



July 1, 2019

MEMORANDUM

To: Campus Planning Committee

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

Subject: **Record** of the June 11, 2019 Campus Planning Committee Meeting

Attending: Dean Livelybrooks (chair), Mark Donofrio, Emily Fenster, Kassy Fisher, Hilary Gerdes, Michael Griffel, Michael Harwood, Ken Kato, Diana Libuda, Christine Thompson, Chuck Triplett

Staff: Eleni Tsivitz (Campus Planning)

Guests: Chris Andrejko, George Bleekman, Jane Brubaker, Emily Eng, Dorothy Faris, Bill Madden, Aaron Olson, Greg Ottoman, David Reesor, John Rowell

**CPC Agenda:**

**1. *Campus Plan* Amendment - Hamilton and Walton Residence Halls Transformation Project - Public Hearing and Action**

Background: CPC staff introduced the agenda item, reviewed elements that the committee had discussed in past meetings and presented details contained in the Principle 12 - tracked changes document.

Public Hearing: No comments or questions were raised.

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

- The proposed amendments are true to the spirit of the *Campus Plan*.
- Consider close review of the *Campus Plan's* approach to density in the long term.
- Consider planting new large-canopy trees along 13th Avenue in the future.
- Two members were opposed to the designation of the Phase One Residence Hall Building Green. They felt that the current design of the open space is good and meets the intent of the *Campus Plan*. They worried that a formal designation was not necessary and could introduce unnecessary processes for future projects in the area.

In response to questions from committee members and guests, CPC staff provided the

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following clarifications:

- Hardscape elements, awnings and even minor building projections (not main building facades however) are acceptable elements within designated open spaces.
- Density amendments to the Northeast Central Campus design area accommodate development beyond the Walton Hall replacement including the current addition to the University Health, Testing, and Counseling Center and future projected building additions envisioned by the Framework Vision Project.

Action: The committee agreed with nine members in favor and two opposed that the proposed **Campus Plan Amendment** is consistent with the *Campus Plan* and recommended to the president that it be approved.

## 2. Hamilton and Walton Residence Halls Transformation Project - Schematic Design Review

Background: CPC staff introduced the agenda item and reviewed prior comments from the committee and Michael Griffel (University Housing) described the goals of the project. Schematic design has been completed for all phases of the project. Phase One will now proceed into design development and then into construction documents. Subsequently, design development will begin for Phase Two and for the replacement of the Humpy Lumpy open space.

John Rowell (Rowell Brokaw Architects), Chris Andrejko (Rowell Brokaw Architects), and Dorothy Faris (Mithun) described the progress in the design of the buildings and landscapes since the last CPC meeting. The materials on the exterior of the buildings will draw on a strong connection to the historic campus, and will showcase simple forms and brick patterning. The location of Building A has moved once again since the last meeting, back towards the north and west. This creates more space for the open space on the south, as well as for service on the east (to accommodate a turnaround, trash, and transformers), but still allows for good plantings and buffers on Agate Street. Pedestrian access along the west facade of Bean Hall has also been included, with some vertical separation from the service area. The design team is exploring an expanded pedestrian zone on the corner of Agate and 15th and will be discussing options with the City of Eugene in the near future. On the east side of Building B, along Agate Street, there will be a pull-out area to allow for trash service, Uber pick-up and drop-offs, and move-in and -out. There will also be an enhanced service zone between Building B and the Living Learning Center.

The goal of the design for the Humpy Lumpy replacement designated open space is to provide a variety of experiences to view and to use. There will be sensory garden spaces, lawn space to accommodate large events, smaller lawn spaces for Bean Hall and Building A residents, buffered spaces with more large-canopy trees, a Scholars' walk to honor alumni and lead to the recruitment center, and active space (potentially a fun forest with slack-line infrastructure). Existing trees will be preserved wherever possible after the removal of Hamilton Hall and there may be some mounding in the landscape as a nod to Humpy Lumpy.

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

- Be mindful of the potential form of the future academic building to the north and allow it to relate well to the New Green (Humpy Lumpy replacement designated open space). Do not preclude future potential development with the design of the open space.
- In the New Green, the design provides many scales of open spaces and good connections to adjacent destinations.
- The Phase One Residence Hall Building Green provides a good edge to the 15th Avenue Axis, and a good green space complementing the plaza at Hayward Field.
- The diagram of pedestrian flows shows a very heavy line moving through Building C to 15th Avenue Axis. Sight-lines through the space are not clear. Would that pathway really attract such a high volume of pedestrians?
- Consider using a textured hardscape material to discourage bikes from using the narrow pedestrian path between Bean Hall and the Building A.
- 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.
- A number of members expressed support for the concepts of the fun forest and the Scholars' Walk.
- 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.
- Consider installing infrastructure for solar hot water to supply domestic hot water to residence halls.
- Refine the size and dimensions of all sidewalks.
- The following items are not yet fully refined and should likely come back to the CPC for review:
  - Location and design of Scholars' Walk
  - Location, number of trees, and existing tree preservation in the New Green
  - Building facade design
  - Location and design of covered and secure bike parking structures
  - Location (and design if not campus standard) of landscape features such as benches and lighting
  - Design of the corner and the pedestrian environment on Agate and 15th
  - Resolution of building services at the Living Learning Center

