PRINCIPLE 12

DESIGN AREA SPECIAL CONDITIONS

Outdoor Space Between Tykson Hall (right) and Chapman Hall (left), 2025

Principle 12: Design Area Special Conditions

Principle

The campus is composed of approximately 295 acres. Within this vast area smaller areas of campus exist, each with its own distinct feel and history. High-quality development requires attention to the unique details that give each of these Design Areas its own character.

To ensure that the unique characteristics of specific areas are not overlooked, all proposed construction projects shall consider the special conditions below.

Pattern Summary

This chapter addresses the development of all areas of the campus; therefore, all patterns listed in "Principle 11: Patterns" (page 91) apply.

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(A larger Map is available on page "Map 5: Design Areas"

Design Area Special Conditions

Design Area Special Conditions shall be considered whenever construction is proposed for a particular Design Area (Design Areas are further described in Principle 3: Densities, page 49).

Design Area Special Conditions provide specific guidance for development and building use in the part of campus to which they apply. These conditions are organized by Designated Open Spaces because the university's open-space framework is the primary design element that defines the campus character.

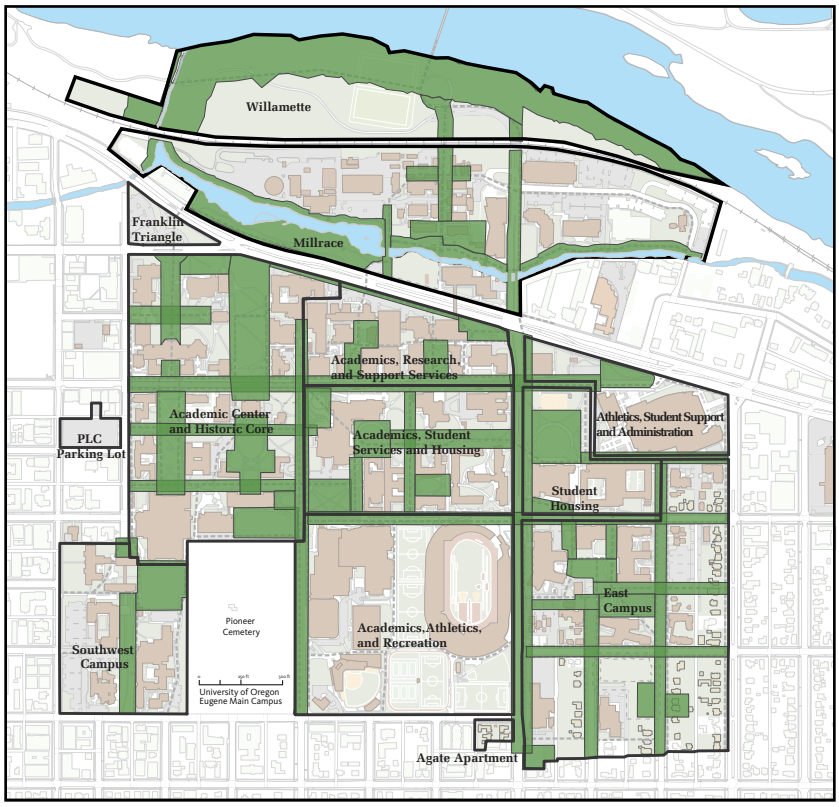
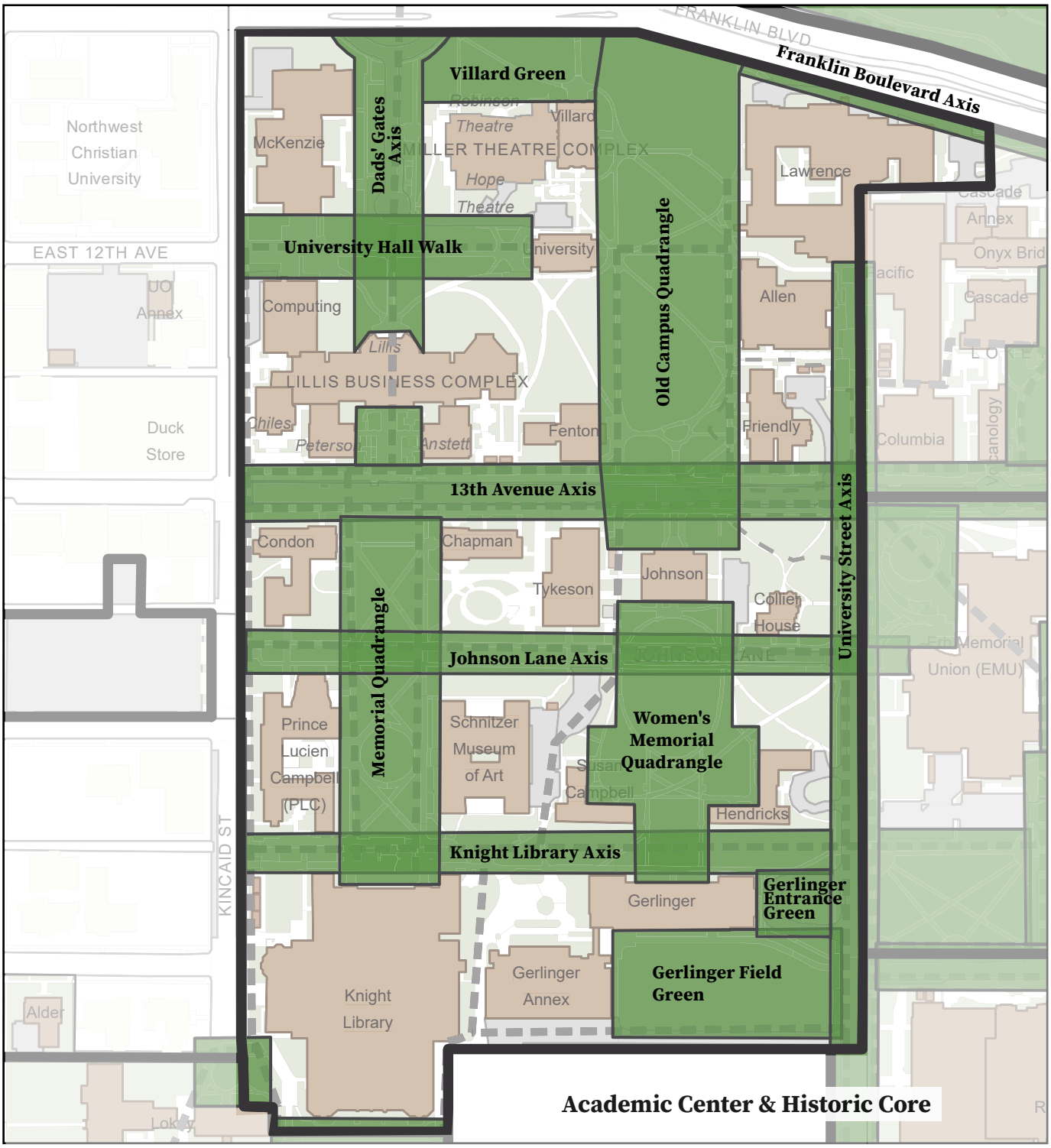


Diagram of Campus Design Areas

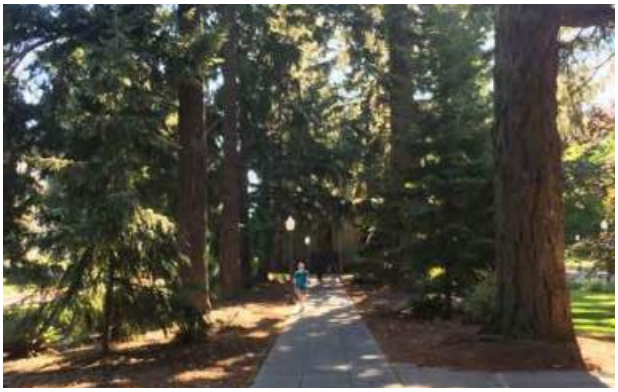
Design Area ACADEMIC CENTER AND HISTORIC CORE



The size of the Design Area is 1,827,250 square feet. Approximately 48% is Designated Open Space.

PRINCIPLE 12

This design area includes the original, historic university campus, and it continues to be the major academic core. Although it is not particularly densely developed, the requirements for passive open space and preservation of historic resources preclude additional development in significant amounts.



University Hall Walk, 2018.

University Hall Walk, 1900.

Area-wide Space Use Comments

To the extent possible, surface parking within this region shall be minimized and developed as parking courts or plazas/landscape areas with emphasis on pedestrian movement. An example of this is located to the east of Jordan Schnitzer Museum of Art. Another candidate for this treatment is the area between University and Villard Halls.

In consideration of the existing and traditional use of buildings in this area for central administrative purposes, the general principle (see "Principle 4: Space Use and Organization," page 55) favoring use of central campus buildings for instructional or instructional-related purposes is modified. It would be appropriate to locate in this area an administrative office that requires frequent face-to-face contact with the faculty or with the president in order to satisfactorily perform the duties assigned to it.

Campus Edges: East 11th Avenue/Franklin Boulevard and Alder Street/Kincaid Street

The university owns land on both sides of this busy boulevard, and development along the Franklin Boulevard edge is highly visible to the public. It is the primary automobile entrance to the university and often provides the first (and sometimes only) impression of the university for visitors and community members. Every opportunity should be taken to improve the visual qualities of this area and convey the university's public role, mission, and history.

University ownership on both sides of the boulevard gives an opportunity to convey the image of driving "through" rather than "by" the campus. Coordination with the future phases of the City of Eugene Franklin Boulevard Transformation Project will be important to visually promote this corridor as part of one contiguous campus, and to improve crossings functionally and visually.

Clear visual clues (preferably through design features rather than signage) identifying the university and creating inviting primary, secondary, and shared gateways or parking routes are essential. Consider the safety and comfort of drivers, pedestrians, and bicyclists using and crossing this corridor. Every effort should be made to locate auto parking near this high-traffic edge to avoid auto traffic in the campus core and adjacent neighborhoods.

Extra care should be taken to preserve and enhance views into the campus and of large open spaces, in particular views of historically significant features including Dads' Gates, the Villard Hall Green (and Villard Hall), and the Old Campus Quadrangle (the Condon Oak in particular). Opportunity exists in this area for a bridge connection from the Old Campus Quadrangle across Franklin Boulevard to the Millrace area of campus.

The edge along 11th Avenue has become more active with the completion of the bus rapid transit EmX route and stop at Dads' Gates making pedestrian amenities that enhance access and safety more important. The large, blank retaining wall at the intersection of 11th Avenue and Franklin Boulevard is a poor example of an inviting campus edge, both for the pedestrian and auto driver. There is potential to create an improved gateway that can also be a visual marker for the campus appropriate to the scale of the boulevard and reduce vehicle paving at Dads' Gates.

The Alder Street/Kincaid Street edge is adjacent to a highly active university-related commercial area and Bushnell University. The highest levels of pedestrians, bicyclists, and bus riders enter the university from here, particularly at 13th Avenue. Prior gateway improvements at the 13th Avenue and Knight Library Axes have been very successful. Similar gateway and sidewalk improvements at other pedestrian points of entry are encouraged in order to create a more welcoming university entrance, convey a positive image, and deter cut-through foot traffic in landscaped areas. Providing safe routes of travel for all modes of transportation at this very active edge is a challenge. Pedestrians, bicyclists, and transit buses have priority, prioritizing pedestrians first.

Construction along Alder Street and Kincaid Street should consider the principles in the City of Eugene's *West University Refinement Plan*.

VILLARD HALL GREEN

Current Use
This area is used by pedestrians. Lying within the Villard Hall and University Hall National Landmark boundary, it is prominently situated adjacent to 11th Avenue and Franklin Boulevard and provides views of Villard Hall.

Pathways/Gateways
Pedestrian use of this area increased due to the completion of the bus rapid transit EmX station at Dads' Gates.

Form
This area has a traditional, informal arrangement of mature conifers interspersed in a lawn setting.

Trees/Landscape
Significant trees include mature Douglas firs and two mature Ponderosa pines that flank the walkway leading from Dads' Gates to Villard Hall. The Dawn redwood north of Robinson Theatre is a significant nearby tree. (Refer to the *Campus Heritage Landscape Plan and Survey of Historic Buildings and Landscapes.)*

Opportunities and Constraints
The existing character of this area should be preserved and enhanced. There is no potential for development in this area. (Refer to the Academic Center and Historic Core Diagnosis.)

DADS' GATES AXIS

Current Use
The primary use of the axis is by pedestrians, with some service vehicles and autos using the few short-term parking spaces within the area. This axis was originally conceived by Ellis Lawrence as the formal entrance to the campus. The southern end facing the Memorial Quadrangle is heavily used as an informal gathering place.

Form
The axis begins at Dads' Gates (11th Avenue), continues to 13th Avenue, and is bisected by the Lillis Hall atrium space. The portion north of Lillis Hall is defined by two big-leaf lindens and two European beeches flanking Dads' Gates as well as the landscaping associated with Miller Theatre Complex. It consists partly of a service drive and partly of grassy, open space interspersed with informal plantings of conifers. The portion of the axis south of Lillis Hall (Gilbert Plaza) is defined primarily by Anstett and Peterson Halls (both Ellis Lawrence buildings) and a mature yellow buckeye.

Pathways/Gateways
This axis serves as a pedestrian gateway to campus. Pedestrian use substantially increased with completion of McKenzie Hall, Lillis Business Complex, and the bus rapid transit EmX station at Dads' Gates. The axis has become an important link between 11th Avenue and 13th Avenue.

Trees/Landscape
The Giant Cryptomeria class tree (class of 1879) and the Sequoia class tree (class of 1880) in the area north of the University Hall Walk are of special significance. The black walnut class tree (class of 1894) near Dads' Gates is also of special significance. The class tree of 1898, a California laurel located in front of Robinson Theatre, died in the early 2000s and was replaced. The Ohio buckeye located in Gilbert Plaza is of special significance.

Two trees adjacent to the designated open space are of special significance. They are the smooth leaf elm class tree (class of 1883) north of the University Hall Walk Axis, and the Dawn redwood north of the Miller Theatre Complex, which was one of the two Dawn redwoods planted on the campus from the original shipment of seed from China. The 1885 Normal Gate adjacent to the Miller Theatre Complex is of special significance. (Refer to the *Campus Heritage Landscape Plan* and *Survey of Historic Buildings and Landscapes*.)

Opportunities and Constraints
The portion of the axis south of Lillis Hall (Gilbert Plaza) should remain open as an intentionally sunny, south-facing spot. Public pedestrian access through the Lillis atrium space should be preserved to maintain the important north/south axial pathway. Proposals for development and tree plantings in this area should preserve and strengthen the axis and improve the pedestrian connection to Lillis, in particular its northern portion. Proposals should acknowledge that Dads' Gates create a visible public gateway that is listed in the National Register of Historic Places. Pedestrian and bike improvements are encouraged, improving campus lighting and seating while reducing vehicle paving, parking should not be featured, and consider improving views to campus by selectively raising lower branches of trees.

A replacement program to anticipate the decline of the numerous mature trees and maintain the desired canopy character along this axis is necessary. The remaining class trees and Normal Gate deserves special care. Refer to the Academic Center and Historic Core Diagnosis.)

UNIVERSITY HALL WALK AXIS

Current Use
This walkway, which aligns with 12th Avenue, is used exclusively by pedestrians. In the early years of the university, it was the path by which townspeople came to the university from Eugene, which lay entirely to the west of the present-day campus. It is an important view corridor to University Hall, the most historically significant building on campus.

Form
Its form derives from the row of Douglas firs and the rise in elevation to the west door of University Hall. The plaza at Kincaid Street is defined by main building entrances to the north and south.

Pathways/Gateways
Its intersection with Kincaid Street is one of a series of pedestrian entries to the university from the west and makes an important connection to the Old Campus Quadrangle.

Trees/Landscape
This axis leads from University Hall to Kincaid Street and is clearly delineated by two formal rows of Douglas firs bisected by the Dads' Gates axis. Nearby significant trees include the Giant Sequoia, Giant

Cryptomeria, and Dawn Redwood (north of Villard Hall). (Refer to the *Campus Heritage Landscape Plan and* Survey *of Historic Buildings and Landscapes.)*

Opportunities and Constraints
Proposals for development in this area (for example, McKenzie Hall plaza improvements or a vertical addition to the Computing Center) need to preserve and strengthen this view corridor. A good opportunity for an entrance gate exists where the walk intersects with Kincaid Street. Proposals also should acknowledge that University Hall is a National Landmark.

The Douglas firs are to be afforded extra care and should be replanted as they die.

(Refer to the Academic Center and Historic Core Diagnosis.)

OLD CAMPUS QUADRANGLE

Current Use
This area is heavily used by pedestrians and serves as a quiet refuge from the surrounding activities.

Form
Historically this quadrangle represents the first open space on campus and has evolved into a quiet, park-like setting. It is defined by the university's oldest and most historically significant buildings, University and Villard Halls, among others. At its southern end is Johnson Hall; its northern end terminates at a wall several feet above Franklin Boulevard. Main building entrances generally face the quadrangle.

Pathways/Gateways
This space is crisscrossed with pedestrian pathways. The southern end of this quadrangle is crossed by the 13th Avenue Axis, an important east/west connection on the campus. The pathways along the east and west edges of the quadrangle connect the 13th Avenue Axis to buildings and to minor pathways leading to destinations on the east and west edges of the quadrangle. The northern end of the quadrangle is a visual gateway to the Millrace, the river and their associated mature landscapes.

Trees/Landscape
The quadrangle has an informal landscape arrangement primarily of conifers with under-story shrub plantings interspersed in a lawn setting. There is also a large collection of magnolias primarily along the edges of the quadrangle.

The open space in which the remaining Condon Oak is situated is to be preserved.[13] A number of other trees in this quadrangle are significant: the European linden located east of Villard Hall (1895 class tree), the big-leaf maple near the southeast corner of University Hall (the sole survivor of the original campus planting of 1884), the sequoia (class of 1892), and the Threadleaf Japanese maple near 13th Avenue northeast of Johnson Hall (because of its size and unique character). (Refer to the *Campus Heritage Landscape Plan and* Survey *of Historic Buildings and Landscapes.)*

Opportunities and Constraints
In contrast to the Memorial Quadrangle, well-located seating within this quadrangle is encouraged. Proposals for development in this area must account for preserving and strengthening the Old Campus Quad. For all practical purposes the area is developed to capacity, and additional academic program space will need to be developed from modest vertical expansion (for example, on Lawrence Hall) or from reassignment of existing space. Opportunity exists to improve pedestrian connections through

[13] When University Hall was built in 1876 it was situated on a barren knoll in a treeless pasture, with the possible exception of the two Condon oaks that were prominently situated just north of the designated open space adjacent to Franklin Boulevard. These trees were later adopted by the classes of 1897 and 1900. In 2004, one of the Condon oaks (class of 1900) was replaced due to its poor condition related primarily to old age.

the Old Campus Quad to the northwest corner of campus. (Refer to the design guidelines in the *Campus Heritage Landscape Plan*.)

Proposals shall account for buildings and landscape features with historic significance including those listed as National Landmarks (Villard and University Halls) or in the National Register of Historic Places (Johnson Hall). Opportunity exists in this area for a bridge connection from the Old Campus Quadrangle across Franklin Boulevard to the Millrace area of campus. The view corridor from *The Pioneer Mother* (removed June 2020) through the Johnson Hall lobby to the *Pioneer* (removed June 2020) and the view north to the Millrace and the river should be preserved. Some outdoor furniture and similar accessories intended to aid in the enjoyment of this special area would be appropriate. There is opportunity to improve views at the south end of the Quadrangle by selectively raising lower tree branches. (Refer to the Academic Center and Historic Core Diagnosis.)

13TH AVENUE AXIS: KINCAID STREET TO UNIVERSITY STREET

(See descriptions in the Academic, Research, and Support Services Design Area for the University Street to Agate Street portion of this axis, page 143 and Student Housing Design Area for the Agate Street to Franklin Boulevard portion, page 161.)

Current Use

This primary axis has heavy pedestrian and bicycle use (only restricted service traffic is allowed) prioritizing pedestrians and connects the Heart of Campus to Kincaid Street and to the Memorial and Old Campus Quadrangles. Special events such as the street fair take place in this area.

Form

This axis has a traditional street design modified by projects such as Lillis Business Complex and Heart of Campus. Landscape elements within the paved street area have enhanced the street's pedestrian quality through the removal of curbs, new tree planting areas, and special paving. Buildings help define the axis and its relationship to intersecting open spaces. Although most buildings are entered from the adjoining quadrangles, the main entrances are clearly visible from the axis.

Pathways/Gateways

The western end of this axis is a major entry to the campus from the nearby west university business district and two major LTD bus transit stations. In some ways this is the premier campus pathway as it connects practically every aspect of the campus internally, to the business district on the west, and to the residential areas to the east. As a public institution, the university needs to be welcoming and open to the public. The west end of this axis is one of several campus places for a public gateway and entrance. This gateway is a symbolic marker of the connection between the community and the university.

Trees/Landscape

The axis is lined on either side with a double row of primarily large-canopy trees including big-leaf maples, London plane trees, and catalpas. Nearby significant trees include the Threadleaf Japanese maple in front of Johnson Hall, and the Port Orford cedar on Collier House grounds. (Refer to the *Campus Heritage Landscape Plan and* Surv*ey of Historic Buildings and Landscapes.)*

Opportunities and Constraints

Special attention should be given to the safety of pedestrians and bicyclists, who share this axis with service, delivery, and emergency vehicles. The design of this axis emphasizes pedestrians and bicycles; however, a system of paving is needed to delineate more clearly the paths each type of user should take in order to ensure safe movement within the axis. Landscape features such as bicycle racks, trash cans, lights, and signage can be employed to serve as indicators of these paths.

Development of the edges of the axis should accommodate the large volumes of pedestrian traffic while also providing seating opportunities (like low walls) and discrete areas for seating. Good examples include the area south of Fenton Hall, the area east of Friendly Hall, and the area north of Condon Hall near the 13th Avenue/Kincaid Street gateway.

Development of the axis where it crosses the Memorial Quadrangle and the Old Campus Quadrangle must recognize these quadrangles by leaving the axis free of bicycle parking and other elements that might interrupt the space. A good example of this is the Memorial Quadrangle where it crosses the axis at Lillis Hall. In addition, the view corridor from *The Pioneer Mother* (removed June 2020) through the Johnson Hall lobby to the *Pioneer* (removed June 2020) should be preserved.

Efforts to shade the street surface, particularly to replace the missing large-canopy trees, are a priority. However, care should be taken not to interfere with adjacent sunny open spaces, such as the Memorial Quadrangle and Gilbert Plaza. Placement of trees should not block the ground-level view from Lillis Hall to Knight Library.

