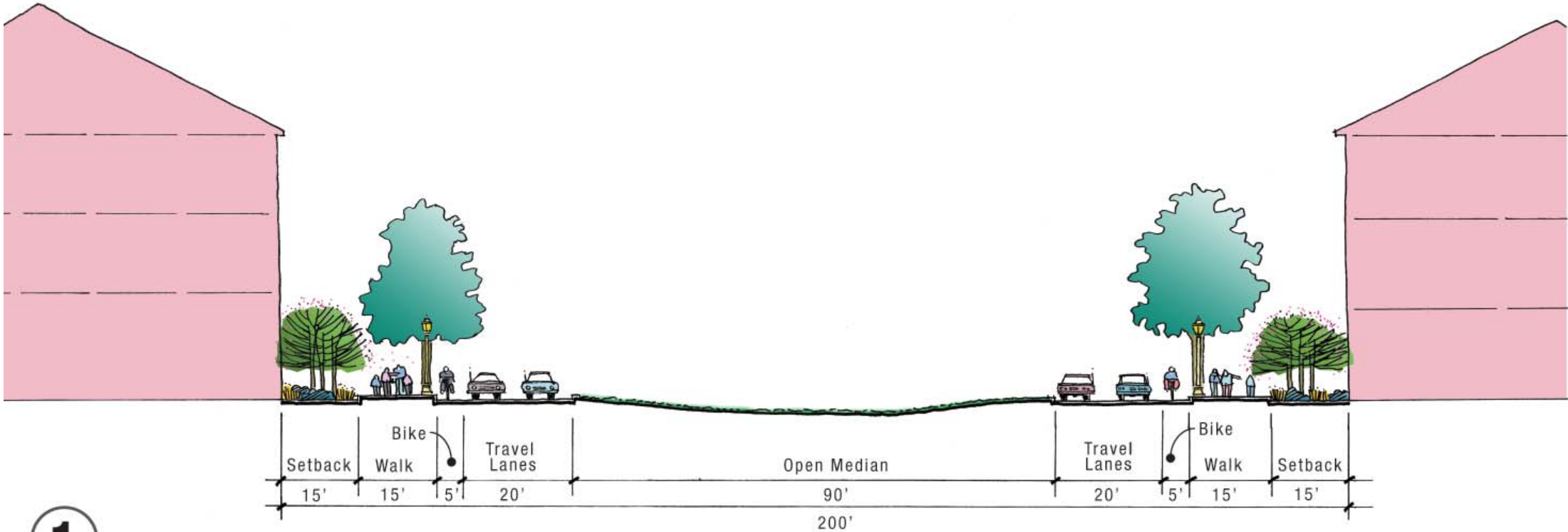
-  Existing Buildings
-  New Buildings
-  Surface Parking
-  Structured Parking

