

13TH AVENUE CONCEPTUAL DESIGN

Project Advisory Group Meeting 2

PROJECT SCHEDULE

sep oct nov dec jan feb mar apr may

analysis & opportunities



PAG 1

PAG 2

analysis
PSPL survey

conceptual design



PAG 3

PAG 4

preliminary concept designs PAG 3
open house
Gehl lecture
presentation to Campus Planning Committee 1
preferred concept PAG 4
presentation to Campus Planning Committee 2

final report



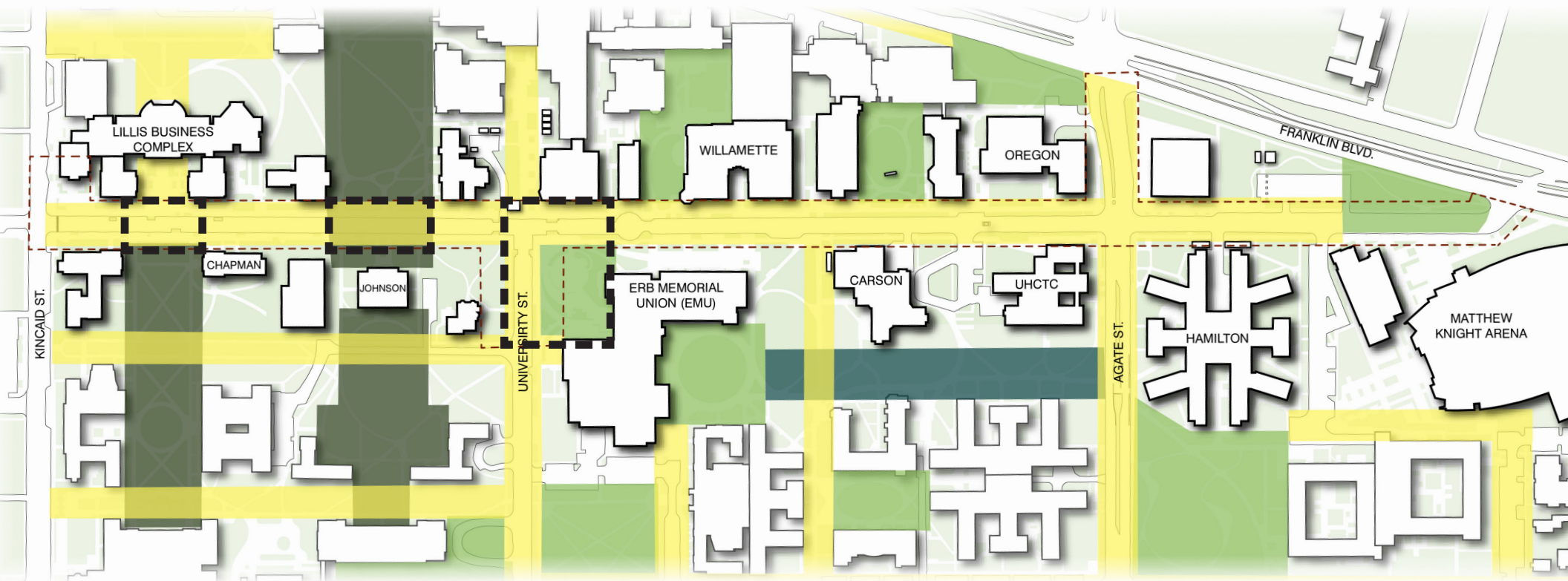
PAG 5

draft report
final report

SITE ANALYSIS

CAMPUS OPEN SPACES

AXES serve primarily to interconnect other open spaces on campus.



REFERENCES

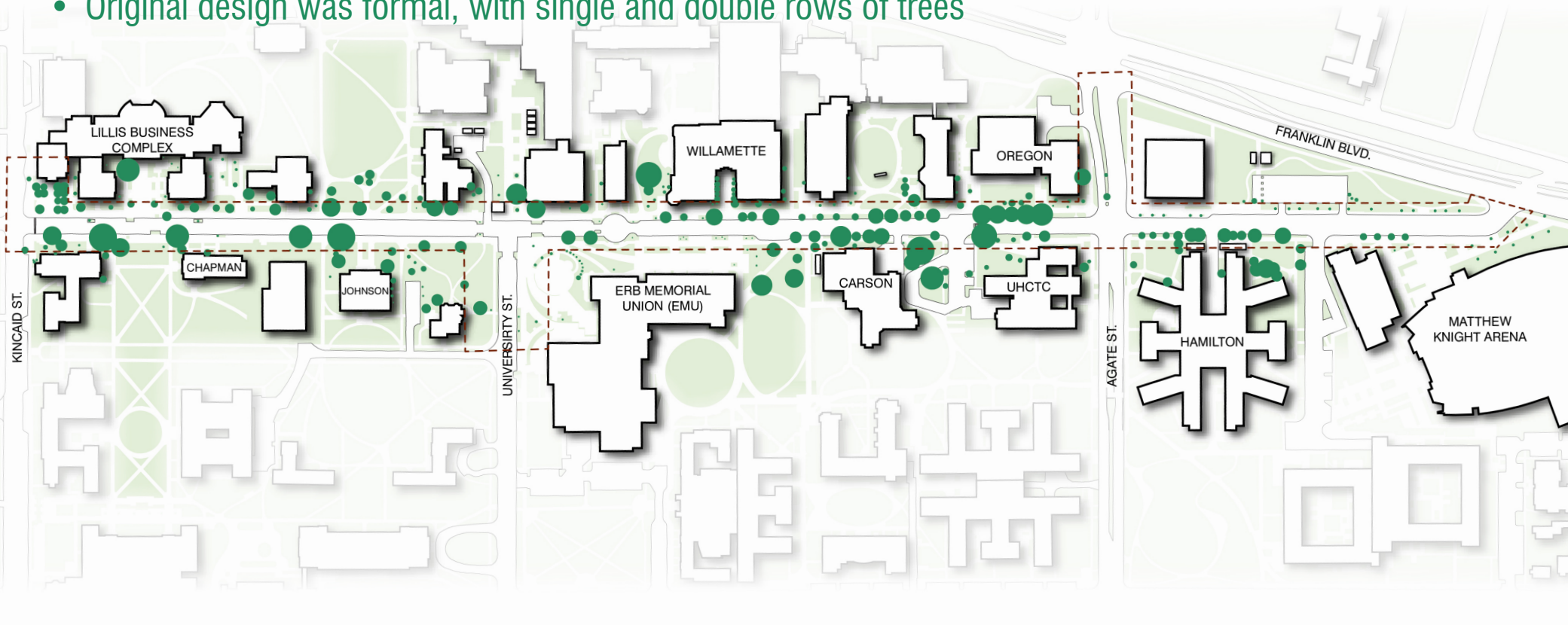
- UO Campus Plan

| | | | |
|---|--------------|---|------------------|
|  | QUAD |  | PROMENADE |
|  | GREEN |  | AXIS |

TREE CANOPY

48
species

- Inconsistent, with large open areas
- Many species and sizes
- Trees are the primary historic feature of the street
- Original design was formal, with single and double rows of trees



REFERENCES

- UO GIS
- site observations
- UO Landscape Resource Survey

TREES TO BE CONSIDERED FOR PRESERVATION



TREES TO BE CONSIDERED FOR PRESERVATION

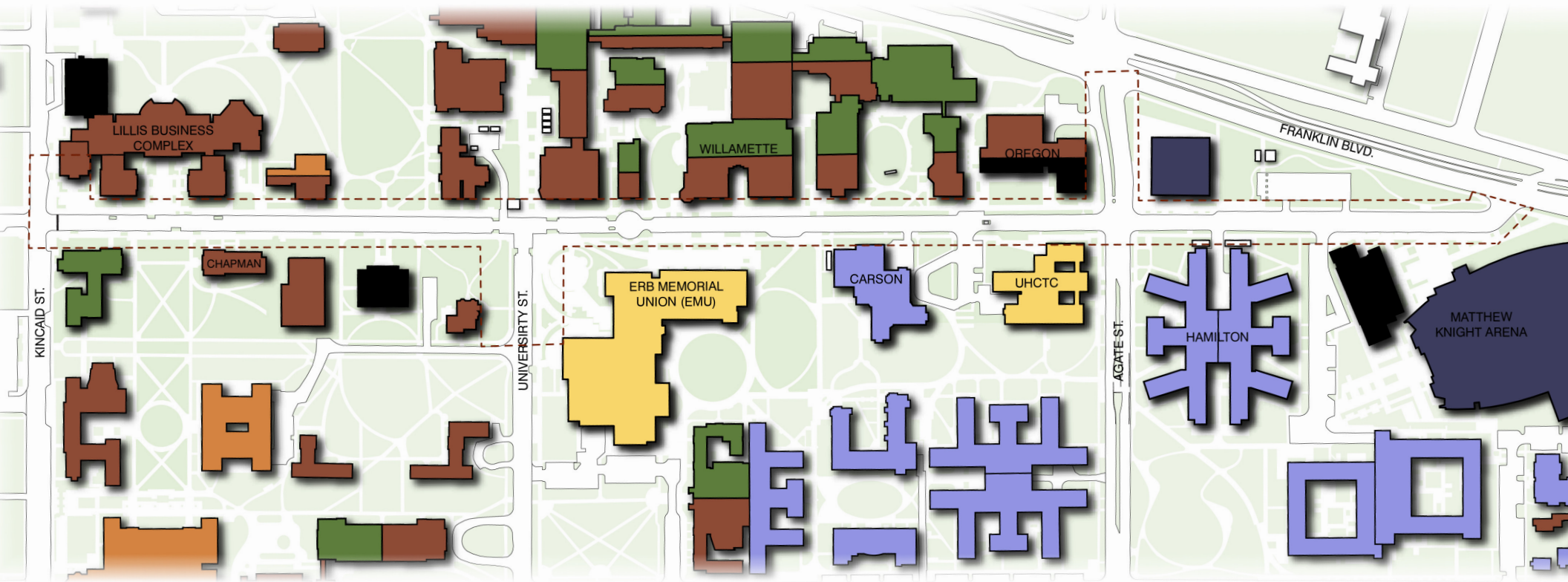
NOTE: ALL TREES OUTSIDE PROJECT BOUNDARY TO BE PRESERVED

REFERENCES

- UO arborist evaluation








BUILDING USES

- Academics focused on north side and west end of 13th
- Residence halls focused on south side and east end of 13th



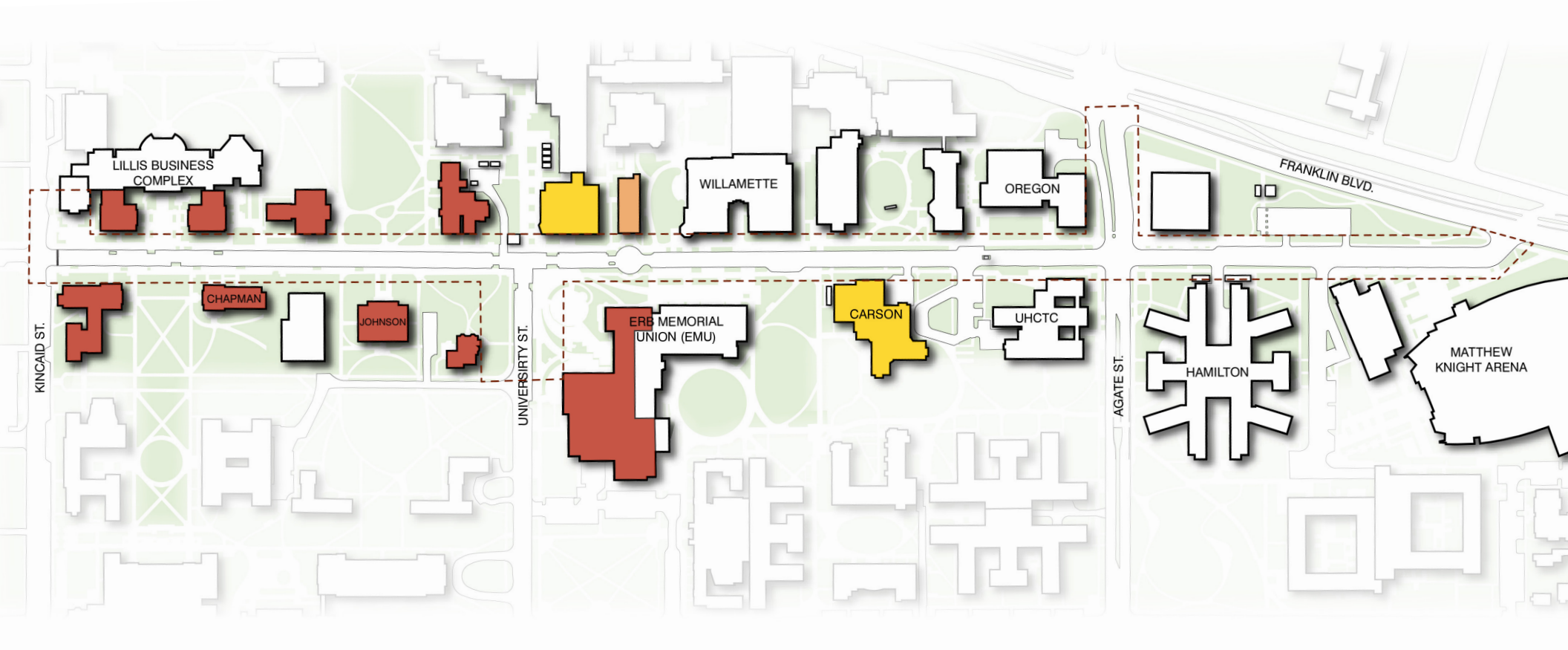
REFERENCES

- UO Framework Vision Project

| | | | | | |
|---|----------------|---|------------------|---|----------------------|
|  | ATHLETIC |  | STUDENT SERVICES |  | RESEARCH / INSTITUTE |
|  | RESIDENCE HALL |  | MUSEUM / LIBRARY |  | ACADEMIC |
|  | ADMINISTRATION | | | | |

HISTORIC SIGNIFICANCE - BUILDINGS

- All significant buildings are on west end of 13th
- Collier House is a registered City landmark.



REFERENCES

- UO CPM Historic Surveys



HISTORIC SIGNIFICANCE - LANDSCAPES

- 13th has “high significance: considerable contribution to the history of campus and its growth” with “good integrity” (UO Historic Resource Survey)
- No historic designation
- Memorial Quad is on the National Registry of Historic Places



| | | | |
|---|--------|---|------|
|  | HIGH |  | LOW |
|  | MEDIUM |  | NONE |

REFERENCES

- UO CPM Historic Surveys

SUN & SHADE **SEPTEMBER 21**

Combined shadows at 9:00 am, 12:00 pm, and 4:00 pm

- North side of 13th is sunnier.
- 13th gets more sun than the spaces between buildings.



REFERENCES

- UO GIS (building model)

SUN & SHADE **JANUARY 15**

Combined shadows at 9:00 am, 12:00 pm, and 4:00 pm

- North side of 13th is sunnier.
- All day shadows at buildings.



REFERENCES

- UO GIS (building model)

SUN & SHADE MAY 1

Combined shadows at 9:00 am, 12:00 pm, and 4:00 pm

- Comparable sun on north and south sides.
- Minimal shade on 13th, mostly from trees.