The historic character of Collier House (City Landmark) and Johnson Hall (National Register) site should be considered when selecting and placing trees; in particular, new plantings should recognize the unique nature of the plantings around Collier House.

Maintaining and enhancing the gateway at the intersection of 13th Avenue and Kincaid Street is important to acknowledging the symbolic and literal relationship between the public and the institution that serves it. (Refer to the Academic Center and Historic Core Diagnosis.)

MEMORIAL QUADRANGLE

Current Use
This quadrangle is used exclusively by pedestrians and is the university's largest formal outdoor space. The northern end is intentionally sunny and is heavily used as both a formal and an informal gathering place.

Form
This quadrangle is defined by an ensemble of Lawrence buildings. The quadrangle represents the university's most formal "outdoor room" and, as befitting a traditional quadrangle, all of the surrounding buildings have their front doors facing this open space.

Pathways/Gateways
Three east/west pathways (13th Avenue, Johnson Lane, and Knight Library Axes) cross this quadrangle at its ends and across its center. North/south pathways form the east and west edges of the quadrangle. An important pathway to the Southwest Campus connects to this space along Kincaid Street.

Trees/Landscape
The eight pyramidal English oaks at the southern end are significant trees, which help form the identity of the quadrangle. (Refer to the *Campus Heritage Landscape Plan and* Surv*ey of Historic Buildings and Landscapes.)*

Opportunities and Constraints
Few additional possibilities exist for new buildings along the edges of the quadrangle, but there are options for additions to existing buildings. Any new construction, repair, or replacement abutting the Memorial Quadrangle (for example, an addition to Chapman, Condon, or PLC Halls) shall acknowledge the special significance to the university of this ensemble of buildings and open spaces. The quadrangle itself, along with Knight Library and Jordan Schnitzer Museum of Art, is listed in the National Register of Historic Places. Additions should not overpower or detract from the existing buildings and should be set back from the quadrangle edge. One exception to this could be an addition to Prince Lucien Campbell Hall, which might both establish a formal entrance to the building from the quadrangle and create a balance to Jordan Schnitzer Museum of Art.

Seating, such as benches, is prohibited within the quadrangle's confines but is encouraged along its edges. Extra care is to be given to the quadrangle's repair and renovation and to the introduction of any new plantings. The treeless sunny northern end of the space is a significant gathering place for students in good weather and should remain treeless. The view between Knight Library and Lillis Business Complex shall remain open. (Refer to the Academic Center and Historic Core Diagnosis.)

JOHNSON LANE AXIS

Current Use
Pedestrians moving between University Street, the Memorial Quadrangle, and Kincaid Street are the primary users of this axis. Johnson Lane is a designated bicycle route, used also by cars parking in two small, nearby parking lots, and by service vehicles (including large trucks) accessing Jordan Schnitzer Museum of Art and Chapman, Johnson, and Susan Campbell Halls.

Form
This axis is partially defined by Johnson Lane, a bike route and limited auto access route, and access from the EMU across the Memorial Quadrangle to Kincaid Street. The north and south edges of the axis are not well defined by buildings.

Pathways/Gateways
This axis serves as a major connector in the east/west direction between University Street and Kincaid Street. The western terminus of the axis is the entry point to the Memorial Quadrangle from Kincaid Street and the large PLC parking lot to the west and as such serves as a gateway to the campus.

Trees/Landscape
The Johnson Lane portion is defined loosely by a mix of primarily deciduous trees planted on either side of the lane. The pedestrian portion between Chapman Hall and Jordan Schnitzer Museum of Art consists of an open, grassy lane with an informal mix of conifers on the south side and a row of tulip trees on the north side. The axis is further defined at its intersection with the Memorial Quadrangle by three English oaks and a tulip tree. The western end of the axis has a mix of deciduous trees and terminates at the LTD bus transit station and the PLC Parking Lot (page 126). Nearby significant trees include the Port Orford cedar on the Collier House grounds. (Refer to the *Campus Heritage Landscape Plan and* Surv*ey of Historic Buildings and Landscapes.)*

Opportunities and Constraints
Projects in this area should preserve and strengthen the axis and complete development of the Women's Memorial Quadrangle to reinforce this open space, which is framed on the south by Hendricks and Susan Campbell Halls (all are listed in the National Register of Historic Places). Development of buildings on either side of the axis must accommodate bicycles and service vehicles. There is opportunity to improve views on Johnson Lane by selectively raising lower tree branches. A new campus gate at the western terminus of this axis (at Kincaid) would allow for the resolution of pedestrian traffic along Kincaid, redirecting it to safer crossing points and could also provide an opportunity for Jordan Schnitzer Museum of Art to highlight its current offerings. Further research is needed to determine how to better define this axis with more formal tree plantings, especially along Johnson Lane. (Refer to the design guidelines in the *Campus Heritage Landscape Plan* and the Academic Center and Historic Core Diagnosis.)

WOMEN'S MEMORIAL QUADRANGLE

Current Use
This quadrangle is a quiet pedestrian area that provides a view corridor from *The Pioneer Mother* (removed June 2020) through the Johnson Hall lobby to the *Pioneer* (removed June 2020). The space is often used for formal gatherings.

Form
This grassy area has a traditional campus character with informal plantings of mature large-canopy shade trees. It is defined by the ensemble of Ellis Lawrence buildings and Johnson Hall.

Pathways/Gateways
The northern portion is crossed by the Johnson Lane Axis, an important east/west connector for the campus. The southern edge is crossed by the Knight Library Axis, which is also an important east/west connection.

Trees/Landscape
The axis contains several mature trees placed in an informal arrangement. As noted above, careful planning will need to precede further development of buildings surrounding this axis in order to preserve the forested nature of the area. The Scarlet oaks are of particular significance. (Refer to the *Campus Heritage Landscape Plan and* Surv*ey of Historic Buildings and Landscapes.)*

Opportunities and Constraints
Projects in this area should preserve and strengthen the quadrangle, reinforcing the open space, while completing the composition of buildings (Hendricks, Susan Campbell, Gerlinger, and Johnson Halls) begun by Ellis Lawrence and all listed in the National Register of Historic Places. The composition of buildings needs to enhance the quadrangle by having the buildings' long dimensions parallel to Johnson Lane. The main entrances to these buildings should be from University Street or Johnson Lane. The view corridor from the *Pioneer* (removed June 2020) to *The Pioneer Mother* (removed 2020) (through the Johnson Hall lobby) is to be preserved. Some of the existing trees associated with this open space are not located within the Designated Open Space and may be subject to removal when future development takes place. An effort to plan for this outcome by planting trees within the designated Women's Memorial Quadrangle and the adjacent Johnson Lane Axis, which are less likely to be affected by future development would minimize this potential loss. (Refer to the design guidelines in the *Campus Heritage Landscape Plan* and the Academic Center and Historic Core Diagnosis.)

KNIGHT LIBRARY AXIS

Current Use
The primary purpose of this axis is to connect pedestrians from Kincaid Street on the west end to the Memorial Quadrangle, the Women's Memorial Quadrangle the University Street Axis, and finally the Straub Hall Green on the east end.

Form
This is the third of three axes that cross and connect the major open spaces created by Ellis Lawrence. Its north edge is formed by PLC, Susan Campbell, and Hendricks Halls; its south edge is formed by Knight Library's terrace and fountain and by Gerlinger Hall.

Pathways/Gateways
Its western end is framed by the library gateway. It connects to two important pathways leading to the Southwest Campus area. This axis connects to a path along the edge of the Straub Hall Green that is centered on the entrance to Straub Hall and could become a significant pathway to the residence hall area (through Straub and Earl Halls). (See Northeast Central Campus--Academics, Student Services, and Housing Design Area on page 148.)

Trees/Landscapes
The axis has a traditional campus character with informal plantings of mature, large-canopy shade trees planted on either side of the walkway. The large European beech tree south of Jordan Schnitzer Museum of Art is an excellent example of its type, and it contributes significantly to the character of the axis. The Black walnut tree is significant as well. (Refer to the *Campus Heritage Landscape Plan and* Surv*ey of Historic Buildings and Landscapes.)*

Opportunities and Constraints
The sidewalk arrangement east of the Memorial Quadrangle is informal with one sidewalk transversing the axis's southern edge. Opportunities may exist to create a more formal arrangement of sidewalks. No opportunities exist for new buildings along its edges, and replacement buildings should have their main entrances off the surrounding quadrangle or axis. (Refer to the Academic Center and Historic Core Diagnosis.)

UNIVERSITY STREET AXIS: LAWRENCE HALL TO 15TH AVENUE

(See description in the Southeast Campus--Academics, Athletics, and Recreation--Design Area for the 15th Avenue to 18th Avenue portion of this axis, page 156.)

Current Use
The portion of the axis north from 13th Avenue (known as the Lawrence Hall view corridor) provides exclusive pedestrian access to Lawrence, Allen, and Pacific Halls. The portion of the axis from 13th Avenue to Johnson Lane crosses through the Heart of Campus and is primarily a pedestrian-use area. This portion also is used by bicycles and service vehicles and for parking, with one-way south auto traffic. From Johnson Lane to 18th Avenue the axis is open to auto and bicycle traffic, with parking and sidewalks on the street edges in much the same manner as a typical city street. The axis provides a view of Lawrence Hall.

Form
For most of its length the axis is largely defined by the street, street trees, and sidewalks. For the portion north of 13th Avenue, the axis is defined on its edges by pavement and regularly spaced trees and is completed by Lawrence Hall at the northern end. A majority of adjacent buildings have main entrances facing the street.

Pathways/Gateways
The sidewalks are heavily traveled along this axis. Numerous east/west axes intersect this axis, including 13th Avenue at the Heart of Campus and the pathway adjacent to the Amphitheater Green, both of which are heavily used pedestrian-activity areas. The Knight Library Axis crosses University Street to meet up with the Straub Green pathway leading to Straub Hall.

Trees/Landscapes
The Pin Oaks, several of which that have been replanted, on the portion north of 13th Avenue are to be afforded extra care. Nearby significant trees include the Grand Fir on Collier House grounds and the Sitka Spruce at the southwest corner of the Johnson Lane and University Street intersection. (Refer to the *Campus Heritage Landscape Plan and* Surv*ey of Historic Buildings and Landscapes.)*

Opportunities and Constraints
The axis, including the Heart of Campus at the intersection of 13th Avenue and University Street, is to be protected and enhanced. An effort should be made to introduce pedestrian-friendly designs (and de-emphasize the automobile and favor pedestrians and bicycles). Improvements should include narrowing the lanes, relocating parking to one side, and widening the pedestrian walkway while adding decorative plantings and trees. Refer to the University Street Study (2012) and the 13th Avenue Re-Design Project Conceptual Study for more information.

Outdoor furniture and similar accessories intended to aid in the enjoyment of this area would be appropriate.

Recognize and maintain the nearby Free Speech Plaza at the Allen Hall south entrance.

(Refer to the Academic Center and Historic Core Diagnosis.)

GERLINGER ENTRANCE GREEN

Current Use
The turnaround serves as a drop off for users of the building and contains some parking and service parking. This open space also preserves the view of the historic Gerlinger east entry façade, the entrance to Gerlinger Lounge.

Form
The turnaround is formed by the mature trees to the north and south, the trees along University Street, and Gerlinger Hall itself.

Pathways/Gateways
The University Street sidewalk along the east edge of the turnaround is a connection from the south campus area to the center of the campus. The Knight Library Axis defines the northern edge.

Trees/Landscape
The area is home to several mature trees along its edges. (Refer to the *Campus Heritage Landscape Plan and* Surv*ey of Historic Buildings and Landscapes.)*

Opportunities and Constraints
The area in front of Gerlinger Hall should be kept free of large trees to preserve views of the building and its entrance from University Street. Improvements along the edge of University Street that emphasize pedestrian movements are to be encouraged. Proposals should acknowledge that Gerlinger Hall is listed in the National Register of Historic Places. (Refer to the South Central Campus Diagnosis.)

GERLINGER FIELD GREEN

Current Use
The field is used for instruction as an “Outdoor Classroom” and for passive recreation. It also preserves the view of the south façade of Gerlinger Hall, one of the most well-known views on campus. The path along the south side of the field serves as an important pedestrian and bike connection to Southwest Campus.

Form
The playing field is formed by Gerlinger Hall, Gerlinger Annex, and the trees edging the cemetery and University Street.

Pathways/Gateways
The designated bicycle and pedestrian route along the south edge of the field (part of the 15th Avenue bike route) is an important part of the east/west connection to Southwest Campus.

Trees/Landscape
The Douglas fir at the southeast corner of the field is a significant tree. Although not part of the open space, the conifers along the southern edge of Pioneer Memorial Cemetery contribute to the area's character and are maintained by the university.

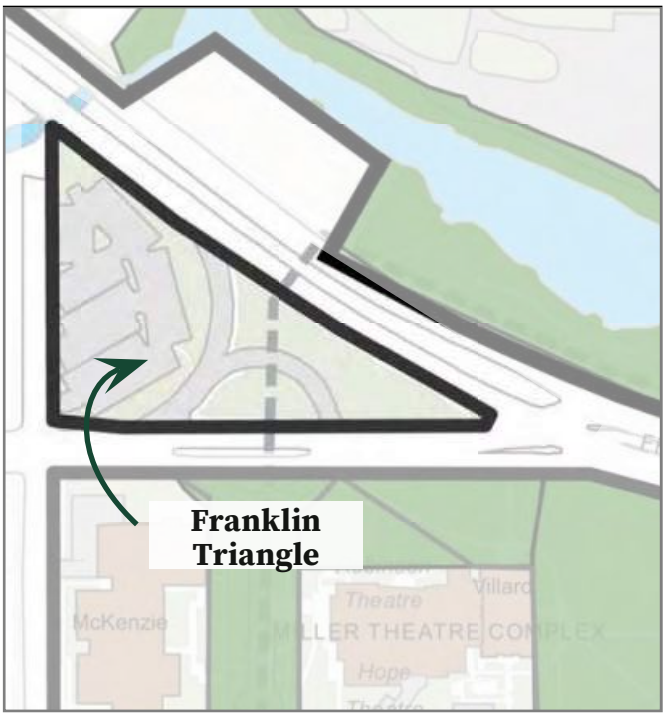
Opportunities and Constraints
This area shall be preserved as an Outdoor Classroom. The view of the south façade of Gerlinger Hall, which is listed in the National Register of Historic Places, shall be preserved as well. Overall, a better connection to University Street is desirable.

Pedestrian and bike access shall be preserved. Opportunities exist to work with the Eugene Pioneer Cemetery Association to make the area more appealing and safe, enhancing the area through better lighting and signage.

(Refer to the Academic Center and Historic Core Diagnosis.)

FRANKLIN BOULEVARD AXIS
(See description in the Northeast Campus Design Area on page 145)

Design Area Franklin Triangle



The size of the Design Area is approx. 97,977 square feet. No Designated Open Spaces exist within the area boundaries.

Current Use
This area currently is used for parking. It is bisected by an access road that runs north south between Franklin Boulevard and East 11th Avenue. (Verify potential restrictions for the access road).

Area-wide Space Use Comments
Heavily devoted to parking, existing paths are not continuous or connected to campus, making pedestrian and bicycle circulation difficult. A significant historic structure, Dads' Gates, is located across the street from the southern edge of this design area. Additionally, three large utility boxes related to the EmX bus rapid transit are located along the south sidewalk in the design area, and an EmX station is located adjacent to the design area in the center of East 11th Avenue.

Form
Separated from the main campus East by 11th Avenue, the area gets its triangular form from East 11th Avenue, Franklin Boulevard, and Kincaid Street. The area is clearly visible to a large and diverse public, making it important in communicating the beauty and presence of the university. The western campus edge of this design area at Kincaid Street and East 11th Avenue is undefined as Kincaid Street does not connect through to Franklin Boulevard, and the northwest corner borders a portion of the Millrace waterway.

Pathways/Gateways
Because this area is separated from the campus by East 11th Avenue, new development should be limited to uses that do not encourage frequent crossings of that street, unless pedestrian access is improved. Because it is very visible from Franklin Boulevard, a major route to the campus, this design area has the potential to give a first impression of the campus and could become a primary gateway for pedestrians, bicyclists, and vehicles. The current sidewalk along the access drive that bisects the site was built to provide a safe and direct pedestrian connection from East 11th Avenue to the large private student housing development across Franklin Boulevard, where there is a traffic signal.

Trees/Landscape
There is an area of lawn and mature trees in the southeast portion of this design area. A mix of mature oak and evergreen trees border the northern edge along Franklin Boulevard.

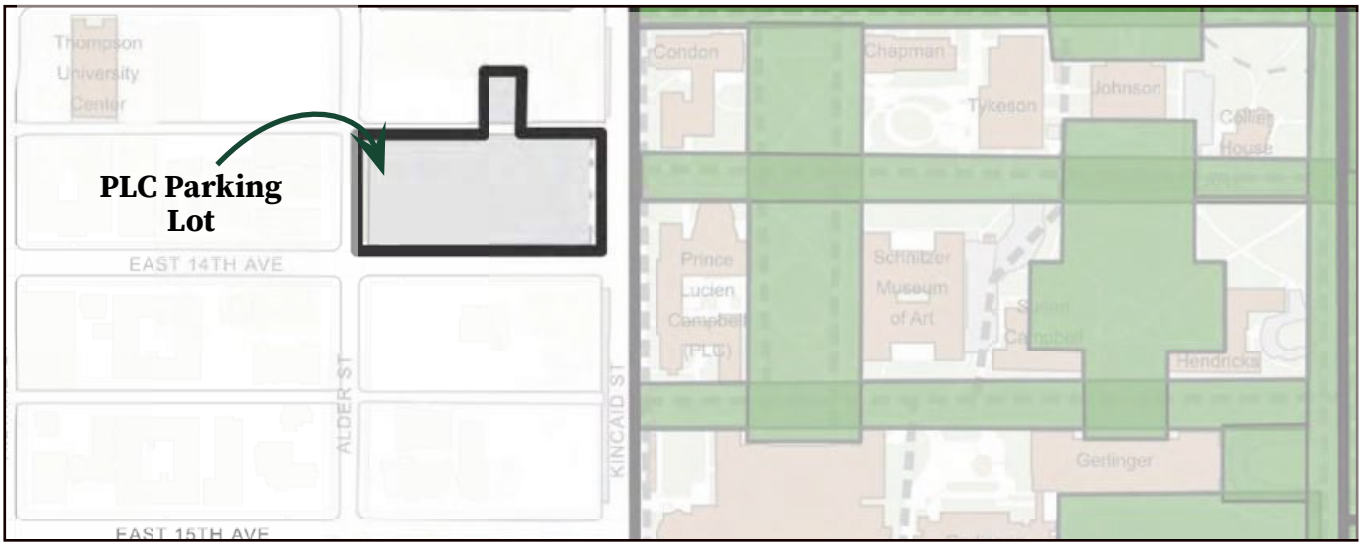
Opportunities and Constraints
Every opportunity should be taken to improve the visual qualities of this area. It is a good site for an academic building, assuming the pedestrian connection to campus is improved. For example, there may be an opportunity to acquire East 11th Avenue to create a pedestrian zone, and work with the City of Eugene to redirect East 11th Avenue automobile traffic (potentially via Kincaid Street, in coordination with a future phase of the City of Eugene Franklin Boulevard Transformation Project). Such an opportunity would also allow for significant gateway improvements. The University will need to work with the city and engage with Bushnell University to address the current automobile access that bisects the site. Any new development should serve as a terminus to Dads' Gates Axis. Upon future redevelopment of the area, it will be important to maintain a safe pedestrian connection to the Franklin Boulevard crossing.

This design area is also a good location for a parking structure because of its proximity to major automobile routes, its proximity to a great number of campus users, and the possibility of developing parking at this site cooperatively with Bushnell University. Structured parking on the site should include the possibility of adding non-parking flexible uses to the ground level of the structure. Because of its very visible nature on
an important route to the campus, a parking structure on this site would need to be designed in an attractive way using brick and other materials typical to the campus.

Projects should enhance the pedestrian character of the north end of the Dads' Gates Axis. Recognize the importance of Franklin Boulevard's western edge and of Dads' Gates Axis as a primary gateway to be improved to announce the university to all modes of transportation. Use tree plantings to expand on the Franklin Boulevard tree pattern.

The extension of the designated Campus Plan Pathway north across East 11th Avenue emphasizes the need for a clear, strong, and safe pedestrian connection across East 11th Avenue to campus and desire to enhance the pedestrian character of the north end of the Dads' Gates Axis. Carefully consider views from Franklin Boulevard to this major gateway location.

Design Area PLC Parking Lot



The size of the Design Area is 59,292 square feet. No Designated Open Spaces exist within the area boundaries.

Current Use
This area presently is devoted entirely to off-street parking. The South Kincaid LTD bus station is located on its eastern side.

Form
Formed by the streets and alley surrounding it, the parking lot occupies a strategic position as the western terminus of the east/west Johnson Lane Axis, which is anchored at the eastern end by the Erb Memorial Union. (Refer to a description of the Johnson Lane Axis on page 119.)

