



March 7, 2019

MEMORANDUM

To: Campus Planning Committee

From: Eleni Tsivitz, Campus Planning
Campus Planning and Facilities Management (CPFM)

Subject: **Record** of the March 5, 2019 Campus Planning Committee Meeting

Attending: Dean Livelybrooks (CPC chair), Mark Donofrio, Emily Fenster, Kassy Fisher, Hilary Gerdes, Michael Harwood, Ken Kato, Diana Libuda, Steve Robinson, Amy Salmore, Cathy Soutar, Christine Thompson

Staff: Eleni Tsivitz (Campus Planning)

Guests: Hannah Allington, Jane Brubaker, Emily Eng, Bill Madden, Aaron Olsen, Lara Rose

CPC Agenda:

1. University of Oregon 13th Avenue Conceptual Design Project - Update

Background: The CPC chair introduced the project and reminded the committee that they had discussed this project at their February 13, 2018 meeting. Aaron Olsen (Campus Planning) stated that the project is in the second half of its conceptual design phase and will be wrapping up conceptual design in June 2019. Once the project is complete, Aaron will present the results to the CPC.

Lara Rose (Walker Macy Landscape Architecture) described the project area and reviewed project goals. She reviewed the site analysis and the Public Space Public Life survey that was led by Gehl Studio and conducted with the participation of many students and other volunteers from the campus community. She described the design drivers, reviewed the concepts and options developed so far, and shared the feedback that was received from open houses, advisory group meetings and the public lecture. Rose said that the resulting preferred concept was developed, incorporating that feedback. She showed some preliminary ideas that build upon the preferred concept.

Discussion: The following is a compilation of questions and comments from the committee

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members and guests:

- A member noted that there is some benefit to the controlled chaos that exists now on 13th, because it forces cyclists to use slower speeds. This helps to prevent collisions with pedestrians, especially as so many pedestrians now use headphones while walking.
- Currently, navigating bikes is more of a challenge than navigating vehicles for pedestrians crossing 13th Avenue.
- Bike parking clutter along 13th is, on the other hand, an identity feature - an indication of the biking culture at the UO so it wouldn't be ideal to hide all of it.
- It is good that the analysis captured the shift of pedestrian flows to the Promenade on the eastern portion of 13th. This is likely because of the more pedestrian-scaled design as well as the preferred crossing on Agate Street from the Promenade.
- The Lokey research labs need access for service and delivery vehicles from 13th.
- In the current preferred option, a member noted that an excellent feature of the design is that there is a swath of added landscape adjacent to pedestrian circulation on the north side of the street (which receives the most sun).
- The preferred option does not incorporate the idea of a formal allee of trees. This feature would be beneficial because it would act almost as an architectural element, reinforcing the corridor and directing pedestrian, bike and wheel flows and views. Incorporating breaks in the trees at the plazas allows the opportunity for sunny outdoor spaces along the corridor.
- The building access points is beneficial for access shuttles, ADA parking and drop-off areas for students with mobility issues.
- In the preferred option, plan for some large canopy trees on the north side, because these are much more iconic and impactful than a much larger number of small canopy trees would be.
- Ensure that the paved areas are structured for high impact so that they can resist heavy loads over many years.
- Consider ways to train cyclists to share the corridor. E.g. the University of Boulder has a bike etiquette training program in which flaggers provide training and enforcement for acceptable bike etiquette throughout the first month of the academic year.
- Planning for bike parking to bookend plazas is a good idea because it helps to cue cyclists to transition to walking at plaza areas and it provides clear crossing areas for pedestrians.
- Consider employing surface treatments aimed at deterring high speeds for bikes and motorized skateboards, while considering safety for skateboarders and cyclists as well.
- The university should consider employing a strategy for a centralized deliveries to manage the frequency of deliveries by large trucks especially for smaller, less sensitive deliveries.

In response to questions from committee members and guests, Rose and Olsen provided the following clarifications:

- Rearranging the way that bike parking works along 13th Avenue might alter utilization

patterns. This project will be proposing more covered bike parking along 13th than currently exists.

- Although the volume of pedestrian flow currently decreases towards the eastern edge of the project boundary, changes on Franklin e.g. the crossing at Moss Street, the development of the Knight Campus, the construction of the Millrace Drive Parking Garage and the Housing Transformation project could all help to shift this pattern over time.
- The access to the parking lot at Friendly Hall would be adjusted, but the parking lot itself will remain because it provides ADA parking and fire access.
- The intent would be to provide service vehicles with a number of opportunities to leave 13th Avenue rather than requiring all vehicles to exit through the Kincaid Gateway or exit southward, through the Heart of Campus. Another goal is to reduce the number of visitors who attempt to access campus in their cars from Agate and 13th and are then forced to turn around at Volcanology.
- It is very important to provide opportunities to shelter from the rain along 13th Avenue and these amenities are largely missing along the axis now.
- The Street Faire will be accommodated.
- The existing trees are not exactly aligned along the 13th Avenue, so that may not lend itself to a formal arrangement of trees in the future.