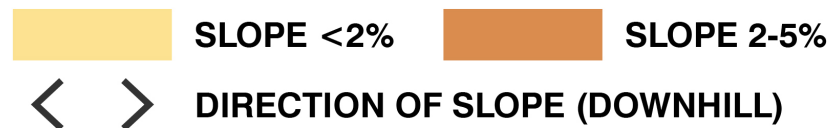
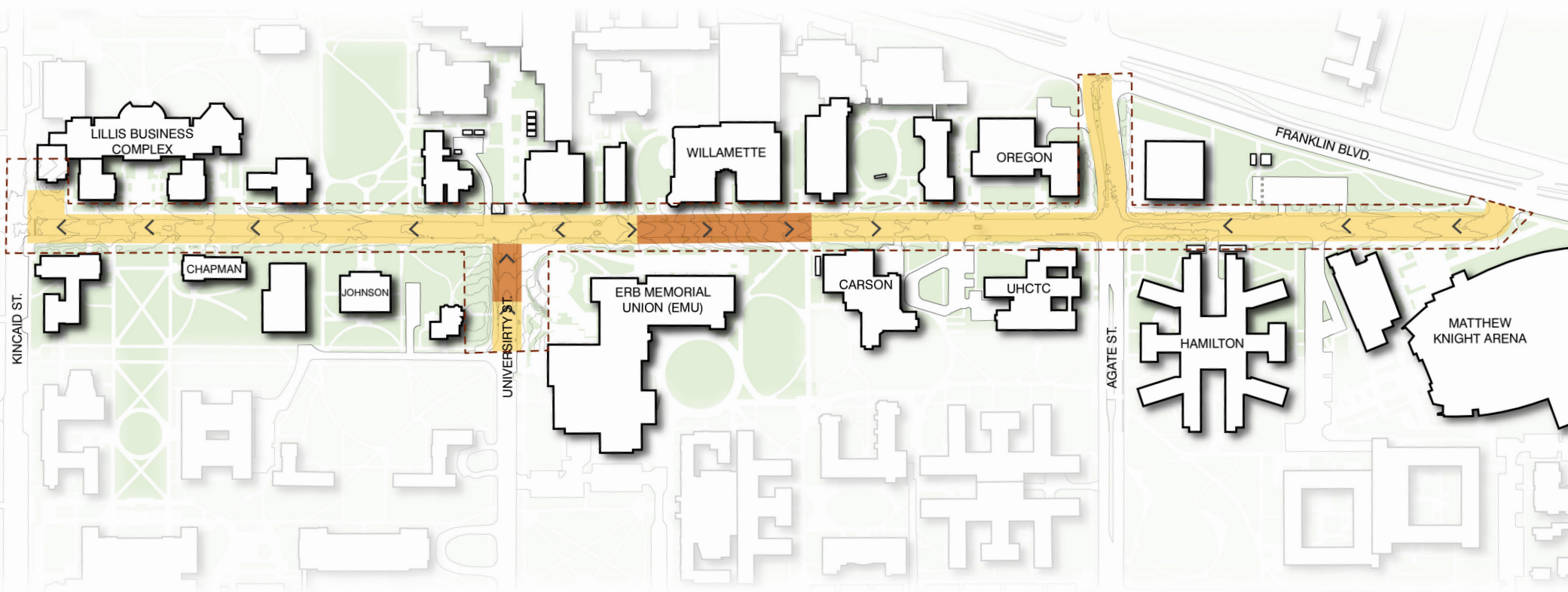


REFERENCES

- UO GIS (building model)

SLOPES

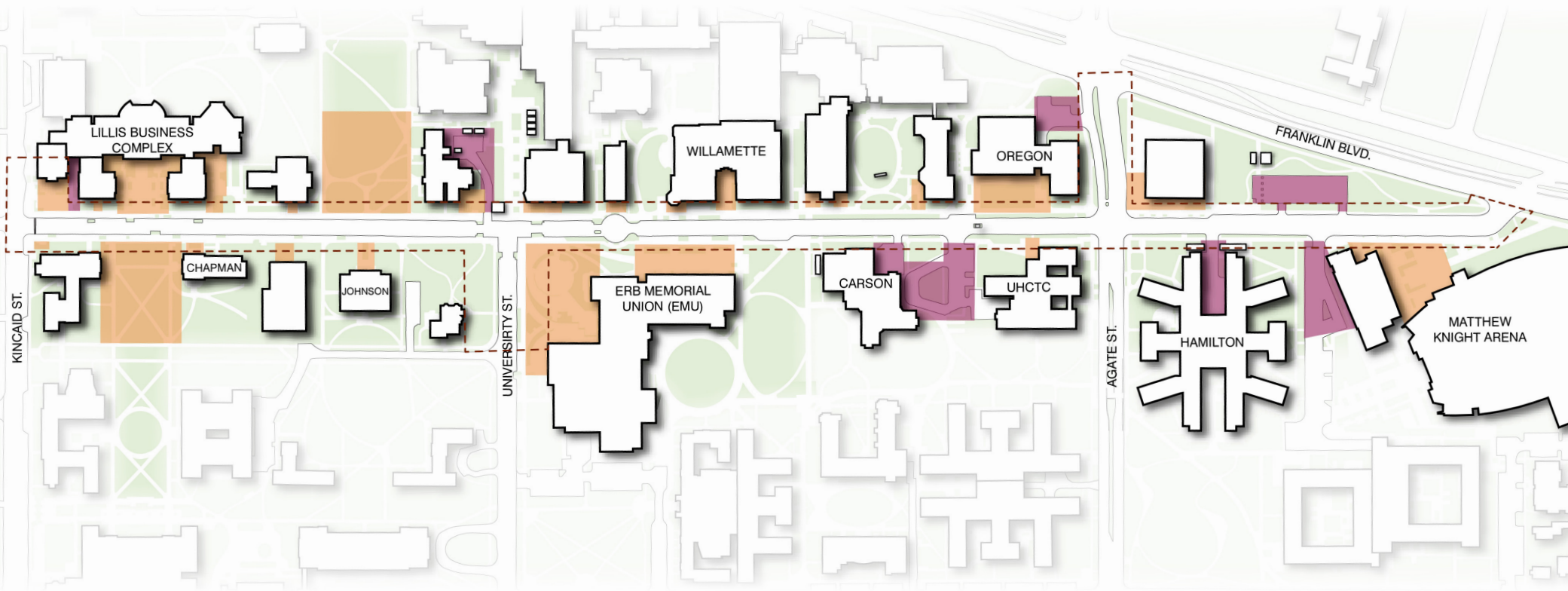
- Most of the site is basically flat.
- Gentle slopes affect open space character and constrain use.



REFERENCES
• UO GIS

ADJACENT LANDSCAPE USES

- West end of 13th has more socially active spaces bordering the street
- East end has more service-oriented spaces
- Other landscape types serve other uses



REFERENCES

- site observations



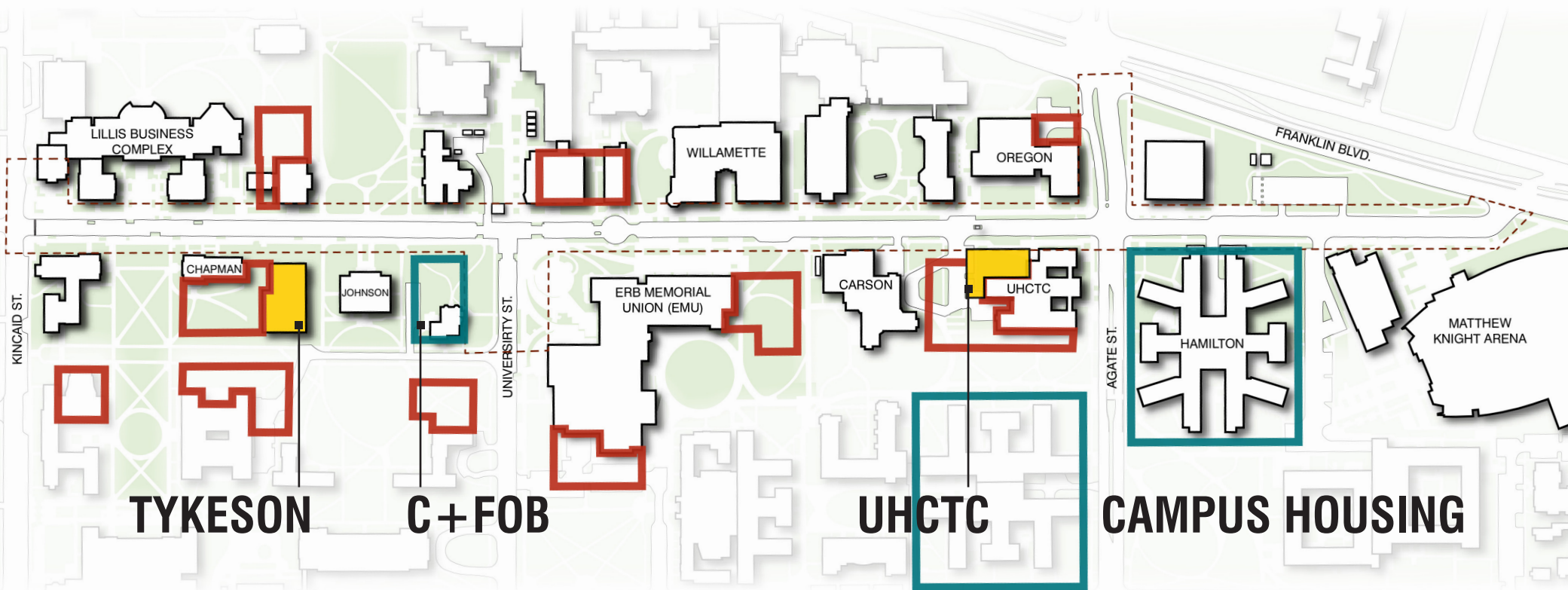
ACTIVE / SOCIAL



FUNCTIONAL / SERVICE

CHANGING EDGES

- New academic, student services, and housing buildings will bring more people to 13th.
- New active edge at University (Campus Heart)
- Potential for more positive development in future.



REFERENCES

- UO Framework Vision Project
- UO project information



UNDER CONSTRUCTION



IN DESIGN/PLANNING

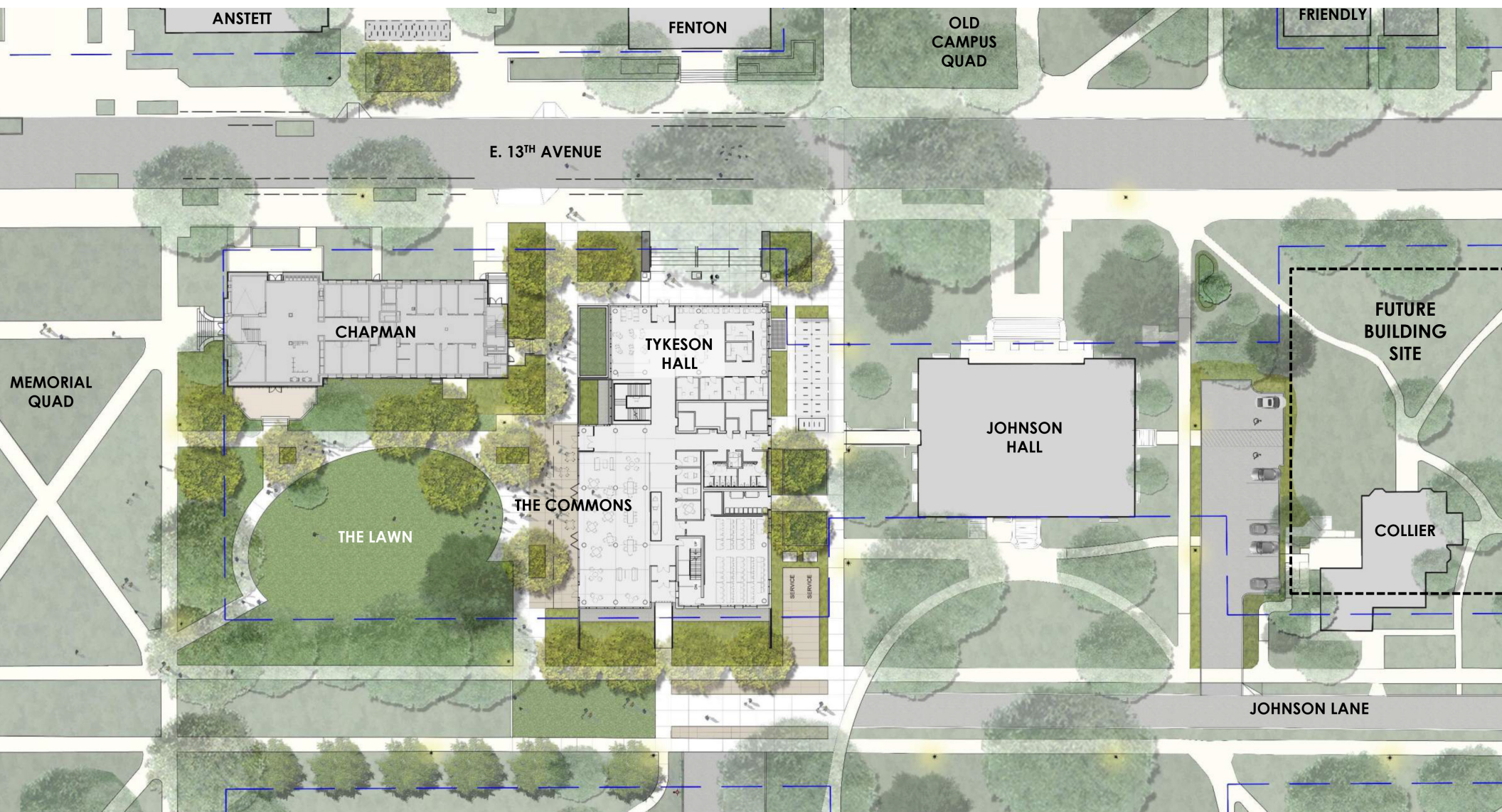
PERMISSIBLE BUILDING SITES (FRAMEWORK VISION PROJECT)

UHCTC EXPANSION

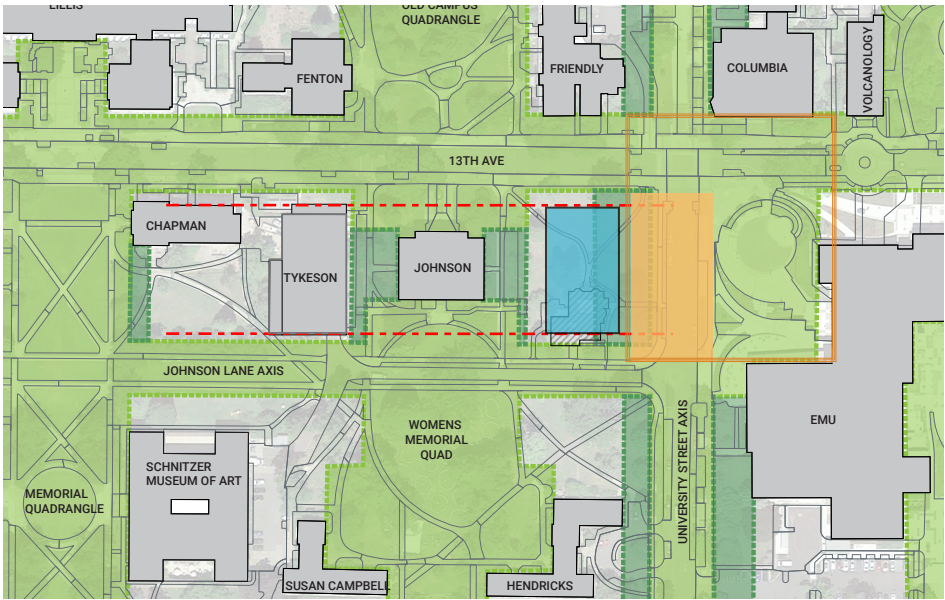
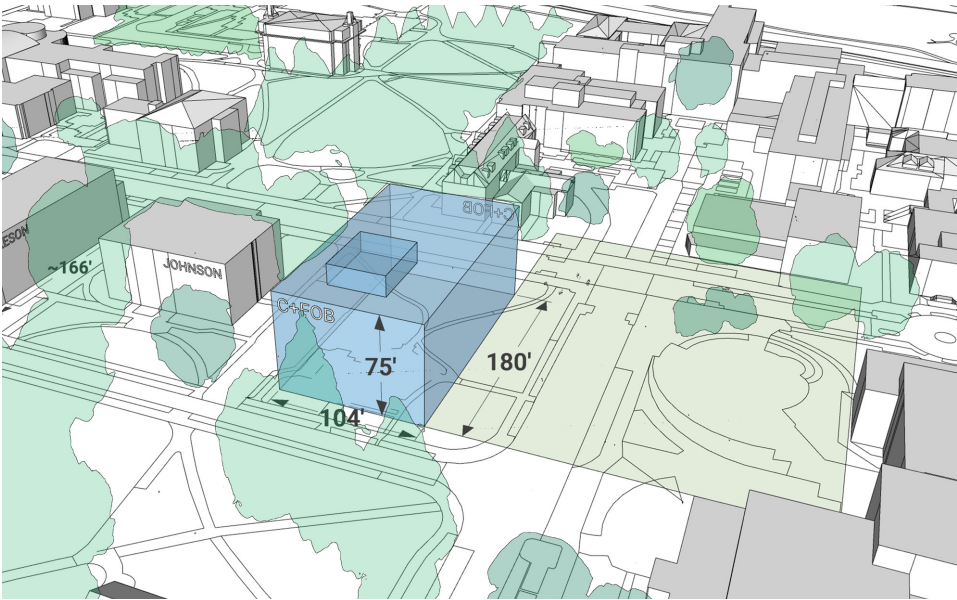
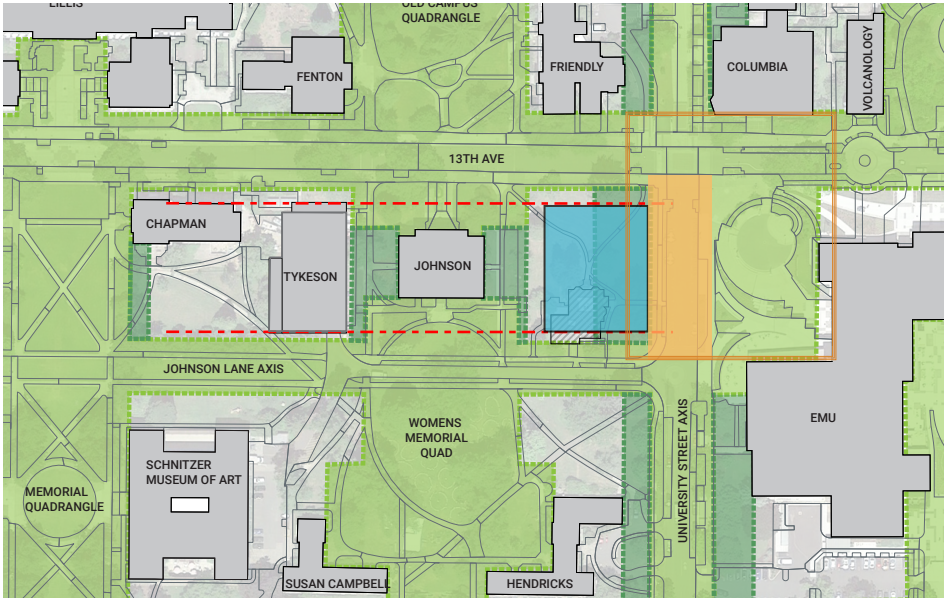
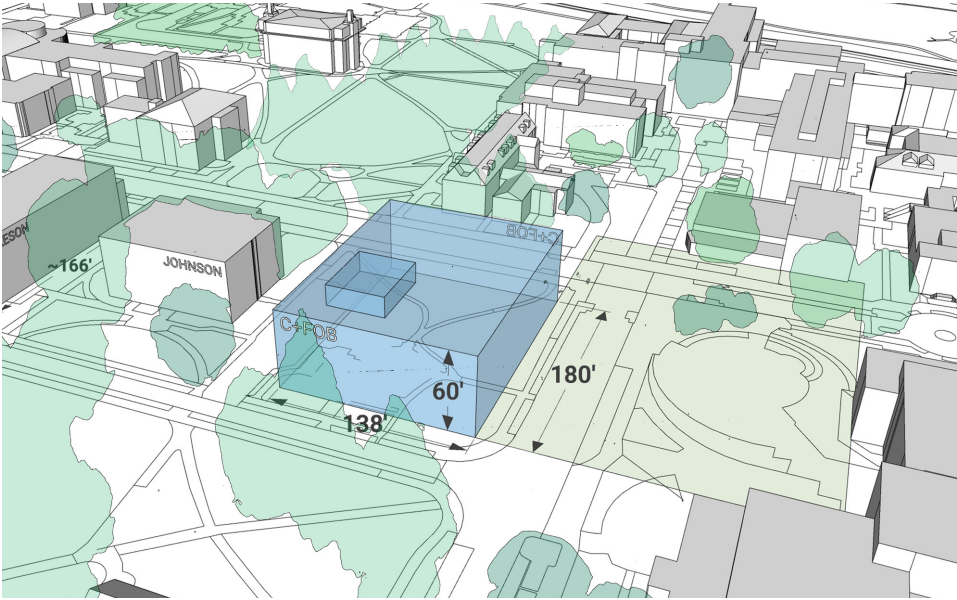