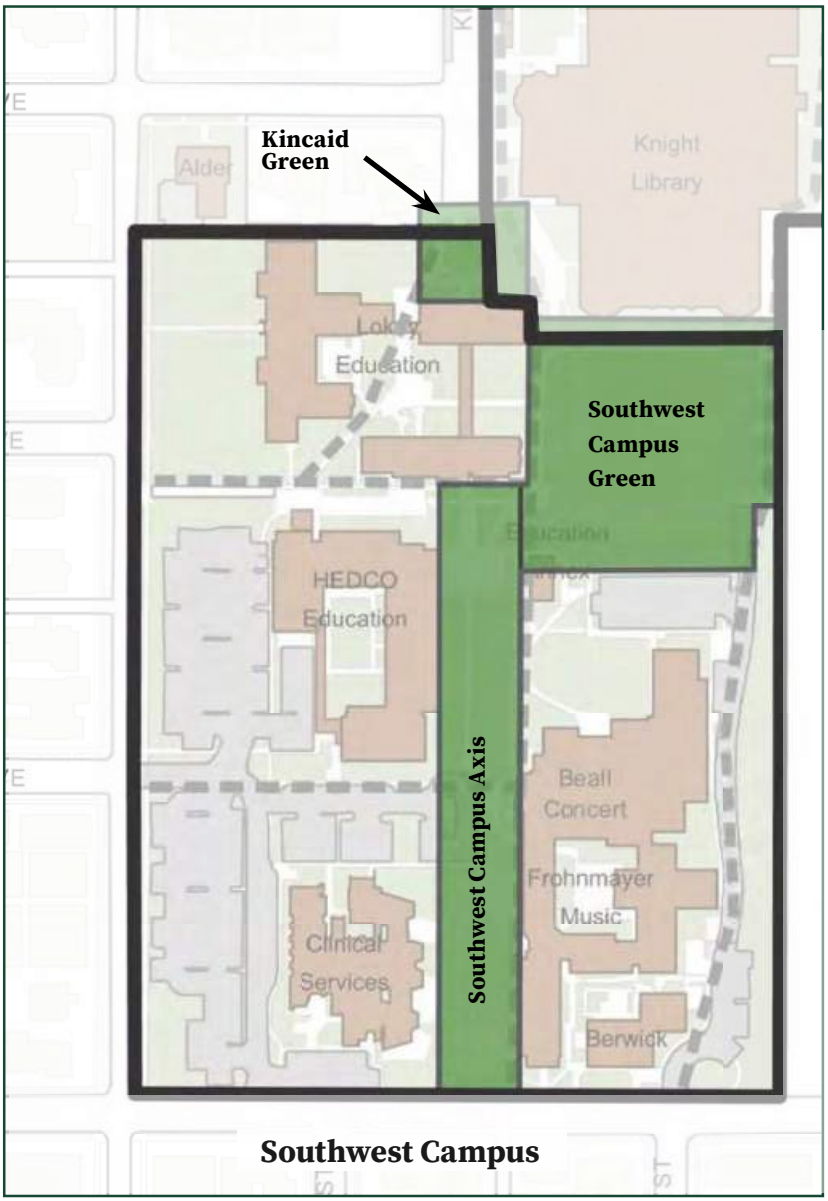
Pathways/Gateways
As noted above, this area is the western terminus of the Johnson Lane Axis. It is surrounded on three sides by city sidewalks.

Trees/Landscape
No notable or significant landscape features characterize the area.

Opportunities and Constraints
The proximity of this area to the campus core provides an opportunity for siting a major campus building. It should serve as an appropriate terminus of the Johnson Lane Axis and can potentially incorporate structured parking as a use. The bus transit station located on this site should be maintained and incorporated, a possibility to be explored in concert with Lane Transit District. This area is visible to the general public. Every opportunity should be taken to improve its visual qualities.

This area is adjacent to residentially-zoned land (refer to City of Eugene Land Use Code for potential restrictions).

Design Area SOUTHWEST CAMPUS



The size of the Design Area is 694,055 square feet. Approximately 22% is Designated Open Space.

This Design Area, identified as the Southwest Campus, includes facilities used primarily by the College of Education and the School of Music. A field space, the Southwest Campus Green, is situated in the area. Efforts to improve bike access through this area are encouraged.

Area-wide Space Use Comments

Consideration should be given to maintaining lounge and study spaces, including the small coffee bar, in proximity to major classrooms and lecture halls whenever possible, as suggested by the patterns "Small Student Unions" and "Student Workplace."

Campus Edge: 18th Avenue and Alder Street/Kincaid Street

The 18th Avenue edge is adjacent to a high-density residential area. The street is classified as a minor arterial. Development along the 18th Avenue edge is highly visible to the public. Every opportunity should be taken to improve the visual qualities of this area and improve large trees. As redevelopment occurs in the southwest area of campus, visual clues (preferably through design features rather than signage) identifying the university and entry or parking routes are encouraged to convey a more positive image and to prevent autos from driving through the campus core and adjacent neighborhoods.

The Alder Street/Kincaid Street edge is adjacent to a medium-density residential area (zoned high-density residential). Although Alder Street is a single-lane road, it provides important auto, bike, and transit access to the university. Proposed development and changes in traffic patterns should take into consideration adjacent residential uses. As this area develops in the future, buildings along this edge would likely match those to the east with parking located below ground

level, while maintaining a pedestrian friendly and positive image along Alder Street. Opportunities to enhance gateways and views into the campus, in particular maintaining a view corridor to Beall Hall, are encouraged. Additionally, opportunity exists at the southwest corner of Alder Street and East 18th Avenue, and the northwest corner of Alder Street and East 15th Alley, to further soften these edges of campus and preserve an existing stand of mature trees.

Construction along Alder Street and Kincaid Street should consider the principles in the City of Eugene's *West University Refinement Plan*.

KINCAID GREEN

Current Use
This area at the terminus of Kincaid Street is a formal pedestrian entry to the Education complex. In addition it is the entrance to the Southwest Campus from the campus core. Two service-vehicle parking spaces also are located in this area.

Form
The most noticeable feature of this open space is a row of mature Douglas firs marking the terminus of Kincaid Street and the historic facades of the Education buildings.

Pathways/Gateways
The primary pathway is a heavily used pedestrian connection from the Southwest Campus to the Academic Core. This open space also contains part of the 15th Avenue designated bike path, which continues along the southern edge of Knight Library and on to University Street.

Trees/Landscape
The row of mature Douglas fir trees is a significant element of this part of campus (Refer to the *Campus Heritage Landscape Plan and* Surv*ey of Historic Buildings and Landscapes).*

Opportunities and Constraints
Proposals in this area should preserve and strengthen the open space by replacing the Douglas firs as they die and by preserving views of the Education building facade. An opportunity may exist to better define this terminus when the Douglas firs die, but additional work is required to define appropriate tree-planting options. The existing service area also presents challenges when considering improvements. Other improvements should be made to preserve and enhance the connections between the Southwest Campus and the main campus.

SOUTHWEST CAMPUS GREEN

Current Use
This space accommodates informal recreational activities, formal gatherings, and the occasional class. It is the largest open and sunny space in the area. It also preserves the view of the south-facing Knight Library facade. The adjacent pathways serve as significant pedestrian and bike connections to the main campus.

Form
The area is purposefully open and sunny. It is formed by Knight Library to the north, the Education Complex to the west, and Pioneer Memorial Cemetery's mature landscape (particularly the large Douglas fir trees) to the east. Its southern edge is not particularly well formed.

Pathways/Gateways
The north, east, and west edges contain important pathways that connect to the campus core. The northern edge of the space also is part of the 15th Avenue designated bike route.

Trees/Landscape
Significant trees in this area include the large Ponderosa pine at the northeast corner of the area and the large Douglas firs at the southeast corner. (Refer to the *Campus Heritage Landscape Plan and* Surv*ey of Historic Buildings and Landscapes.)*

Opportunities and Constraints
As the only large open and sunny space in the area, it is to be preserved. Proposals in this area should reinforce the southern edge of this space. The pathways should be preserved.

SOUTHWEST CAMPUS AXIS

Current Use
The axis is used by pedestrians. The Beall Hall circle drive serves drop-off and delivery functions.

Form
The axis is a typical landscaped campus space, which opens to 18th Avenue on its south end. It is defined by the Music building to the east and the HEDCO and the Clinical Services buildings to the west. It terminates at the Education Addition at the north end. Primarily, main entrances face the axis.

Pathways/Gateways
The south end of this axis (18th Avenue) is an important pedestrian gateway and entry to the campus and the beginning of a pathway that leads along the length of the axis and eventually connects to the main campus. The area also has connections to Alder Street that serve as informal entries to the campus from the community.

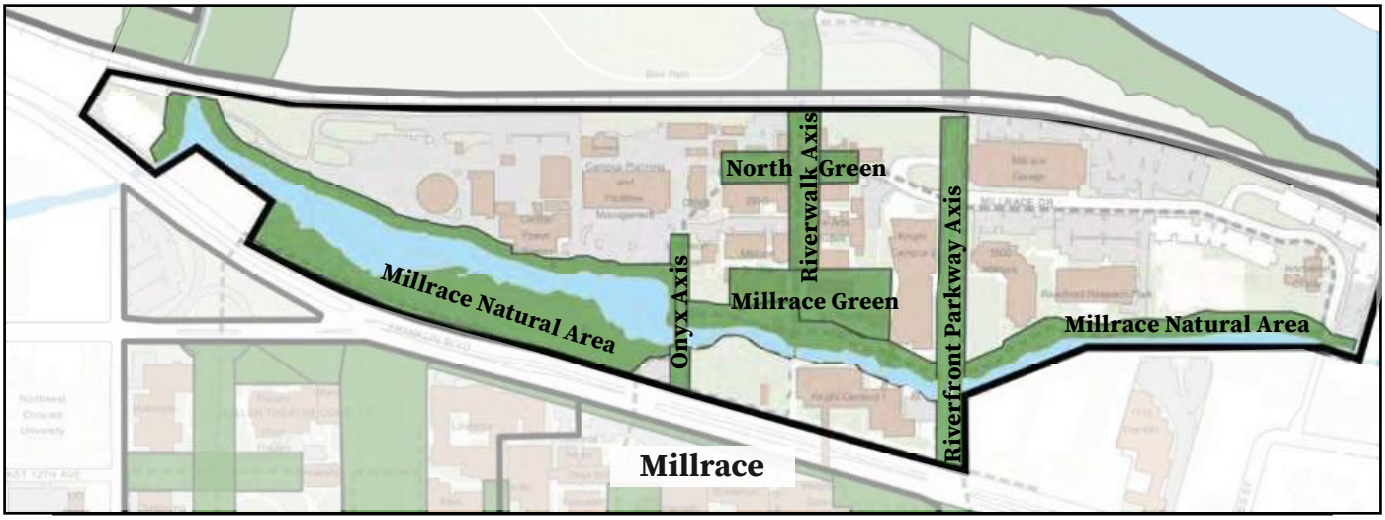
Trees/Landscape
Important educational trees grow in the southern portion of the area. (Refer to the *Campus Tree Plan*, the *Campus Heritage Landscape Plan* and the Surv*ey of Historic Buildings and Landscapes.)*

Opportunities and Constraints
Future development plans for this area (for example, additions to the Music building) should include improvements to this axis to better define it. While preference should be given to pedestrians, opportunities for drop-offs and service access should be maintained. Pedestrian seating is to be included in future developments. Project proposals should preserve the view of the historic west entry to Beall Hall from Alder Street and enhance the view from 18th Avenue looking north. Opportunities to further enhance the campus gateway and public views, while preserving large trees, along 18th Avenue should be pursued. Also, opportunities for gateways along and connections to Alder Street should be maintained and enhanced.

One small structure, Education Annex, which currently is occupied by the College of Education, is the original sales building for the Ellis Lawrence 1914 campus plan. It is largely intact, has been relocated twice, and should be preserved, although not necessarily in this location, as the area is developed.

The significant trees shall be preserved and should be afforded extra care.

Design Area MILLRACE



The size of the Design Area is 2,093,000 square feet. Approximately 36% is Designated Open Space.

This Design Area is home to the Phil and Penny Knight Campus for Accelerating Scientific Impact (Knight Campus), activities related to the College of Design, research functions, and administrative and support activities. Administrative and support activities include Campus Planning and Facilities Management (CPFM) with the Central Power Station, which occupies much of the area west of Onyx Street. Much of the land east of Riverfront Parkway was developed as part of the previous Riverfront Research Park and has long term ground leases. The Millrace flows through this area.

Area-wide Space Use Comments

This Design Area is intended to accommodate much of the university's anticipated future growth. However, Franklin Boulevard separates this area from the main campus. In order to minimize danger to pedestrians and bicyclists, programs located in facilities north of Franklin Boulevard should be primarily limited to those that do not encourage frequent crossings of this busy street (for example, two-hour to four-hour studio sessions are preferred over fifty-minute class sessions). Improved pedestrian and bike crossings would open up additional use opportunities.

An overall goal for this area is to ensure this area "feels" like a part of campus. Future development and improvements should celebrate unique features (Millrace) and uses, but be designed in a way that connects to campus (e.g. campus standard fixtures, open-space framework, similar building materials, etc.). Development must continue to protect and enhance the Millrace, a unique water feature in the area. In addition, special attention should be given to creating a safe and welcoming environment.

A city-approved Conditional Use Permit (CUP) and Willamette Greenway Permit (CU 18-1; WG 18-2) apply to a large portion of this area. The City of Eugene's Water Resources Conservation (/WR) Overlay Zone applies to land along the Millrace. The /WR overlay zone "protects significant riparian areas, wetlands, and other water-related wildlife habitat areas included on the City's adopted Goal 5 inventory."

As opportunities arise, CPFM should continue to consolidate operations west of Onyx Street. Consider vegetative screening to buffer facilities related activities from adjacent areas. There is an opportunity for one non-facilities related building to the west of the Onyx Axis on a current parking lot. Refer to the CPFM/FASS Operations Center Programming and Conceptual Design Report. New vehicle access routes should be established from Riverfront Parkway and from Franklin Blvd over the Millrace at the west end of the CPFM area to reduce the use of Onyx Street by service and delivery vehicles, thereby improving the pedestrian quality of this axis.

Between the extension of Onyx Axis and Riverfront Parkway, development proposals for the area should further study the relationships to adjacent open spaces and circulation within this area to define designated open spaces. It is anticipated that uses within this area will primarily continue to support activities related to the College of Design, research, and the Knight Campus. The future building site at the intersection of Onyx Axis and Franklin Boulevard is suitable for a broader array of student-oriented uses linked to the main campus. Proposals for this area should consider the need to maintain adequate active open space for outdoor uses associated with the College of Design's programs, including the Urban Farm, as these programs have been located in this area because certain uses are somewhat industrial in nature and may not be compatible with more traditional campus activities. The Urban Farm Outdoor Classroom should be preserved (See "Outdoor Classrooms" in "Principle 4: Space Use and Organization," page 58). Proposals should carefully consider impacts to Urban Farm activities currently occurring outside of the designated Outdoor Classroom and consider replacing any displaced uses to support this unique and important academic program.

Completing an east/west service vehicle connection between Onyx Street to Riverfront Parkway will create a key route for service, delivery, and emergency access to the area. Specifically, the route will connect the existing service drive south of the Zebrafish International Resource Center to the intersection of Riverfront Parkway and Millrace Drive. When completed, the route will allow deliveries (especially those with large trucks) to serve new development and provide a route to the CPFM area from Riverfront Parkway. This, in turn, will significantly reduce vehicular congestion at the Onyx intersection, thus enhancing safety and the overall pedestrian and bicycle experience at this important crossing point and entry to the design area. The specific service route location should preserve the viability of future building sites and consider ways to integrate building service areas. Also, it should provide a safe route for bicycles traveling through this area. Particular attention should be paid to secondary pedestrian paths crossing this route.

The railroad along the north edge of the design area creates a physical barrier with limited opportunities to cross under. Impacts of the railroad (e.g. noise and vibration) will need to be considered for future development.

The area east of Riverfront Parkway will continue to be dedicated to a mix of research (university and private), university administration, and parking. Further evaluate the establishment of an open-space framework as ground leases expire and redevelopment opportunities arise.

Campus Edge: Franklin Boulevard

The university owns land on both sides of this busy boulevard, and development along the Franklin Boulevard edge is highly visible to the public. It is the primary automobile entrance to the university and often provides the first (and sometimes the only) impression of the university for visitors and the general public. Every opportunity should be taken to improve the visual qualities of this area and convey the university's public role, mission, and history.

Continue efforts to convey the image of driving "through" rather than "by" the campus. This is evident with the development of the Knight Campus which established a significant university presence along the northern edge of Franklin Boulevard. The building-to-building bridge over Franklin Boulevard facilitates interactions between the faculty, staff, and students in the science buildings on the main campus and the Knight Campus. Further development adjacent to Franklin Boulevard should take advantage of the urban setting and improve the street edge through engaging façade designs (e.g., street-front entrances and windows). East of Onyx Street, building development should allow views "into campus" from Franklin Boulevard. West of Onyx Street, enhance views of the Millrace while screening the more industrial uses related to the Central Power Station and outdoor storage areas.

The City of Eugene's Franklin Boulevard Transformation Project will transform Franklin from an auto-focused state highway to a pleasant, multi-modal urban street that is safe for people walking, biking, riding the bus, and driving. Instead of being a divider between UO and the surrounding community, the boulevard will transform into a more comfortable connector of places. Proposals for this area

should consider how future improvements along Franklin Boulevard will improve the experience and safety for all modes of transportation, especially pedestrians and bicycles crossing at the Onyx and Agate Street intersections.

Mill Race Natural Area, 2026

MILLRACE NATURAL AREA

Current Use
The Millrace is a unique water feature on the north side of campus. Water levels fluctuate depending on the season, pumping capacity, and rainfall. Currently, the primary function of the Millrace is to convey stormwater. Existing vegetation (native and non-native) provide habitat and shade. The important pathway along its bank is used by pedestrians and bicyclists.

The west portion (west of Onyx Street) offers one of the most public opportunities to view and engage with this unique water feature as it is visible from Franklin Boulevard. Historically, this section of the Millrace was used for recreational activities. The mix of native and non-native plant species along the Millrace provides habitat and also functions to visually screen the CPFM area from Franklin Blvd. Past design/build projects by faculty and students from the College of Design (formerly Architecture and Allied Arts) include a wood deck overlook, stormwater bioswale, and seating.

The center portion (between Onyx Street and Riverfront Parkway) is adjacent to the Urban Farm. Recent improvements associated with the Phil and Penny Knight Campus for Accelerating Scientific Impact (Knight Campus) enhanced the Millrace by removing sediment, reshaping the channel and banks, and installing native plants. Two bridges provide pedestrian crossings over the Millrace. An existing structure, constructed as part of a past design/build project by students in the College of Design, is an attractive nuisance for transient activities.

The east portion (east of Riverfront Parkway) was developed as part of the former Riverfront Research Park development.

Form
The open space is natural in form, primarily defined by the Millrace and the associated landscaped areas. Also, it reflects the required Water Resources setback as defined by the /WR Overlay zone and acknowledged in the approved Conditional Use Permit. Unlike most open spaces, the edges are not defined by development.

Pathways/Gateways
A significant east/west bicycle and pedestrian pathway spans the length of this area. At the furthest west end the path leads to the signalized pedestrian crossing at the private student housing building, which provides a safe crossing of Franklin Boulevard eventually connecting to Dad's Gate and the academic core of campus. Important intersections exist where north/south paths intersect at Onyx Street, a significant pathway to main campus which is the primary crossing of Franklin Blvd for pedestrians and bicycles, and the north/south path in the Riverwalk Axis which connects Franklin Boulevard to the riverfront traversing over the Millrace pedestrian bridge and the railroad underpass. The pedestrian bridge that aligns with the Riverwalk Axis is an important connection to university development along Franklin Boulevard. At the east end the path connects to Millrace Drive.

Trees/Landscape
Native trees and shrubs along the Millrace, within the /WR Overlay zone, should be preserved. Non-native plants along the Millrace should be managed to promote native trees and shrubs. In the west section the existing oaks along Franklin Boulevard are important street trees providing edge definition and habitat.

Opportunities and Constraints
Proposals for this open space should preserve and enhance the Millrace and riparian edge. Ongoing efforts to remove and manage non-native plant species should be implemented. Prioritize native plant species which provide habitat and enhance the Millrace. Proposals should consider providing access for activities associated with natural areas, for example bird watching, relaxation, and outdoor instruction. Refer to the recommendations contained in the Eugene Millrace Restoration and Enhancement report prepared by Pacific Habitat Services (2019).

The university-owned property, 901 Franklin Boulevard, which is currently a parking lot, creates a unique opportunity to construct a bridge or crossing over the Millrace to provide a new service vehicle access to the CPFM area from Franklin Boulevard. This new vehicle access is important as it will reduce the need for service and deliveries at the Onyx Street intersection creating an opportunity to enhance the pedestrian and bike experience at the Onyx Street intersection.

In the east section, existing buildings adjacent to the Millrace Natural Area, with the exception of the Innovation Center, were developed with long-term ground leases as part of the Riverfront Research Park. Redevelopment in this area is not likely to occur until the leases expire. As redevelopment occurs additional development of an open-space framework is required.

Once the proposed east/west service/bike route is established in the Millrace Design Area, consider ways to shift bike traffic off the Millrace path, giving greater priority to pedestrians. Ensure coordination with the Eugene Transportation System Plan.

ONYX AXIS

Current Use
Currently, Onyx Street is the primary access for vehicles, bicycles, and pedestrians to this part of campus from main campus and the riverfront path system. The Franklin Boulevard intersection provides a negative experience for pedestrians as there is limited room to wait comfortably for the traffic signal along with concerns about safety related to vehicle speeds. Sidewalks at the intersection are too narrow and parallel parking for cars create issues with clear site lines. The intent is to reduce vehicular use of this axis.

Form
The axis is defined by Onyx Street with no defined terminus on the north. Franklin Boulevard defines the south terminus.

Pathways/Gateways
This axis is currently, and will continue to be, the primary bicycle and pedestrian crossing of Franklin Boulevard and should be enhanced. It provides primary pedestrian and bike access to the Millrace area and riverfront path system.

Trees/Landscape
There are no existing trees or landscapes of significance in this open space. Existing large canopy trees along the axis should be preserved.

Opportunities and Constraints
As opportunities arise to provide alternative access for vehicles to the Millrace Design Area, the pedestrian nature of this axis should be enhanced. Reduction of vehicular use will be possible as parking lots transition to building development, and service and deliveries access to buildings, including Facilities Services, shifts to Riverfront Parkway and the proposed new east/west service route. Special attention should be given to enhancing the Franklin Boulevard crossing to enhance pedestrian and bike safety and to create an attractive entrance to the area.

Activities associated with CPFM should continue to be consolidated west of the Onyx Axis. The parking lot west of Onyx Street and adjacent to the Millrace is a potential site for an academic or administrative building.

Activities associated with CPFM should continue to be consolidated west of the Onyx Axis. The parking lot west of Onyx and adjacent to the Millrace is a potential site for an academic or administrative building.

RIVERWALK AXIS

Current Use
This axis is a main route for pedestrians and bicyclists traveling from the multi-modal paths along the river, the Millrace, and connecting to the main campus. It is also the primary connector both visually and functionally, for pedestrians traveling from building to building, in particular the Fine Arts buildings. The axis accommodates service vehicles and drop-off parking and provides access to small parking lots within the North Campus Area.

Form
Currently, this axis is defined by low-scale buildings south of the underpass. As larger scale development replaces existing structures, carefully study the open-space width in proportion to the new buildings intended to further define the form of the axis on the east and west. North of the railroad tracks the axis reflects the City of Eugene Land Use Code 9.3715(2)(e) which establishes a “setback of 50 feet on both sides of a straight line between the existing pedestrian underpass under the railroad tracks and the Autzen Stadium footbridge.” Consider opportunities to further define the axis with landscape features, such as flowering or large canopy trees, north of the railroad tracks.