**North Entry to the
College of Business
Administration**

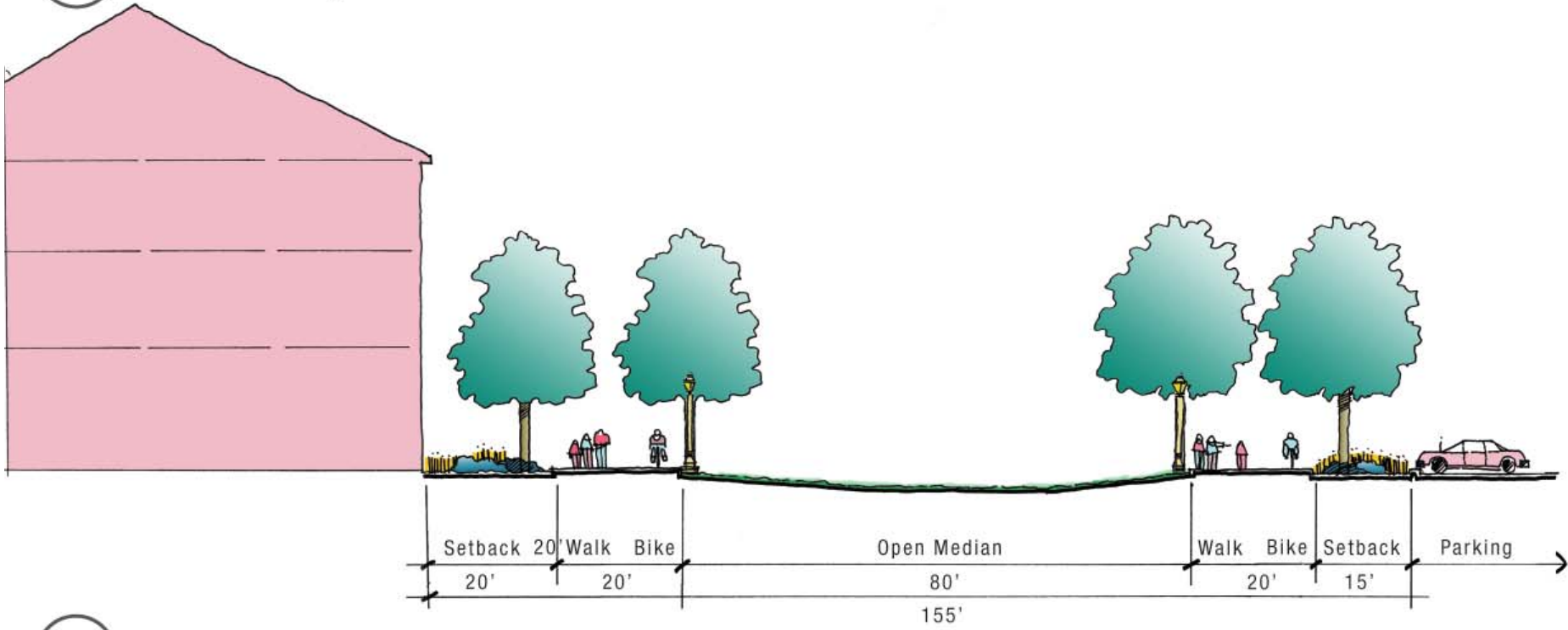




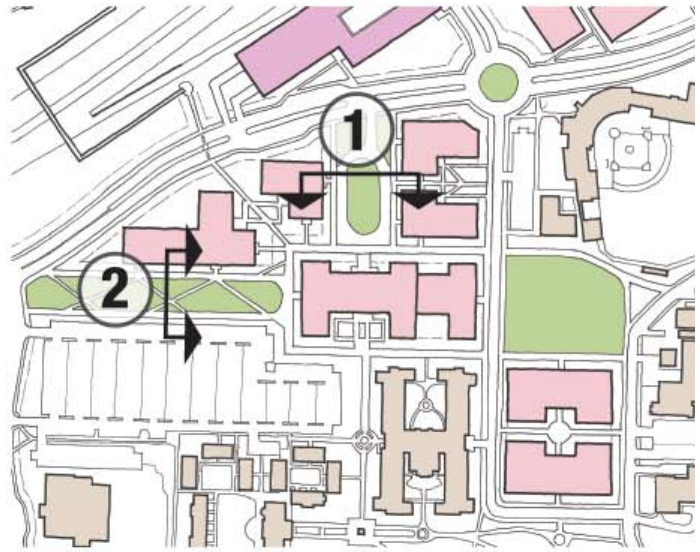


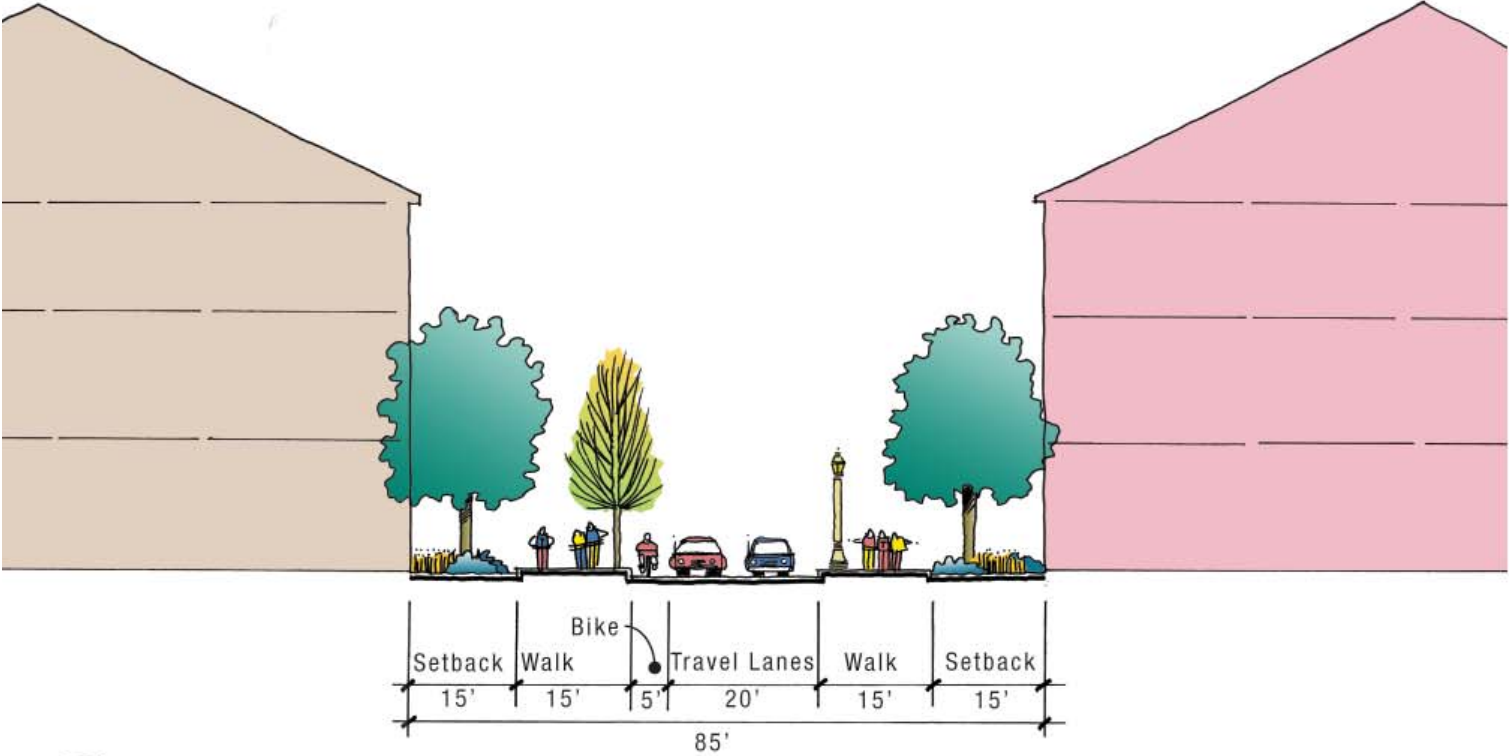


