



13TH AVENUE CONCEPTUAL DESIGN



UNIVERSITY OF OREGON

WALKER | MACY

Gehl TOOLE kpf
DESIGN

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1. INTRODUCTION

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1A. EXECUTIVE SUMMARY

The goal of this project is to provide a visionary conceptual design for 13th Avenue on the University of Oregon campus. The design is intended to be a model of excellence in campus open-space design, reflect the Campus Plan principles and university values, and contribute a memorable part of the campus experience.

The design plan addresses the half-mile segment of 13th Avenue between Kincaid and Franklin (the last block of which remains a city owned street), along with key campus entrances at 13th & Kincaid, Agate & Franklin, and 13th & Franklin. Specific design improvements are focused on the University owned portions of 13th Avenue, with the goal of providing a unified sense of place, use, and experience.

13th Avenue is a major axis within the University of Oregon campus open-space framework and is the primary east-west corridor for pedestrians and bicyclists through campus. However, the visual character, circulation patterns, and levels of safety vary greatly throughout the axis. Visually, 13th looks and feels like a typical street designed for automobiles, even where portions have restricted vehicles access. Since the nature of the street changes substantially from one end to the other, navigating the street can be confusing. 13th Avenue provides an important entrance from downtown Eugene, but lacks the amenities, wayfinding, and clear sense of place that could help welcome the public onto campus.

13th is also the site of some of the University's most iconic buildings and open spaces, including the Lillis Complex, Memorial Quad, Johnson Hall, Old Campus Quad, the ERB Memorial Union, and Knight Arena. Some of these spaces and buildings are so significant that they are nationally landmarked, but in spite of this fact, the current street does little to provide an "address". Once defined by a double allee of trees, the street corridor

has been reduced to something much more functional and ad-hoc in nature, lacking the coherence, beauty, and stature of the campus it serves.

The Campus Plan and past studies have identified broad strategies to enhance various aspects of 13th Avenue, but no plan before this one brought all of the complex elements and uses of 13th Avenue together. This effort builds on previous research and recommendations, and provides a holistic conceptual design that recommends specific physical improvements and changes to the way that 13th Avenue operates - not only as a street, but as a campus space.

The 13th Avenue Plan provides a unified vision that aligns multi-modal circulation and service needs with enhancements that support campus identity and social life. A 13th Avenue that is re-designed for people will foster the growth of the campus over time.

1B. CAMPUS PLANNING FRAMEWORK

13th Avenue has been addressed in multiple campus plans and studies, each with their own focus. For this project, we drew on the principles and information contained in these documents:

- Campus Plan (3rd Edition, 2017)
- Campus Physical Framework Vision (2016)
- 13th Avenue Service Vehicle Study (2016)
- Academic Center and Historic Core Diagnosis (2013)
- Historic Landscape Survey (2007)
- Campus GIS Data on Existing Trees, Bike Parking, and Service Parking

The Campus Plan is the most significant and deserves special mention, both because it has served as the guidepost for all campus development since (date), and because it is an officially adopted plan. The Campus Plan provides a conceptual framework for all campus open spaces, in which 13th is a designated “Axis” along with University Street, 15th, and Agate, and a handful of other former streets and lanes.

As an “Axis”, the official function of 13th Avenue is primarily to connect other open spaces on campus. Careful attention was given in this project to strengthen the ways that 13th Avenue connects to the existing network of campus open spaces and bike and pedestrian routes. These connections are both formal and functional, and serve to celebrate campus identity while supporting safe and intuitive movement throughout campus.

The Campus Plan also includes an important hierarchy of movement that support and strongly influenced this plan. The Campus plan states that emergency vehicles and pedestrians, followed by

The 13th Avenue Conceptual Design also builds on core ideas in the Campus Physical Framework Vision. That plan established the idea of removing personal vehicles from 13th, a key concept that has been explored further and retained as a recommendation herein.

- (b) The following priorities are established for making transportation-related decisions:

The highest priority is given to:

1. emergency vehicles, followed by:
2. pedestrians and people with disabilities,
3. bicyclists,
4. public transportation,
5. service vehicles,
6. car pools,
7. motorcycles,
8. scooters, and, lastly,
9. personal cars.



Map: Designated Open Spaces

- | | | | |
|--------------------------|---------------------------------|-----------------------------|-----------------------------|
| a. Gallery Walk Axis | l. Amphitheater Green | w. Gerlinger Entrance Green | hh. Moss Axis |
| b. Millrace Green | m. Memorial Quad | x. Gerlinger Field Green | ii. 17th Avenue Axis |
| c. Villard Hall Green | n. Johnson Lane Axis | y. Straub Hall Green | jj. Agate Hall Axis |
| d. Dads' Gate Axis | o. Promenade | z. 15th Avenue Axis | kk. Agate to Columbia Axis |
| e. Deady Hall Walk Axis | p. Agate Street Axis | aa. University Street Axis | ll. East Campus Axis |
| f. Old Campus Quadrangle | q. Women's Memorial Quadrangle | bb. Glenn Starlin Green | mm. Many Nations Longhouse |
| g. Onyx Green | r. Onyx Axis | cc. Kincaid Green | nn. Franklin Boulevard Axis |
| h. Science Green | s. Emerald Axis | dd. Southwest Campus Green | oo. Moss Green |
| i. Agate Entrance Green | t. Living Learning Center Green | ee. East Campus Green | pp. Garden Green |
| j. Bakery Park Green | u. Humpy Lumpy Green | ff. Southwest Campus Axis | qq. EMU Green |
| k. 13th Avenue Axis | v. Knight Library Axis | gg. Columbia Axis | rr. 14th Avenue Axis |