Pathways/Gateways
This axis is a primary connector for pedestrians and bicyclists and links the Millrace path to the Frohnmayer Bridge over the Willamette River. The pathway within this axis is essential to connect the main campus to the Willamette River, downtown, Autzen Stadium, and the Ruth Bascom Riverbank Path System. Gateway opportunities exist at the railroad underpass. A pedestrian bridge over the Millrace connects the Riverwalk Axis to university development along Franklin Boulevard, providing an important connection.

Trees/Landscape
There are no trees of distinction within the axis. A coordinated effort should be made to further define the axis using large canopy or flowering trees while maintaining clear, open views through the axis.

Opportunities and Constraints
As buildings in the area are replaced south of the underpass further define the east and west edge of the widened open-space. This major pedestrian and bicycle connection should be enhanced with pedestrian-scaled lighting, seating, and express the unique character of activities in the buildings which line it. Service areas should be screened or moved away from this pedestrian access. The gateway, which is formed when the pathway dips under the railway tracks, should be enhanced. Pay particular attention to creating a safe, and welcoming experience at the pedestrian underpass.

RIVERFRONT PARKWAY AXIS

Current Use
The portion of the axis south of Millrace Drive is currently a local city street and is the primary public vehicle access to the northern part of campus including the parking structure. Limited vehicle access for service and maintenance is intended north of Millrace Drive. The jug-handle turn around facilitates service and delivery access to the Phil and Penny Knight Campus for Accelerating Scientific Impact (Knight Campus). This axis is heavily used by bikes and pedestrians as a route from the Willamette River to campus.

Form
The axis is defined by street trees on either side and in the median from the railroad underpass to Franklin Boulevard. Future development should help further define the form. The axis extends north beyond the railroad underpass to the Willamette Natural Area and is currently undefined. The south end terminates at Franklin Boulevard.

Pathways/Gateways
This is an important pedestrian and bicycle connection between campus and the riverfront path system, Frohnmayer footbridge, and Autzen stadium. The underpass at the railroad tracks serves as a gateway to the Willamette River. Vehicle traffic north of Millrace Drive is intended for authorized vehicles only for service, emergency, and future delivery access.

Trees/Landscape
The axis has established street trees and a landscaped median separating north and south bound traffic. This median provides the look and feel of a boulevard and should be retained. Other planting materials on either side of the access contribute to this feel as well.

Pay particular attention to the grove of trees north of the railroad underpass which the Conditional Use Permit requires to be preserved.

Opportunities and Constraints
Future development should contribute to and improve the pedestrian and bike friendly nature of the axis. Vehicle and service access associated with new development should be carefully planned to accommodate pedestrian and bicycle traffic along the axis.

On the north side of the railroad tracks, the axis currently contains the remnant of a street originally designed to serve high levels of automobile traffic. Now, this area is intended to serve exclusively service, or pick-up from and delivery to limited development. As opportunities arise and/or development occurs, reduce and reconfigure the street remnant to emphasize use by pedestrians and bicyclists and de-emphasize use by automobiles. Additional landscaping is encouraged to enhance the experience of entering the river's environments and provide opportunities for learning about this important and unique ecological area.

Creating a safe, welcoming, and accessible route to the river should be a primary goal of any proposal for this axis. Pay particular attention to the pedestrian and bicycle experience using the underpass.

MILLRACE GREEN

Current Use
This open space occupies land that is used by the Urban Farm (a designated outdoor classroom) and two buildings associated with the College of Design. Two bridges provide pedestrian crossings over the Millrace connecting this area to Franklin Boulevard and main campus. As redevelopment occurs, the intent is to provide an open sunny gathering place for this part of campus, while retaining the Urban Farm Outdoor Classroom.

Form
This open space is defined by the Millrace Natural Area to the south and the edge of the Urban Farm to the east. The north and west edges are currently not defined and will be formed by future buildings.

Pathways/Gateways
An important north/south path extends through this open space connecting Franklin Boulevard to the riverfront traversing over the Millrace pedestrian bridge and connecting to the Riverwalk Axis and railroad underpass.

Trees/Landscape
The Urban Farm is a significant landscape feature in this open space and unique outdoor classroom for the campus. Pay particular attention to tree plantings to ensure a good mix of sun and shade is available within the green.

Opportunities and Constraints
This open space represents an opportunity to create a large open sunny gathering place and is intended to be the primary pedestrian open space for this part of campus. Future development should further define the edges and activate the green. Preserve and enhance passive and active recreation within the green. Provide open sunny spaces and pay attention to the unique attributes of the Urban Farm and Millrace. Give special attention to creating a safe and welcoming environment.

NORTH GREEN

Current Use
This green is currently not defined. It occupies space that is mostly a collection of smaller buildings, parking, and a roadway connection to the Riverwalk Axis and Riverfront Parkway.

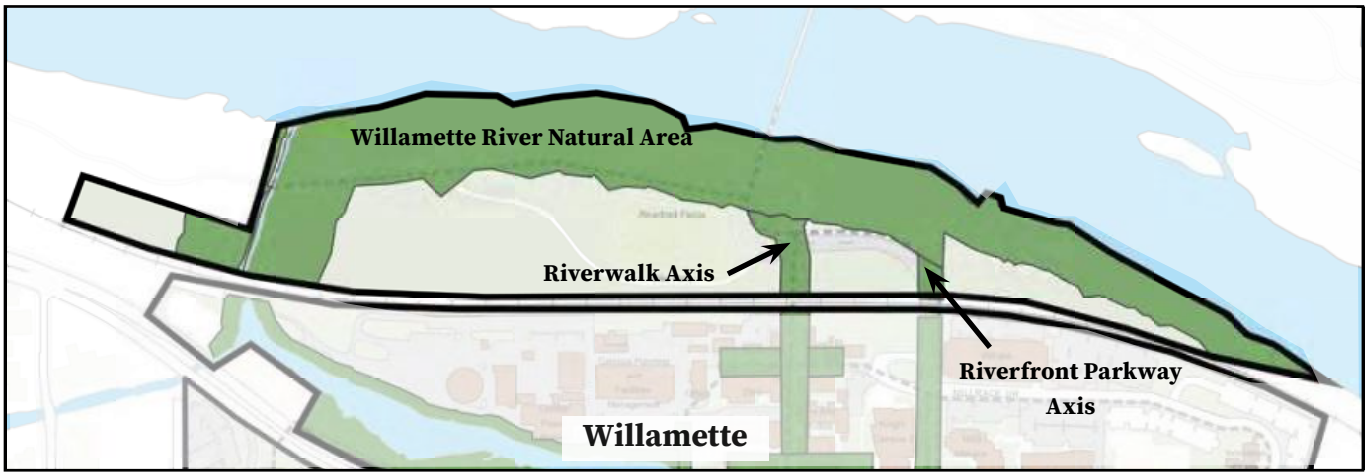
Form
The open space will be defined by the existing Zebrafish International Resource Center and future buildings that will form its edges.

Pathways/Gateways
The Riverwalk Axis crosses through the open space.The intent is to provide an east/west pedestrian connection.

Trees/Landscape
There are no existing trees or landscape features of significance in this open space.

Opportunities and Constraints
This open space represents an opportunity to create a campus-like open space in the Millrace Design Area. It is intended to be a pedestrian-scaled open space defined by future building development. Primary building entrances should face the green with service access at the rear or side. Proposed development in this area should carefully study and define the specific proportions of this open space.

Design Area WILLAMETTE



The size of the Design Area is 1,860,000 square feet. Approximately 60% is Designated Open Space.

The Willamette River is an important and special resource. This design area provides an opportunity for the university to showcase sustainability values while accommodating low intensity future development, recreational activities (passive and active), and safe access to the Willamette River.

Area-wide Space Use Comments
Development in this area should respond to the environmental and recreational context of the Willamette River and Millrace outfall and consider integrating innovative sustainable design principles, including a diverse palette of native flora.

This area includes land that was previously disturbed by industrial uses resulting in a significant amount of fill material throughout the site and a steep riverbank making access to the river difficult. Historical uses included large scale resource extraction and manufacturing, including gravel mining, an asphalt and concrete plant, and a utility storage yard. Much of the design area has been minimally managed, primarily with periodic mowing, and allowed to be re-vegetated reflecting a somewhat natural state. Several different remnant habitats exist and most of the trees are native, although significant amounts of invasive plant species are present throughout the area. West of the Millrace outfall there are remnants of past industrial uses throughout the site.

This area currently supports outdoor instruction and research for a variety of academic courses, recreation fields which are designated as Outdoor Classrooms, and a variety of recreational activities. Recreational activities should be located to provide safe access to the river and accommodate a wide range of activities, which support physical and mental health. Recreation fields should be located along the railroad tracks outside of designated open-spaces to accommodate enhancements to the riparian and upland area along the river. Consider opportunities to showcase urban agriculture and other uses that reflect the academic mission of the university. Priority should be given to building uses related to opportunities and functions of the ecological and recreational setting. Proposals should consider innovative ways to showcase forward thinking environmental design solutions and material selection while meeting programmatic needs. All storm water from development sites should be treated prior to discharging into the Willamette River or Millrace. Special attention should be given to creating a safe and welcoming environment.

A city-approved Conditional Use Permit (CUP) and Willamette Greenway Permit (CU 18-1; WG 18-2) applies to the entire area. Proposals must be consistent with the Conditional Use Permit, which enables several land uses, and be responsive to university needs. The City of Eugene's Water Resources Conservation (/WR) Overlay Zone applies to land along the Willamette River and Millrace Outfall.

The /WR overlay zone "protects significant riparian areas, wetlands, and other water-related wildlife habitat areas included on the City's adopted Goal 5 inventory." The approved CUP prohibits buildings or new recreation fields within the Riparian Enhancement Setback, which is 200 feet along much of the river top of bank. Ensure coordination with the City of Eugene Transportation System Plan when developing the area west of the Millrace Outfall.

Campus Edge: Willamette River

The Willamette River is the 13th largest river, by volume, in the United States[14] and, along with the associated riparian area, serves as critical habitat for a variety of flora and fauna. University land which abuts the Willamette River provides a unique and special opportunity for an urban river experience which enhances the academic and student experience. The current edge condition is considerably different than natural river edge conditions due to historic industrial use and large amounts of subsequent fill. The university is uniquely positioned to increase access for outdoor instruction and river-related recreation while improving ecological functions of the river and associated riparian and upland habitat using restoration techniques. Consider projects that improve the ecological functions and return portions of the river's edge to a more natural condition.

As stated in the Riparian Assessment and Management Report by Mason, Bruce, and Girard (2018): "The portion of the Willamette River within the campus boundary contains many of the morphological components necessary for a healthy river ecosystem. These components include pools and riffles, gravel bars, seasonally exposed vegetated benches, large woody debris, mud flats, fringe wetlands, boulder clusters, and backwater and side channel habitat. These components along the Willamette River provide habitat and forage for a wide array of native fish species (both resident and anadromous) for all life stages expected to occur in the river."

WILLAMETTE RIVER NATURAL AREA

Current Use

This area currently includes large amounts of open space with both native and invasive plants, the Millrace outfall, a segment of the City's Ruth Bascom Riverbank Path System, undeveloped river access, and a portion of the Riverfront Fields and associated chain-link fence. Transient activity, including at times camping, is prevalent. The river and associated riparian and upland habitat is a destination for students and faculty for outdoor instruction and research. Although river access is generally undeveloped, when water levels are low exposed bedrock offers opportunities for swimming and enjoying the river environment.

Form

The natural area is formed by the Willamette River, Millrace, and areas defined as the Required Conservation and Riparian Enhancement Areas within the approved Conditional Use Permit (CUP). Refer to the approved CUP for specific definitions, located here: https://cpfm.uoregon.edu/north-campus-conditional-use-permit-cup. The CUP's Riparian Enhancement Setback extends beyond the City of Eugene Water Resources conservation setback requirements with the intention to enhance ecological functions, provide increased habitat, allow for enhanced outdoor instruction, and support passive recreation.

Pathways/Gateways

The South Bank Path, which is part of the City's Ruth Bascom Riverfront Path System, provides a significant pedestrian and bike connection between the university, downtown, and entire community. The path is located in an easement granting the City access to build and maintain the path. Recently approved improvements will realign the western portion of the path to improve safety as well as add pedestrian scale lighting along the entire path. In an agreement with the City, campus standard light fixtures will be installed to reinforce the university's identity in this part of campus.

[14] https://willamette-riverkeeper.org/basicsfacts

The City of Eugene's Frohnmayer Bridge crossing the Willamette River serves as a gateway into campus for pedestrians and bicyclists coming from the north (Autzen Stadium, Eugene parklands, and private student housing north of the river) and is a unique opportunity for extended views up and down the river. Maintaining views to this crossing is important.

There are a number of unimproved foot paths throughout the area, which provide access to the river and Millrace.

Trees/Landscape
A 2012 ecological survey identified over 200 plant species throughout the Willamette Design Area. Approximately 1/3 of the plant species are native and the majority of trees are native. To the greatest degree possible preserve native trees and shrubs along the river and in upland areas with the understanding that some removal be necessary to implement large scale riparian area restoration, path realignment, or other enhancement projects. Refer to the CUP for stands of trees that should be preserved. Prioritize removal of invasive species and replace with native plants providing habitat for a diverse array of species. Manage plantings to discourage camping and allow for views of the river. Conduct additional investigation to determine existing wetland or sensitive plant communities in the area west of the Millrace outfall (former EWEB pole yard), which contains several small depressions created from years of soil compaction from industrial use which display unique ecological characteristics.

Opportunities and Constraints
Proposals in this area should preserve and enhance the natural environment along the Willamette River and Millrace and be consistent with the approved Conditional Use Permit. Pay particular attention to riparian areas which include ecologically significant features, which are vital components to aquatic health and provides a unique opportunity for students to study and learn from the natural environment. In conjunction with improvements to the riparian area, safe access should be provided to appropriate areas along the river. Unimproved foot paths should be discouraged to minimize human impacts within the natural area. Currently, the river bank is unnaturally steep because of imported fill, making access to the river difficult. Consider large scale projects to lay back the banks to a more natural condition. Enhance access to the river for outdoor instruction and recreation (i.e., walking, biking, swimming, and personal paddle craft launching) using materials and in a manner that is appropriate in a natural area. Consult professional experts in the field of riparian restoration and river hydrology to provide design and implementation recommendations. Incorporate strategic locations for views of the river and riparian area.

Future adjacent development should locate main entrances and facades facing the river to optimize views of the natural area and river. Service and parking (to the degree allowed per the CUP) should be located along the railroad tracks and screened from the natural area as much as possible.

Existing recreation fields and associated fences should be relocated out of the designated open space and further from the river to accommodate enhancements to the riparian and upland area along the river. Buffer adjacent development, for example with plantings and topography in the adjacent upland area, to minimize impacts to the riparian area along the river. Proposals for adjacent building development and recreation fields should carefully consider options for materials which balance program needs and impacts to the natural landscape and river. For example, for any proposals for recreational fields, natural turf is the first choice. Also, carefully consider how landscape features, for example fencing, lighting, seating, etc., contribute to a welcoming campus environment while respecting the natural setting. For example, proposals for field lighting should implement the most up-to-date technology to minimize light spill and glare, and consider a lighting schedule to minimize impacts to wildlife and the riparian area along the river. Consider opportunities to locate art or sculptural elements within appropriate areas, such as the circular area near the Frohnmayer Bridge. Future opportunities to realign the path (associated with the relocation of existing playing fields) is

encouraged to locate the path within the designated open-space to create a user experience which relates to the river, supports habitat restoration efforts, and aligns with potential recreational and development activities.

Pathways that cross under the railroad tracks, such as within the Riverwalk Axis and Riverfront Parkway Axis, should be preserved and enhanced. Attention should be given to the view to and through these crossings. Lighting and landscaping should enhance the pedestrian experience while minimizing light spill into ecologically sensitive areas. The South Bank Path provides an important bike and pedestrian-oriented connection between the university, the Downtown Riverfront development, and downtown to the west. Where the South Bank Path enters university land, there is an opportunity to celebrate and recognize this as a campus gateway. Campus standard furnishings, including a map station, should be used to reinforce the university identity. Future projects should consider ways to further reinforce the sense of arrival to campus from the Frohnmayer Bridge.

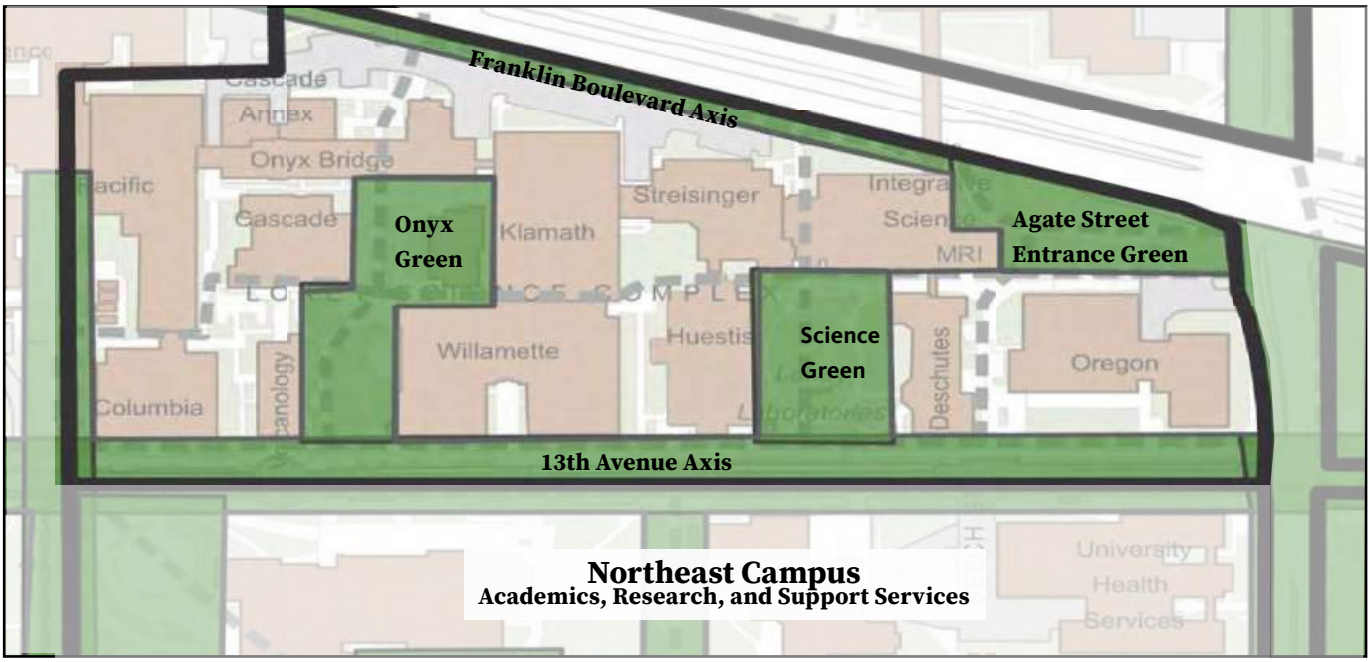
RIVERWALK AXIS

(See description in the Millrace Design Area on page 134)

RIVERFRONT PARKWAY AXIS

(See description in the Millrace Campus Design Area on page 135)

Design Area NORTHEAST CAMPUS (ACADEMICS, RESEARCH, & SUPPORT SERVICE)



The size of the Design Area is 580,363 square feet. Approximately 36% is Designated Open Space.

Area-wide Space Use Comments

Most of the university's facilities devoted to supporting research and instruction in the sciences are located in this area. Oregon Hall, a student services and administrative building, also is located in this area.

Campus Edge: Franklin Boulevard

The university owns land on both sides of this busy boulevard, and development along the Franklin Boulevard edge is highly visible to the public. It is the primary automobile entrance to the university and often provides the first (and sometimes only) impression of the university for visitors and community members. Every opportunity should be taken to improve the visual qualities of this area and convey the university's public role, mission, and history. Future development should site buildings orthogonally to create a unified landscape, developing setbacks and open spaces on both north and south sides of the boulevard to create a campus setting for all buildings.

University ownership on both sides of the boulevard gives an opportunity to convey the image of driving "through" rather than "by" the campus. Coordination with the future phases of the City of Eugene Franklin Boulevard Transformation Project will be important to visually promote this corridor as part of one contiguous campus, and to improve crossings functionally and visually.

Willamette Hall, 2005

Clear visual clues (preferably through design features rather than signage) identifying the university and creating inviting primary, secondary, and shared gateways or parking routes are essential. Previous gateways improvements at Agate Street and Onyx Street are examples. Consider the safety and comfort of drivers, pedestrians, and bicyclists using and

crossing this corridor. The bridge connection from LISB to Knight Campus provides opportunity to announce the university's presence over this major public thoroughfare.

Open-space and landscape elements and views into campus and of large open spaces should be preserved, as well as pedestrian access on both sides on the boulevard, as development occurs. The university edge is a respite from the commercial development along Franklin Boulevard.

13TH AVENUE AXIS: UNIVERSITY STREET TO AGATE STREET

(See description in the Academic Center and Historic Core Design Area for the Kincaid Street to University Street portion of this axis, page 117; and the Student Housing Design Area for the Agate Street to Franklin Boulevard portion, page 161)

Current Use

The easterly portion of the axis, between Agate Street and Volcanology, functions as a typical street with two-way car traffic, parking on one side, sidewalks on both sides, and bicycles moving among the cars. For the portion west of Volcanology, the axis is closed to auto traffic and is used by pedestrians, bicyclists, and service vehicles much like the portion of 13th Avenue west of University Street.

Form

This portion of the 13th Avenue Axis has the character of a typical tree-lined street. Its edges are formed by the fronts and sides of the adjacent buildings. Most of these buildings have front doors facing the street. The Heart of Campus project at 13th Avenue and University Street introduced pedestrian-friendly design elements and restructured the street at Volcanology to discourage traffic from continuing through to University Street. (Refer to "University Street Axis," page "University Street Axis" on page <?>, for more information). This axis intersects the Science Green and a number of other axes.

Pathways/Gateways

This axis is a major east/west pedestrian and bike pathway connecting residential uses to the east with the center of the campus to the west. The intersection of Agate Street and 13th Street is a poorly defined gateway to the campus leading to confusion among visitors finding their way to the campus. An important north/south pathway through Onyx Green and to North Campus begins at this axis just east of Volcanology. A number of other north/south pathways intersect this axis.