1 North Entry

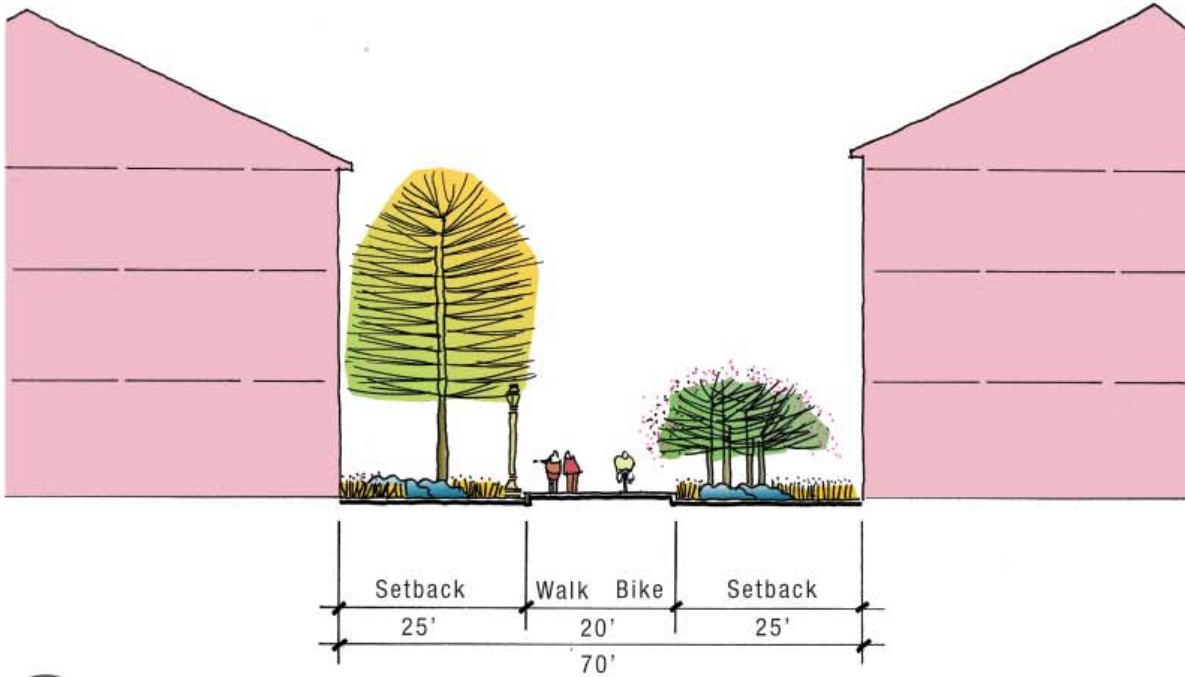


2 East Mall

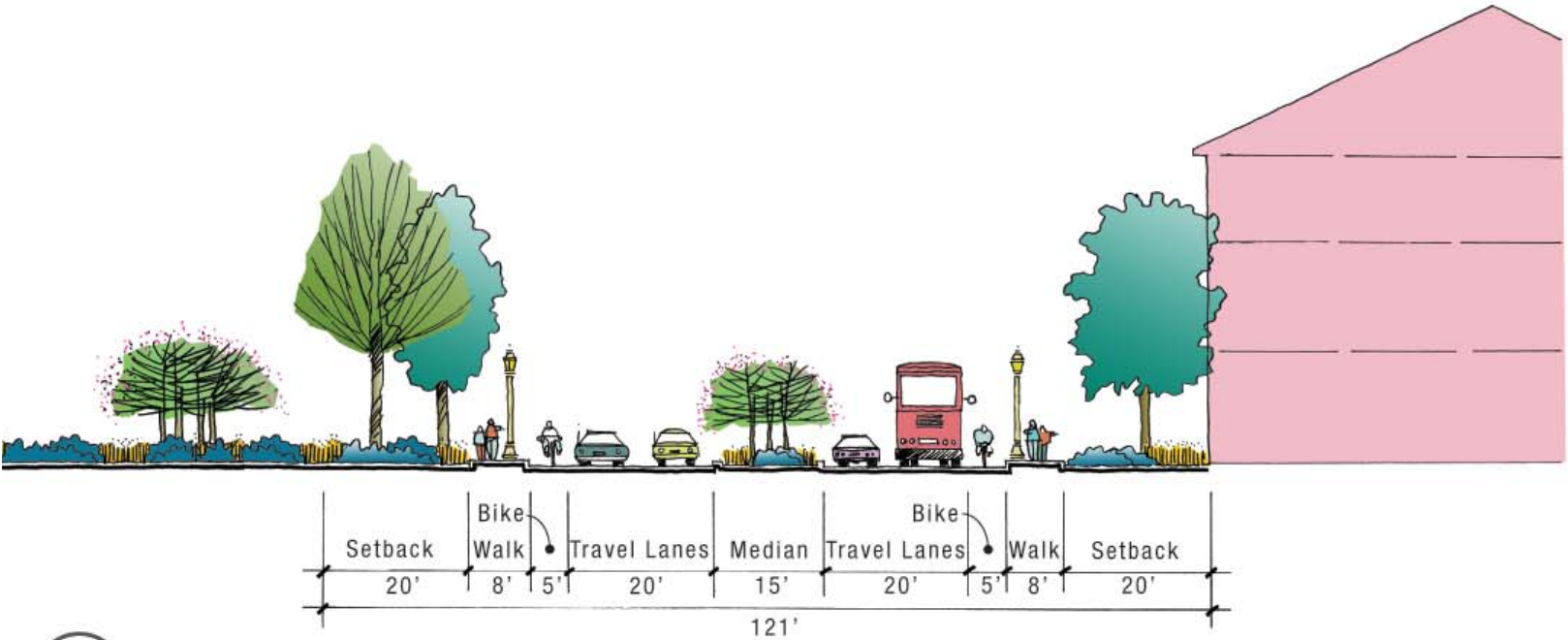




3 Internal Street

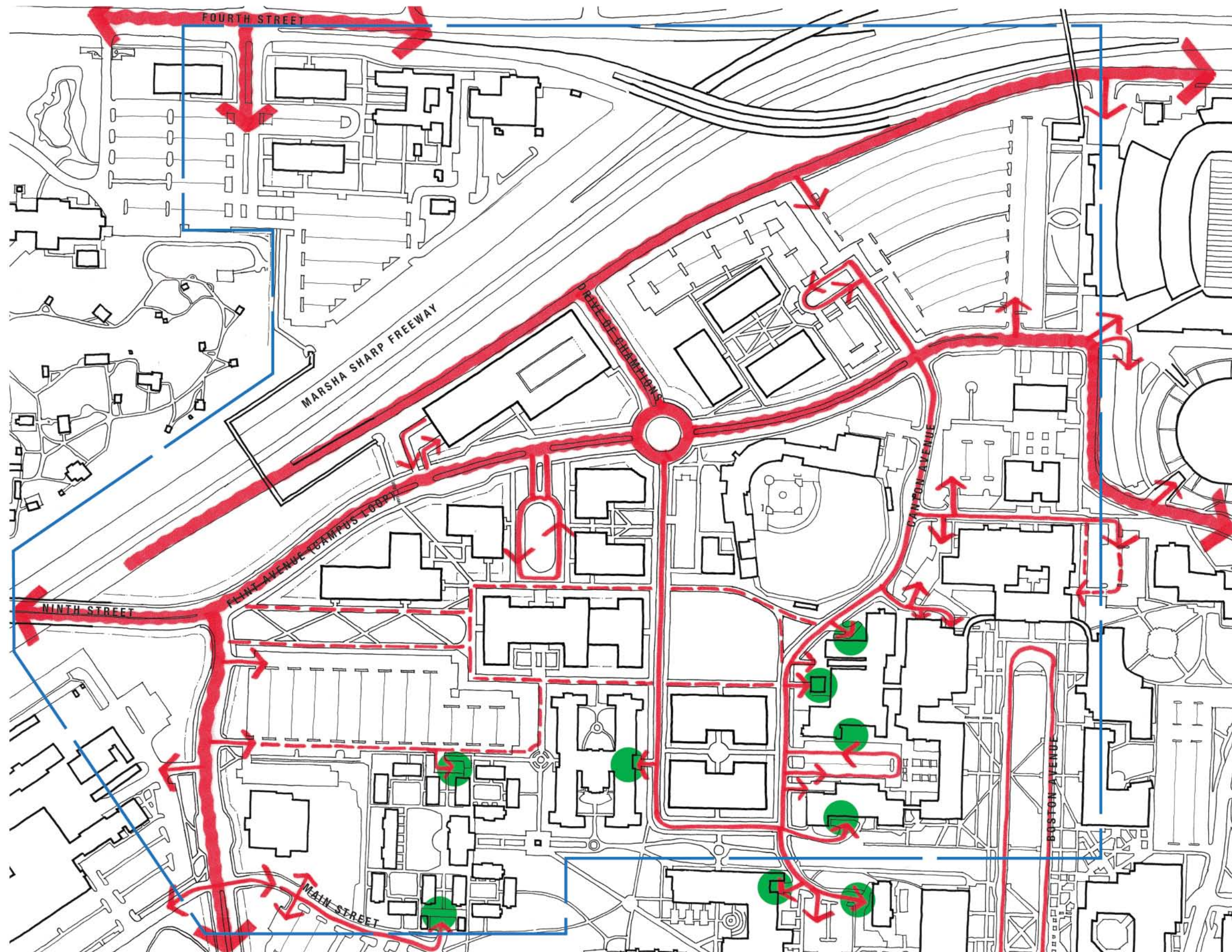