SITE PLAN - PROPOSED - ENLARGED
UHCTC Expansion and Renovation
UNIVERSITY OF OREGON

TYKESON HALL



C+FOB



UTILITY CONSTRAINTS

- Tunnels are the primary constraint to stormwater and new trees
- Water main and power lines



REFERENCES

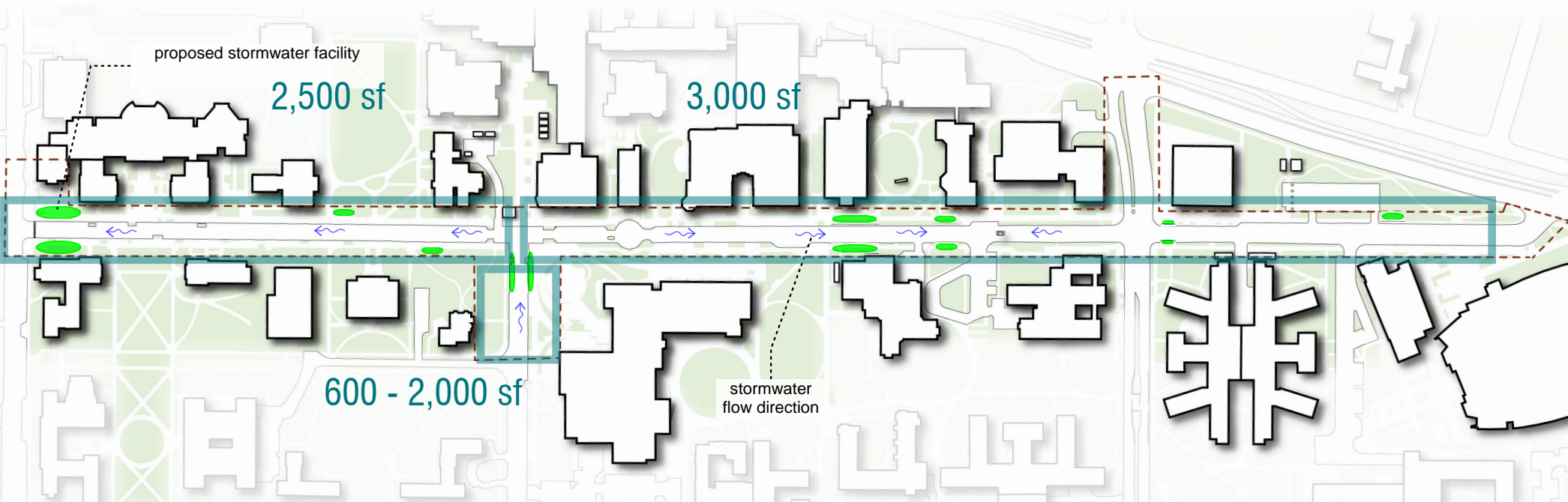
- UO GIS/CAD

EXISTING STORMWATER



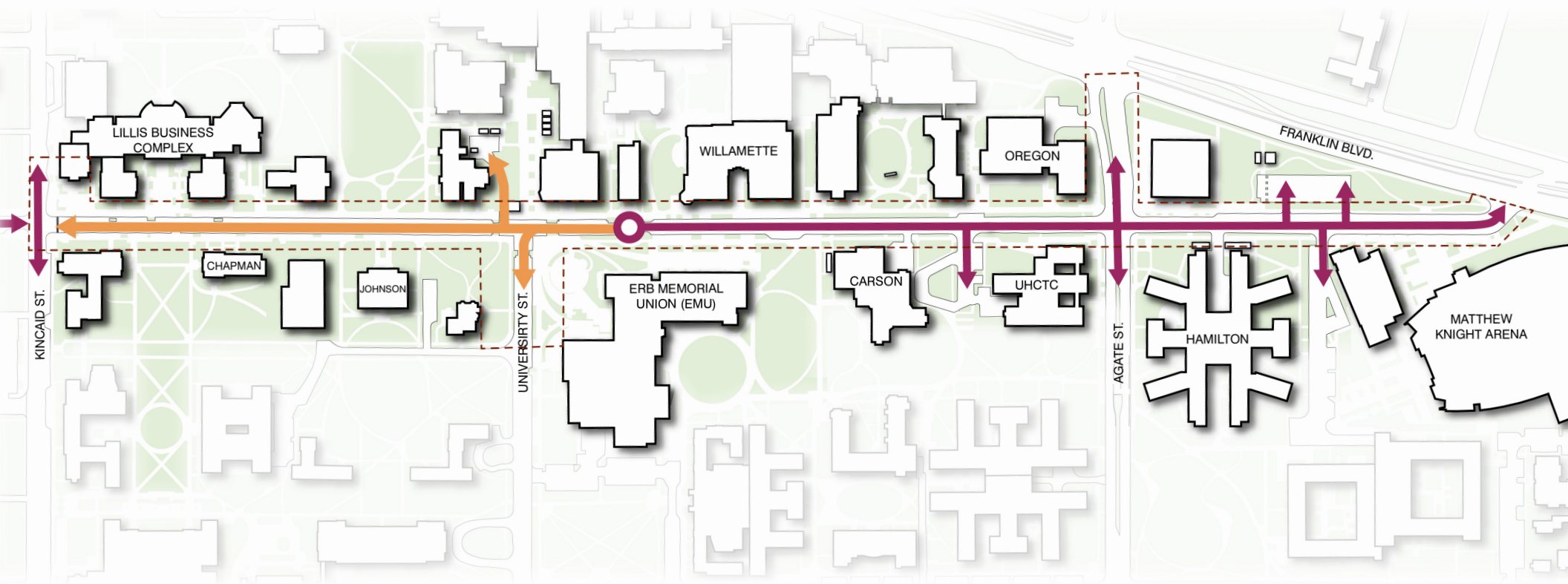
STORMWATER OPPORTUNITY

- 3 regions for treatment
- possibility of treating off-site water



VEHICULAR ACCESS

- Two access conditions; two distinct physical environments.
- In unrestricted access zone, pedestrians walk on sidewalks.
- In restricted access zone, pedestrians use full street.



REFERENCES

- UO GIS
- site observations



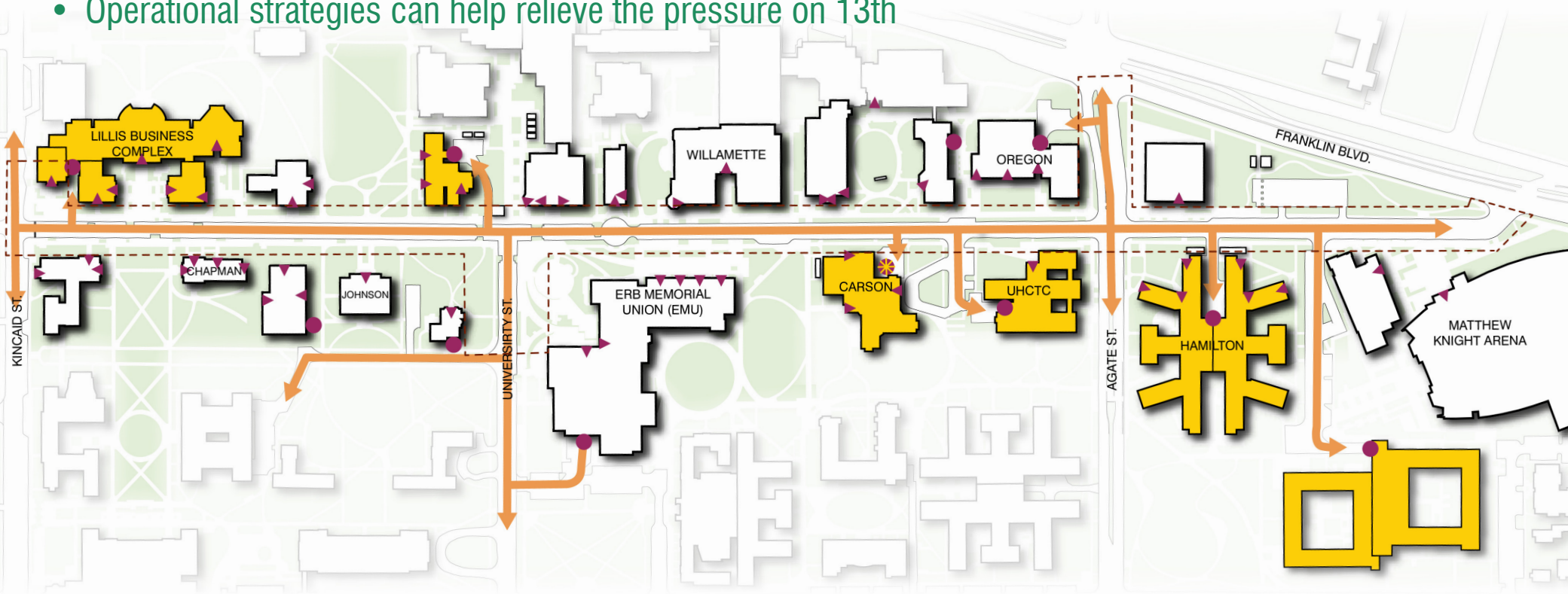
UNRESTRICTED ACCESS
(ALL VEHICLES)



RESTRICTED ACCESS
(SERVICE, DELIVERIES, SHUTTLES,
ADA/AUTHORIZED PERSONAL VEHICLES)

SERVICE & DELIVERY VEHICLE ACCESS

- 13th is a busy and important service access
- Campus facilities maintenance, waste pickup, housing service, deliveries, contractors
- Semi-trucks, large trucks, small trucks, utility carts
- Operational strategies can help relieve the pressure on 13th