Action: No formal action was requested.

2. Matthew Knight Arena Enhancement Project - Track C Discussion

Background: CPC staff gave some background information on this agenda item and reminded the CPC that this project was introduced at the January 25, 2019 meeting. In addition, she reviewed information on Track C projects from the Campus Plan and described that this project falls under the Track C designation as it is privately controlled.

The CPC chair received a memorandum from the Vice President for Finance and Administration describing the project scope, user group, process, and site, as well as the desired level of review and comment from the CPC. Identified in the memorandum were also principles and patterns from the Campus Plan that are relevant to this project. The CPC was invited to comment on the latter or to suggest any additional patterns or principles that might have relevance to the project.

Mike Harwood (CPFM) stated that design ideas for this project will be shared with the CPC as the project progresses.

Discussion: No additional patterns or principles were proposed.

Action: No formal action was requested.



June 13, 2019

MEMORANDUM

To: Campus Planning Committee

From: Eleni Tsivitz, Campus Planning
Campus Planning and Facilities Management (CPFM)

Subject: **Record** of the May 31, 2019 Campus Planning Committee Meeting

Attending: Dean Livelybrooks (chair), George Evans, Emily Fenster, Kassy Fisher, Hilary Gerdes,
Michael Harwood, Diana Libuda, Krista McGuire, Chuck Triplett

Staff: Eleni Tsivitz (Campus Planning)

Guests: Jane Brubaker, Greg Bryant, Allen Hancock, Laura Johnson, Jeanie Lai, Bill Madden,
Gene Mowery, Aaron Olsen, Ben Prahl, Bitty Roy, Sterling Rung

CPC Agenda:

1. Classroom and Office Building Project - Check-in Meeting

Background: CPC staff introduced this agenda item and reviewed committee comments from previous meetings. Sterling Rung (PLACE Landscape Architecture) described the progress of site design since the last meeting (as presented). The design team has continued to work collaboratively with the 13th Avenue Conceptual Design Project to incorporate site design elements that would benefit the long-term vision of 13th Avenue Axis and the Heart of Campus. The team is considering modifications to the parking lot between the new building and Johnson Hall. The intent of these modifications is to allow a more graceful pedestrian crossing through the parking lot to the north-south pedestrian path on the east of Johnson Hall. An enhanced crossing on University Street to the EMU is also being studied.

Jeanie Lai (BORA Architects) presented the progress of the building design since the last meeting. She described the intent for the canopy proposed for in plaza area. Given that the plaza is on the northeast corner of the site, the intent is not primarily to provide shade, but rather to provide shelter from the rain. She also presented the development of the building elevations and ideas about the materials to be used on the building exterior (as presented).

Discussion: The following is a summary of questions and comments from committee members:

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- The CPC chair expressed disappointment that the building design showed a simple box in the center of campus with mechanical equipment on the roof. He noted that the existing slope of the land on the site was not preserved in the proposed design. He also observed that Chapman Hall and Johnson Hall have some detailing which makes the buildings "touch the sky" in an interesting way and suggested extending that principle to the treatment of the top of this building.
- Managing daylight entering the 132-seat classroom from the south will require careful study.
- Consider appropriate locations for art pieces (including the large brick facade facing 13th Avenue Axis) and consider commissioning a piece which speaks to diversity.
- The north facade of the arena classroom which faces 13th Avenue Axis is four-stories tall and has a significant expanse of brick. Consider ways to break up the scale of that facade.
- There is a large amount of hardscape in the plaza area which connects to University Street, the EMU amphitheater, and 13th Avenue Axis. Consider ways of breaking up the concrete to make it more warm, green, and inviting.

The following is a summary of questions and comments from guests to the committee:

- Natural corridors and landscapes on campus are needed to encourage biodiversity.
- Assess ways to incorporate bird-friendly design into this project.
- Carefully consider including a canopy at the main entry to the building to provide shelter for the large volume of students who will be entering and exiting the building.
- Assess options for materials on the bench seats that will be warmer and more inviting than concrete.

In response to questions from committee members and guests, the project team provided the following clarifications:

- The project team will check in with campus stakeholders to determine if there is a need for any additional service spaces.
- Stormwater planters 2 and 3 could be connected although this is not necessary. Further study is needed to determine whether or not this is possible.
- Currently, there is a striped pedestrian walk across the parking lot between the Collier House and Johnson Hall. North of this walk are two ADA parking spaces which experience relatively low usage. The proposal is to preserve this arrangement when the Classroom and Office Building is complete. This should provide a safe crossing for building users entering or exiting the building from the west.
- The experience of the north facade of the building from the pedestrian's point of view will be mitigated by the allee of trees on 13th Avenue Axis, a canopy on the building covering the bike parking at the human scale, and the bike parking will be partially screened from the street by landscape planting areas.
- The mechanical units on the roof will be set back from the building edge to minimize the appearance from street level. The height, materials, and detailing of the penthouse that screens these units has not yet been determined but will be carefully considered by the design team.

Action: No formal action was requested.