4 Pedestrian Only



5 Loop Road

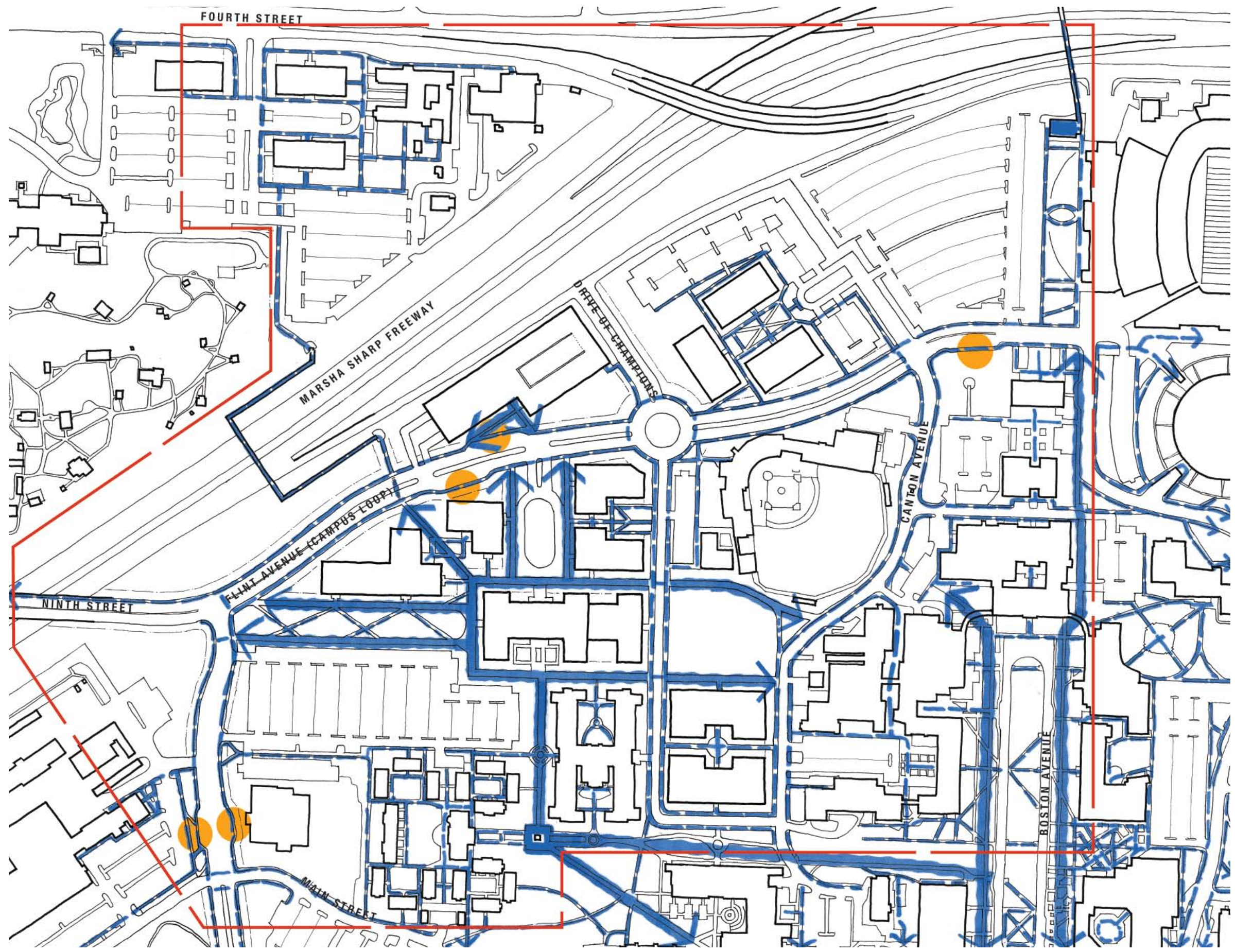







Vehicular Access

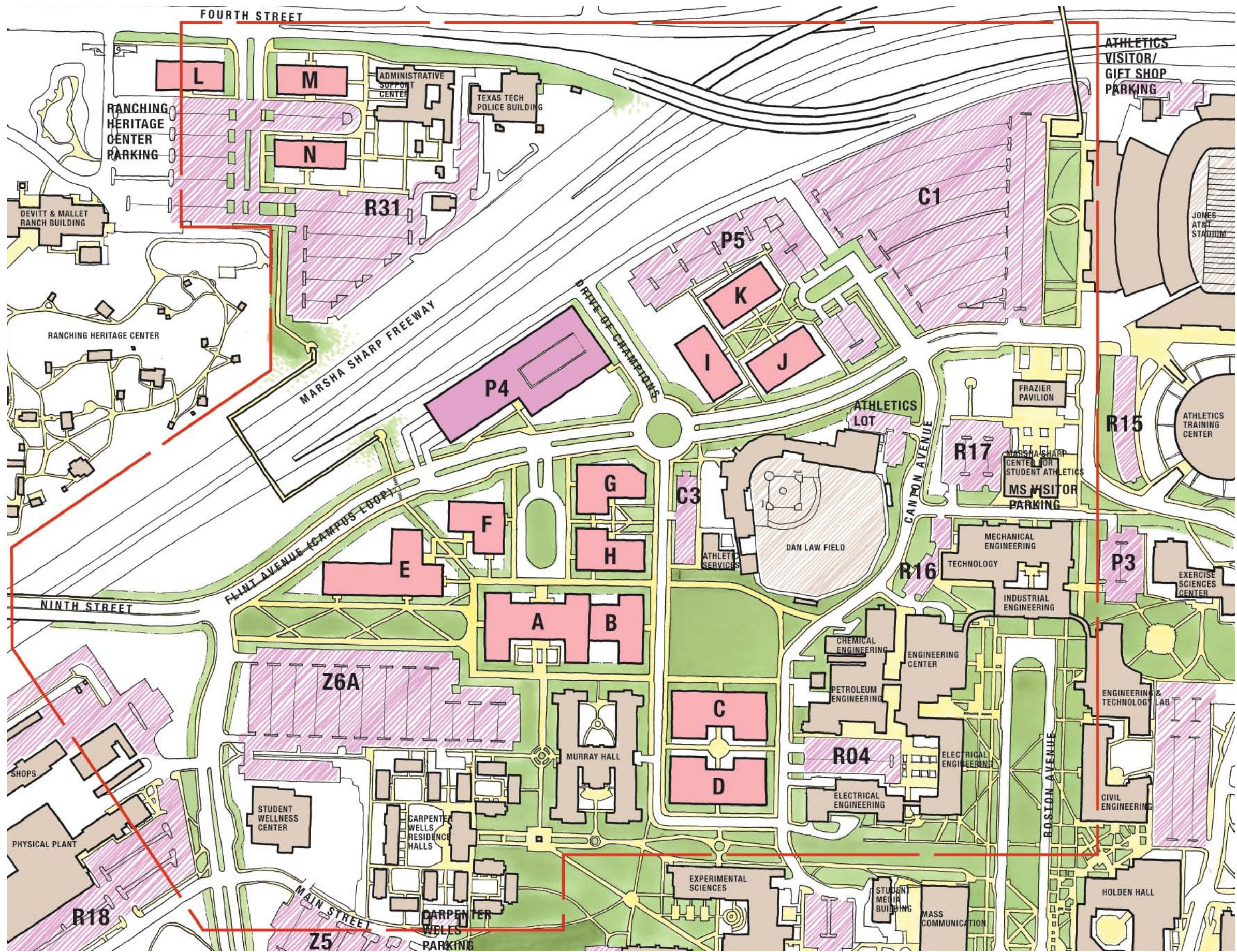
Long-Term

-  Public Street - Primary
Includes emergency access
-  Public Street - Secondary
Includes emergency access
-  Emergency Access
On selected pedestrian ways
-  Existing Service