Trees/Landscape

Large-canopy deciduous trees, consisting primarily of Red oaks and Pin oaks interspersed with other deciduous trees, line the street. The Douglas fir at the 13th Avenue intersection is of special significance. It grew from a seed that was among four fir seeds carried to the moon aboard Apollo XIV in 1971 by Astronaut Stuart Roosa.[15] This area contains important educational trees, including the two Shagbark Hickory trees on Beech Street (Refer to the *Campus Heritage Landscape Plan and* Surv*ey of Historic Buildings and Landscapes.)*

Opportunities and Constraints

As a public institution, the university needs to be welcoming and open to the public. Many visitors' first impressions are formed as they pass through the intersection at Agate Street and 13th Avenue and plans for development or improvements need to respond to this opportunity to create a primary gateway. Efforts should be coordinated with improvements in the following two Design Areas: Northeast Central Campus (Academics, Student Services, and Housing); and Student Housing. Design strategies that further encourage bikes and pedestrians and discourage auto traffic (with the exception of service vehicles) are supported, prioritizing a pedestrian first street. An opportunity to establish north/south connections to 15th Avenue from this axis are to be explored as the Northeast Central Campus (Academics, Student Services, and Housing) Design Area is developed or redeveloped. Other

[15] In 1978 the seedling was planted where Willamette Hall now stands; it was transplanted in 1987 to accommodate construction of the additions to the science complex.

opportunities for connecting to open spaces or axes in the Academics, Student Services, Housing Design Area from this axis are to be explored as well.

Refer to the *University Campus East Gate Feasibility Study* (1999) and the *13th Avenue Axis Conceptual Design* (2019) for additional information. Approaches to the intersection of 13th Avenue and Agate Street, as well as the intersection itself, are particularly important in this respect. (Refer to the Northeast Campus Diagnosis.)

ONYX GREEN

Current Use
This space, which contains a plaza, is primarily a pedestrian zone, although a major bicycle path cuts through it. In addition, the east/west Science Walk passes through this open space.

Form
The area's northern portion is defined by Onyx Bridge and Klamath, Cascade, and Willamette Halls. Within this designated open space is the Price Science Commons, a glass pavilion entry space that provides access to the underground library. The portion to the south is defined by Willamette Hall on the east and Volcanology on the west.

Pathways/Gateways
The pathway running through this space connects 13th Avenue to Franklin Boulevard and is an important north/south connector for bicycles and pedestrians alike to North Campus. The Onyx Green is one of the first campus spaces many view when coming to the campus. The Science Walk, an important east/west connection, runs along the plaza's southern edge.

Trees/Landscape
A large Dawn redwood grows in this area near the Cascade Hall entrance. This important campus tree is recognized by the Eugene Tree Foundation as a heritage tree. It is one of two Dawn redwoods planted on campus from the original seed shipment from China.

Opportunities and Constraints
The replacement of buildings that form the edges of the plaza (in particular Onyx Bridge) must provide for the continuation of the pathway and bicycle connections to Franklin Boulevard. Building replacements may slightly adjust the plaza's shape, however should not significantly reduce its size, and site buildings to create a unified landscape.

The Dawn redwood is to be preserved. Opportunities to enliven the plaza are encouraged.

Opportunities to establish, and functionally and visually improve, a primary campus gateway at Onyx Street should be considered. (Refer to the Northeast Campus Diagnosis.)

SCIENCE GREEN

Current Use
This space is primarily pedestrian-oriented. Open, sunny, grassy areas and seating provide space for informal use and formal gatherings (such as graduation ceremonies).

Form
The space is formally developed with symmetrically placed sidewalks. Buildings define the east, west, and north edges of the green, which is open to 13th Avenue on the south. Main building entrances open into this space.

Pathways/Gateways
The southern end of the space connects to 13th Avenue, an important east/west pathway. The Science Walk is on the northern edge. This pathway is an important link that parallels 13th Avenue and carries pedestrians through the Lokey Science Complex. It connects Agate Street to the University Street Axis. Much of the Science Walk is identified by special paving created as part of the State of Oregon's One Percent for Art Program. A pedestrian link to the Franklin Boulevard Axis is provided through the Lewis Integrative Science Building.

Trees/Landscape
The trees that have been planted in the last fifteen years contribute to the formal nature of the space.

Opportunities and Constraints
Proposals for development in this area should preserve and strengthen the Science Green and should maintain a connection to the Franklin Boulevard Axis (through the Lewis Integrative Science Building), the Science Walk, and 13th Avenue. Main entrances to buildings on the green are to be reached directly from the green and not from the 13th Avenue Axis or the Science Walk. Special attention should be given to artwork, including the Science Walk paving and sundial.

(Refer to the Northeast Campus Diagnosis.)

AGATE STREET ENTRANCE GREEN

Current Use
This area surrounds the large sign identifying the University of Oregon. It is used by pedestrians and bikes, and the sign is used often as a backdrop for photographs of visitors, graduates, and new students. This area serves as an extension of the Franklin Boulevard Axis.

Form
The area is formed by the street edges, the sign, and its associated landscaping.

Pathways/Gateways
Agate Street is the main automobile entrance to the campus and as such is one of the major gateways to the university.

This area contains a primary pedestrian and bike pathway that extends along Franklin Boulevard (refer to Franklin Boulevard Axis below). It connects to the campus core via the Science Walk (see also "Science Green" on page 143), the pathway between Deschutes and Oregon Halls and the Agate Street sidewalk.

Trees/Landscape
The trees that frame the sign contribute to its visual qualities and are an important image-generating feature for the university. The two large red oak trees are also significant.

Opportunities and Constraints
This area is dedicated to identifying the university. It is very visible to the public, so every effort should be made to enhance its visual qualities and portray a positive university image and gateway through form, materials, and character. While it is desirable to buffer parking and service areas, open-space and landscape elements should enhance views into campus whenever possible rather than serve as buffers. It will be important to coordinate with the future phases of the City of Eugene Franklin Boulevard Transformation Project. Also, every effort should be made to protect the two significant red oak trees.

If the sign is relocated, it should be in clear view from both directions to the greatest degree possible. The sign should not block significant views into campus or pedestrians' and bicyclists' views along the

pathway. (Refer to the Northeast Campus Diagnosis.)

AGATE STREET AXIS: FRANKLIN BOULEVARD TO 15TH AVENUE

(See description in the Northeast Central Campus--Academics, Student Services, and Housing--Design Area, page 153.)

FRANKLIN BOULEVARD AXIS

(also refer to the description of the Campus Edge: Franklin Boulevard, page 131.)

Current Use

This landscaped area serves as an important public view corridor and conveys the campus image. It usually provides the first and sometimes only impression of the university for visitors and community members. It is intended primarily for pedestrian and bicycle use. Portions of adjacent parking and service areas project into this open space. It is adjacent to Franklin Boulevard. Franklin Boulevard is used heavily by automobiles and serves as the primary automobile access to the university.

Form

This open space is formed by the street edge, the pedestrian/bicycle pathway, and landscaping. Although it is considered an axis due to its linear nature, buildings do not define its edge in a typical axial fashion; rather they serve as a backdrop.

Pathways/Gateways

Franklin Boulevard is the main automobile entrance to the campus (via Agate Street).

This axis contains a primary east/west pathway for pedestrians and bicyclists traveling to and through the university. This pathway continues east along Franklin Boulevard through the Agate Street Entrance Green and west along the northern edge of the Old Campus Quadrangle. Intersections with pathways at Onyx Street, the Science Green (through the Lewis Integrative Science Building), between Deschutes and Oregon Halls, among others, provide access into campus.

No established mid-block Franklin Boulevard pedestrian crossing exists; however, pedestrians cross mid-block creating an informal and unsafe connection to North Campus.

Trees/Landscape

This axis is informally lined with a mix of coniferous and deciduous trees, some of which are the only on-campus example of a species. The Himalayan pine is of particular note (it is also used for educational purposes).

Opportunities and Constraints

This area is highly visible to the public. Every opportunity should be taken to improve its visual qualities and convey the university's public role, mission, and history. The university's edge should serve as a green respite from the commercial development along Franklin Boulevard. While it is desirable to buffer parking and service areas, open-space and landscape elements should enhance views into campus whenever possible rather than serve as buffers. Pay particular attention to noted trees.

Ensure that development does not create a "wall" of buildings along Franklin Boulevard. Unlike most open spaces, buildings should not define the edge of this open space, which parallels Franklin Boulevard. A stepped form of development, such as an orthogonal alignment of buildings and shared plantings, interspersed with pathways and larger open spaces that provide access and views into campus, is more appropriate. University ownership on both sides of the boulevard gives an opportunity to convey the image of driving "through" rather than "by" the campus. Consider expanding designated open-space boundaries to accomplish this. Opportunities to establish a campus gateway at Onyx Street should be considered. Coordination with the future phases of the

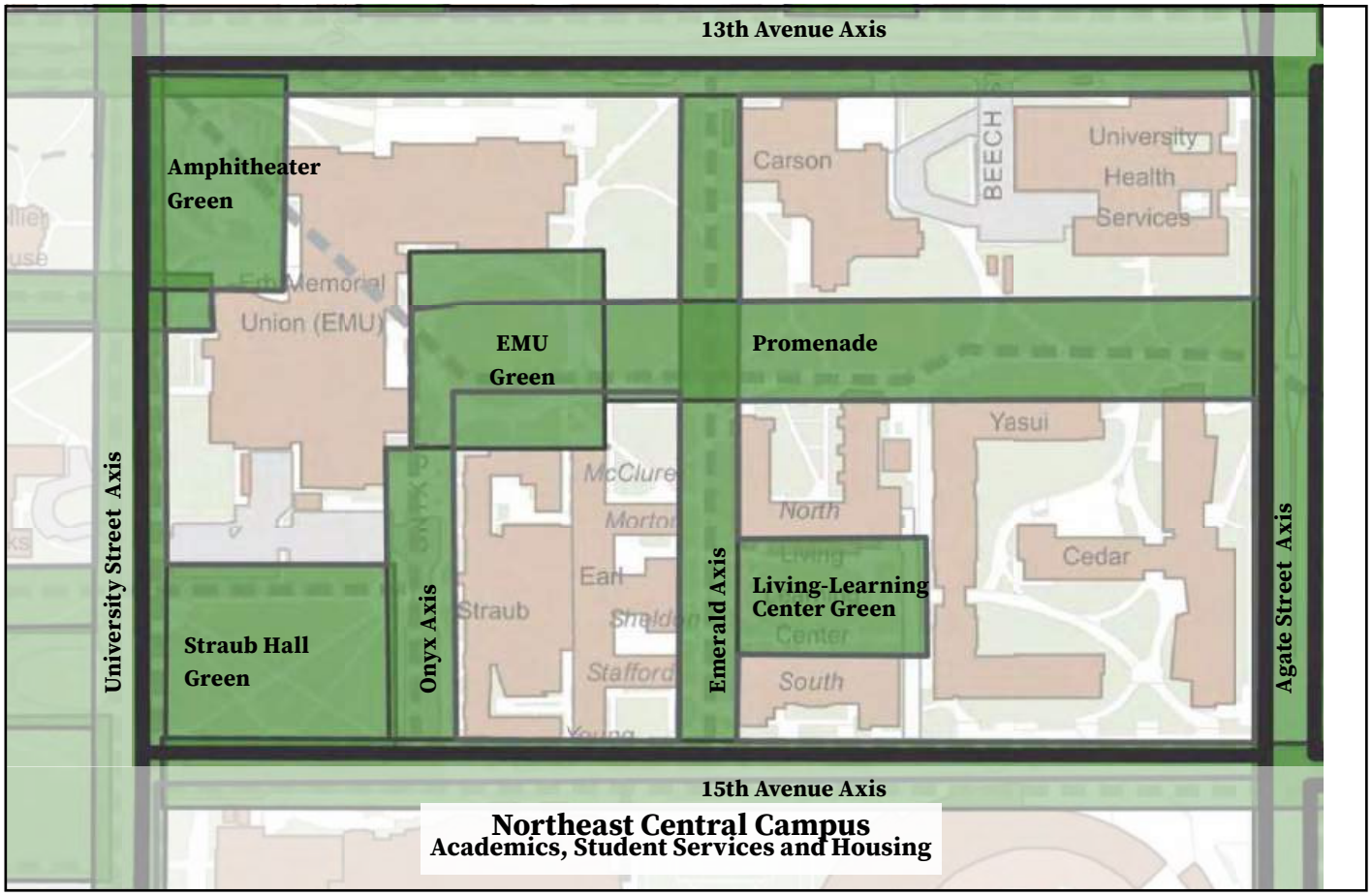
City of Eugene Franklin Boulevard Transformation Project will be important to visually promote this corridor as part of one contiguous campus, and to improve crossings functionally and visually.

Preserve and enhance pedestrian and bike safety and access along Franklin Boulevard. Also preserve pedestrian safety and access into campus and enhance it when opportunities arise (for example, along the east side of Klamath Hall). An informal Franklin Boulevard pedestrian crossing is not encouraged unless a viable way to create a safe crossing is provided.

Clear visual clues (preferably through design features rather than signage) identifying the university and entry or parking routes are essential. Previous gateway improvements at Agate Street and Onyx Street are examples.

(Refer to the Northeast Campus Diagnosis.)

Design Area NORTHEAST CENTRAL (ACADEMICS, STUDENT SERVICES, & HOUSING)



The size of the Design Area is 1,016,396 square feet. Approximately 37% is Designated Open Space.

This Design Area includes a mix of academic uses, student services, residential halls, and related active and passive open spaces.

This area provides an opportunity for the development of a major gateway to the campus at the intersection of Franklin Boulevard and Agate Street. Plans for improvements should respond to that opportunity. Coordination with the future phases of the City of Eugene Franklin Boulevard Transformation Project will be important to improve this crossing both functionally and visually. Refer to the *13th Avenue Conceptual Design Study* (2019) for additional information.

New Designated Open Spaces (active and passive) in this area may occur in conjunction with development. Development projects shall ensure an adequate balance between development and open space and shall maintain and expand north/south connections from 13th Avenue to 15th Avenue. The 2019 housing transformation project, particularly the Walton Hall replacement, resulted in the designation of additional open spaces while strengthening the north/south connections from the Promenade (see below) to 13th and 15th Avenues and improving connections between University Health Services and Carson Hall. Refer to "Principle 2: Open-space Framework," page 37, for detailed information about the creation of Designated Open Spaces.

Existing recreational spaces, both active and passive, are essential elements and are to be preserved and, wherever possible, enhanced.

Area-wide Space Use Comments
Primary responsibility for building space use and development planning for the Erb Memorial Union and the surrounding open space rests with the Erb Memorial Union administration and Board of Directors. In addition to review processes established by this Plan, proposals for development in this area surrounding the EMU are to be reviewed by the Erb Memorial Union Board of Directors. This principle does not extend to proposals regarding the Straub Hall Green.

Primary responsibility for building space use and development planning of the residence halls rests with the University Housing department.

Historically, residence halls have been converted to non-residential uses when the need for central campus academic space has warranted such a conversion. No provision of this Plan should be construed to preclude re-dedication of residence halls to other purposes, provided that sufficient provisions are made for accommodating the demand for residence hall occupancy. Unless otherwise determined by the president, "sufficient replacement" means replacement on a bed-for-bed basis.

13TH AVENUE AXIS: UNIVERSITY STREET TO AGATE STREET

(See description in the Northeast Campus--Academics, Research, and Support Services--Design Area, page 143.)

UNIVERSITY STREET AXIS: 13TH AVENUE TO 15TH AVENUE

(See description in the Academic Center and Historic Core Design Area, page 121.)

AMPHITHEATER GREEN

Current Use
This space was created to serve primarily as an open and sunny formal and informal gathering place. The free speech platform was established in 1962 by President Fleming. As a link between the Heart of Campus to the Promenade, it carries a large amount of pedestrian traffic.

Form
The form of this space comes largely from the west and north façades of the Erb Memorial Union and from the contoured levels within the green itself.

Pathways/gateways
An important pathway runs through this space connecting the Heart of Campus to the Promenade. The adjacent pedestrian walkways on University Street and 13th Avenue also are very important.

Trees/Landscape
No significant trees are contained within the green. It is primarily a hardscape designed with open views to accommodate heavy use and multiple venues. Surrounding the outer edge of the amphitheater

are flagpoles from the Native American Tribes of Oregon Flagpole Project (2012). (Refer to the *Campus Heritage Landscape Plan and* Survey *of Historic Buildings and Landscapes.)*

Opportunities and Constraints
This active open space (including the designated free speech platform) is used for a wide variety of entertainment and social venues and should be preserved. Any work in this area is subject to review and approval by the EMU Board of Directors in addition to the usual Campus Planning Committee review. The pathway between the Heart of Campus and the Promenade should be preserved. The adjacent pathways should not be impeded.

STRAUB HALL GREEN

Current Use
This quiet green serves only pedestrians.

Form
The expanse between Straub Hall and University Street has a traditional campus character with informal plantings of deciduous and coniferous trees in a lawn setting. The main building entrances of Straub Hall and the Student Recreation Center face the green.

Pathways/Gateways
Pedestrian walkways criss-cross the green, which has a mix of sunny and shady seating areas. The east/west pathway along the northern edge connects with the Knight Library Axis to the west.

Trees/Landscape
This land formally was part of the Stafford farm; unique plantings from the farm remain on this site. Trees of significance include a Big Leaf Maple, Coast redwoods, as well as Douglas fir street trees. (Refer to the *Campus Heritage Landscape Plan and* Survey *of Historic Buildings and Landscapes.*) Some of the trees also are identified as important educational trees, including the young Monkey Puzzle tree which is the only example of its type on campus.

Opportunities and Constraints
Proposals in this area should preserve and strengthen the Straub Hall Green. Future tree plantings should buffer the open space from the EMU parking area and continue to shade the west side of Straub Hall. Refer to the *University Street Study* (2001) for additional information.

ONYX AXIS

Current Use
This axis functions as a low-traffic volume street and a parking lot with two-way vehicular traffic, sidewalks, and bicycles. Although it is not a through street, it provides service vehicle access to the Earl Hall service area and the EMU loading dock, vehicle access to the parking lot south of the EMU, bike access to EMU, and Straub Hall bike parking.

Form
This axis has the character of a typical tree-lined street. Its eastern edge is formed by the front façade of Straub Hall, and the western edge is formed by a row of large conifer street trees.

Pathways/Gateways
This axis contains a north/south path that links the Promenade and the EMU to 15th Avenue and the Student Recreation Center. It also intersects with the east/west path along the north edge of the Straub Quadrangle.

Trees/Landscape
This axis is lined with deciduous trees on the east side and primarily mature conifers on the west side. Some of these are significant educational trees or the only on-campus example of a species. (Refer to the *Campus Heritage Landscape Plan and Survey of Historic Buildings and Landscapes.)*

Opportunities and Constraints
As an important north/south pedestrian link, this axis should be preserved and enhanced. Design strategies that further encourage pedestrians and discourage vehicle traffic (with the exception of service vehicles and parking needs related to research in Straub Hall) are supported. Planters and bollards at the intersection of 15th Avenue and Onyx Street help provide a safe pedestrian crossing in this area. Significant trees should be afforded extra care. Maintain and enhance the pedestrian crossing that connects to the east/west path along the north edge of the Straub Quadrangle.

EMU GREEN

Current Use
This space was created to serve primarily as an open and sunny space for formal and informal gatherings. With the exception of Earl Hall service area access, this area is used exclusively by pedestrians.

Form
The form of this grassy space comes largely from the east and south façades of the EMU and the north façade of Straub Hall. One of the EMU's primary entrances (at the northern corner of the east facade) faces the open space. Secondary building entrances also face the open space.

Pathways/Gateways
This space is bisected by an important pedestrian pathway that passes through the EMU. The pathway links the academic core west of the EMU (via the Amphitheater Green and Heart of Campus) to the mostly residential areas of campus east of the EMU (via the Promenade). It also intersects with the north/south Onyx Axis.

Trees/Landscape
No significant trees are contained within the Green.

Opportunities and Constraints
Proposals in this area should preserve and strengthen the character and active use of this Green. Future EMU expansion should help define the eastern edge. Future open-space improvements should preserve the intentionally open and sunny space, which is designed to accommodate a wide variety of activities and events. Efforts to enhance the EMU south entry and plaza are encouraged. The pathway, which passes through the EMU and connects the Heart of Campus to East Campus, should be preserved and enhanced. The adjacent pathways should not be impeded.

Any work in this area is subject to review and approval by the EMU Board of Directors in addition to the usual Campus Planning Committee review.

PROMENADE

Current Use
The Promenade is heavily used by pedestrians and by residence hall occupants for outdoor activities.

Form
The Promenade has an open, informal character. It passes through an intentionally sunny open area dotted with shade trees and is not particularly well formed by buildings.

Pathways/Gateways
This promenade contains an important pathway that links the academic core west of the Erb Memorial Union to the mostly residential areas of campus east of the Erb Memorial Union. Its eastern end connects the campus core to East Campus. (Refer to "Agate Street Axis: Franklin Boulevard to 15th Avenue," page 153.) The pathway is not intended for bike use.

Trees/Landscape
Trees in this area are arranged to create a mixture of sunny and shaded zones. There is a nice collection of deciduous trees in the area including red oaks and a variety of magnolias. (Refer to the *Campus Heritage Landscape Plan and* Survey *of Historic Buildings and Landscapes.)*

Opportunities and Constraints
The Promenade should be preserved as a major pedestrian pathway, and proposals in this area should preserve and strengthen it, simplifying its alignment to better orient users. E.g., as part of the 2019 housing transformation project, in particular, the Walton Hall replacement, open space and pedestrian connections in the area between 13th Avenue and 15th Avenue were defined and enhanced offering opportunities for new connections and open spaces. (Refer to the introductory section for this Design Area, page 148.)

Existing recreational spaces, both active and passive, are essential elements and are to be preserved and, wherever possible, enhanced. New or replacement trees could be used to enhance pathway intersections and building entrances.

EMERALD AXIS

Current Use
This axis is an exclusive pedestrian-use zone for movement between 13th and 15th Avenues.

Form
It is a narrow space flanked on the southern portion by Earl Hall Complex to the east and the Living-Learning Center to the west. The northern portion is less well defined.

Pathways/Gateways
This axis contains a portion of a north/south pathway that links 13th and 18th Avenues. It intersects the Promenade.

Trees/Landscape
This area is partially lined with American sweetgums and other deciduous large-canopy trees. The Douglas fir at the 13th Avenue intersection is of special significance. It grew from a seed that was among four fir seeds carried to the moon aboard Apollo XIV in 1971 by Astronaut Stuart Roosa (refer to the 13th Avenue Axis: University Street to Agate Street, page 143 and to the *Campus Heritage Landscape Plan and* Survey *of Historic Buildings and Landscapes.)*

Opportunities and Constraints
As an important north/south link, this axis should be preserved if or when changes to the open spaces are made in concert with remodeling the EMU or redeveloping Earl Hall.