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

- Consider widening the pedestrian path along the service drive between Building A and Bean Hall to accommodate bikes and skateboards as well as pedestrians (*Note: the path was initially wider, but was narrowed to discourage cars from using the path*).
- Ensure that the pedestrian cut-through between Buildings B and C is wide enough to accommodate the volume of pedestrians, bikes, skateboards, and electric skateboards that will be using it.

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

- The site and building will be universally accessible - from the existing crossing at Agate to the crossing on 15th, there is a nine-foot grade difference. The site has been designed so that there is a slight slope from the crossing on Agate up to the entrance of the building on north facade. Inside the building, there is a set of steps and a ramp that accommodates two feet of grade change. To the south of the building, the site will slope gently upwards to the crosswalk on 15th.
- There will not be a hard line between the landscape treatment of the New Green and the future building site to the north. The current intent is to maintain as many of the existing trees as possible, but not to put a significant investment into the land that will be the site of the future academic building.
- The Scholars' Walk is a long-term goal which is not yet funded or fully refined, but the project team is looking for ways to develop it.
- A pull-out for Uber/Lyft/move-in/move-out was considered adjacent to Building A on the east side of Agate Street, but the current thought is to study how that might work on 15th Avenue instead.

Action: With the understanding that 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, the committee agreed unanimously that the schematic design for the **Hamilton and Walton Residence Halls Transformation Project** is consistent with the *Campus Plan* and recommended to the president that it be approved.

### 3. Bicycle Management Program - Update

Background: CPC staff introduced the Bicycle Management Program Update and reminded the committee of what was discussed the last time they reviewed this agenda item. Emily Eng (Campus Planning) described how this program relates to the Campus Plan and to city code. She reiterated that this update focuses specifically on changes to bicycle parking requirements for residence halls. She also provided results of the bike parking study which was conducted in March 2019 (per the PowerPoint presentation).

In general the changes will:

- Reduce the overall bicycle parking requirement per bed
- Increase the proportion of secure spaces required
- Increase the proportion of covered spaces required
- Substantially decrease the proportion of open spaces required
- Provide for an additional available decrease in overall required spaces based on a number of factors including:
  - Proximity to the academic core of campus (major factor)
  - Class standing
  - Housing type

- Proximity to a variety of active transportation options (transit, bike share, etc.)
- Monitoring data

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

- The process of conducting counts and surveys and using the data to reevaluate requirements is good.
- Consider reducing the requirement even further if possible. For the projects that need to provide bike parking, this budget could be diverted to other uses to satisfy building program. The space on the ground plane devoted to bike parking could also be used in other ways if less parking is required.
- If the spacing between bike racks increases much more, consider reducing the requirement further.
- Consider surveying students who live in residence halls to get more accurate information before making any more sweeping changes.
- It would be useful to understand who is using the bike parking and where they are going. Bikes parked at secure bike parking facilities in the residence halls are likely not used for on-campus trips for the most part.

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

- Transportation Services has already been engaging with PPPM to collaborate with classes to do similar studies and data collection exercises.

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

- Not all secure bike parking facilities are of comparable quality. Bike ownership rates are higher where secure bike parking facilities are of a higher standard. Residence halls with secure bike parking in the basement have particularly low usage rate.
- Since bike share launched on campus, there has been a lower rate of bike ownership and a general trend of lower use of bikes as a primary form of transportation.
- It is not advisable to provide just enough bike parking to satisfy bike ownership rates at residence halls. Some quantity of visitor parking spaces should be accommodated especially in cases where residence halls include functions such as dining or classrooms. At 75-80% use of total capacity, bike parking facilities look and feel full, so to encourage biking, some amount of overage should be provided. This is particularly true given the current variety of sizes and styles of bicycles, panniers, attachments, etc. However, these factors could be mitigated by increasing the spacing between racks.
- Kalapuya Ilihi has a lower use of secure parking because there is a higher usage of covered spaces which are of a high quality and are in a good location.
- Along with the study that will update the Transportation Management Plan, other types of bike parking will be studied.

Action: No formal action was requested.