REFERENCES

- UO GIS
- site observations



SERVICE LOCATIONS



BUILDING ENTRANCES



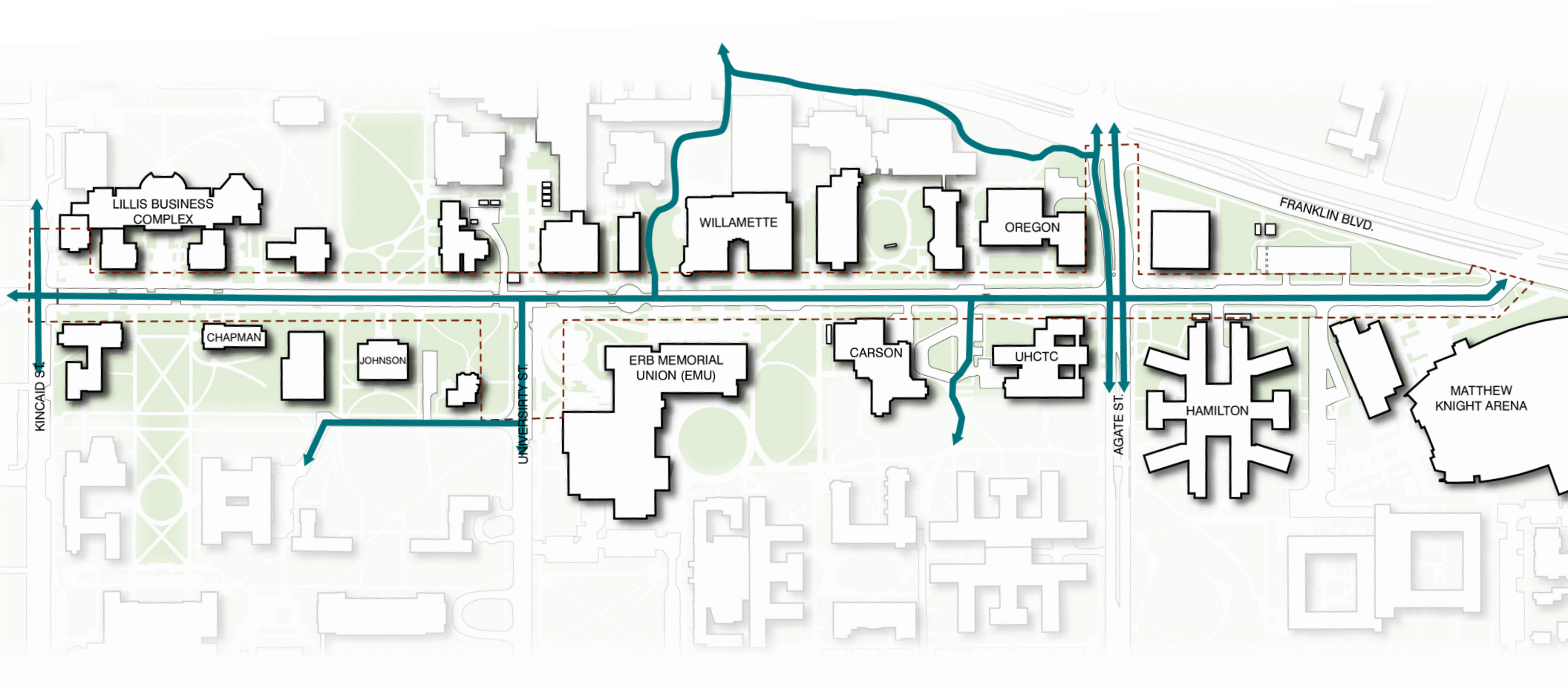
SERVICE & UTILITY VEHICLE ROUTE



BUILDINGS SERVICED FROM 13TH

CAMPUS BIKE ROUTES

- 13th is a bike thoroughfare linking several campus routes

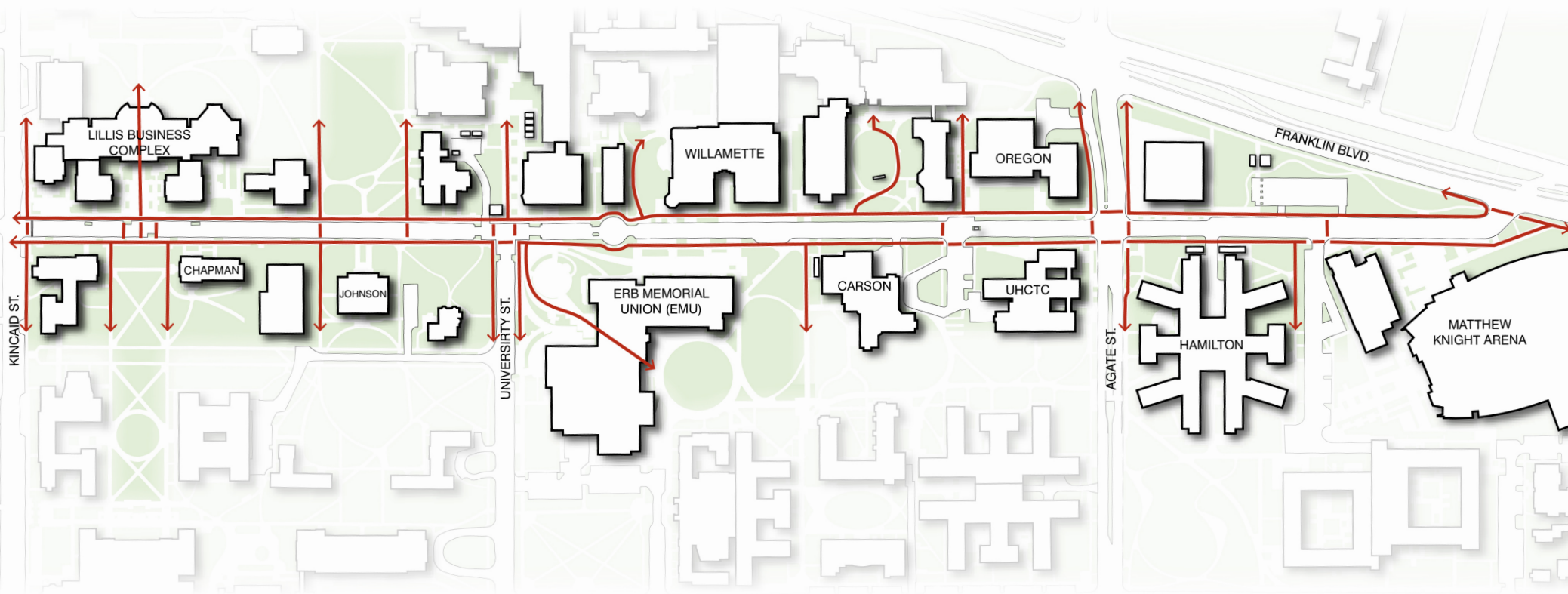


REFERENCES

- UO GIS

PEDESTRIAN ROUTES

- 13th is part of strong pedestrian network.
- Multiple designated midblock crossing areas.

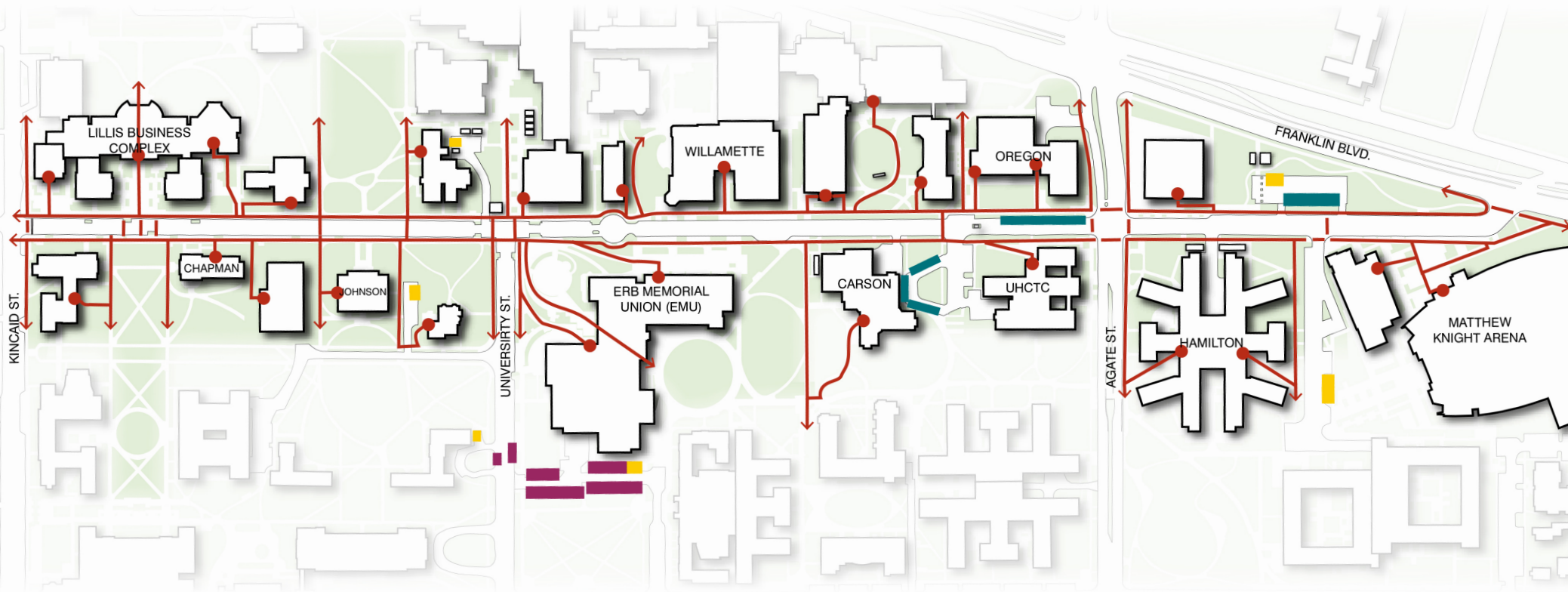


REFERENCES

- UO GIS

ACCESSIBLE ROUTES

- 13th is part of strong network of accessible routes.
- 13th provides accessible routes to building entrances.
- On-street parking in the middle block of 13th is *available* to permit holders (13 total).



ADA PARKING SPACE



30 MIN METER



5 HR METER



ACCESSIBLE ENTRANCE



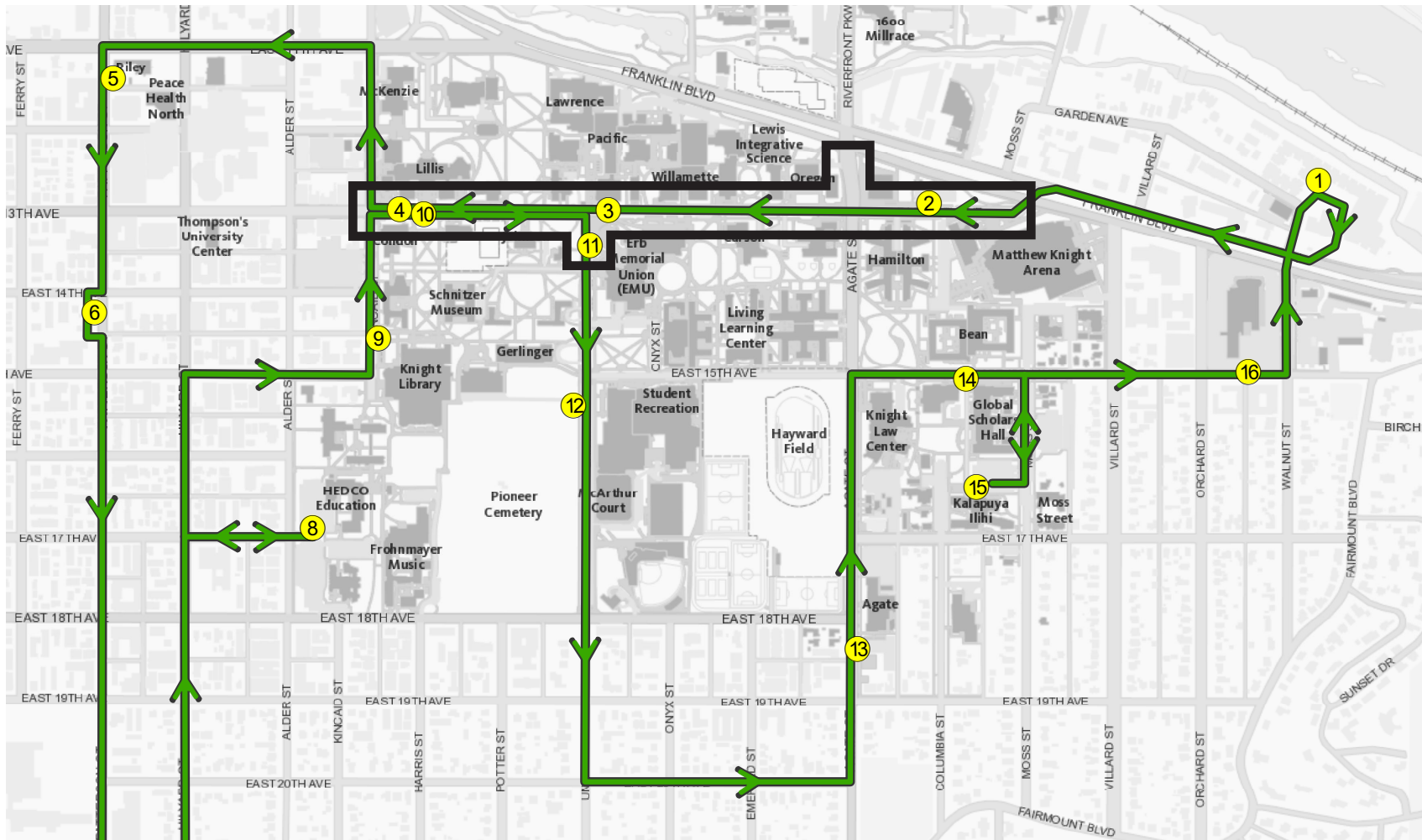
ACCESSIBLE ROUTE

REFERENCES

- UO GIS / Campus Map

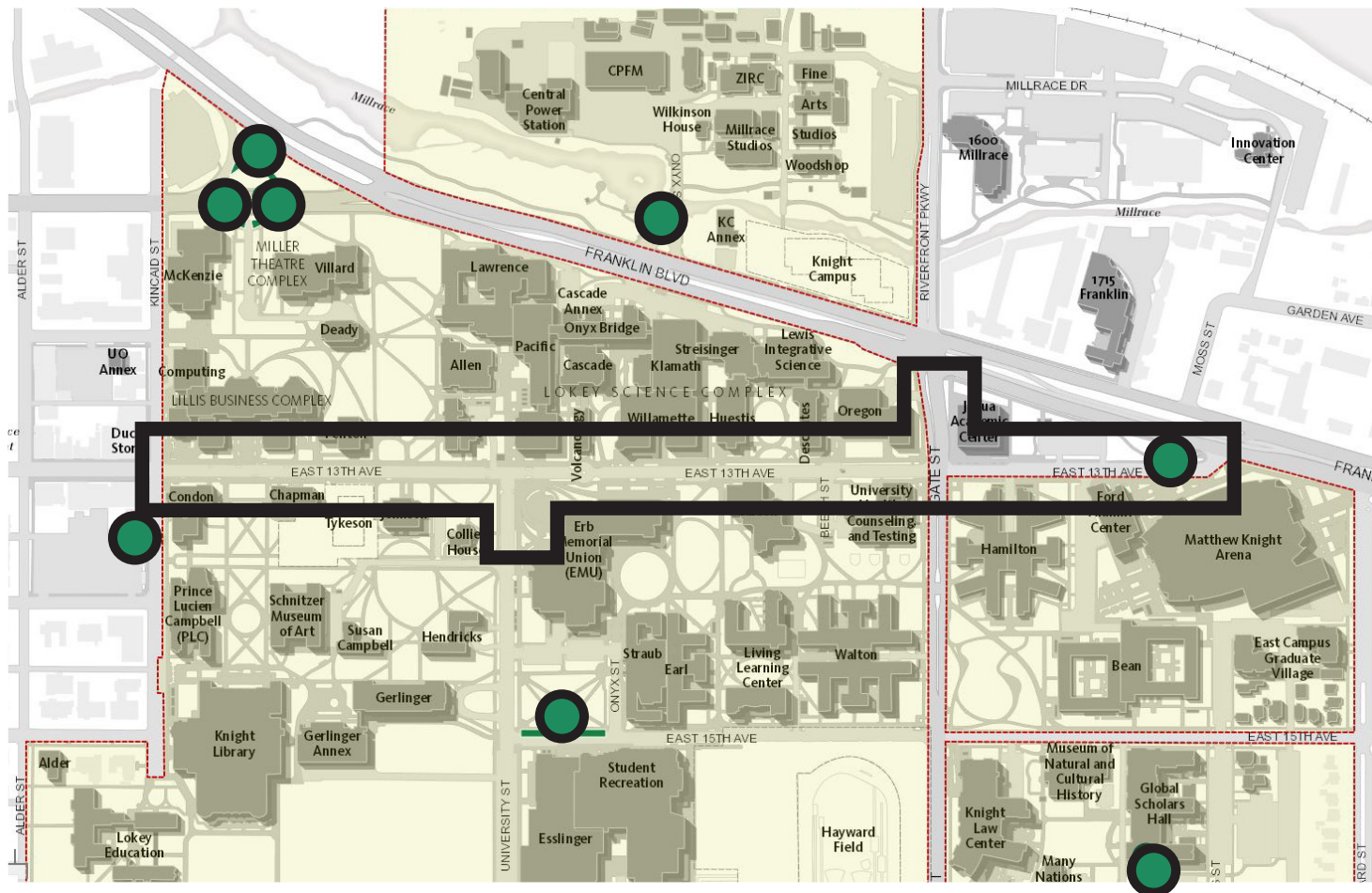
SHUTTLE SERVICE

- 13th is a shuttle route:
- Campus Shuttle (Fixed Route, shown below)
- Access Shuttle, Designated Driver Shuttle, and Safe Ride (all “on demand”) all use 13th.



RIDE-HAILING SERVICE ACCESS

- Most of 13th is in No Pickup Zone
- Designated pickup locations at Knight Arena and UO Station South

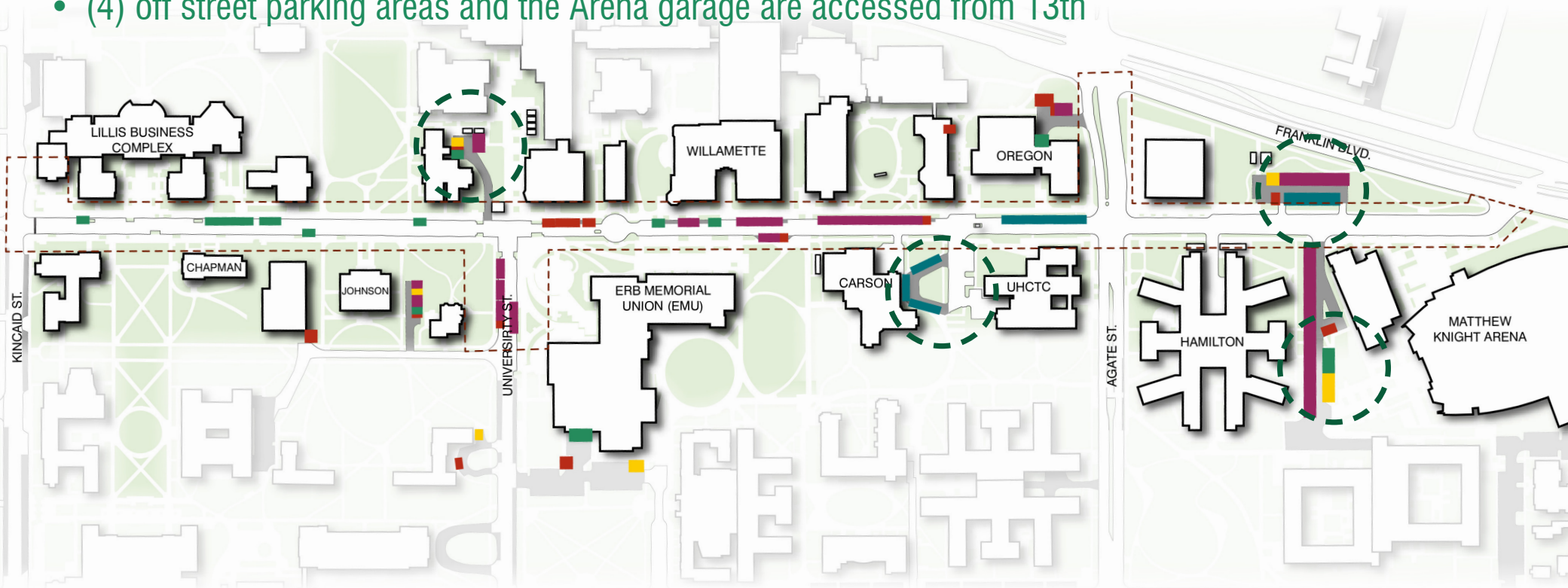


REFERENCES

- UO Online Map

VEHICLE PARKING & LOADING STALLS

- A majority of the north side of 13th is lined with vehicle parking and loading stalls.
- A small portion of this is dedicated “service” parking
- There are (37) reserved and (17) metered parking stalls: **(54) stalls for personal vehicles.**
- (4) off street parking areas and the Arena garage are accessed from 13th