LIVING-LEARNING CENTER GREEN

Current Use
This pedestrian area is used primarily by residents of the Living-Learning Center for informal recreational activities.

Form
It is formed by the two portions of the Living-Learning Center on the north and south, Earl Hall Complex to the west, and Walton Hall Complex to the east.**Pathways/Gateways**
The western edge of this space is crossed by the Emerald Axis, an important north/south route in the area. The less defined pathway along the eastern side connects 13th Avenue to 15th Avenue via Beech Street. It serves as a designated bike route and provides service access.

Trees/Landscape
The area was designed to be sun filled and contains only a few small trees.

Opportunities and Constraints
The green is an important link between the west and east parts of the campus and to the larger open-space framework on the green's east side. Efforts to enhance the pedestrian use and experience of the pathway on its eastern edge connecting 13th Avenue and 15th Avenue are encouraged. If the ground floors of the Earl Hall Complex are remodeled as classrooms, ensure the connection and movement through the open space is aligned with new building entrances.

15TH AVENUE AXIS: UNIVERSITY STREET TO AGATE STREET

(See description in the Student Housing Design Area for the Agate Street to Villard Street portion of this axis, page 162.)

Current Use
This axis is an important connection from main campus to East Campus. The 2018-20 Hayward Field Renovation Project implemented a new design for the majority of this axis. The portion between Onyx Street and Agate Street is now an exclusive zone for pedestrians, bicyclists, and authorized vehicles (i.e., service and delivery for student housing, shuttles, and ADA). This section of 15th Avenue experiences high pedestrian traffic, especially during athletic events at Hayward Field. The portion from University Street to Onyx Street still functions as a traditional street with two lanes of traffic, side street parking, and heavily used sidewalks on both sides. It is a designated bicycle route, and bicycle traffic mixes with autos. The intersection of University Street and 15th Avenue is a busy multi-modal intersection used by personal and service vehicles, bicyclists, and pedestrians.

Form
At its western end the axis intersects with University Street. The western portion is formed on one side by the entrance terrace to the Student Recreation Center. Form is also given by the covered bicycle racks and entrance landscape fountain of the recreation center. To the north of the recreation center are the Straub Hall Green with large conifers that line the axis and the southern side of Straub Hall itself, which helps to form the northern edge of the axis. From Onyx to Agate Streets, the axis is clearly formed by landscape beds that line both sides of the axis and a mix of deciduous and coniferous uniformly planted street trees (installed as part of the 2018-20 Hayward Field Renovation project). Form is also provided from the fencing along the recreation fields, the Living-Learning Center, and the rebuilt Powell Plaza and Hayward Field Stadium. A rebuilt Powell Plaza at the intersection of 15th Avenue and Agate Street acts as a gateway and a main entrance to the stadium.

Pathways/Gateways
The 15th Avenue Axis is an important pedestrian and bicycle connection to East Campus. Design elements at the intersection of Agate Street (implemented as part of the 2018-20 Hayward Field Renovation Project) clearly establish a pedestrian and bicycle zone. The design creates a feeling of entering into an area that is prioritized for non-motorized traffic, rather than a traditional auto-oriented street design. These elements include landscape paving materials, plantings, and bollards that control access. This axis connects to an important pathway that crosses through the athletic fields in the Southeast Campus (Academics, Athletics, and Recreation) Design Area and terminates at 18th Avenue. (See page 155 for more information about this pathway.) It also connects to the pathways in the Emerald Axis and University Street Axis.

Trees/Landscape
At its western end the large, mature trees in the Straub Hall Green line the axis. The axis also benefits from trees planted in the landscaped islands and a mix of planted coniferous and deciduous street trees along the pedestrian axis. (Refer to the Campus Heritage Landscape Plan and Survey of Historic Buildings and Landscapes.)

Opportunities and Constraints
The 2018-20 Hayward Field Renovation Project strengthened the definition of the axis and created a pedestrian and bicycle focused environment from Onyx to Agate Streets. The landscape beds lining both sides of the axis are inset islands from the exterior edges, creating three pedestrian walking areas: main center, right side, and left side. The landscape pavers add human scale and texture to the axis.

Opportunities to extend the pedestrian and bicycle zone further east should be explored, prioritizing non-motorized traffic. And the multi-modal intersection at University Street should be improved, prioritizing pedestrians first.

Opportunities to better connect this axis to the 13th Avenue Axis should be explored and implemented as redevelopment of this Design Area occurs.

AGATE STREET AXIS: FRANKLIN BOULEVARD TO 15TH AVENUE

(See description in the Southeast Campus Design Area for the 15th Avenue to 18th Avenue portion of this axis, page 157)

Current Use
Agate Street, owned by the city and classified as a minor arterial, is used heavily by vehicles, pedestrians, and bicycles. Many visitors who are driving enter the campus by turning onto Agate Street from Franklin Boulevard. Also, it is an important pedestrian link between the main campus and East Campus, particularly along the western edge of the Student Housing Design Area, and at the mid-block crossing on Agate Street. There are critical event functions that occur on 13th Avenue related to the Matthew Knight Arena during events, such as bus staging.

Form
In addition to the typical street configuration (two lanes of vehicle travel with sidewalks and bike lanes), it is noted for its landscaped center median. Much of its form comes from its mature street trees, particularly along the western edge of the axis. Along the east, the edge of the axis is reinforced by a number of building facades (including the Jaqua Center and the Phase One Residence Hall Building) which are aligned with one another and set back from the street. Along the west, the axis is also reinforced by several buildings (Oregon Hall and the University Health, Counseling, and Testing Center).

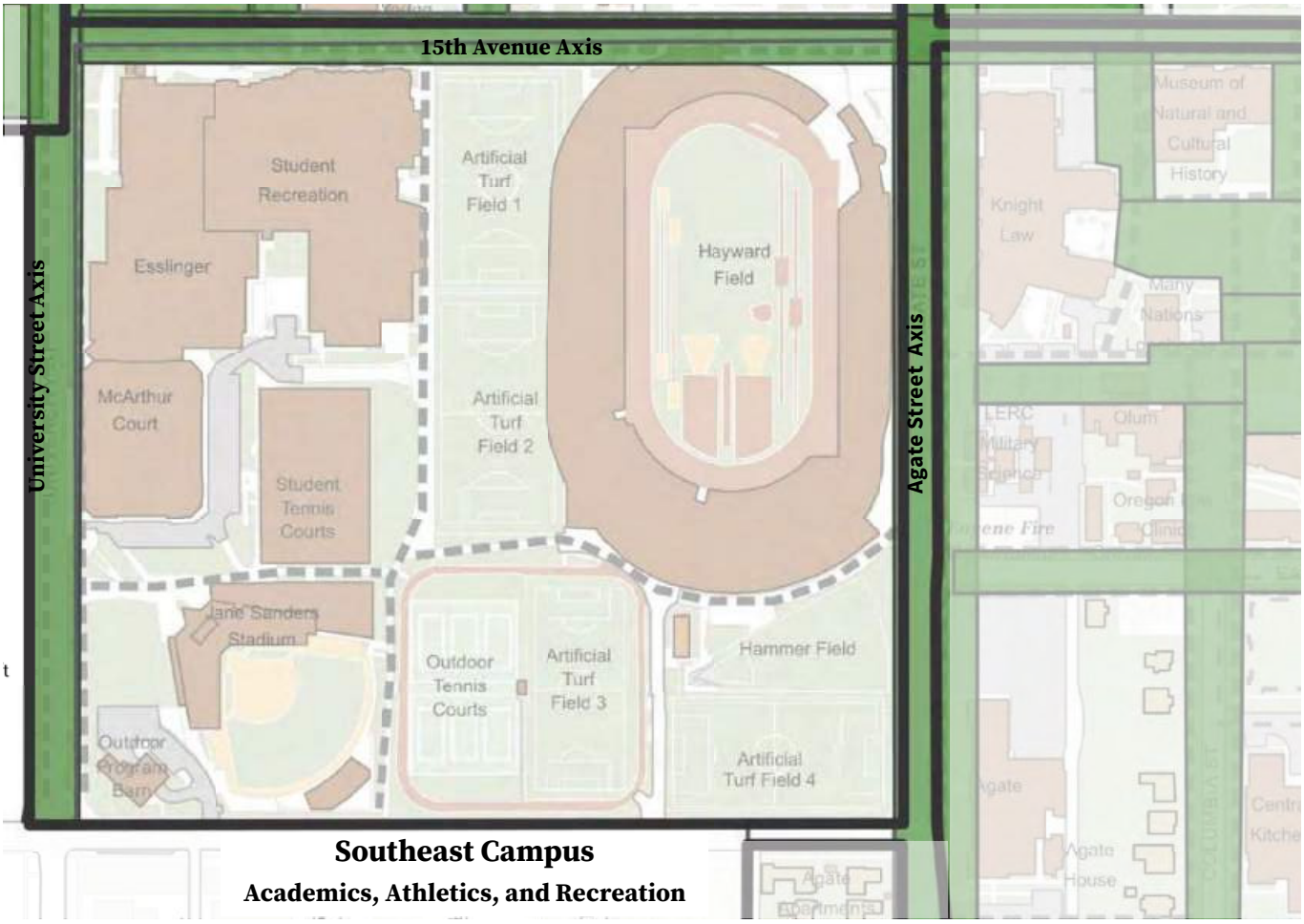
Pathways/Gateways
The intersection of this axis with Franklin Boulevard is the major vehicular entrance to the university campus. The pedestrian crossing midway between 13th Avenue and 15th Avenue is a critical element of pedestrian travel linking main campus to the eastern residential areas and the entire East Campus Area. While the functioning of the mid-block pedestrian crossing may be addressed further as the city studies changes to the operation of the street, having convenient and safe mid-block crossings like this continue to be essential to campus and are consistent with the city's Vision Zero Action Plan (https://www.eugene-or.gov/4270/Vision-Zero). Pedestrian crossings at the intersections of 13th and 15th Avenues also are important. The 15th Avenue and Agate Street intersection is growing in importance both for pedestrian and bicycle traffic due to nearby development. (For more information about the 15th Avenue intersection, see description in the Southeast Campus Design Area for the 15th Avenue to 18th Avenue portion of this axis, page 157).

Trees/Landscape
The Agate Street Axis has the character of a typical tree-lined street. It is lined in a formal arrangement with large-canopy deciduous trees consisting mostly of American sweetgums, Scarlet oaks, and American elms interspersed with other deciduous trees. The canopy is enhanced by a tree-lined median between 13th Avenue and 15th Avenue.

Opportunities and Constraints
Proposals in this area should preserve and strengthen the Agate Street Axis and acknowledge that this area is highly visible to the public. Every opportunity should be taken to improve its visual qualities and convey the university's public role, mission, and history. Coordination with the future phases of the City of Eugene Franklin Boulevard Transformation Project will be important to improve the Agate Street and Franklin Boulevard crossing both functionally and visually. Consider the safety and comfort of drivers, pedestrians, and bicyclists using and crossing this intersection. Further enhancement of the axis through buildings and tree canopy is desirable to improve the appearance of and creating an inviting primary, secondary, and shared gateway to the university, to help connect East Campus to central campus, and to shade the street surface. The motorist's view of pedestrian crossings should not be impeded. (Refer also to the *2024 East Campus Area Plan* and to the *Northeast Campus Diagnosis*.)

Proposals in this area should acknowledge the importance of the intersections at Franklin Boulevard, 13th Avenue, the mid-block crossing, and 15th Avenue. Pedestrian crossing enhancements should be considered, especially at the intersection of 13th Avenue and Agate Street, which is controlled by 4-way stop signs. Heavy peak travel times of pedestrians and vehicular traffic often result in congestion and/or long wait times for vehicles, bikes, and pedestrians (refer to the *13th Avenue Conceptual Design Study*). (For opportunities at the intersection of Agate Street and 15th Avenue, refer to the Agate Street Axis: 15th Avenue to 18th Avenue, page 157. For opportunities at the intersection of Agate Street and Franklin Boulevard, refer to the Franklin Boulevard Axis description, page 145).

Design Area SOUTHEAST CAMPUS (ACADEMICS, ATHLETICS, AND RECREATION)



The size of the Design Area is 1,515,345 square feet. Approximately 12% is Designated Open Space.

This large "superblock" includes buildings, fields, stadiums and other outdoor spaces dedicated primarily to instructional and recreational athletics as well as competitive and training activities for intercollegiate athletics. The outdoor fields, located at the center of this superblock between Hayward Field and the Student Recreation Center, are used as Outdoor Classrooms and recreation/athletics space.

Area-wide Space Use Comments

The large open spaces situated within this area are required to meet the demand of instructional programs, as well as the recreational needs of students. These open spaces serve as Outdoor Classrooms and are essential university resources to be managed in a way that maximizes their benefit to the university community as a whole. They should not be considered as available building sites simply because they are open spaces. New buildings or the expansion of existing buildings in this area are to be sited in ways that preserve field spaces of usable size and shape. In addition, the north/south pedestrian and bicycle pathway from 15th Avenue to 18th Avenue, and the east/west midblock pedestrian pathway from Agate Street to University Street, should be preserved. The pathway character is less formal, in keeping with the adjacent recreational fields. The area will include more academic uses with the redevelopment of McArthur Court. Refer to the Framework Vision Project (FVP) and the University Street Feasibility Study (2012) for additional information about the potential expansion of the open-space framework in the Esslinger Hall and Mac Court area with academic/support structures and consideration of a new underground parking garage that is close to core campus functions.

Campus Edge: 18th Avenue
The 18th Avenue edge is adjacent to a high-density residential area with public vehicular access. The street is classified as a minor arterial. Development along the 18th Avenue edge is highly visible to the public. The open character of this edge allows unencumbered views of active recreation and athletic fields, a positive and unique image for campus. Every opportunity should be taken to improve the visual qualities of this area, maintaining the majority of open views of the recreation and athletic fields. It is unlikely that development of buildings will occur along 18th Avenue because it is reserved for outdoor athletics and recreational uses with the exception of the Outdoor Program Trip Facility and its possible replacement with a larger academic/support structure (refer to the Framework Vision Project (FVP) for this area). Improvements to this area should take advantage of the unique potential to highlight university activities to the public. In addition there is an opportunity to improve the pedestrian entrances, especially at University Street and at the mid-block pedestrian path. Outdoor lighting should be compatible with adjacent residential uses. The intersections of Agate and University Streets are primary gateways to campus from the south into the heart of campus for pedestrians, bicycles, and private vehicles. Consideration should be given for opportunities to improve these intersections, especially the entrance to campus at the intersection of 18th Avenue and University Street, through use of physical design elements such as formal tree and decorative plantings, signage, wider pedestrian walks, and way-finding elements (E.g. a map station).

15TH AVENUE AXIS: UNIVERSITY STREET TO AGATE STREET

(See description in the Northeast Central Campus--Academics, Student Services, and Housing--Design Area page 141, noting in particular the pathway within the Emerald Axis, which continues through this Design Area.)

UNIVERSITY STREET AXIS: 15TH AVENUE TO 18TH AVENUE

(See description in the Academic Center and Historic Core Design Area for the Lawrence Hall to 15th Avenue portion of this axis, page 112).

Current Use
The portion of the University Street Axis from 15th to 18th Avenues is used by cars, bikes, and pedestrians. It also is used heavily for car parking. The parking is especially useful to users of the Student Recreation Center on 15th Avenue.

Form
This axis is a typical street with sidewalks and curbs. It gets some form from the mature trees along its western edge in Pioneer Memorial Cemetery and from McArthur Court on its eastern edge.

Pathways/Gateways
As a public institution, the university needs to be welcoming and open to the public. The southern end of this axis has a gateway marking the connection between the public and the university. This gateway is made with plantings and pylons. The street is a designated bike path.

Trees/Landscape
The English oaks in front of Esslinger Hall help define the axis. Newer trees in street planters help shade the street. Trees associated with the Pioneer Cemetery help define the axis edge. (Refer to the *Campus Heritage Landscape Plan* and *Survey of Historic Buildings and Landscapes*.)

Opportunities and Constraints
Proposals in this area should preserve and strengthen the University Street Axis, in particular the campus entrance at 18th Avenue. Future development must include provisions for pedestrian use of the axis. Development of the axis along the western edge should address cemetery access and safety in coordination with the Pioneer Memorial Cemetery board of directors. Also, take advantage of the opportunity to reestablish the coniferous tree plantings that once defined the eastern boundary of the cemetery. The adjacent area will include more academic uses with the redevelopment of McArthur Court, and a potential new underground parking garage that is close to core campus functions and replaces parking removed from University Street.

The intent of expanding the open-space framework in the area is to punctuate University Street with a series of engaging outdoor rooms that relate to future proposed new buildings, and create a connection to help reclaim a significant portion of University Street for pedestrians and bicyclists.

New buildings and main entrances should be sited to frame open spaces, and foster pedestrian activity. Reinforce the intersection of 18th Avenue and University Street as a formal southern gateway into the heart of the campus. Refer to the University Street Feasibility Study (2012) for additional information about the potential expansion of the open-space framework in the Esslinger Hall and Mac Court area.

AGATE STREET AXIS: 15TH AVENUE TO 18TH AVENUE

(See description in the Northeast Central Campus--Academics, Student Services, and Housing--Design Area for the Franklin Boulevard to 15th Avenue portion of this axis, page 153).

Current Use
Agate Street, classified as a minor arterial, is owned by the city and is used heavily by vehicles, pedestrians, and bicycles. Many visitors enter the campus by turning onto Agate Street from Franklin Boulevard. As the only north-south road that transects the campus, Agate Street offers users a more intimate view of the campus than other streets, due in part by the level topography, slower vehicle speeds, frequent stops, and the campus users who walk along and cross the street.

Form
It has a typical street configuration (two lanes of vehicular travel with sidewalks and curbside parking). Much of its form comes from its street trees. Buildings that front the street, such as the Knight Law Center and Agate Hall, partially form the eastern edge of this space. Hayward Field, along with a row of flags and decorative metal fencing, forms the western edge.

Pathways/Gateways
The intersection of this axis with 15th Avenue forms an entrance and gateway to the campus that lies both east and west of the intersection. This gateway is well defined on the west by Powell Plaza and the Hayward Field tower, and on the east by the DeNorval Unthank Jr. Residence Hall building curb extension bump-out. The 15th Avenue Axis, especially the northern sidewalk, is an important pedestrian crossing to the East Campus Area. Also, the 15th Avenue Axis is an important bicycle crossing, since 15th Avenue is a designated university and city bicycle route. The public frequents this area of Agate Street for events at Hayward Field.

The southern end of this axis, at the intersection of Agate Street and 18th Avenue, is the point at which many encounter the university for the first time. As such, it is a primary gateway to those traveling from the south and is shared with bicycles, pedestrians, and private vehicles. Consideration should

be given to enhancing this gateway to be a welcoming entrance into campus. The mid-block east-west pedestrian pathway between 15th and 18th Avenues is an important connector between Agate and University Streets.

Trees/Landscape
The eastern edge of the Agate Street Axis has the character of a typical tree-lined street. It is partially lined in a formal arrangement with large-canopy deciduous trees consisting mostly of American sweetgums and Scarlet oaks. The western edge is lined with a combination of street trees including oaks, ash, and Ponderosa pine.

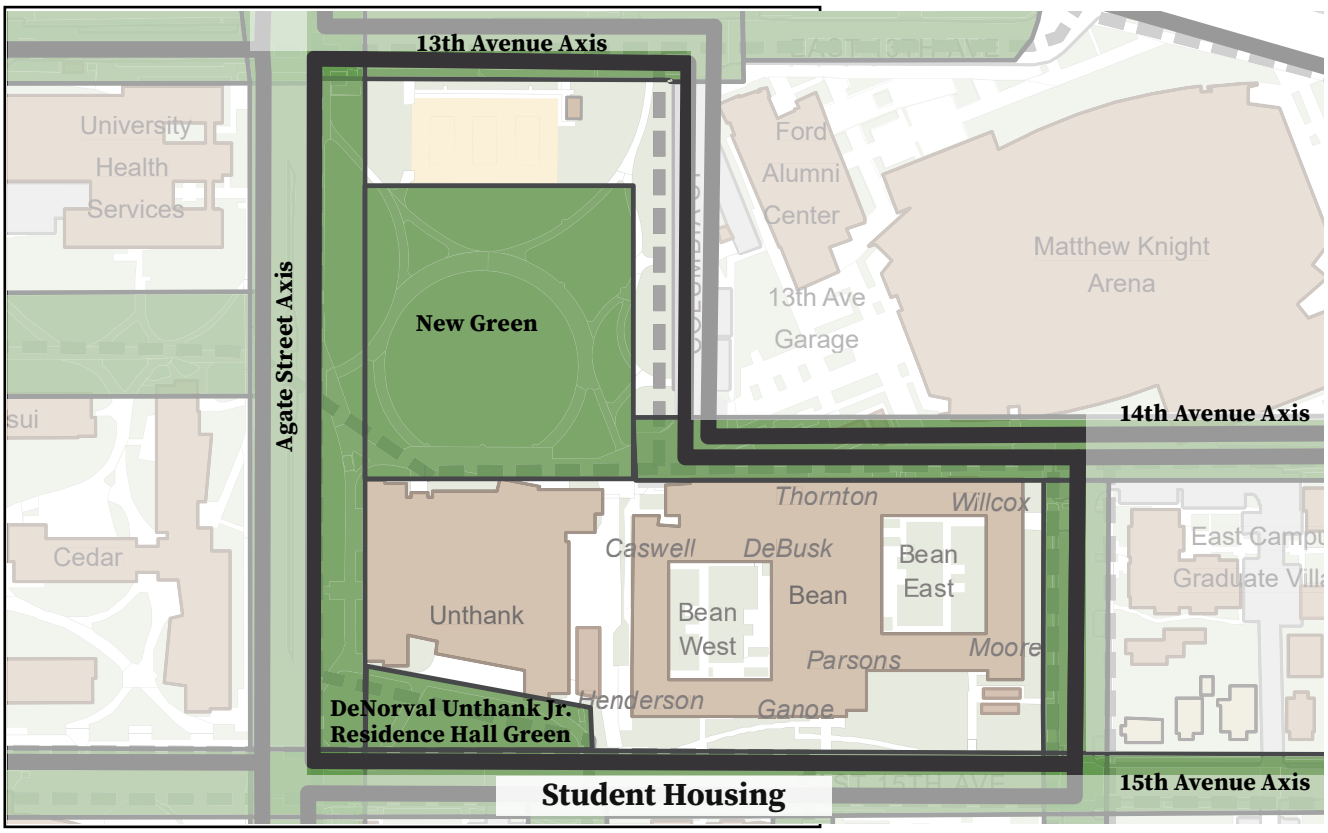
Opportunities and Constraints
Proposals in this area should preserve and strengthen the Agate Street Axis and highlight the importance of the intersection of 15th Avenue and Agate Street. Further enhancement of the axis through buildings and tree canopy is desirable to improve the appearance, to help connect the East Campus Design Area to the center of campus, and to shade the street surface. Refer to the 2003 Development Policy for the East Campus Area for additional information. An opportunity to mark the beginning of the campus with a gateway element exists at or near the intersection of 18th Avenue and Agate Street.

