



February 28, 2018

MEMORANDUM

To: Campus Planning Committee

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

Subject: **Record** of the February 13, 2018 Campus Planning Committee Meeting

Attending: Dean Livelybrooks (chair), Jane Brubaker, Hilary Gerdes, Alicia Going,  
Michael Harwood, Ken Kato, Peter Keyes, Steve Robinson, Daniel Rosenberg,  
Christine Thompson, Chuck Triplett

Staff: Eleni Tsivitz (Campus Planning)

Guests: Tyler Carlson, Emily Eng, Lindsey Hayward, Josh Kashinsky, Kelsey Moore,  
Aaron Olsen, Matt Roberts

**CPC Agenda:**

**1. Knight Campus - Update**

Background: Mike Harwood gave a brief update on the progress of the Knight Campus Project since the last meeting. The demolition bid package has been released, the construction fence has been erected and demolition is set to begin in approximately two weeks. Excavation work on some existing underground storage tanks is also slated to begin at that time.

Evergreen restaurant has a new location in West Eugene, the College of Design has moved out of 1400 Millrace (now known as the Knight Campus Annex), and Lucky Duck is open for business intermittently. The buildings in the first phase of Knight Campus are on track to open in early 2020.

Action: No formal action was requested.

**2. University Health Center and University Counseling and Testing Center Renovation and Addition Project - Check-in Meeting**

Background: Staff introduced the purpose of the agenda item and reviewed prior CPC comments

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for the project. Patrick Mucker (CPFM) described the progress of the project since the prior CPC check-in meeting for the project.

Tyler Carlson (Clark Kjos Architects) described the existing building and adjacent designated open spaces. He described the designated open space enhancements that the project is pursuing (budget allowing) and listed them in order of priority:

1. Remove the existing, unused information booth in the center of 13th Avenue Axis.
2. Add a curb extension to the northwest corner of the intersection of Agate and 13th, add a raised crosswalk from there to the UHCTC on the south, and add a large-canopy tree at the curb extension to further reinforce the pedestrian-first nature of 13th Avenue Axis.
3. Repair any damage to the Promenade (resulting from its use as a lay-down/staging area during construction), and consider redesigning the layout of the basketball hoops and the pathways leading to the south entry (which will no longer be a public entry to the building after the renovation and addition project is complete).

Carlson showed the existing parking which is associated with the UHCTC and stated that the project team is working closely with Campus Planning to understand the parking needs that must be accommodated on site as opposed to spaces that can be accommodated elsewhere on campus. A more clearly-marked ADA path (and crosswalks) will lead from ADA parking spaces in the service area to the main building entrance on 13th Avenue Axis. The team is mindful of relevant patterns including Small Parking Lots in the Campus Core and Shielded Parking and Service Areas. The Quiet Backs pattern will be reinforced by using landscape plantings to buffer the Promenade from the parking/service area on the southwest of the building. The loading dock and service area have been revised for greater functionality and the grades have been raised to allow for easier stretcher egress and ambulance loading.

The design team is aiming to create an activity node between the building entrance (existing to remain) and 13th Avenue. The existing raised planter in front of the building (along with a number of small trees in the planter) will be removed and some large-canopy trees will be added along 13th Avenue Axis to complete the allee. Seat walls, along with covered and uncovered bike parking will be provided between the entrance and 13th Avenue (a primary bike route through campus). A new, universally accessible ramp (without handrails) will be designed to run alongside the rain garden. A runnel will showcase stormwater treatment in the building, harvesting rainwater from the roof of the building and directing it to the rain garden first in an open channel and then under the ramp.

The building addition will relate to the existing building so that the experience is of one complete, connected building on the interior and exterior. Exterior materials and window dimensions on the addition will relate closely to those on the existing building (although some facade elements may change from what is currently shown due to budget

constraints). Areas on the facade with larger amounts of glazing relate to areas of special importance on the interior of the building - storefront glazing allows daylight into the new waiting area (the existing waiting area does not have access to daylight or exterior views) and a vertical strip of glazing will highlight the main building stairway. This is intended to accentuate movement through the building in an attempt to promote health.

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

- A member expressed appreciation for the effort to reassess bike parking needs and locations, declutter 13th Avenue Axis, and improve the entry to the building. She also commended the use of seating walls to tie into existing built fabric around campus.
- Think of the seating walls as elements which could help to direct bike parking and pedestrian traffic. Bikes should be directed to access bike parking from the major bike route (13 th Avenue Axis) rather than from the sidewalk.
- Plant new large canopy trees along 13th Avenue Axis to complete the alley.
- To the degree possible, ensure that the proposed building is leaving the largest possible build-able footprint for future expansion.
- Analyze ways to expose the runnel as it passes under the ramp.
- Carefully assess the proportions of the proposed glazed stairway, the strip of adjacent brick at the corner of the new addition, and the existing column at the overhang, in relation to one another.
- Consider ways to aid accessibility for people who are not able to carry their bikes to the parking area over a curb. This strategy should also encourage bikes to access the bike parking from the street rather than from the pedestrian zone.
- Solicit input from the ASUO about a more desirable design for basketball hoops.