RESERVED

SERVICE



30 MIN. METER

24 MIN. LOADING



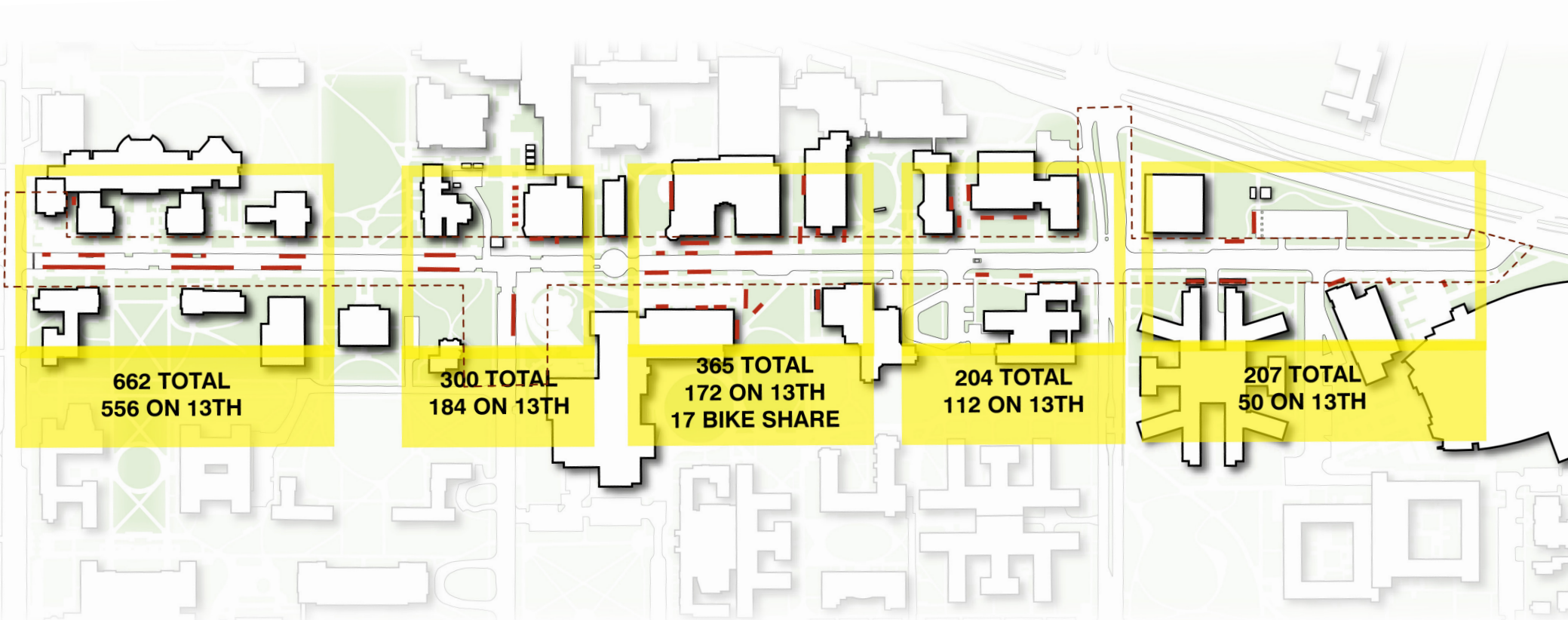
PARKING LOTS

REFERENCES

- UO GIS / Campus Map

BIKE PARKING

1,738
bike parking spaces

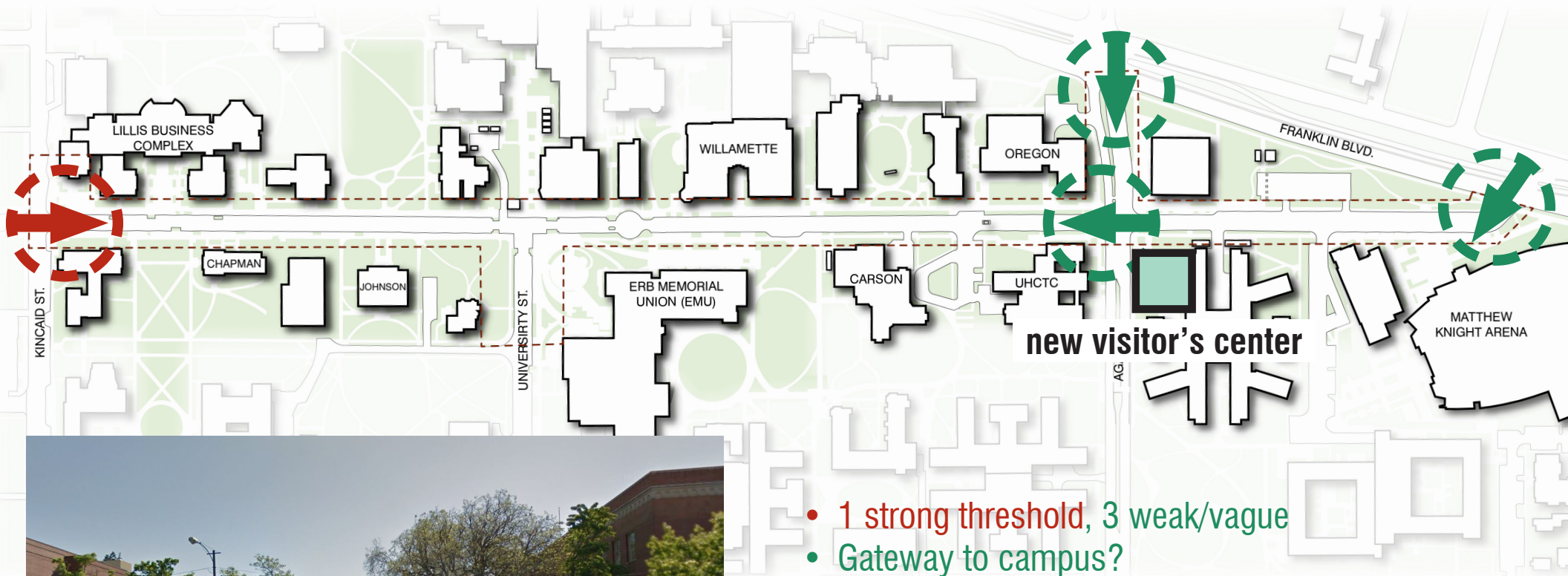


- 63% uncovered, 30% covered, 7% lockers/secure
- Utilization decreases from west to east

BIKE PARKING PRELIMINARY ASSESSMENT

- Many racks spaced too closely for full utilization
- More parking needed in the Lillis/Chapman area
- More parking needed near Alumni Center
- More covered parking needed
- Replace wave racks with U racks (can be grouped)

GATEWAYS



- 1 strong threshold, 3 weak/vague
- Gateway to campus?
- Gateway to campus core?

SITE ANALYSIS TAKEAWAYS

13th changes from end to end.

Multiple attributes make the west end of 13th more social, active, and appealing than the east end.

13th is a good site for many potential uses.

Generous width, good sun, and nearly level site provide many options for inviting and useful spaces that could expand the function and identity of 13th.

The vehicular functions of the street dominate its space and character, even when they aren't active.

Vehicular access, parking and loading are necessary, but the space allocated to them constrains the other uses and physical character of the street. It has a complicated set of patterns and rules that are hard to follow.

13th is a thoroughfare and crossroads.

Many people come together here, but the corridor lacks clarity in terms of both ways to move and places to stay.