It is important to maintain the mid-block east-west pedestrian pathway, adjacent to the south side of Hayward Field, from Agate Street to University Street, as it is the only way to pass through this large super block. Encourage solutions to keep it open, particularly when there are no events (E.g work with Athletics).

Opportunity exists to enhance the connection to and view into the Agate to Columbia Axis. This Axis is located mid-block to the east and is an important connection to the East Campus Green. Additionally, establishing a future east-west open space should be explored when the open-space framework is established for the area south of 17th Avenue. (Refer to the Framework Vision Project (FVP), the 2003 Development Policy for the 2024 *East Campus Area Plan* and the *East Campus Open Space Framework Study* for more details).

Opportunities to work with the city to further enhance the bike crossing at the Agate Street and 15th Avenue intersection should be considered. With the improvements of Hayward Field and Powell Plaza, the left turn lane at 15th Avenue and Agate Street was removed, as the only vehicular traffic to the 15th Avenue Axis is service and authorized vehicles. The university and City of Eugene partnered together to install painted crosswalks at this critical intersection, which connects Powell Plaza to the northeast curb extension bump-out on the east side of Agate Street.

Design Area STUDENT HOUSING



The size of the Design Area is 418,270 square feet. Approximately 36% is Designated Open Space.

This area is occupied by large residence halls and a passive recreational open-space area.

Area-wide Space Use Comments

University Housing has primary responsibility for building space use and development planning of the residence halls. After the Phase Three residence hall project (removal of Hamilton Hall and development of the New Green), a new building site north of the New Green will be available for other academic and/or non-housing UO uses. At that time, further refinement to the Design Area description and special conditions should be considered.

13TH AVENUE AXIS: AGATE STREET TO FRANKLIN BOULEVARD

(See description in the Academic Center and Historic Core Design Area for the Kincaid Street to University Street portion of this axis, page 117 and the Northeast Campus--Academics, Research, and Support Services--Design Area for the University Street to Agate Street portion, page 143.)

Current Use

This portion of the 13th Avenue Axis is a city street with a vehicular nature, two-way traffic, curbside parking, and sidewalks. There is also bicycle parking along the sidewalks on both the north and south sides of the axis near the Jaqua Center. The entrance to the 13th Avenue Parking Garage is located at 13th Avenue and the driveway to Parking Lot 37 (the vacated portion of Columbia Street), adjacent to the Ford Alumni Center, with the garage itself located underneath the building. This is the destination for many first-time visitors and prospective students that are navigating to the Student Welcome Center located in DeNorval Unthank Jr. Residence Hall.

Form

DeNorval Unthank Jr. Residence Hall, date unknown

Form
It has the character of a typical tree-lined street. Buildings and landscape features lend some form to the axis, including Bakery Park Green and Matthew Knight Arena.

Pathways/Gateways
The intersection of 13th Avenue and Agate Street is a primary auto entrance to the university for westbound traffic on Franklin Boulevard entering 13th Avenue. Because there is no left turn at Agate Street for westbound traffic due to the EmX station, westbound traffic accesses campus at the intersection of 13th Avenue and Franklin Boulevard. At the east side of Agate Street at Franklin Boulevard is a high volume pedestrian crossing. The Millrace Drive Parking Garage located at Millrace Drive and Riverfront Parkway provides increased pedestrian traffic from the part of campus north of Franklin Boulevard at this crossing.

Trees/Landscape
The axis contains some large street trees, is lined with sidewalk planter beds along the Bakery Green, and concrete planters lining the Ford Alumni Center and Matthew Knight Arena front entrances.

Opportunities and Constraints
Proposals for development in this area should preserve and strengthen the 13th Avenue Axis. Further enhancement of the tree canopy is desirable to identify and improve the gateway's appearance, to help connect this portion of the 13th Avenue Axis to the central portion, and to shade the street surface. The University should also look for opportunities to acquire 13th Avenue for better integration into the campus. Any new development in this area (for example, the future building site on the south side of 13th Avenue at Agate Street) should help reinforce the axis. (Refer to the 13th Avenue Axis Conceptual Design Report.) Also, new development needs to consider the unique architecture of the existing buildings and connection to the main campus architectural style.

Further development of Franklin Boulevard through the City of Eugene's Franklin Boulevard Transformation Project will influence this Area. (See Campus Edge: Franklin Boulevard - Agate Street to Villard Street, page 165).

AGATE STREET AXIS: FRANKLIN BOULEVARD TO 15TH AVENUE

(See description in the Northeast Central Campus--Academics, Student Services, and Housing--Design Area, page 153.)

NEW GREEN (NAME TBD)

Current Use
This area was designed to provide informal outdoor activity space for residence hall students. It also is an important pedestrian link between the main campus and East Campus.

Form
The Agate Street edge along the west, the north facade of the DeNorval Unthank Jr. Residence Hall, and the west façade of Bean Hall give this area its form.

Pathways/Gateways
This area includes important pathways that link the main campus via the Promenade to the areas of campus on the east and southeast.

Trees/Landscape
This sunny open area is dotted with large and small shade trees.

Opportunities and Constraints
Proposals for development in this area should preserve and strengthen the New Green open space. As development occurs adjacent to the area, it is important to maintain and improve pedestrian access to and through the space. Particular attention should be paid to the mid-block pedestrian crossing between 13th and 15th Avenues. (See the description of this and its relationship to Agate Street in the Northeast Central Campus--Academics, Student Services, and Housing--Design Area, page 153.) As the East Campus Area develops, the pedestrian connections will grow in importance and may result in the need to enhance pathways to the east and southeast. The Agate Street edge could benefit from additional large-canopy trees to help shade the street surface and buffer the New Green from auto traffic. New trees should not interfere with the safety of the area or the intentionally sunny spaces within the green.

As redevelopment occurs at the corner of 13th Avenue and Agate Street, after Hamilton is removed, careful consideration should be given to defining and enhancing the New Green.

14TH AVENUE AXIS: NEW GREEN TO MOSS STREET AXIS

(See description in the Athletics, Student Support, & Administration Design Area for the Moss Street Axis to Villard Street portion of this axis,page 166)

Current Use
This axis has heavy pedestrian use, especially during events at the Matthew Knight Arena and connects the East Campus residence halls to New Green, and across Agate Street Axis to the Promenade. A free-standing structure (built before the designation of this axis) provides elevator access to the underground parking structure. It is also used by service vehicles accessing Bean Hall and Hamilton Hall.

Form
The south edge of this axis is defined by the north facade of Bean Hall. The north edge of the axis is currently not well defined by buildings. The axis consists partly of service access and partly of informal plantings along the Arena edge. Although many of the neighboring buildings are entered from adjoining greens, the main entrances are clearly visible from the axis.

Pathways/Gateways
The axis is a pedestrian connector in the east/west direction between New Green and Moss Street Axis. Pedestrian use of this area increased due to the completion of the Matthew Knight Arena, the Ford Alumni Center, and the development of privately-owned student housing complexes to the east of Villard.

Trees/Landscape
This area has some mature trees, but few notable landscape features.

Opportunities/Constraints
Proposals for development in this area should preserve and improve this view corridor, and strengthen the form of the axis, particularly in defining the northern edge. Every effort should be made to improve the connection and view corridor across Agate Street to the Promenade and to the academic core of campus. Also, when possible, take the opportunity to extend this axis eastward to Villard Street. Priority should be given to pedestrians with the understanding that portions of the axis are used by service, delivery, and emergency vehicles. Over time, the design of this axis should diminish vehicular parking and emphasize pedestrians. A system of paving is needed to delineate more clearly the pedestrian path of travel.

15TH AVENUE AXIS: AGATE STREET TO VILLARD STREET

(See description in the Northeast Central Campus--Academics, Student Services, and Housing--Design Area for the University Street to Agate Street portion of this axis, page 152.

Current Use
This portion of the 15th Avenue Axis is a city street with two-way traffic, curbside parking, and sidewalks.

Form
It has the character of a typical tree-lined street and is partially defined by the Global Scholars Hall and the Museum of Natural and Cultural History along the south edge.

Pathways/Gateways
This axis is an important link from the East Campus to the main campus. It intersects with a series of north/south pathways and open spaces including the Agate Street Axis, East Campus Axis, Moss Street Axis, New Green, Phase One Residence Hall Building Green and the pathways through the New Green and the Glenn Starlin Green.

Trees/Landscape
Large canopy deciduous trees line the north and south edges of the axis, particularly on the western portion of this axis. Efforts to shade the street surface, by planting new large-canopy trees to complete the allée are a priority.

Opportunities and Constraints
Proposals in this area should preserve and strengthen the axis, which provides an important connection to the main campus and merits enhancement. Special attention should be given to preserving and enhancing connections with and views into intersecting pathways and axes. Future opportunities exist to create a campus gateway at Villard Street as a transition to surrounding neighborhood development.

Connections to future open spaces should be explored when the open-space framework is established for the area east of Moss Street. For more details refer to the 2003 *Development Policy for the East Campus Area* and the *East Campus Open Space Framework Study*.

DENORVAL UNTHANK JR. RESIDENCE HALL GREEN

Current Use
This green provides south-facing open space which accommodates exterior functions associated with the dining hall in the DeNorval Unthank Jr. Residence Hall. It also provides a significant, primary pedestrian connection between the core of campus and areas further to the east and southeast. Providing sufficient space to accommodate a gracious campus connector in this location is of particular significance because it provides the only major north-south pedestrian pathway on this block. This connection will become even more significant as East Campus develops further. For this reason, it is important to preserve the open space and protect it from development in the future.

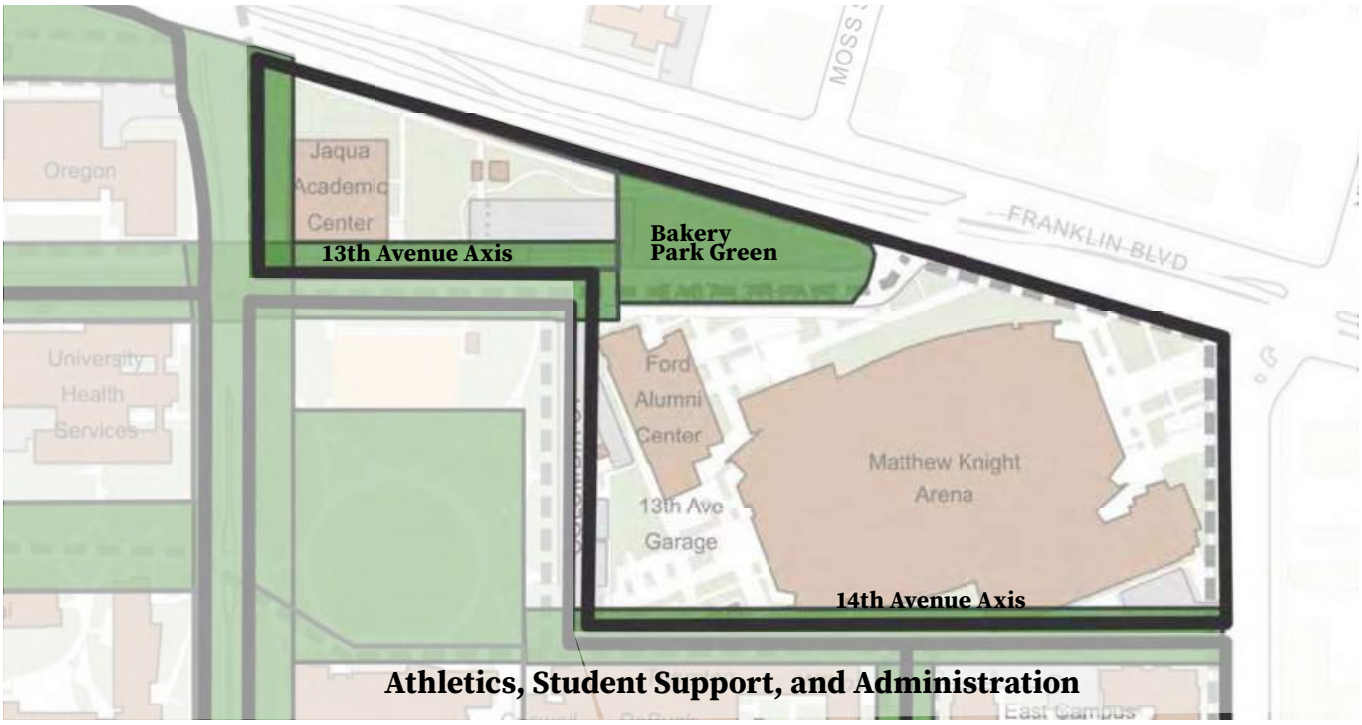
Form
This green is a mix of landscape and hardscape (associated with the dining terrace). It is defined by building edges on the north and by the 15th Avenue edge on the south.

Pathways/Gateways
A heavily-used pedestrian pathway through this green connect the campus core to areas further to the south and east. This is a primary pedestrian pathway and provides a sense of campus continuity with the academic core.

Trees/Landscape
A collection of established trees, including a pair of mature Northern Red Oaks on the south of the open space are character-defining features of this open space as well as of this portion of the 15th Avenue Axis.

Opportunities and Constraints
Proposals in this area should preserve and strengthen the open space and pathways, which provide an important connection between the core of campus and areas of campus further to the east and south. If the opportunity arises in the future, consider expanding this open space further to the south (into 15th Avenue Axis) to enhance the primary pedestrian connection even further.

Design Area — Athletics, Student Support, and Administration



The size of the Design Area is 514,000 square feet. Approximately 28% is Designated Open Space.

Jaqua Center, 2013

Matt Knight Arena, date unknown

This design area includes a mix of athletic uses, student support services, administrative offices, transportation facilities, meeting spaces, and related active and passive open spaces. The two Designated Open Spaces within the design area boundary are Bakery Park Green, and the 14th Avenue Axis: Moss Street Axis to Villard Street.

Area-wide Space Use Comments
This area is occupied by a large-scale athletic and regional events facility, as well as student support and administration facilities. This is an important campus main gateway, where prospective students and visitors arrive for tours.

Improvements to this area should take advantage of the unique opportunities to enhance way-finding experiences of newcomers to the University. Combined with the Northeast Campus Design Area and the Northeast Central Design Area, this area provides an opportunity for the development of a major gateway to the campus. Plans for improvements should respond to these opportunities.

In addition, the land where the Matthew Knight Arena is located is governed by a City of Eugene conditional use permit and improvements to this area need to comply with those requirements. Specifically, this will affect requirements for landscaping, bike parking and other site features.

Campus Edge: Franklin Boulevard - Agate Street. to Villard Street.
(Also refer to the Franklin Boulevard Axis description in the Northeast Campus - Academics, Research, & Support Services - Design Area,page 145.)

The developed Franklin Boulevard streetscape located along the sidewalk in this area currently provides a landscape buffer from heavy vehicle traffic. Mature evergreen and deciduous trees provide shade and human scale for pedestrians. The landscape buffer along the north side of Matthew Knight Arena, along with the wider sidewalk, accommodates larger groups of pedestrians during events. A main gateway entrance to campus is located at the corner of Franklin Boulevard and 13th Avenue. Further development of the gateway should convey the look and feel of campus to a larger audience, including some whom may never set foot on the campus but pass it daily. This location also sets the visual boundary of campus from the east, and, notably sets a tone for the interface between the campus and its neighbors. Additional consideration should include enhancing this gateway to be a welcoming entrance into the campus.

Further development of Franklin Boulevard through the City of Eugene's future Franklin Boulevard redesign project will create opportunities to enhance the intersections of Franklin Boulevard with Agate, Moss, and Villard Streets. The purpose of this project is to transform Franklin from an auto-focused former state highway (under city jurisdiction today) to a pleasant, multi-modal urban street designed for slower vehicle speeds that is safer for people walking, biking, riding the bus and driving. Instead of being a divider between UO and the surrounding community, the boulevard will transform into a more comfortable connector of places. Opportunities for safe pedestrian crossings, through roundabouts, reduced crossing distances, and new crossing refuges will improve this area of Franklin Boulevard. As part of the transformation project, the City is planning to add an intersection at Moss Street on Franklin Boulevard that will require a reconfiguration of the university's land as well as 13th Avenue.

This area is highly visible to the public. Every opportunity should be taken to improve its visual qualities and convey the university's public role, mission, and history. (For a description of *Franklin Blvd. west of Agate Street*, also refer to the *Northeast Campus - Academics, Research*, and *Support Services - Design Area Campus Edge* description, page 141.)

AGATE STREET AXIS: FRANKLIN BOULEVARD TO 15TH AVENUE
(See description in the Northeast Central--Academics, Student Services, and Housing--Design Area, page "Northeast Central Campus" on page 148)

BAKERY PARK GREEN

Current Use
This green at the eastern end of this design area is passive open space.

Form
The green is formed by streets on two sides and a parking lot on the other.

Pathways/Gateways
13th Avenue has become the major automobile entrance to the campus from the east, and is public right of way under City of Eugene jurisdiction. There is a meandering pedestrian path that stretches through the park from east to west. A portion of this path is bordered by a campus parking lot and also 13th Avenue.

Trees/Landscape
This area has some groupings of trees and young deciduous street trees. There is an open lawn space at the corner of 13th Avenue and Franklin Boulevard. A landscape strip of plantings is located between the sidewalk and Franklin Boulevard.

Opportunities and Constraints
Westbound traffic on Franklin Boulevard turn left onto 13th Avenue and pass the green. (Refer to the *13th Avenue Axis Conceptual Design Report*.) This is an opportunity to develop a main gateway with signage or other landscape features announcing their arrival at the campus. This is a gateway that is shared with private vehicles, buses, and bicyclists and should be enhanced as a welcoming entrance to campus. This is also the predominant southbound route in the area for traffic.

Further development of Franklin Boulevard through the City of Eugene's Franklin Boulevard Transformation Project will influence this area. (See *Campus Edge: Franklin Boulevard - Agate Street. to Villard Street*, page 165)

14TH AVENUE AXIS: MOSS STREET AXIS TO VILLARD STREET

(See description in the Student Housing Design Area for the New Green to *Agate Axis portion of this axis, page 161.)*

Current Use
This portion of the 14th Avenue Axis is a pedestrian pathway. The eastern portion is not well defined, and the physical pathway ends after Bean Hall, where there is a parking lot, and then continues again along the east building of the Graduate Village.

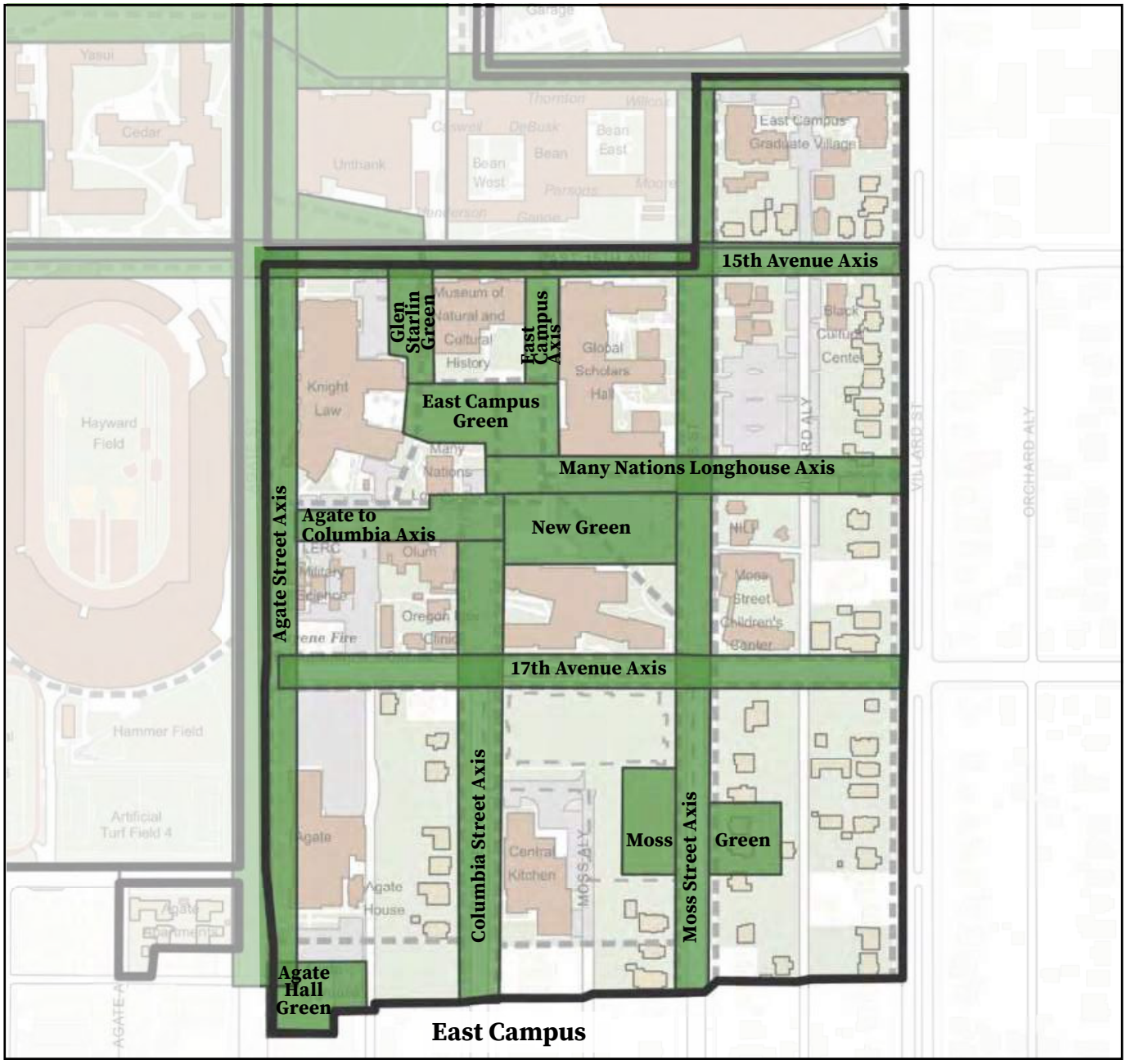
Form
The current form of this axis is partially defined by Bean Hall. The eastern portion is not well defined.