2. Recreation Field Location Options Study - Update

Background: CPC staff introduced this agenda item. Aaron Olsen (Campus Planning) reviewed the scope and goals of this project, the progress that has been made to-date, and the process that will be followed in the future.

Olsen described future partnership opportunities that could exist. Club Sports currently has some partnerships with entities from around the community to rent fields. This is necessary in order to support their current needs that cannot be accommodated on campus. He also highlighted a number of future partnership opportunities that could exist. However, there is a high demand throughout the community for synthetic and turf fields, especially in the rainy season. When the university rents these facilities, there is a ripple effect for other recreation field users in the community.

As a reminder, Olsen reviewed the results of the Level One evaluation that was completed and then presented the results of the Level Two evaluation (per the presentation slides), both of which considered feedback from the sub-group.

Discussion: The following is a summary of questions and comments from one committee member:

- Although the Framework Vision Project (FVP) suggested locating three recreation fields on the riverfront land north of the railroad tracks, it does not appear that there was serious study of alternative locations for the recreation fields or alternative uses for this land (in particular, its value as a natural area).
- There is virtually nothing in the FVP to indicate that artificial turf fields were considered appropriate for this area or alternative uses of this area explored.
- Based on past and current land-use choices, the UO appears to place a relatively low implicit value on rec fields.
- Level One Criteria should be treated as ideals, not necessary conditions. Satisfying Level One Criteria may not be possible/desirable depending on the sites available and on the perceived importance of their alternative uses.
- Conclusions the member drew from the above points include:
 - For sites on or close to campus, only single-field sites are realistic and combining fields with parking underneath, possibly below-grade parking may be best.
 - More distant locations, reachable within 25 minutes by shuttle-bus should be considered to obtain a complex of several contiguous artificial turf fields.
- Given the size reduction of Fields 1 and 2 by the Hayward Field project, consider reconfigurations that could result in an adequately-sized field for club sports purposes.
- Consider locating only one field in the north campus CPFM area, potentially above parking or below-grade parking.
- Consider locating only one large field at the Autzen Stadium Complex with parking or

below-grade parking beneath.

- Reconsider "On-campus Site E" (mentioned at the first subgroup in December 2018).
- Consider the Lane County Transfer Station as a multi-field site.

Note: additional written comments submitted after the meeting have been forwarded to the project team.

The following is a summary of questions and comments from guests to the committee:

- Consider implementing more measures to eliminate car traffic to and from campus. This would reduce the environmental impact of parking lots and free the resulting space for recreation fields.
- A student guest to the committee stated support for the study in considering additional options for recreation field locations besides the south bank site. In the long term, she stated this decision would be regarded favorably. It is important to think about land stewardship and alternative uses for this land including outdoor classroom uses and research opportunities. She noted that having natural or artificial recreation fields on the south bank would move the area towards more environmental degradation (*NOTE: two natural turf fields currently exist on the south bank*). She added that recreation fields could be located in many places but that a floodplain could not be relocated.

In response to questions from committee members and guests, Olsen provided the following clarifications:

- Location options that show multiple fields could accommodate only one field if needed. This idea is not precluded by the analysis in this study and could be revisited if/when a field project is funded. The intent of this analysis is to inform that future possibility.
- Level One Criteria will continue to be factored into further levels of analysis.
- In the Level One Criteria, the field size used for analysis was reduced to the point where the size of fields would not fully satisfy all identified needs. This was done in order to provide more flexibility in fully considering all identified location options.

Action: No formal action was requested.

3. University of Oregon 13th Avenue Conceptual Design Project - Update

Background: CPC staff introduced this agenda item, reviewed the project schedule, and noted that final comments from the committee will be incorporated in the design team's work to produce the final report.

Aaron Olsen (Campus Planning) reviewed the project scope and objectives, reminded the committee of what had been presented at the last meeting, and presented the proposed design which incorporates feedback that had been received from the CPC and public open houses (per presentation slides).

Discussion: The following is a summary of questions and comments from committee members:

- Consider ways to keep skateboards, motorized skateboards and e-scooters out of

pedestrian zones.

- Members expressed support for the idea of surrounding the heart of campus with landscaped areas and many large-canopy trees.

In response to questions from committee members and guests, Olsen provided the following clarifications:

- The 13th Avenue team started with the assumption that the existing number of bike parking spaces should be retained. Through the course of the study, the team suggested a slight reduction in the overall counts, finding alternative areas within the region where bike parking could be accommodated.
- Ideally, bike racks are located along primary bike routes like 13th Avenue. There is a bike culture identity that is important to the university. Therefore, bike parking should be visible and provided in places that make sense for commuters in order to encourage active transportation. There are ongoing studies, counts, and commuter surveys throughout the year that help to inform bike usage data and determine current and future projected needs.
- The conceptual design project proposes using detectable paving to separate the wheeled zone from the pedestrian zone.
- Implementing tactical urbanism has been discussed during design in order to test some of the conceptual design ideas in the 13th Avenue study before committing to them along the full length of the corridor.

Action: No formal action was requested.