PUBLIC LIFE ANALYSIS

OPPORTUNITIES

GROW THE CAMPUS HEART





ASUO Faire

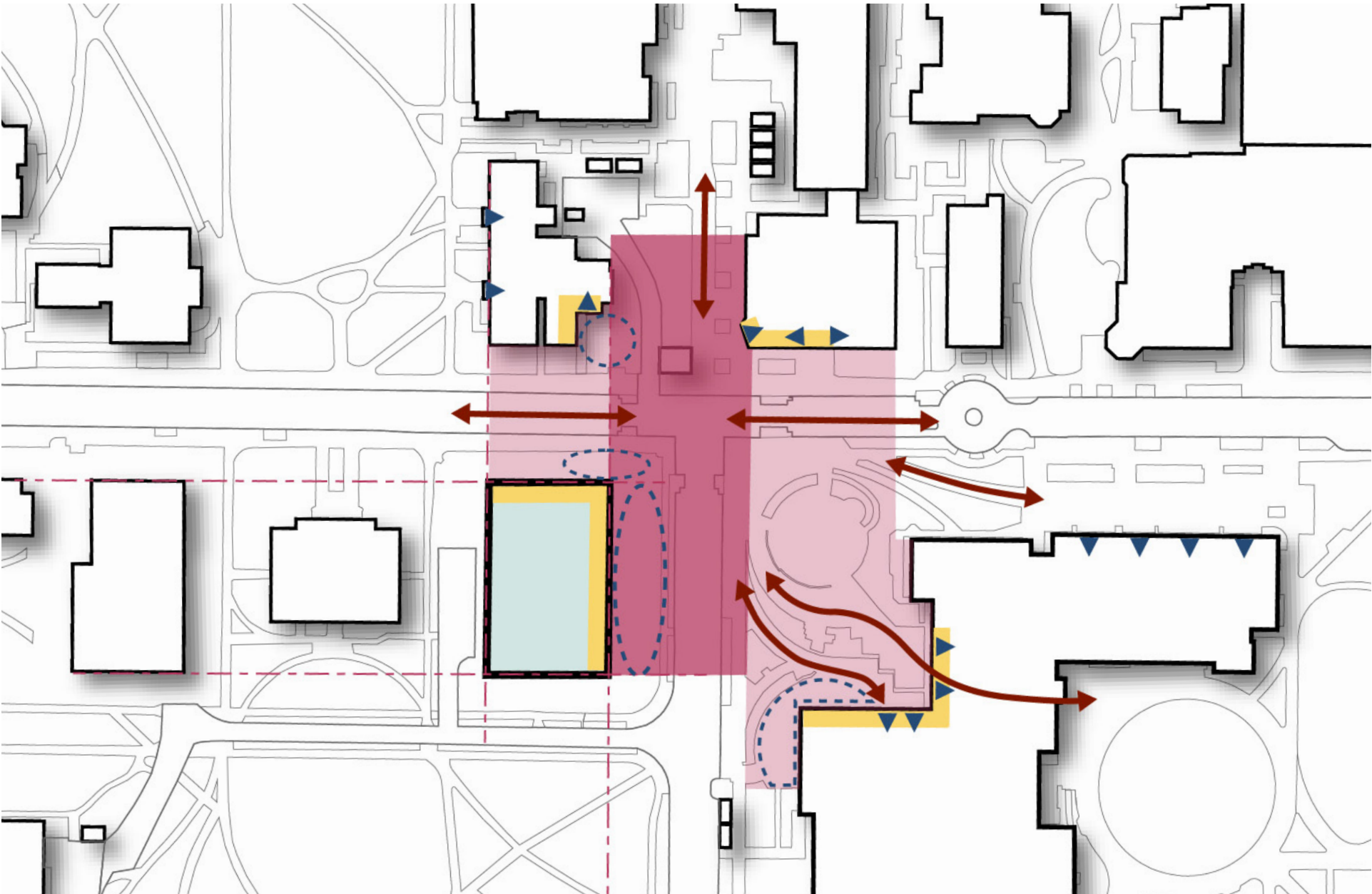


UC Berkeley

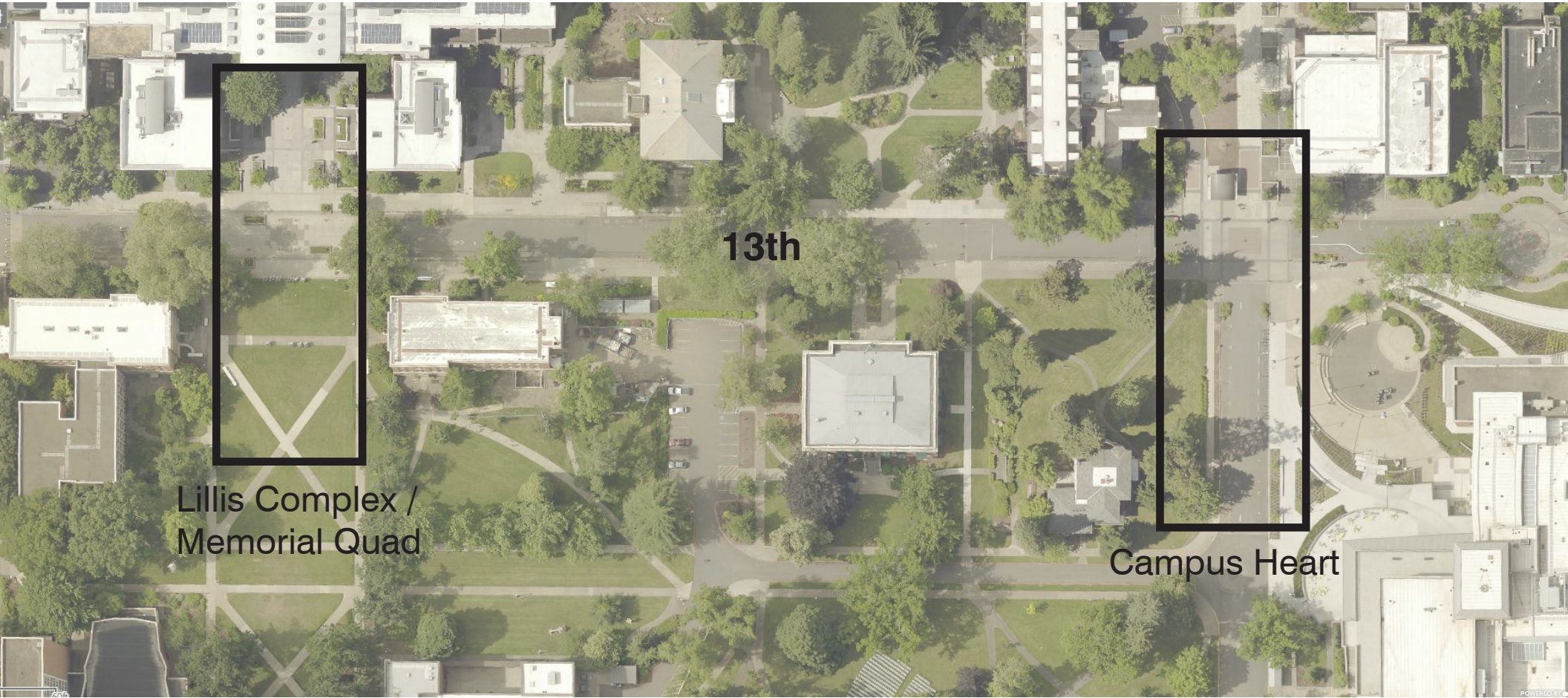


USC Village

CAMPUS HEART



SCALE COMPARISON



13th

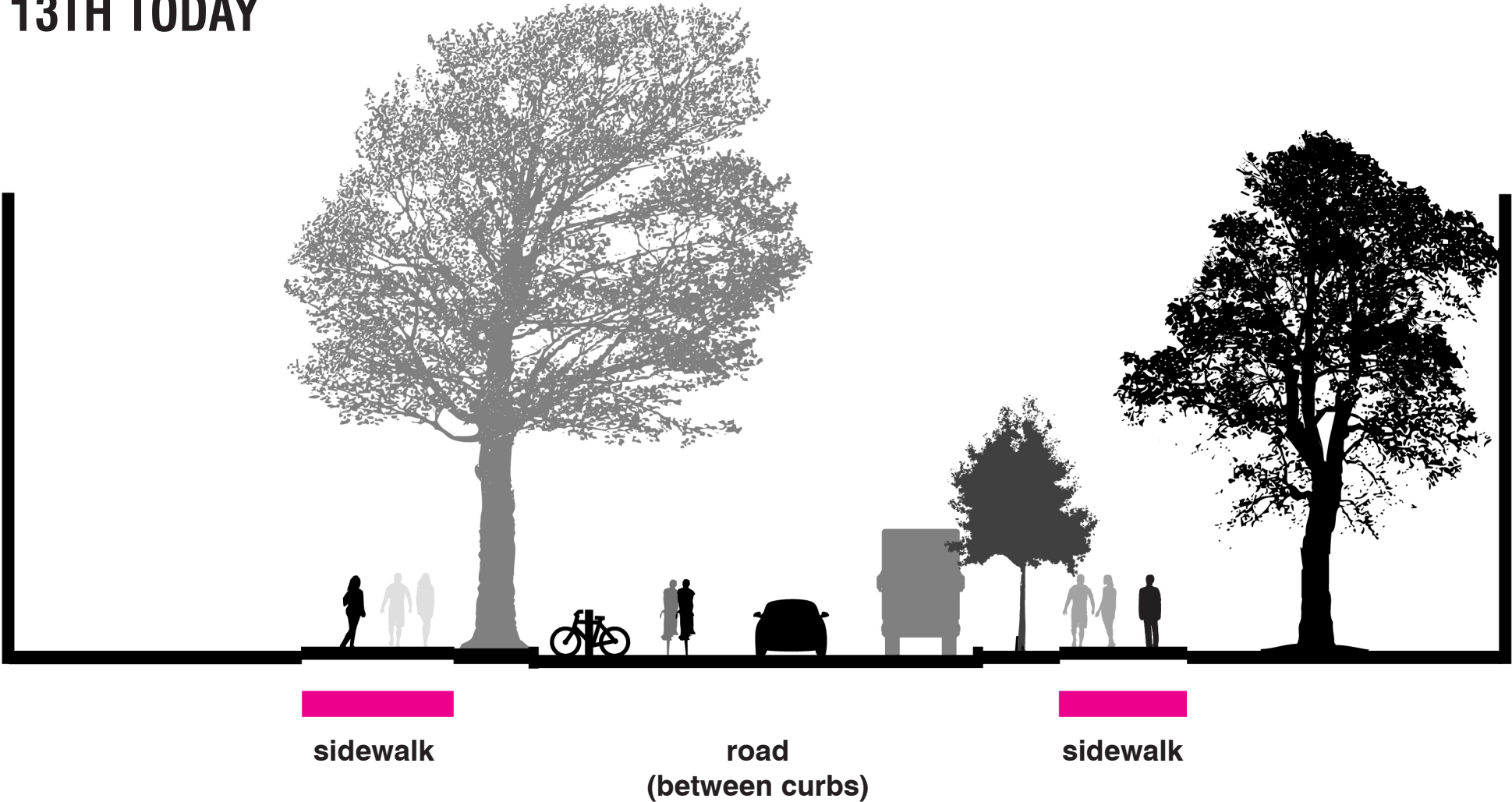
Lillis Complex /
Memorial Quad

Campus Heart

REDUCE THE IMPACTS OF VEHICLES



13TH TODAY



sidewalk

**road
(between curbs)**

sidewalk

KINCAID TO AGATE - EXISTING CIRCULATION



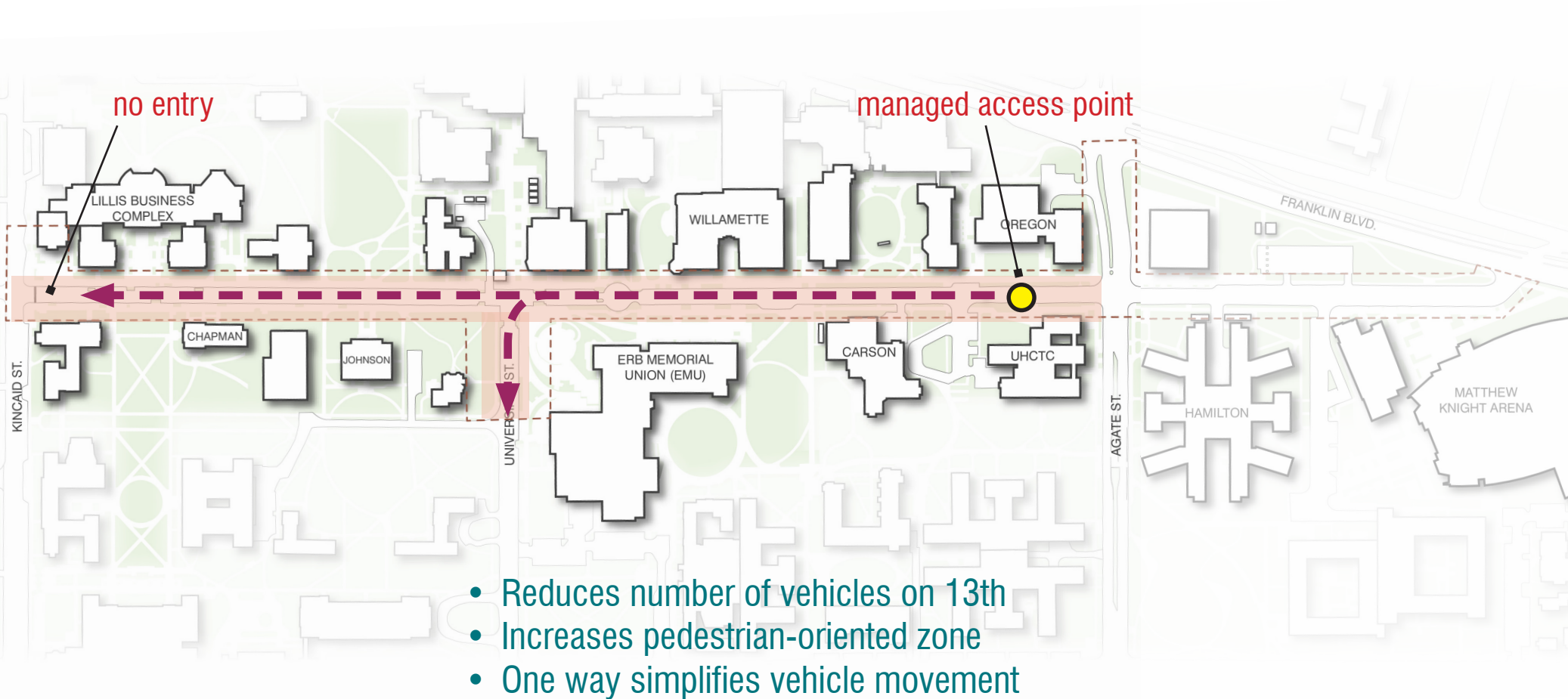
UNRESTRICTED ACCESS
(ALL VEHICLES)



RESTRICTED ACCESS
(SERVICE, DELIVERIES, SHUTTLES,
ADA/AUTHORIZED PERSONAL VEHICLES)

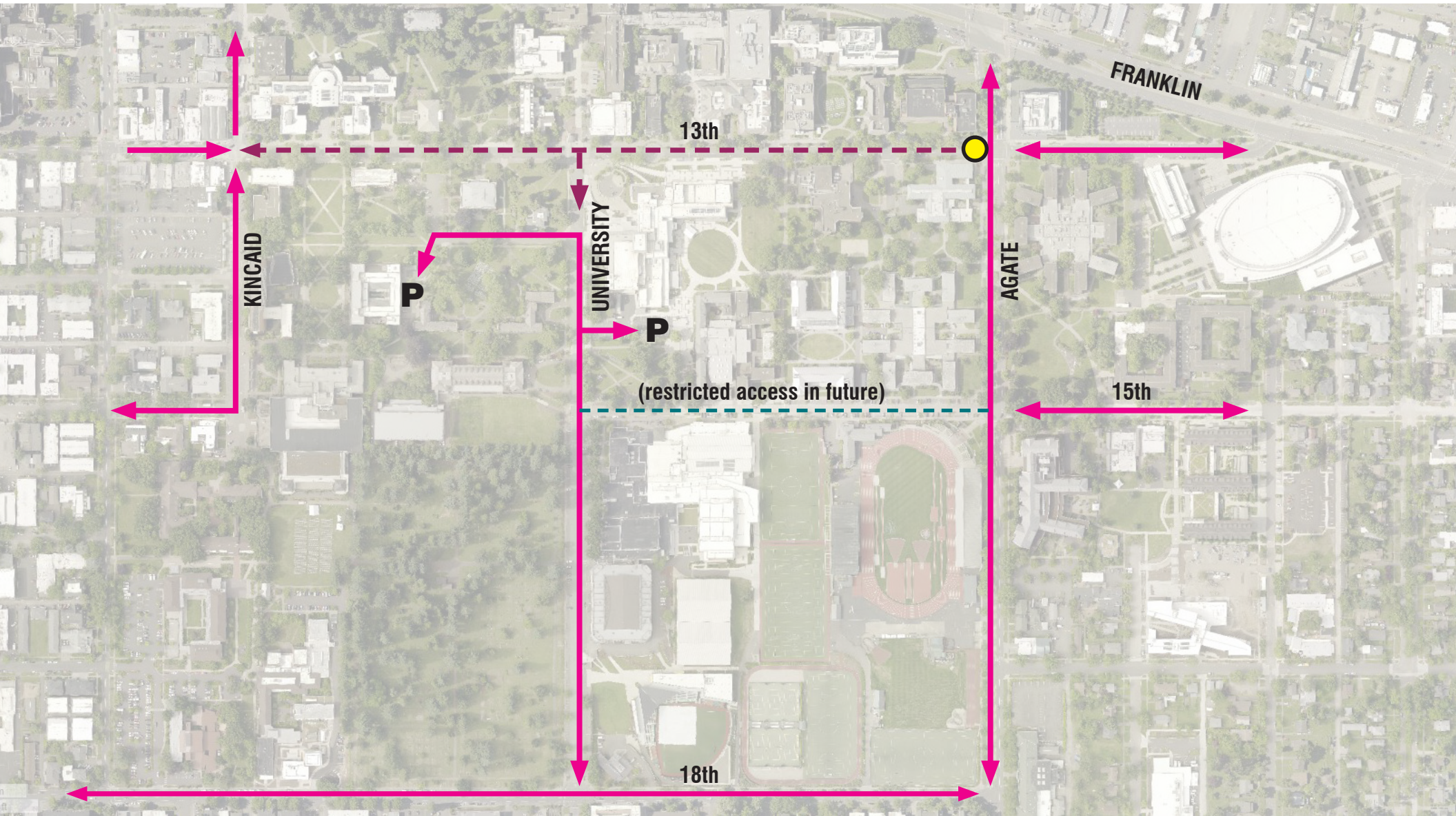
CONCEPT 1

Restricted access, one way westbound*



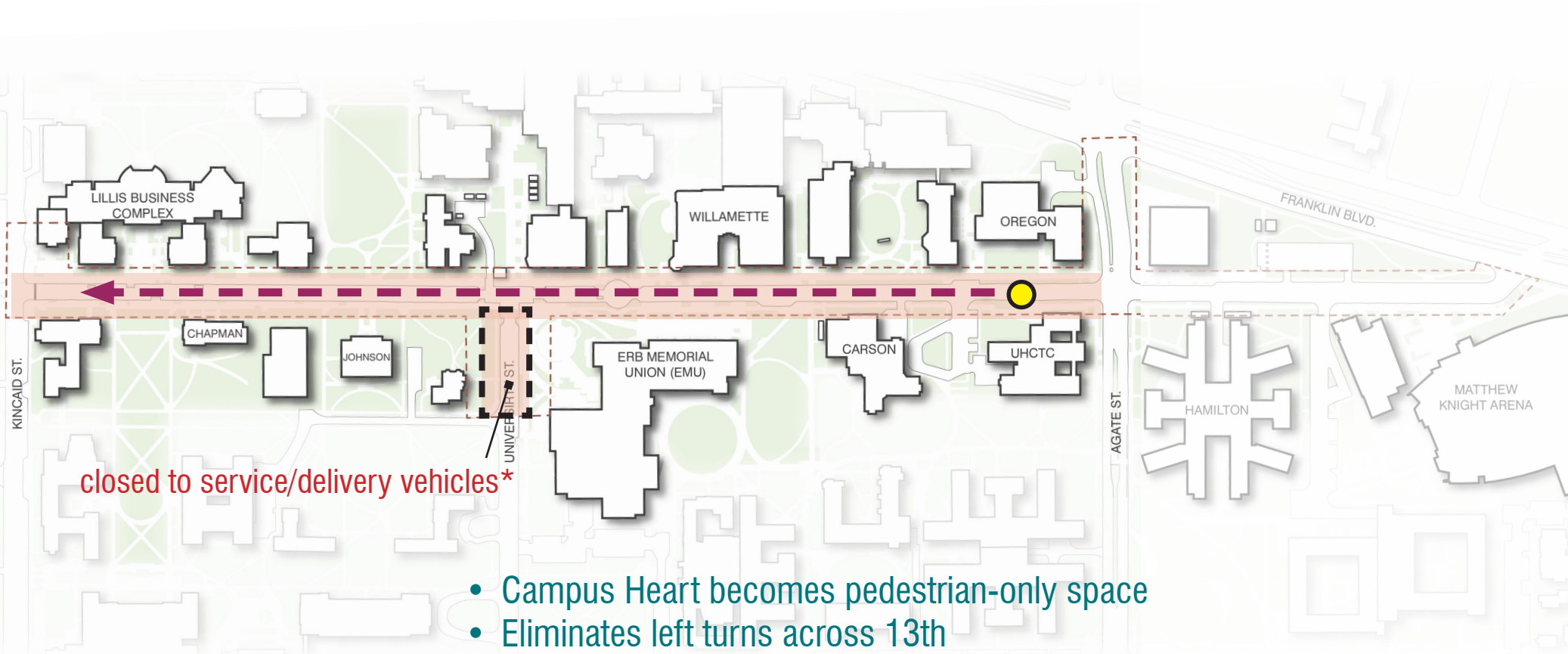
*Allow service, deliveries, shuttles, ADA and authorized personal vehicles.