Pedestrian Access Long-Term

-  Major Pedestrian Flows
-  Minor to Moderate Pedestrian Flows
-  Shuttle Stop

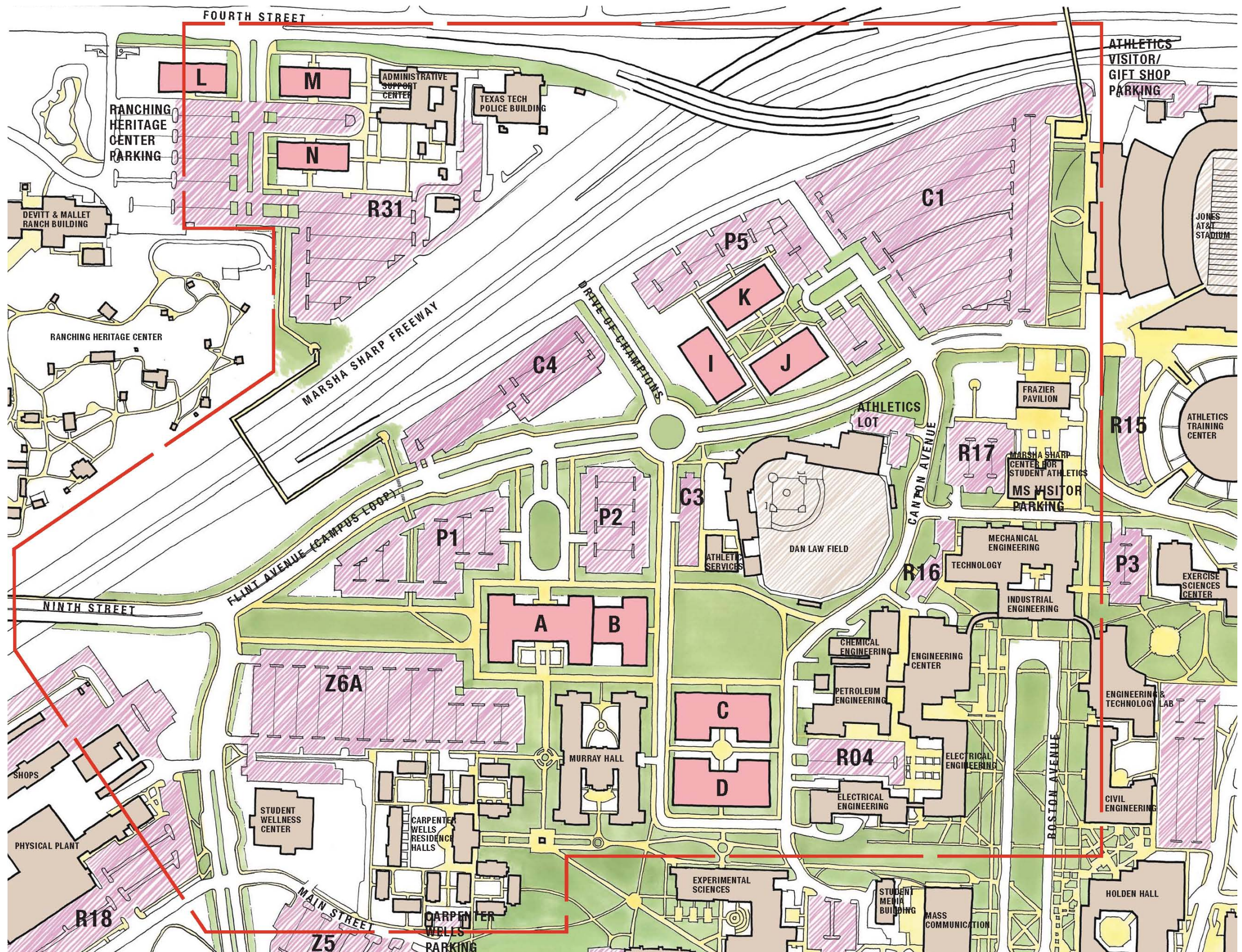


Long-Term Technical Base




- Existing Buildings
- New Buildings
- Surface Parking
- Structured Parking

NOTES:

