



October 30, 2019

MEMORANDUM

To: Campus Planning Committee

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

Subject: **Record** of the October 25, 2019 Campus Planning Committee Meeting

Attending: Dean Livelybrooks (chair), George Evans, Emily Fenster, Kassy Fisher, Hilary Gerdes,
Michael Harwood, Ken Kato, Christine Thompson, Chuck Triplett

Staff: Eleni Tsivitz (Campus Planning)

Guests: Sam Alig, Chris Andrejko, George Bleekman, Jane Brubaker, Brendan Connolly,
Brandalee Davis, Dorothy Faris, Jen Miley, Allison Pericich, John Rowell

CPC Agenda:

1. Hamilton and Walton Residence Halls Transformation Project - Post-Schematic Design Refinement Review

Background: The CPC chair and staff introduced the agenda item, reviewed outcomes of previous meetings and described next steps for review of this project. At future meetings, the CPC will review design refinements of elements with a notable exterior impact for Phases II and III.

Brendan Connolly and Dorothy Faris (Mithun) described design responses to CPC feedback for Phase I at the Schematic Design Review CPC meeting:

- *Consider using a textured hardscape material to discourage bikes from using the narrow pedestrian path between Bean Hall and the Building A.*
A special jointing will highlight the entries to the building. The team is thinking about the hierarchy of primary, secondary and tertiary pathways to help guide design. There isn't textured surface on the pathway between Bean Hall and Building A but the pathway is narrow and tucked out of the way.
- *To mitigate views into the service area between Bean Hall and the Building A and to help discourage bikes from using that path, consider planting trees on either side of the path at both the north and south ends of the path.*

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1276 University of Oregon, Eugene OR 97403-1276 <http://cpfm.uoregon.edu>

The design team have altered the location of the pedestrian path to make way for a wider planting area for a couple of trees at the north and south end. In addition, there is an idea of planting a redwood on the south side to provide additional screening of the service drive.

- *The diversity committee is looking for ways to recognize the diverse history of the University of Oregon. Please consult with them early in the planning for 1% for Art for these projects.* The project team is looking for opportunities in this phase and the next to incorporate art.
- *Refine the size and dimensions of all sidewalks*
Dimensions of all pathways have been refined and align with the anticipated level of circulation (primary, secondary, and tertiary). Paths are wider in areas where there is additional spill-out space from the building. The team is also working to connect lighted paths in this area to adjacent pathways as part of the Campus Outdoor Lighting Plan.
- *The following items are not yet fully refined and should likely come back to the CPC for review:*
- *Building facade design*
With the choice of exterior materials, the design team is trying to establish a transition between the existing character and materials of the campus core and newer building materials used at buildings like the Matt Knight Arena and Hayward Field. Accent colors on select operable windows could add a pop of color. Glazed vertical elements (lanterns) and awnings (up-lit at night) will also guide pedestrian traffic during game days.
- *Location and design of covered and secure bike parking structures*
The bike pavilion on the east side of Building A provides secure bike parking and also screens the service court. Immediately in front of that is a large area of covered parking. The roof-line for this area will read as extension of the porch.
- *Location (and design if not campus standard) of landscape features such as benches and lighting*
No non-campus standard benches are currently in the design but there are three main areas where there is the possibility of incorporating some in the future.
- *Design of the corner and the pedestrian environment on Agate and 15th*
There will be a curb bulb-out at the intersection of Agate and 15th, creating an accessible path and allowing for the preservation of the existing elm tree.

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

- During events at Matt Knight Arena, the pathways in this area are heavily used and will need to accommodate high volumes of pedestrian traffic.
- At the northeast corner of Building A, a 22-foot-wide pedestrian path intersects with a 20-foot-wide section of the service drive. This creates a large area of unmitigated hardscape which is not an ideal pedestrian environment. The corresponding area on the south is more elegantly resolved for pedestrians.
- The north side of the service drive could benefit from more landscape plantings to reduce the paving and provide additional screening. This will also clarify the location of the intended pedestrian environments.

- The resolution of the Agate and 15th intersection (which matches the sidewalks on the Hayward Field side) is a great improvement for the whole region.
- Ensure that the service area works for service vehicles entering from 15th Avenue, turning, and exiting.
- It should be clear in the landscape design that service vehicles must come from 15th and not from Columbia (which is a more pedestrian environment).
- Bollards are not a preferred deterrent for vehicles approaching from the north of the building. Consider extending the use of planting urns and seating areas (north of Bean Hall) to discourage vehicles on the pathways.

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

- Work is in progress to refine the site design and enhance the pedestrian environment at the northeast corner of Building A (e.g. add landscape plantings to reduce the paving and provide additional screening and/or remove bollards).
- The team is assessing the design of the 15th Avenue service drive. The goal is to ensure that it works well as the primary service vehicle access.
- The pair of sidewalks along Agate Street will accommodate move in/out traffic. Bike lanes will shut down and cars can parallel park along the street.
- The service drive is 20-feet wide at the north and 16-feet wide at the south. It is 56-feet wide in the middle to accommodate a three point turn.
- During Phase III, the intention is to convert a portion of the 26-foot-wide path on the north of Building A to a grass-pave material. This should reduce the perceived width of the hardscape but will continue to allow necessary access when appropriate
- To address safety concerns, the vegetation along the narrow pathway between Bean Hall and Building A is intended to be low, not more than three- or four-feet high and it will not overhang the pathway.
- There is not as much slope in the hardscaped areas as shown in the renderings.

Action: The committee agreed unanimously that the proposed schematic design refinements for Phase I of the Hamilton and Walton Residence Halls Transformation Project are consistent with the *Campus Plan* and recommended to the president that they be approved. This is with the understanding that Phase II and III design elements that have not yet been fully developed and that have notable impacts from the exterior will be brought back to the committee for further review.