CONCEPT 1 IN CONTEXT



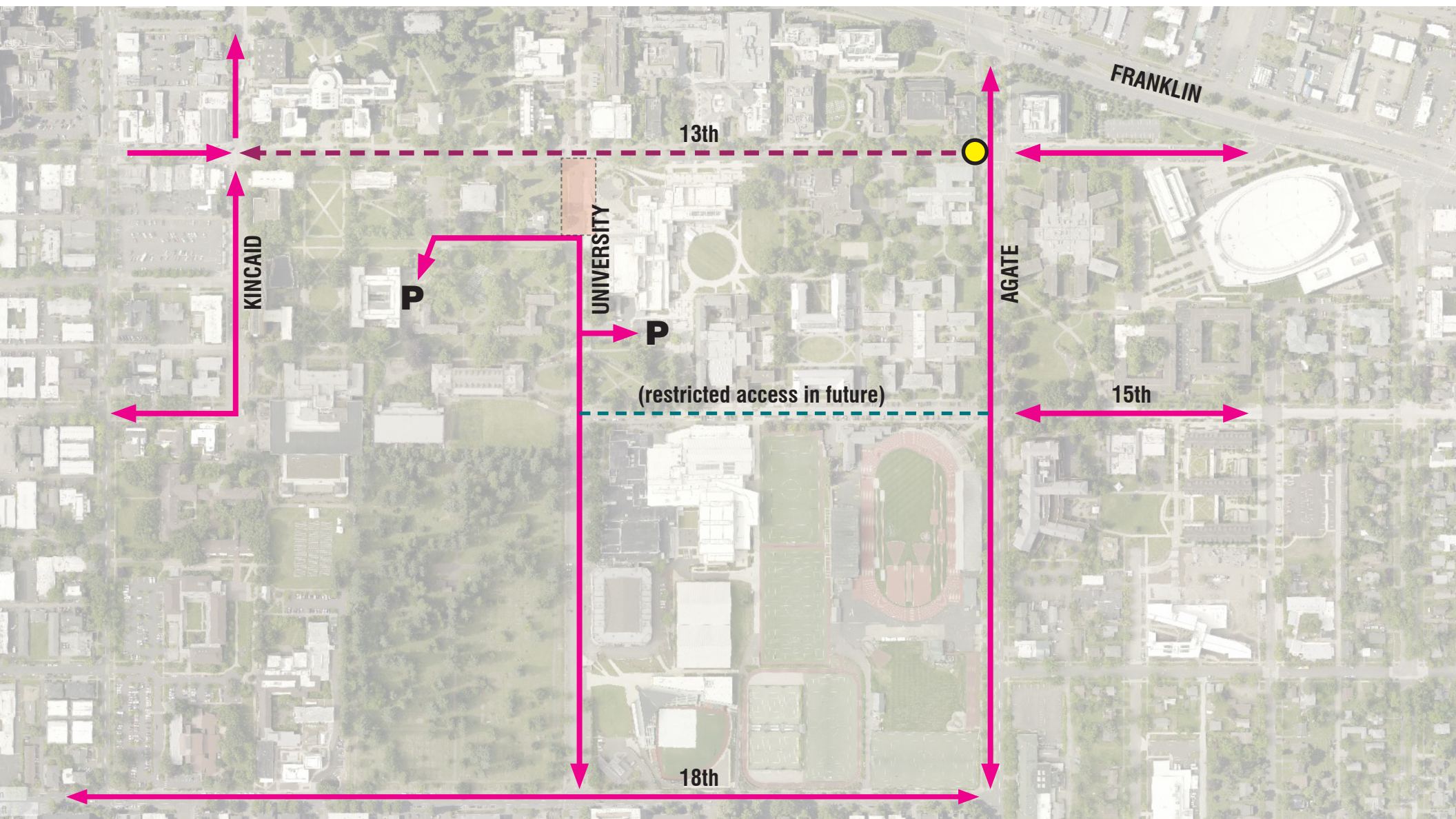
CONCEPT 1 OPTION

*Close University to service and delivery vehicles**



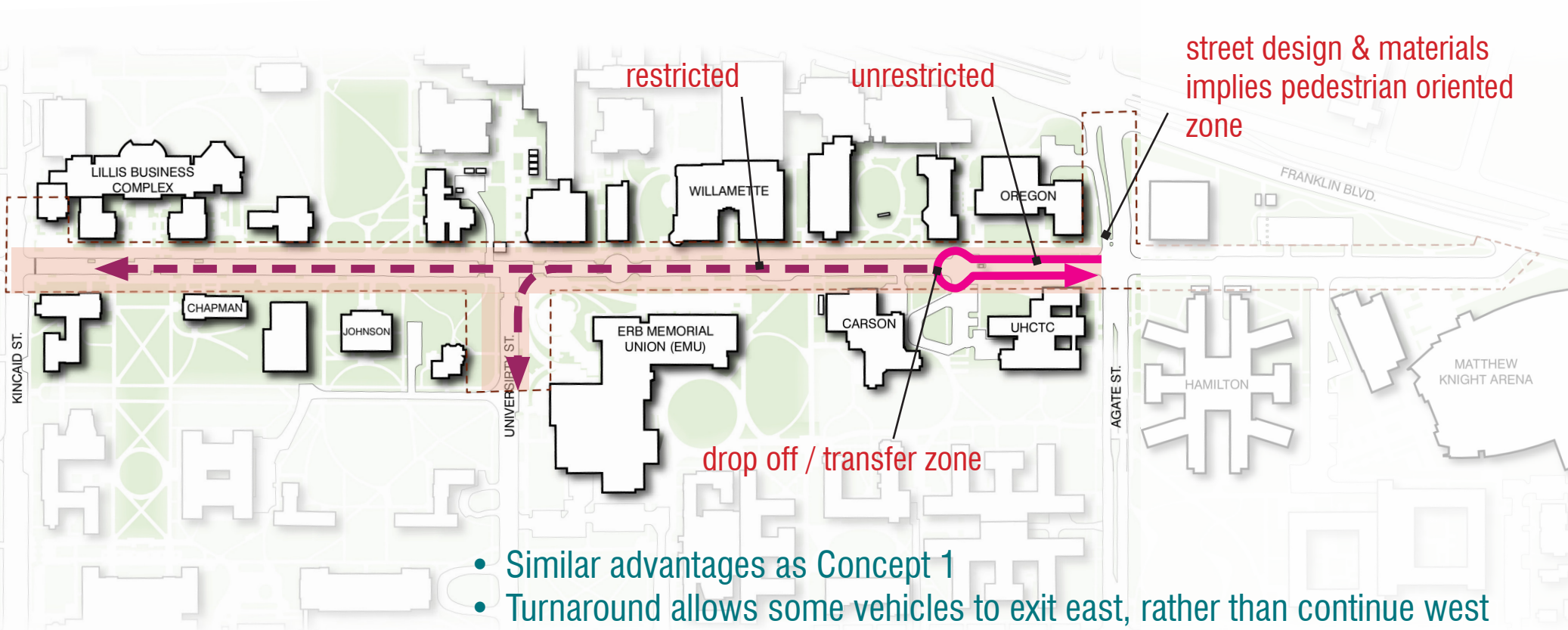
*Maintain emergency and shuttle access as needed

CONCEPT 1 OPTION IN CONTEXT



CONCEPT 2

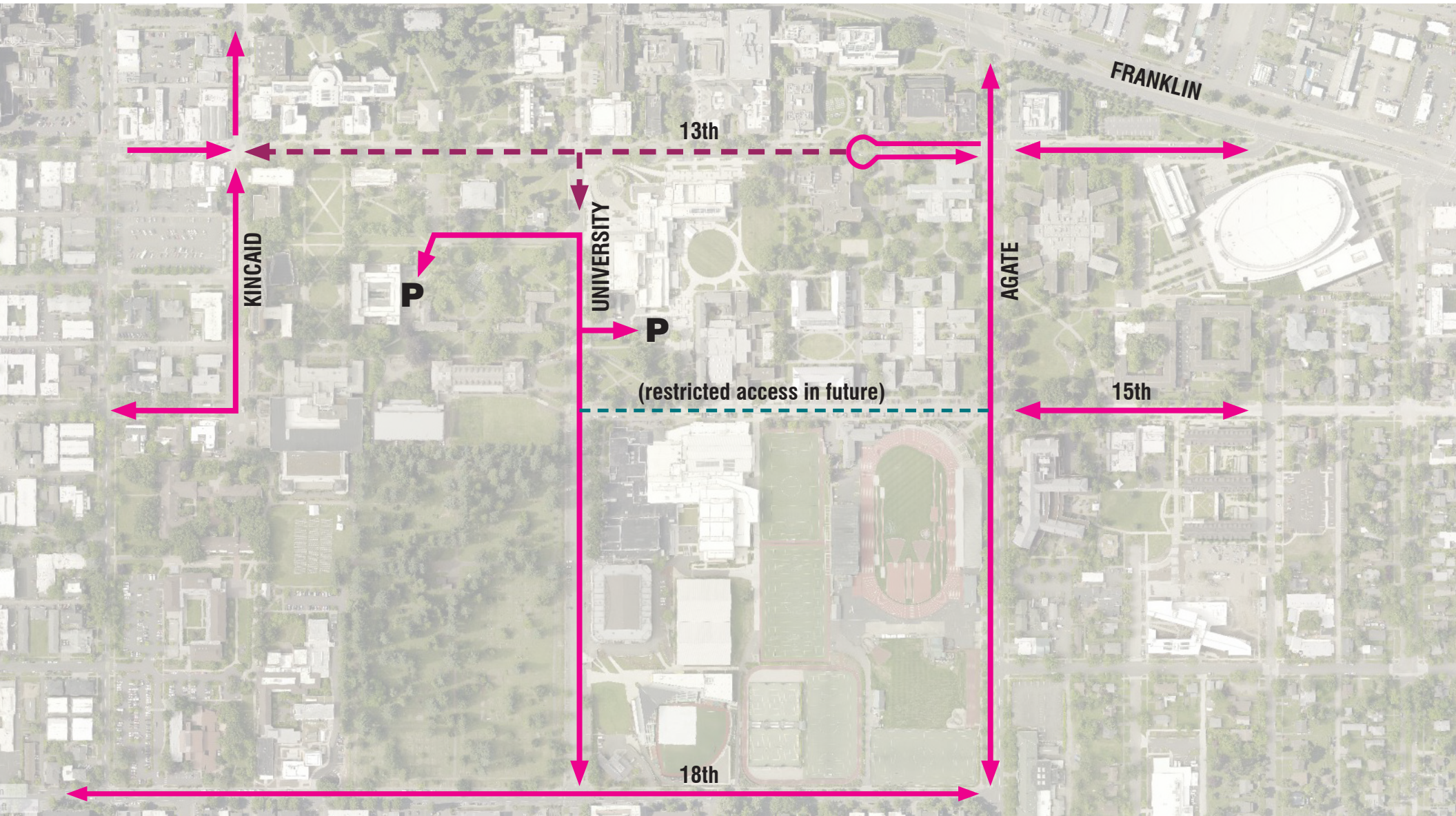
Turnaround with restricted one way westbound*



- Similar advantages as Concept 1
- Turnaround allows some vehicles to exit east, rather than continue west
- Semis and large trucks continue westbound
- No management/control of access into 13th
- More complicated rules, possible confusion

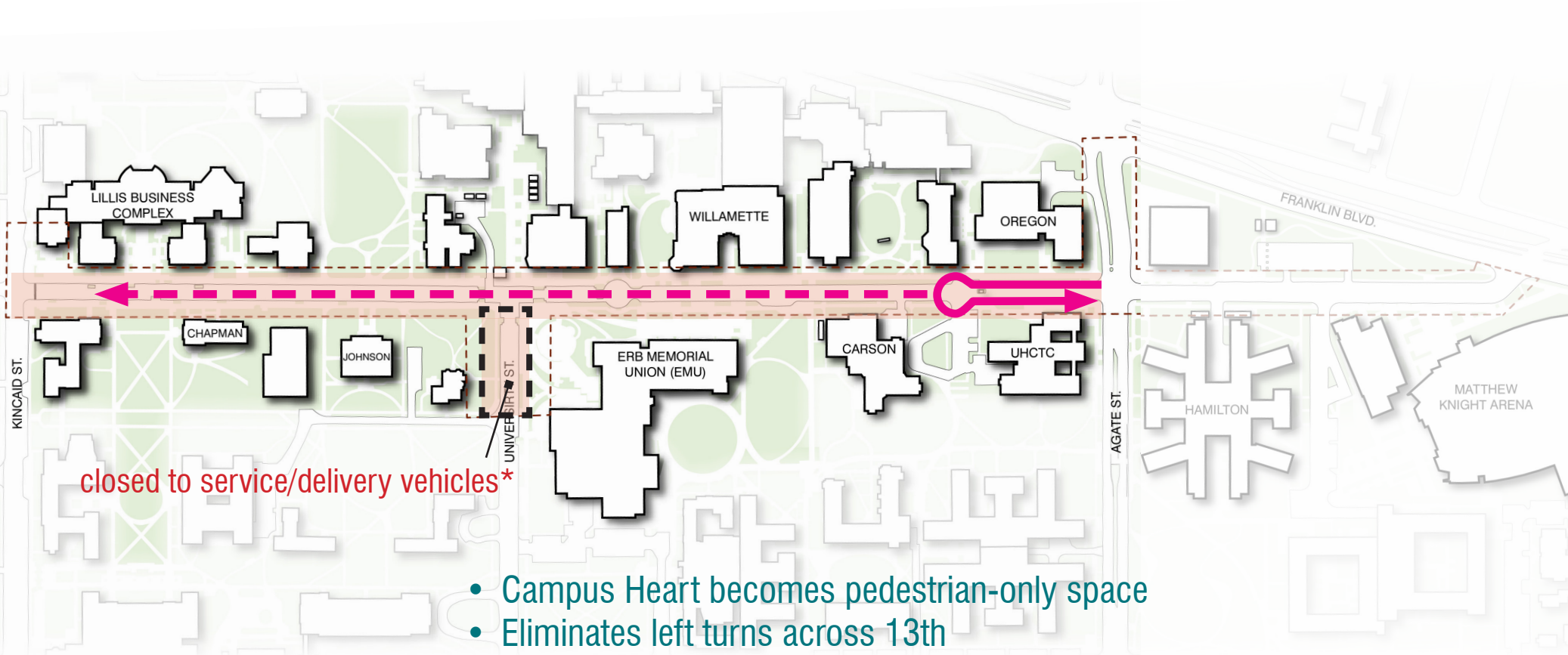
*Allow service, deliveries, shuttles, ADA and authorized personal vehicles.

CONCEPT 1 OPTION IN CONTEXT



CONCEPT 2 OPTION

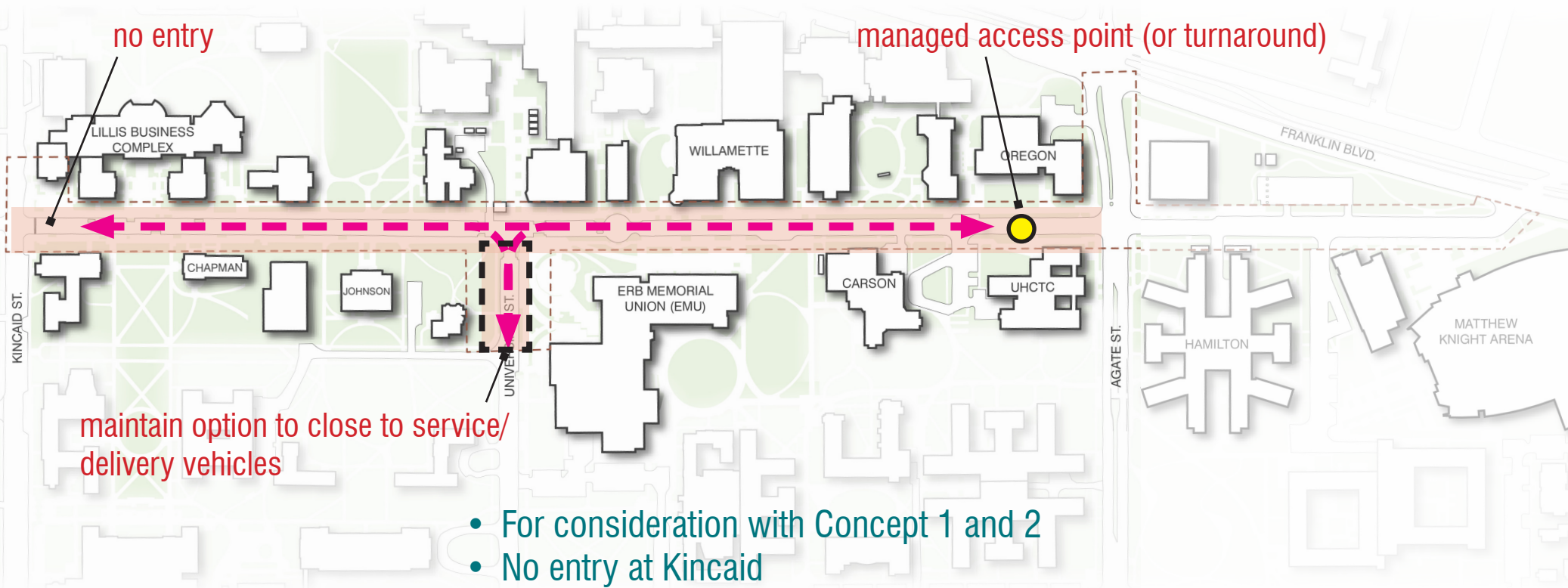
Close University to service and delivery vehicles*



*Maintain emergency and shuttle access as needed

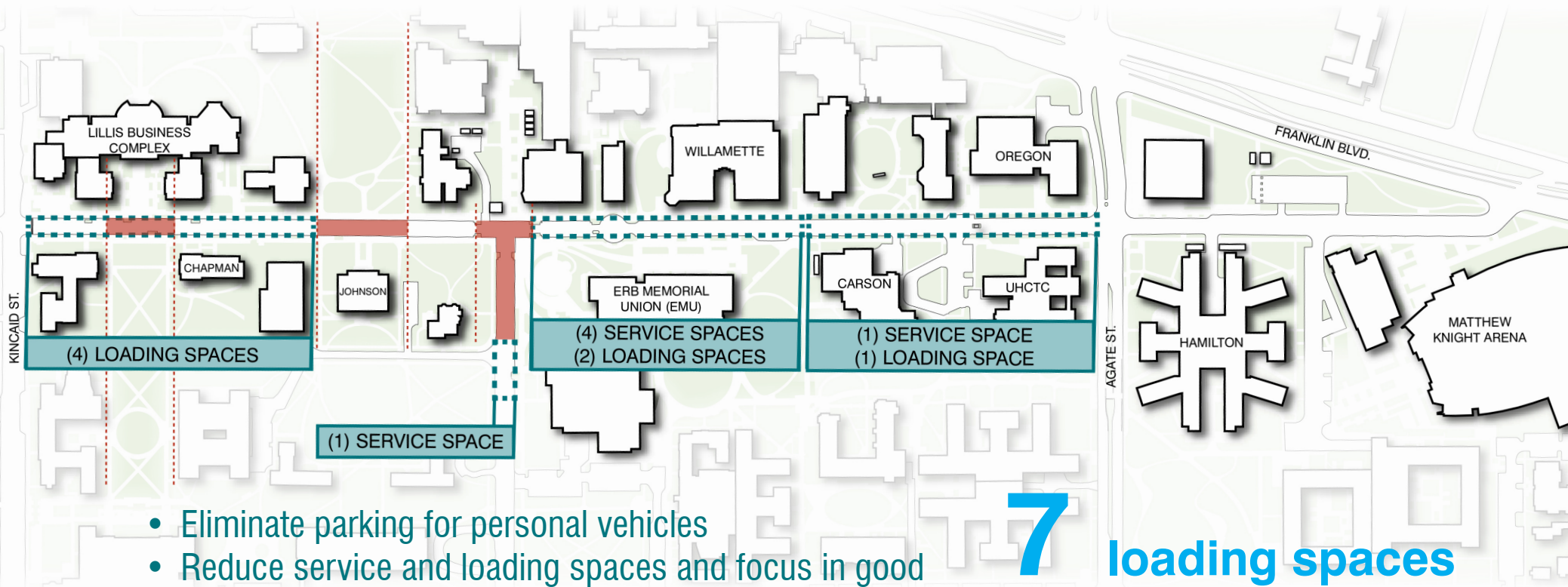
CONCEPT 3

Allow two way movement (some times of day)



- For consideration with Concept 1 and 2
- No entry at Kincaid
- Turnarounds permitted
- More complicated and increases interactions/conflicts with all modes.
- Time of day changes can cause safety issues.
- Not recommended when pedestrians and cyclists are present.