Trees/Landscape
This area has some mature trees in the parking lot portion of the axis, and a row of landscape shrubs and groundcover bordering its edges. Otherwise there are few notable landscape features.

Pathways/Gateways
The axis is a pedestrian pathway that connects to the Student Housing Design Area and Northeast Central Campus Design Area.

Opportunities and Constraints
Special attention should be given to creating a strong pedestrian connector to and along the south side of the Matthew Knight Arena pedestrian pathway to Villard Street. This should result in a direct pedestrian route, enhanced with lighting, planting, and wayfinding. This route, while currently used, is uninviting as it borders the backs of buildings and flows through parking lots, such as the East Campus Graduate Village Parking lot.

Design Area East Campus



The approximate size of the Design Area is 1,682,344 square feet (including City-owned streets). Approximately 37% is Designated Open Space.

Area-wide Space Use Comments

This area includes a mix of institutional buildings, residence halls, graduate student apartments, single unit homes for student families, and student gardens. It is within the boundaries established in the *East Campus Area Plan* (2024)and the *Fairmount/UO Special Area Study* (1981, as amended). Development shall follow the guidelines and requirements adopted in the East Campus Area Plan and the special-area refinement plan.

Designated Open Spaces in the East Campus Area are described below. This area supports pedestrian and bike friendly environments with vibrant outdoor spaces and mature tree canopy, with the co-benefits of adjacent cultural institutions and residence halls, dining, family amenities and housing, and gardens,

NOTE: The open-space framework in the outer portions of the East Campus are largely undeveloped. Refer to the 2024 *East Campus Area Plan* for additional information. Refer to the *University Street Feasibility Study* (2012) for additional information about the potential expansion of the open-space framework in the Esslinger Hall and Mac Court area.

while being highly sustainable, welcoming, and creating a sense of belonging. Refer to the Next Generation Housing Development Plan for additional information.

The area south of Agate Hall is included in the *19th and Agate Special Area Study* (1988). Proposals for the area's redevelopment are to consider applicable principles articulated in that study and conform to development standards imposed by the City of Eugene.

Campus Edge: Villard Street
Refer to *the East Campus Area Plan*.

EAST CAMPUS GREEN

Current Use
This open space is used for both passive and active outdoor recreation and events by occupants of neighboring buildings. Its path system makes significant pedestrian connections to main campus. The eastern edge of the green serves as a fire lane.

Form
This green is a mix of hardscape and landscape with a change in topography rising to the east. It is partially defined by building edges.

Pathways/Gateways
A path system connects north/south and east/west. It is bisected by the Many Nations Longhouse Axis. Secondary building entrances face out onto the green.

Trees/Landscape
The open space contains a large open grassy area with a mix of evergreen and deciduous trees primarily along the north and south edges. The David Brower Sequoia is a good example of its species. An area of native grasses creates a bioswale east of the Many Nations Longhouse. While located outside the open-space boundaries, the Many Nations Longhouse green roof and surrounding natural vegetation also contribute to the open space.

Opportunities and Constraints
Preserve and enhance this green the path system that serves significant pedestrian connections to main campus and the rest of East Campus. Future development, such as the eventual southward expansion of the Museum of Natural and Cultural History and the eastward expansion of the Many Nations Longhouse should further define the edges and enliven the green. Refer to the Memorandum of Understanding for the Museum of Natural and Cultural History Phase 3 Expansion and East Campus Residence Hall (known as Global Scholars Hall) Project (November 9, 2009).

Relocation of the parking elements within this open space is essential to the formation of a pedestrian-oriented open space. Because the Many Nations Longhouse has a special relationship with Oregon's Nine Federally Recognized Tribes and the elders of those nations, and because the Longhouse has special ceremonial functions, parking/drop off needs of the Many Nations Longhouse will be considered and addressed at all stages of the future development of the East campus region. However, the goal should be to do so while giving priority to pedestrians. The details of meeting the parking

drop/off needs will be implemented in accordance with the Memorandum of Understanding between the University of Oregon and Oregon's Nine Federally Recognized Tribes at the time of the dedication of the Many Nations Longhouse in January 2005. (Memorandum is on file in the Longhouse, the President's Office, and the University Archives.)

Preserve and enhance passive and active outdoor recreation within the green or adjacent to it. Provide open sunny spaces to allow for active recreation. Pay attention to the unique attributes of adjacent landscapes and uses (i.e., Many Nations Longhouse and Museum of Natural and Cultural History). An outdoor Many Nations Longhouse "Expression Place" will be established east of the longhouse in alignment with the Many Nations Longhouse Axis (refer to the Many Nations Longhouse Axis, page 170).

EAST CAMPUS AXIS

Current Use
Intended as a primary pedestrian access route to East Campus from the main campus and a view corridor to the East Campus Green, this axis also serves as access to the Museum of Natural and Cultural History's service zone and as a fire lane for the Global Scholars Hall.

Form
Buildings define the edges.

Pathways/Gateways
A north/south pedestrian pathway serves as a primary entrance to the East Campus Green with a gateway demarcating access to the green at the 15th Avenue intersection. Secondary building entrances face out onto the axis.

Trees/Landscape
A line of Douglas-firs with other deciduous trees line the path.

Opportunities and Constraints
Preserve and enhance the axis as a primary pedestrian access into the East Campus Green from 15th Avenue. It is recognized that the axis must still meet limited service needs for the Museum of Natural and Cultural History and serve as a fire lane; however, the goal should be to do so while giving priority to pedestrians. Refer to the Memorandum of Understanding for the Museum of Natural and Cultural History Phase 3 Expansion and East Campus Residence Hall (known as Global Scholars Hall) Project (November 9, 2009).

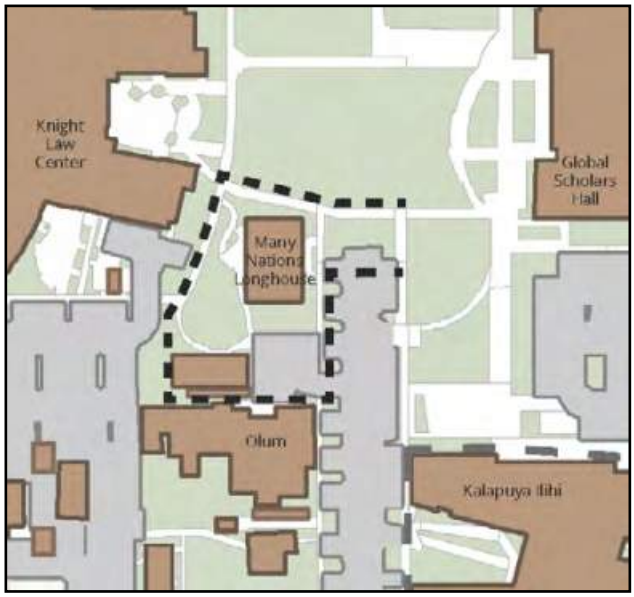
An opportunity exists to enhance the view corridor from 15th Avenue. As redevelopment occurs on the Bean Hall site, consider extending the pedestrian access across 15th Avenue to create a stronger connection to main campus.

AGATE TO COLUMBIA AXIS

Current Use
This axis is used by pedestrians and is a view corridor to the East Campus Green. Portions of the axis currently serve as parking and provide service vehicle access.

Form
It is defined by building edges but currently functions as a parking lot.

Opportunities and Constraints
Relocation of the non-service parking elements and the temporary Vivian Olum Child Development Center modular within this axis is essential to the formation of a green pedestrian access. It is recognized that service needs for adjacent buildings and special drop off/parking needs for the Olum Child Development Center and the Many Nations Longhouse still must be met. Because the Many Nations Longhouse has a special relationship with Oregon's Nine Federally Recognized Tribes and the elders of those nations, and because the Longhouse has special ceremonial functions, parking/drop off needs of the Many Nations Longhouse will be considered and addressed at all stages of the future development of the East campus region. However, the goal should be to do so while giving priority to pedestrians. Future development should further define the edges and enhance pedestrian routes and views. Pay attention to the unique attributes of adjacent landscapes and outdoor uses (i.e., Many Nations Longhouse and the Olum Child Development Center) and the boundary of the Many Nations Longhouse site that was blessed by Oregon's Nine Federally Recognized Tribes. When the Many Nations Longhouse was developed there was an oral commitment acknowledging the blessed land boundary. The blessed land includes the site of the temporary Olum Center Building. Recognize that plans for a southern expansion of the Knight Law Center do not yet have exact dimensions defined and may result in a request to adjust the open space boundary to the south of the law center. Such an amendment would be favorably considered if it meets the intent of the open space.



Blessed Land Boundary

MANY NATIONS LONGHOUSE AXIS

Current Use
This axis is used by pedestrians and is an eastern view corridor from the planned Many Nations Longhouse "Expression Place." Portions of the axis currently serve as parking.

Form
The northern side is landscaped and defined by the Global Scholars Hall.

Pathways/Gateways
The east/west pathway connects the Agate to Columbia Axis to Villard Street.

Trees/Landscape
Landscaping delineates the axis along Global Scholars Hall and acts as a buffer for first-floor residents.

Opportunities and Constraints
Relocation of the parking elements within this axis is essential to the formation of a green pedestrian access. Future development should further define the edges, enhance pedestrian routes, and consider solar access.

Pay attention to the unique attributes of landscapes and uses associated with the Many Nations Longhouse. An outdoor Many Nations Longhouse "Expression Place" will be established in alignment with the Axis. Preserve eastern views from the planned "Expression Place." Accommodate places for art in the view corridor.

There is potential to connect to future development and pathway systems east of Moss Street. For more details refer to the East Campus Area Plan and the Next Generation Housing Development Plan.

NEW GREEN

Current Use
A large portion of this green includes the parking lot north of Kalapuya Ilihi Hall. The west end of the green is used by pedestrians and includes an outdoor gathering space for the residence hall.

Form
This is a large open space, formed by the southern edge of the Many Nations Longhouse Axis (future Many Nations Longhouse "Expression Place") and the northern edge of Kalapuya Ilihi Residence Hall.

Pathway/Gateways
A north/south pathway connects and runs through this green north to the Many Nations Long House Axis and East Campus Green, and south to the Columbia Axis. A small portion of pathway at the northwest corner of the green connects to the East Campus Axis. A diagonal pathway goes through th green in a northwest direction originating from Moss Street, acknowledging a diagonal flow of pedestrians traveling towards the center of campus.

Trees/Landscape
There are no significant trees or landscape currently in this area.

Opportunities and Constraints
Relocation of parking within the green will be essential to the formation of a large, green open space. This area is at the center of several campus cultural institutions (the Museum of Natural and Cultural History, Many Nations Long House, Northwest Indian Language Institute, Kalapuya Ilihi Hall, and the Lilley Reynolds-Parker Black Cultural Center) and provides a unique opportunity to celebrate these institutions in the landscape. This open space is envisioned as an ecological commons, and open space that is ecologically rich, catering to all types of species, including birds, pollinators and humans. Celebrate storm water in legible ways and support priorities of adjacent cultural programs with potential features such as edible, medicinal, and culturally significant plant gardens that may be managed and cared for by specific campus groups, outdoor classroom spaces, recreational green spaces, and other opportunities. While these landscape characteristics should not be limited to this area of campus, there is a special opportunity for them to be featured here. Recognize the future movement of people through the space connecting back to central campus.

GLENN STARLIN GREEN (also known as the Glenn Starlin Courtyard)

Current Use
This quiet green serves only pedestrians as a primary entrance to East Campus from the main campus. It also is an outdoor classroom associated with the Museum of Natural and Cultural History.

Form
The Museum of Natural and Cultural History and clusters of native plantings and trees form the edges of the green. Large timber gateways mark the north and south entrances.

Pathways/Gateways
A north/south pedestrian pathway runs along the eastern edge serving as a primary entrance to the East Campus Green from the 15th Avenue Axis and to 15th Avenue. It also leads to the entrance of the Museum of Natural and Cultural History. A pathway circles the green with sunny seating areas and a display of native plants.

Trees/Landscape
A variety of evergreen and deciduous trees and native plants creates an outdoor classroom.

Opportunities and Constraints
The Glenn Starlin Green can be enhanced to serve additional outdoor activities associated with the museum, preserve native plantings, and buffer adjacent service and parking areas. Every effort should be made to create a stronger public connection and enhance views from 15th Avenue into the East

Campus Green. Enhance the visual connection from the intersection at Agate Street and 15th Avenue to the museum.

COLUMBIA STREET AXIS: EAST CAMPUS GREEN TO 19TH AVENUE

Current Use
This axis is used moderately by pedestrians, bicyclists, and vehicles (access and parking). The street is owned by the university. It serves as the principle pedestrian access to the East Campus Green from the south.

Form
It has a typical street configuration (two lanes of auto travel with sidewalks). Trees in the green parking strips help define the form.

Pathways/Gateways
North/south pedestrian pathways exist along the street edge. The axis intersects with the 17th Avenue Axis and the Agate Street to Columbia Street Axis and the Many Nations Longhouse Axis.

Trees/Landscape
There is a nice collection of deciduous trees along the Kalapuya Ilihi facade.

Opportunities and Constraints
Make an effort to integrate design features that enhance pedestrian and bike access along the entire street, as a clear connector for vehicles and bikes, with safe crossings and sidewalks for pedestrians. Work with the city to ensure special attention is given to the 17th Avenue pedestrian intersection crossing and a mid-block crossing between 17th and 19th Avenues. Opportunities exist to reduce traffic and speed to enhance pedestrian access and safety, particularly for children of the Vivian Olum Child Development Center as well as the children, elderly, and disabled who come to the Many Nations Longhouse. It is also important to recognize that the Many Nations Longhouse is located at the end of Columbia Avenue and should not become landlocked. Therefore, it is recognized that service needs for adjacent buildings and special drop off/parking needs for the Olum Child Development Center and the Many Nations Longhouse still must be met. It is desirable to define the form and edges through buildings and trees. Generally, primary building entrances should face the street. Use trees to shade the street surface. Consider small pockets of head-in parking as a way to add variety to the street and calm traffic, and ways to celebrate stormwater collection and treatment.

MOSS STREET AXIS: 15TH AVENUE TO 19TH AVENUE

Current Use
This axis, used moderately by pedestrians, bicyclists, and vehicles, is owned by the university noth of 17th Avenue. It is owned by the city couth of 17th Avenue.

Form
North of 17th Avenue, this axis has a parking lot configuration with two sides of head in parking and a two-way street (drive aisle) in the middle. South of 17th Avenue, it has a typical street configuration (two lanes of auto travel with sidewalks), and some of the surrounding buildings have entrances facing this axis. Trees occupy the parking lot landscape islands and green parking strips. Speed bumps and narrowing of the road at the intersections help slow traffic. There is a raised crosswalk where the Moss Street Axis intersects with the Many Nations Longhouse Axis.

Pathways/Gateways
North/south pathways extend along the street edge and intersect the 15th Avenue Axis, a major pedestrian and bike connection to campus. The axis intersects the Many Nations Longhouse Axis and the 17th Avenue Axis.

Trees/Landscape
North of 17th Avenue, planting islands and street trees are interspersed between street parking areas. South of 17th Avenue broad green strips of grass with large canopy trees provide shade and a buffer between sidewalks and parking.

Opportunities and Constraints
Make an effort to integrate design features that enhance pedestrian and bike access along the entire street. Work with the city to ensure special attention is given to the 17th Avenue pedestrian intersection crossing and a mid-block crossing between 17th and 19th Avenues. Opportunities exist to reduce traffic and vehicle speed, such as creating a pedestrian plaza with raised crossings and pavement differentiations to aid in traffic calming at the 17th Avenue pedestrian crossing. Priority should be given to pedestrian and bike movement. Pay particular attention to creating a safe environment for children of the Moss Street Children's Center and a functional environment for the MSCC. It is desirable to better define the form and edges through buildings and trees. Use trees to shade the street surface. Work with the city to one day transfer ownership and control of the street south of 17th Avenue from the city to the university to create significant space and close access to private vehicles while still allowing service and emergency access.

17TH AVENUE AXIS: AGATE STREET TO MOSS STREET
(Note: Further work is required to describe the special conditions of this axis east of Moss Street. In addition, connections to other open spaces should be explored when the open-space framework is expanded in this area. For more details refer to the Next Generation Housing Development Plan.)

Current Use
This city-owned street is used moderately by pedestrians, bicyclists, and vehicles.

Form
It has a typical street configuration (two lanes of auto travel with sidewalks). A row of mature street trees occupies the green parking strips.

Pathways/Gateways
This axis's east/west pedestrian pathways intersect with Moss Street Axis, Columbia Street Axis, and Agate Street Axis.

Trees/Landscape
The 17th Avenue Axis has the character of a typical tree-lined street. The large deciduous trees consist mainly of American elms and London plane trees.

Opportunities and Constraints
Development in this area should preserve and enhance connections to the East Campus Green and to the main campus. Building edges and front doors facing 17th Avenue can strengthen the form. Additional trees can shade the street surface and further define the form. Consider opportunities to work with the city to enhance the pedestrian and bike crossing at the Agate Street, Moss Street and Columbia Street intersections. In the future, there may be opportunity to work with the city to remove some parking and widen sidewalks on both sides of the street to accommodate a growing student population in the area. Encourage the use of 17th Avenue for automobile entrances and exits to and from the area.

AGATE STREET AXIS: 15TH AVENUE TO 18TH AVENUE

(See description in the Southeast Campus--Academics, Athletics, and Recreation--Design Area, page 157

MOSS GREEN

Current Use
The intent of this large green is a flexible space informally and formally used by residence hall occupants, events, and passive recreation.

Form
The green is framed by the future Phase 1 and Phase 2 Residence Halls and Dining Center. The Dining Center's southern edge opens onto a south facing porch at the north side of the green. The green extends across the Moss Street Axis and includes areas for passive recreation and gathering.

Pathways/Gateways
Passive pedestrian pathways circulate around the green, connecting the western portion of the green to the eastern portion across the Moss Street Axis.

Trees/Landscape
A mix of evergreen and deciduous trees is on the site. Special care should be given to the mature Incense Cedar and Horse Chestnut.

Opportunities and Constraints
This green should be developed as the primary open-space for this part of campus. The space should be a safe, welcoming open-space used by students of the adjacent residence halls. Provide a covered "porch" with seating adjacent to dining and connected to open space, offering a habitable place to socialize, observe or soak up the sun. Activate the edges of the open space with student services and student community uses. Consider how Moss Street will terminate on the south end where non-university houses remain. Address screening of the utilitarian functions of the Central Kitchen. The vacation of Moss Street is required to achieve full intent of the green.

AGATE HALL GREEN

Current Use
This green is currently home to the Agate Playground (a.k.a. "Ice-cream Park" as termed by neighbors) and is used as a community playground for local residents.

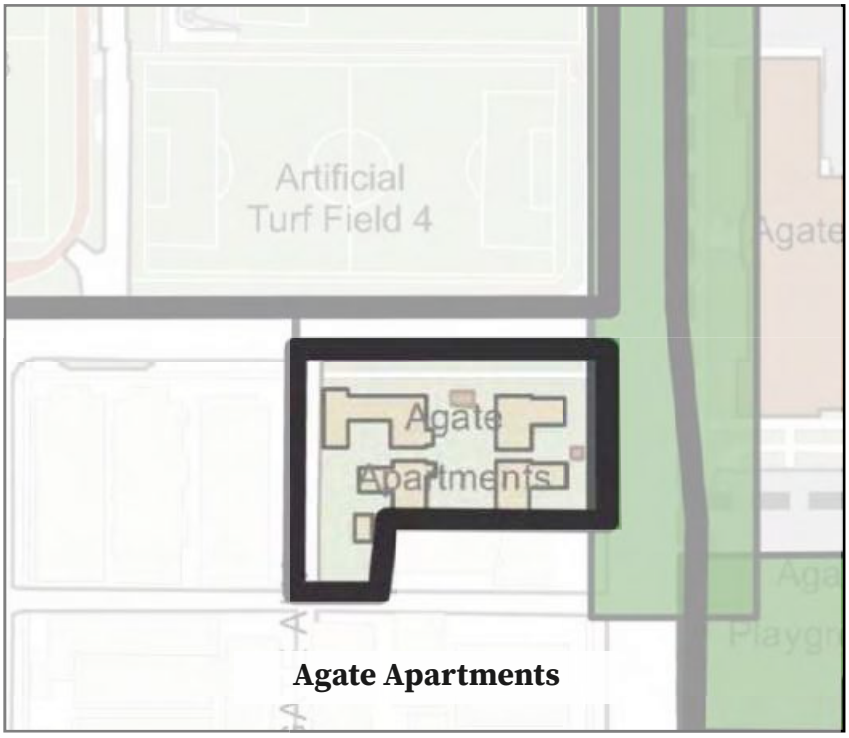
Form
Currently the green consists of a playground adjacent to a parking lot south of Agate Hall.

Pathways/Gateways
There is no formal pedestrian pathway through the green. An informal gateway entrance to the playground is located along Agate Street.

Trees/Landscape
A mix of evergreen and deciduous street trees line Agate Street. A low chain-link fence and a row of evergreen shrubs line the perimeter of the playground.

Opportunities and Constraints
Future efforts should focus on improving this space as a community asset and updating or redesigning the Agate Playground. Landscape improvements should include plantings and seating areas, in addition to playground equipment, playground surfaces, and shade trees to help shade the area from western sun exposure.

Design Area | Agate Apartments Design Area



The approximate size of the Design Area is approximately 23,252 square feet

Agate Apartments, date unknown

Current Use:
This area currently is for student family housing. The Agate Apartments were designed by Christopher Alexander and The Center for Environmental Structures along with the Eugene firm of Thallon and Edrington following the framework of the Oregon experiment. The project was completed using a design/build process which constructed four apartment buildings with similar forms, yet site specific attributes, arranged to create positive outdoor space.

Form: Separated from the main campus by 18th Avenue and Agate Street, the space gets its form from the adjacent streets and alleys as well as the university owned tax lot.

Pathways/Gateways:
The site has city sidewalks along the north and east edges. Pathways internal to the site are intended for residents of the apartments. A gate into the courtyard provides for a transition from the public to private space.

Trees/Landscape:
Attention should be given to the landscape along the street edges where there is significant public views. Mature trees along the street should be preserved. The interior courtyard is an example of positive outdoor space created by the placement of the buildings.

Opportunities and Constraints:
The site is ideal for student housing and, given the apartments were constructed in the early 1990's, redevelopment is unlikely in the near term. The site is zoned for high-density residential so future redevelopment could consider increasing the density of the site.