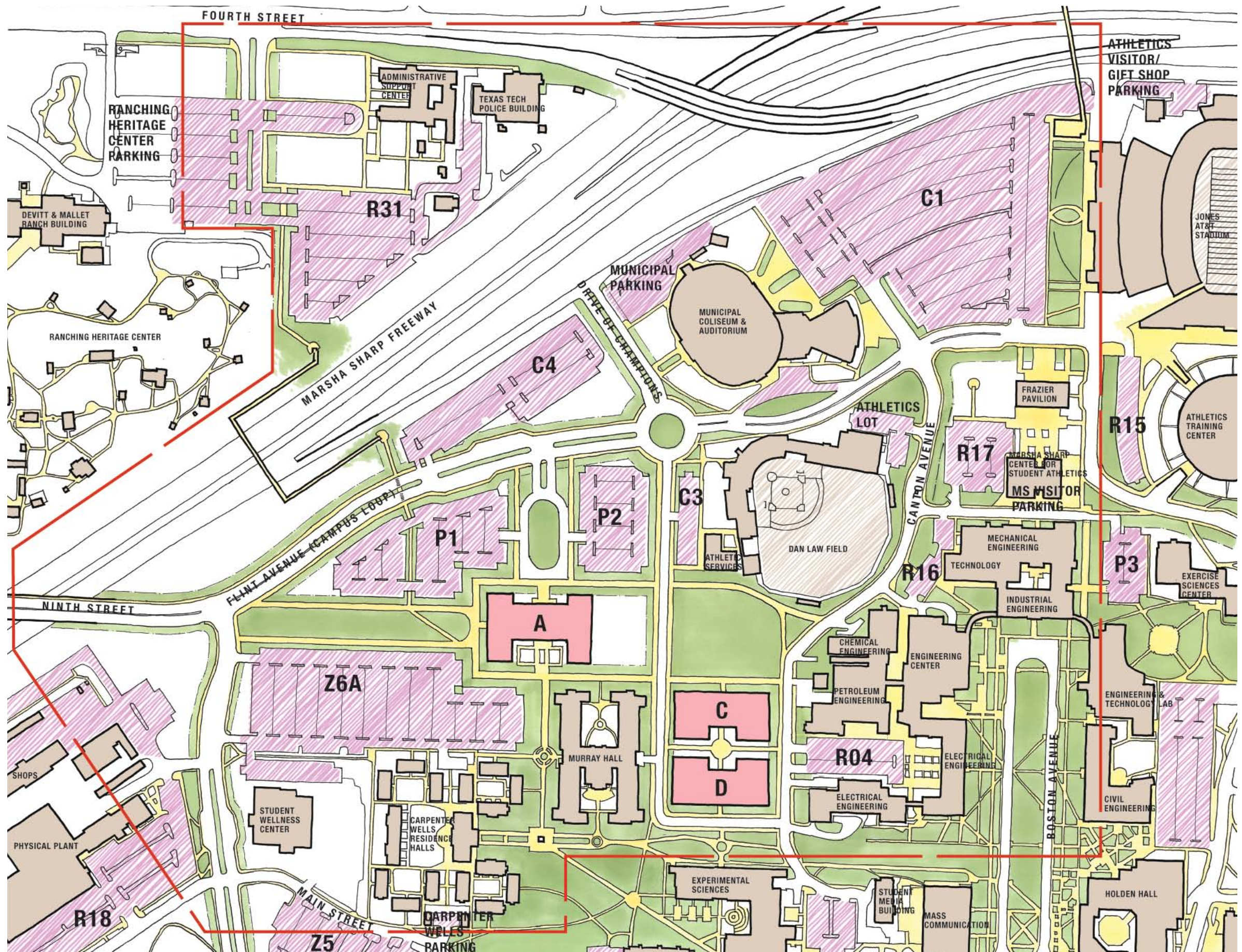
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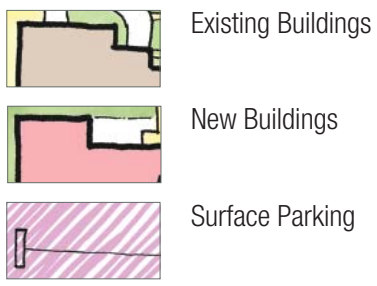
Mid-Term Technical Base

-  Existing Buildings
-  New Buildings
-  Surface Parking

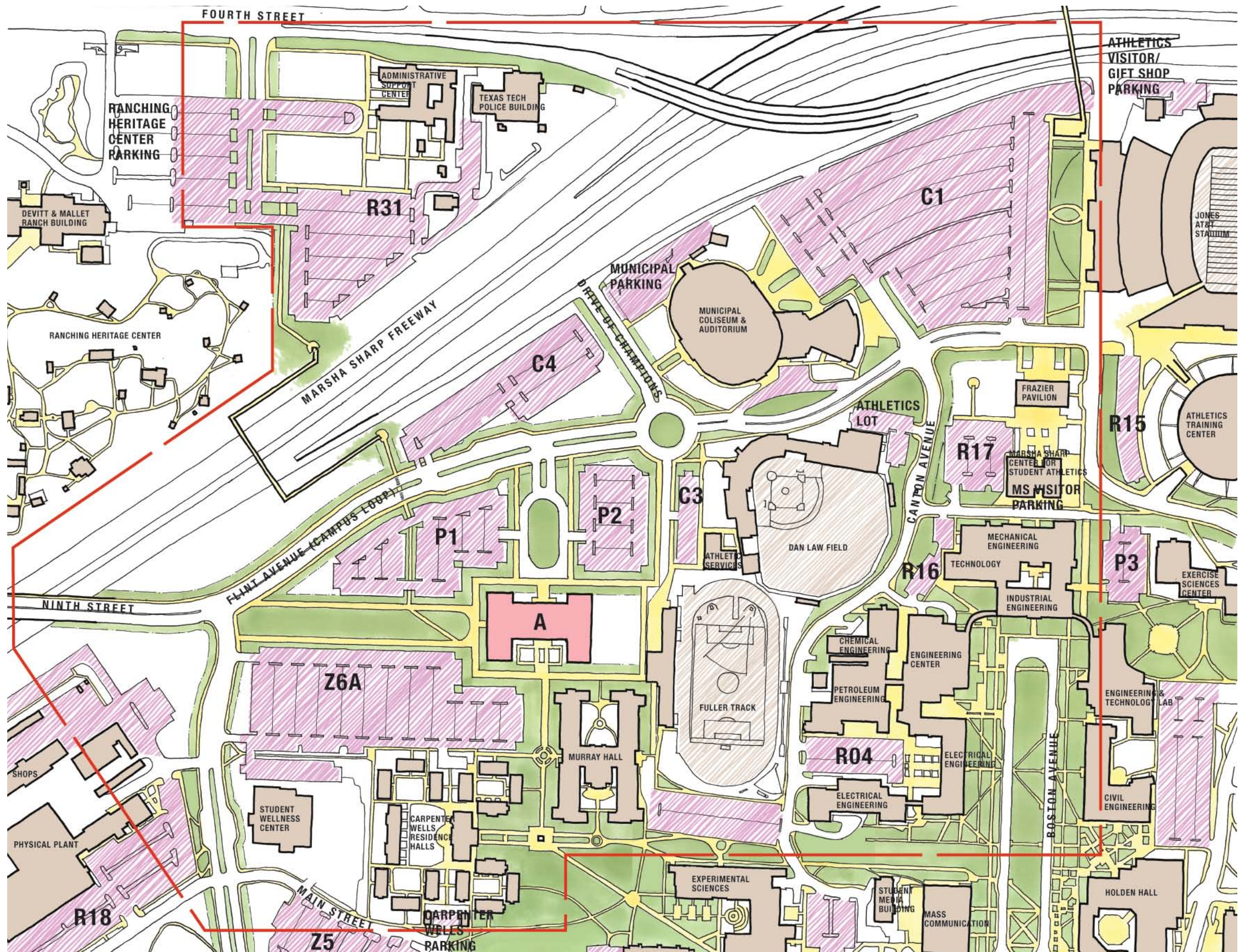
- NOTES:
- Existing conditions Include improvements under construction or planned by the Texas DOT and the Texas Tech University College of Engineering.