CONSOLIDATE SPACE FOR PARKING & LOADING

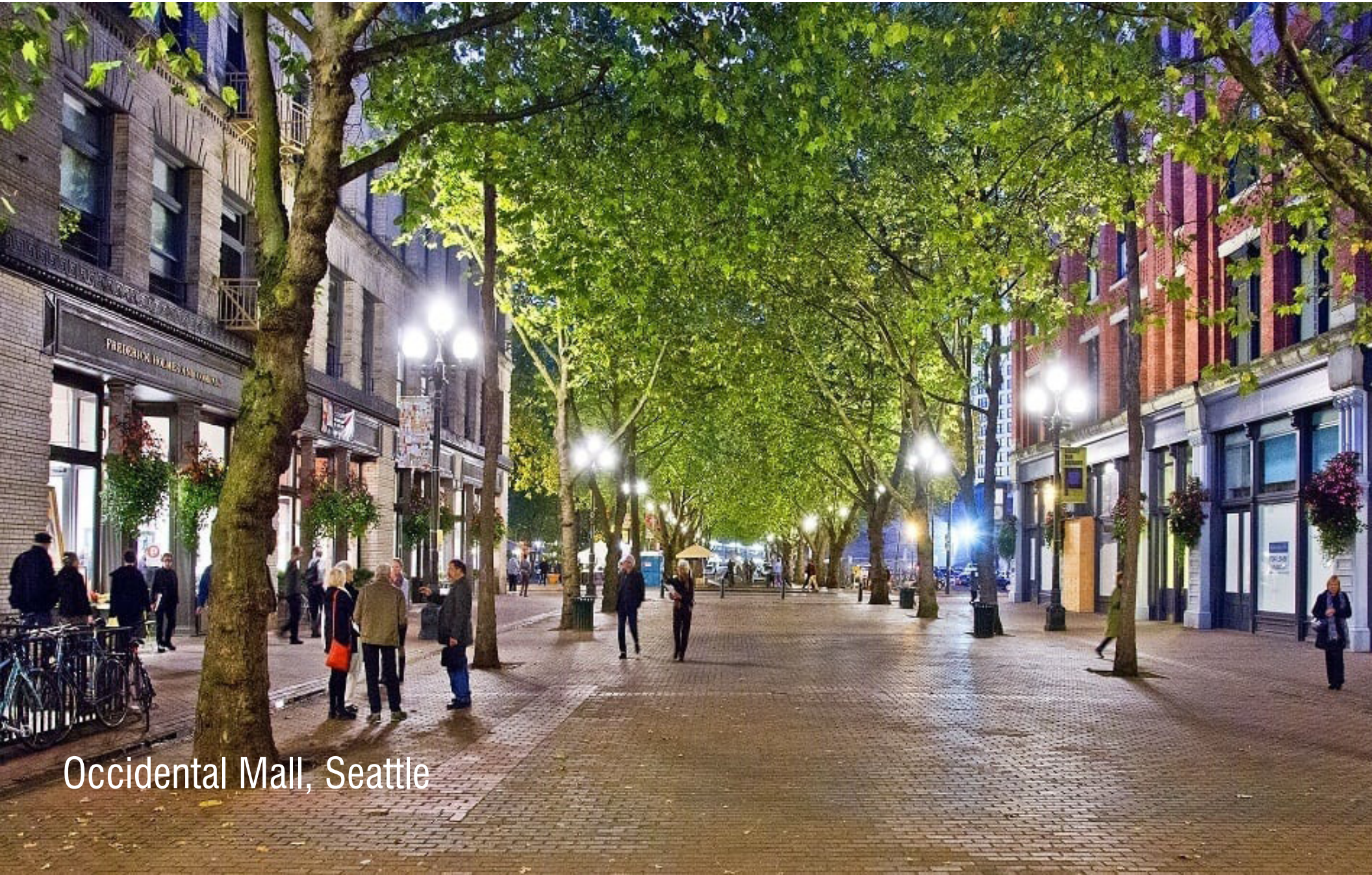


- Eliminate parking for personal vehicles
- Reduce service and loading spaces and focus in good locations
- Keep Memorial Quad, Old Campus Quad, and Campus Heart alignments clear

7 loading spaces

6 service spaces

FLEXIBLE ZONES INSTEAD OF DEDICATED STALLS



Occidental Mall, Seattle

FLEXIBLE ZONES INSTEAD OF DEDICATED STALLS

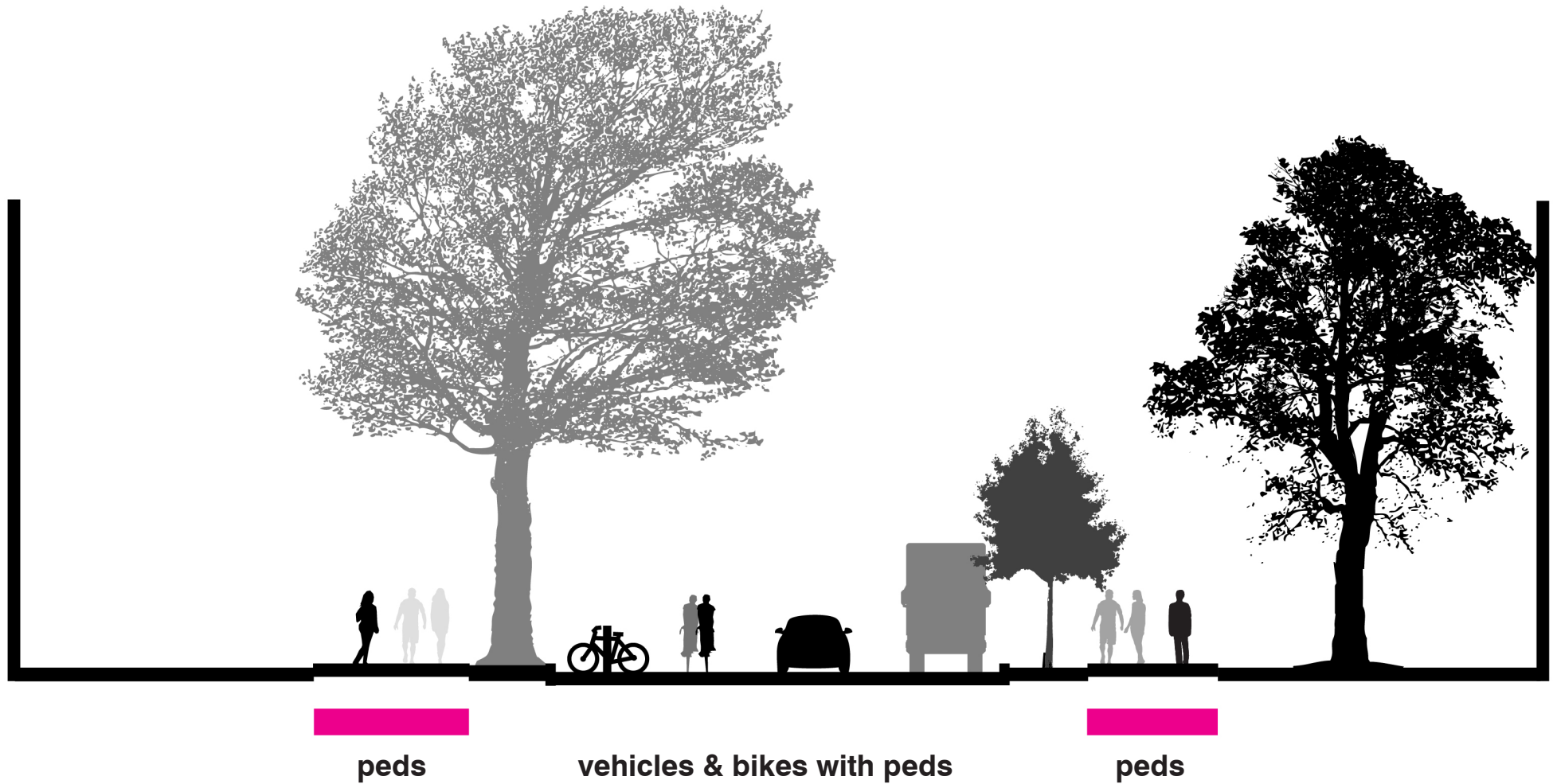


Occidental Mall, Seattle



The Wharf, Washington DC

REORGANIZE THE STREET FOR ALL ITS USES



BARRIERS



LANES



DIFFERENT SPEEDS



DIFFERENT DIRECTIONS



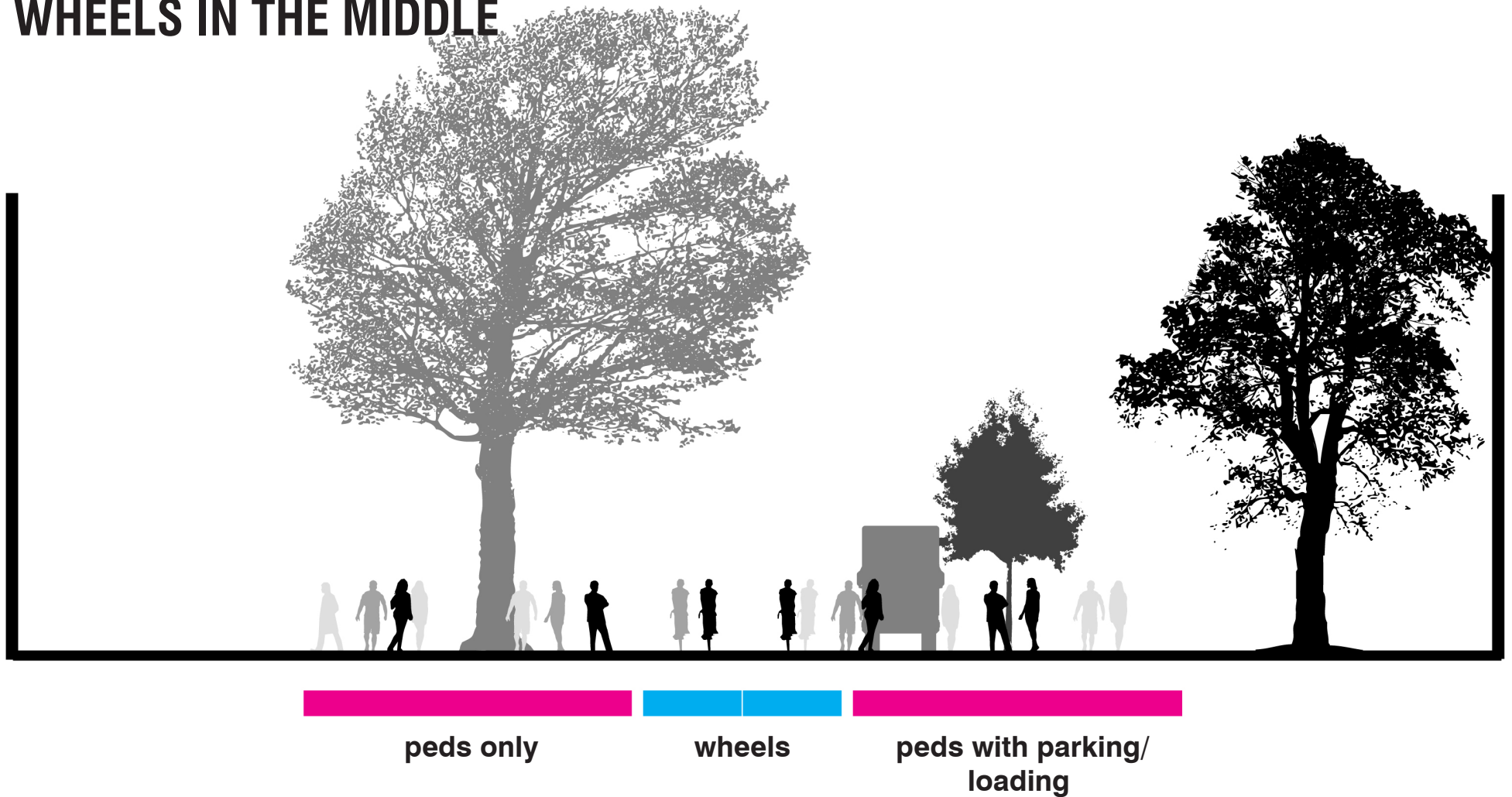
SHARED



**shared (wheels & peds) with
parking/loading**

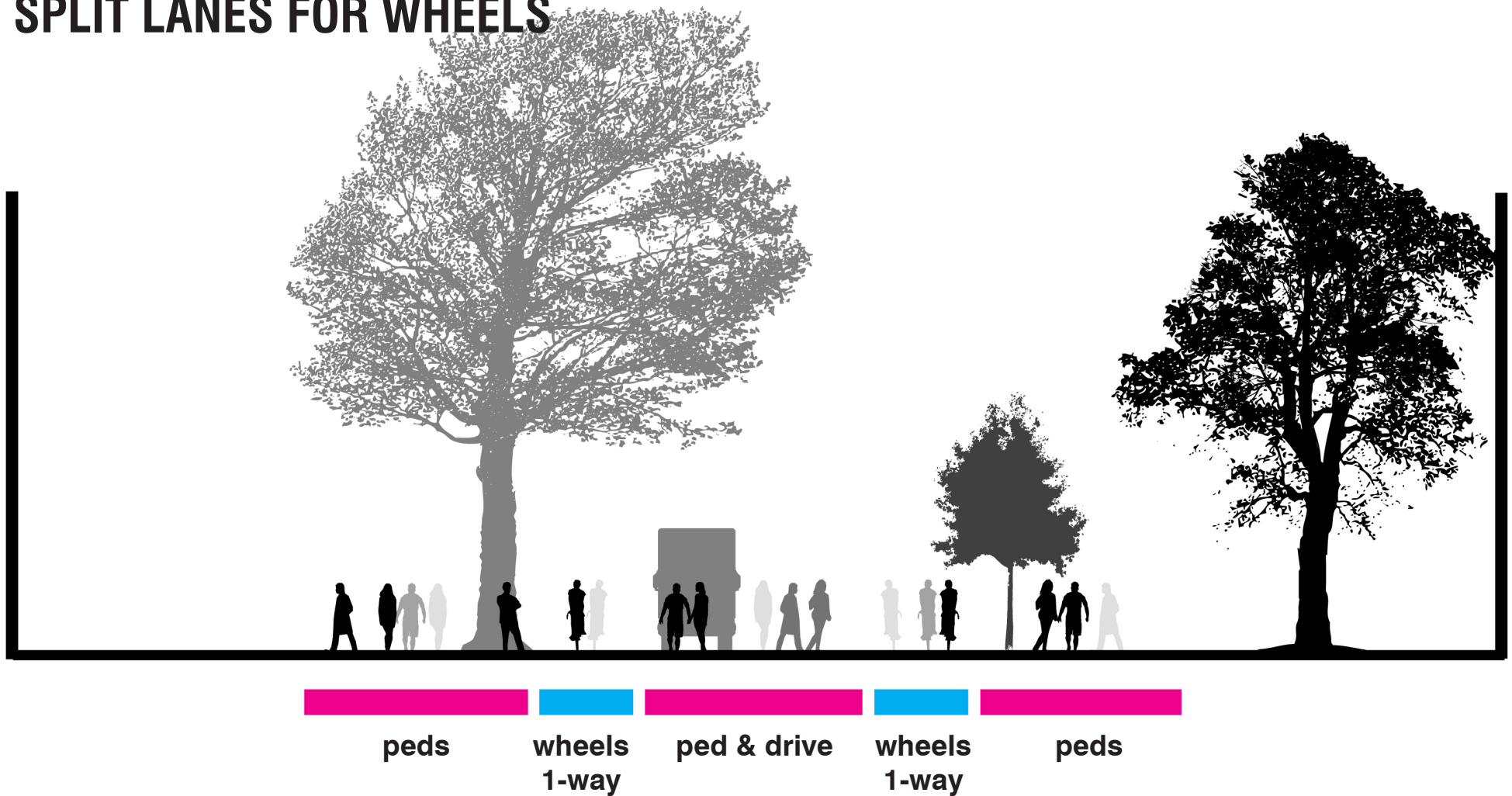
- Very flexible for large events
- Allows freedom of movement in all directions
- Maximizes interactions / more conflict possible
- Requires awareness & good behavior

WHEELS IN THE MIDDLE



- Organized: 3 zones including pedestrian-only and dedicated space for faster-moving modes (“wheels”)
- Use could differ / zones could flex throughout the day

SPLIT LANES FOR WHEELS



- Less flexible
- Requires multiple crossings / interactions
- Feels more like a street, less like a campus open space
- Bike movement at intersections may be clearer

DISCUSSION