In response to questions from committee members or guests, the design team provided the following clarifications:

- Widening the pedestrian pathway that runs north-south along Beech Street is challenging because the site is sloped and must also serve as the accessible route from the ADA parking to the main entrance to the building. The team will, however, consider widening the connection point between the Promenade and Beech Street.
- When there is no rain, the runnel will look like a dry creek. During rain events, water from the roof will flow through the runnel and into the rain garden - this is a good opportunity to educate the campus community about sustainable stormwater treatment strategies. The rain garden can also draw from other locations including the roof of the new addition. There is another opportunity for treating stormwater where there is a planned landscape buffer between the Promenade and the UHCTC service area.
- If the basketball hoops in the Promenade are impacted by construction activities, the team will look at ways of replacing the hoops without the chain link fences that exist currently.

Action: No formal action was requested. The committee's comments will be considered as design progresses.

### **3. UO Bike Share Program - Review of Revised Schematic Design and Additional Sites**

Background: Staff introduced the purpose of the agenda item and reviewed prior CPC comments on the project. Lindsey Hayward (Jump) described the progress of the project since the prior CPC check-in meeting including updated station design and new proposed locations for stations on-campus and adjacent to campus. Compact signs (which are 6 feet tall and display systems maps and general information about the bike share program) are proposed for stations on campus. Jump is working with Campus Planning to minimize the height of the signage. Full kiosks are proposed for the station outside the EMU and the station on Kincaid Street, as well as to a number of other stations around Eugene. At these kiosks payments can be processed without the need for a smart phone with the relevant app and first-time customers can sign up for memberships. The kiosks are solar-powered and have battery back-up. Construction of the stations will begin on April 9, and the program will launch on April 19, 2018.

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

- A number of members expressed concern about the station located along Franklin Boulevard outside the Matthew Knight Arena. People checking out bikes at this location would likely be heading towards campus or downtown. They would need to cross a busy turn lane at the adjacent intersection and then ride their bikes down Franklin Boulevard, or alternatively to use a sidewalk to get to 13th Avenue and go through campus. Members suggested considering other locations nearby that would provide better connections to safe bike routes.
- For safety purposes, place the signage well away from the crosswalk at the bike share station on Moss Street.
- Ensure that the station in front of the Knight Law Center does not block the entrance to the building.
- A guest expressed support for the installation of kiosks in key locations because they provide greater access to the bikes.

Action: The committee agreed unanimously that the revised schematic design and proposed additional on-campus sites for the UO Bike Share Program are consistent with the Campus Plan and recommended to the president that they be approved subject to the following condition:

- Be cognizant of sight lines and traffic in the placement of the racks and signage.

### **4. University of Oregon 13th Avenue Conceptual Design Project - Introduction**

Background: Staff introduced the purpose of the agenda item and Aaron Olsen (Campus Planning) provided an introduction to the upcoming conceptual design project. The project

aims to analyze 13th Avenue holistically and redesign it so that it:

- gracefully accommodates pedestrian, bike, emergency, and service traffic;
- is universally accessible;
- creates a cohesive conceptual design that no longer looks like a re-purposed vehicular street; and
- implements sustainable stormwater treatment strategies.

The boundaries of the project have been expanded to include a portion of University Street up to the intersection with Johnson Lane. One desired outcome is a booklet detailing the conceptual design and including cost estimates which will enable individual projects to take on portions of the proposed improvements.

The RFQ (to be posted in early March) will target consultants who have experience with historic landscapes, campus landscapes, and established trees. The eight month design process will begin this summer and the design team will present ideas to the CPC as the project develops.

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

- Will there be a study of vehicular needs (other than service) and an effort to accommodate those needs? e.g. delivery of scientific equipment, moving truck access to Carson Hall for move-in and move-out days.
- Consider re-establishing the allee of trees along 13th Avenue. Historically, there was a double allee.
- Consider expanding the project boundary to include the southern portion of the intersection of Agate Street and Franklin Boulevard - the gateway to Knight Campus.
- The paved area on 13th Avenue in front of Lillis is hard to navigate for beginning bicyclists - safety is a concern.

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

- Campus Planning has been engaging with the Sustainable Cities Initiative via Mark Schlossberg to engage with the student work that has been done in past studios.
- Among many other questions, the study will investigate what is appropriate paving, how different circulation paths could be indicated, and where/if curbs should exist.

Action: No formal action was requested.

Please contact this office if you have questions.