Near-Term Technical Base



- NOTES:
- Existing conditions Include improvements under construction or planned by the Texas DOT and the Texas Tech University College of Engineering.



Short-Term Technical Base

- Existing Buildings
- New Buildings
- Surface Parking

NOTES:

- Existing conditions Include improvements under construction or planned by the Texas DOT and the Texas Tech University College of Engineering.

Building and Parking Capacities

New Building						
Building Number	Stories	Gross Square Feet (000's)				
		Floor Plate	Short-Term	Near-Term	Mid-Term	Long-Term
A	3	39.2	137	137	137	137
B	3	20.0			70	70
C	3	33.5		117	117	117
D	3	33.5		117	117	117
E	3	38.5				135
F	3	19.5				68
G	2	20.0				50
H	3	20.5				72
I	3	19.5			68	68
J	3	19.5			68	68
K	3	19.5			68	68
L	2	16.0			32	32
M	2	16.0			32	32
N	2	16.0			32	32
Total Capacity from New Buildings			137	372	742	1,067
(000's GSF)						

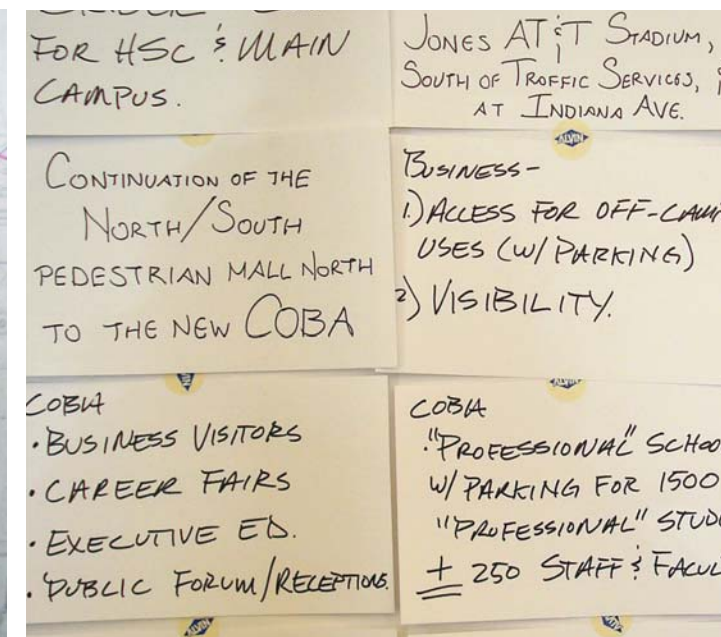
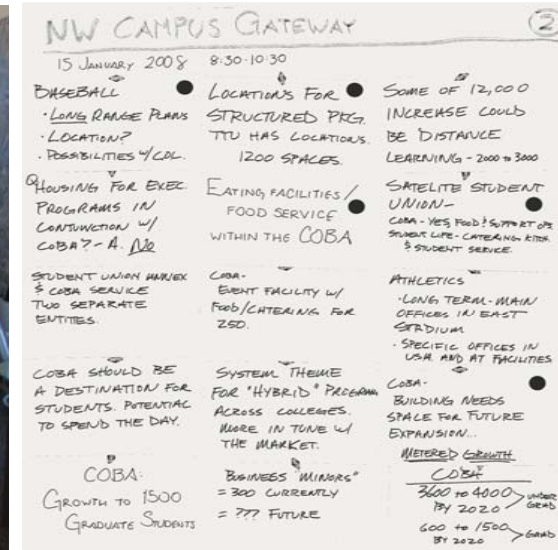
NOTE:
Buildings A through K capacities include a basement level calculated at 50% of the floor plate.
Buildings L, M, and N have no basements

Existing and New Parking							
Lot Number	Levels	Spaces	Existing	Short-Term	Near-Term	Mid-Term	Long-Term
		Per Level					
Athletics Lot	1	50	50	50	50	50	50
C1	1	1,224	1,224	1,224	1,224	1,142	1,142
C3	1	77	77	51	51	51	51
C4 (Surface lot)	1	283	283	260	260	260	
Engineering Key	1	70	70	70	70	70	70
ESS	1	19					
Marsha Sharp	1	7	7	7	7	7	7
R02 (Partial)	1	150	150	150			
R04	1	85	85	85	85	85	85
R15	1	76	76	76	76	76	76
R16	1	59	59	59	59	59	59
R17	1	90	90	90	90	90	90
R31	1	263	263	570	570	570	570
Z6A	1	519	519	598	598	598	598
Z6B	1	165	165				
Capacity from Existing Lots			3,118	3,290	3,140	3,058	2,798
P1	1	238		238	238	238	
P2	1	160		160	160	160	
P3	1	65		65	65	65	65
P4 (Parking structure)	5	240					1,200
P5	1	278				278	278
Capacity from New Surface Lots and Structured Parking				463	463	741	1,543
Total Parking Capacity			3,118	3,753	3,603	3,799	4,341
(Spaces)							

NOTE:
The following parking lots are not included: Coliseum, Physical Plant, Carpenter/Wells service, Z5, the portion of R02 that is not within the precinct study area, Journalism



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