sep oct nov dec jan feb mar apr may jun

analysis & opportunities



PAG 1

PAG 2

analysis
PSPL survey

conceptual design



PAG 3

PAG 4

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

PMT calls

final report



PAG 5

draft report
final report

2. VISION

All aspects of the 13th Avenue Plan are driven by the following principles related to the mission of the university. 13th Avenue should reflect the university's purpose, vision, and values. As an open space it should provide a safe and welcoming environment and support discourse and expression. It should support the social, cultural and physical well-being of the campus community.

primary axis

13th Avenue should be the best way to move across campus - efficient, comfortable, and delightful to walk and bike on anytime. It should connect and celebrate the campus open spaces and buildings along it.

a place for people

13th Avenue should be a place for people to move freely, gather, and take part in campus life. A crossroads for students, faculty, and visitors, it should act as a center of public life, connecting campus and the larger community.

unique identity

13th Avenue should have a strong sense of place defined by a unique physical environment. It should be a clear organizing feature of the campus open space that helps people know where they are.

The 13th Avenue Plan is also in support of the Campus Plan and its Principle and Pattern Framework. It should embody the vision that the campus will be responsive to needs, adaptable to emerging opportunities, and beautiful to behold.

flexible

13th Avenue should be flexible and accommodate a range of events and activities outside its key daily functions. These include the ASUO Street Fair, graduation, and sporting events as well as smaller scale activities that enrich campus life such as student tabling and impromptu interaction.

pragmatic

The design of 13th Avenue should allow it to be built and adapted over time as opportunities and needs evolve. Many future buildings and renovations are planned along 13th, and the principles of its new design are in support of the growth of the University.

sustainable

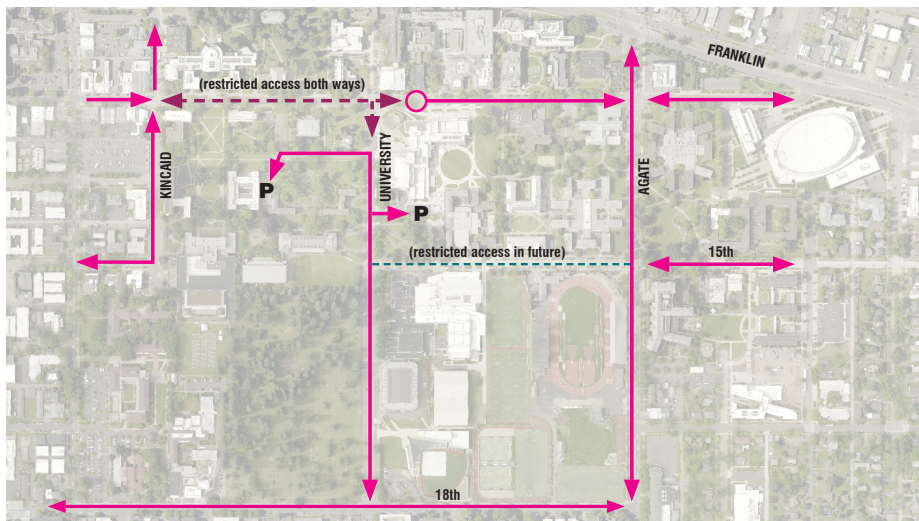
13th Avenue should be environmentally responsible and sustainable. The preservation of existing resources such as large trees, diverse species, the effective treatment of storm water and ongoing maintenance should all be considered as core parts of the plan.

3. DISCOVERY & ANALYSIS

CONTENTS

3A. Evolution of 13th Avenue	
3B. Analysis.....	
3C. Key Findings	

VEHICLE CONNECTIONS



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GATEWAYS



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Multi-Modal Circulation

VEHICULAR ACCESS



REFERENCES
 • UO GIS
 • site observations

↔ UNRESTRICTED ACCESS (ALL VEHICLES)
→ RESTRICTED ACCESS (SERVICE, DELIVERIES, SHUTTLES, ADA/AUTHORIZED PERSONAL VEHICLES)

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SERVICE & DELIVERY VEHICLE ACCESS



REFERENCES
 • UO GIS
 • site observations

● SERVICE LOCATIONS
▲ BUILDING ENTRANCES
↔ SERVICE & UTILITY VEHICLE ROUTE
■ BUILDINGS SERVED FROM 13TH

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Campus Landscape

HISTORIC SIGNIFICANCE - LANDSCAPES



REFERENCES
 • UO CPM Historic Surveys



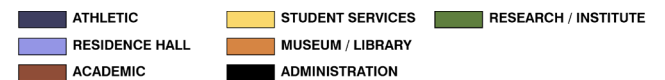
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BUILDING USES



REFERENCES
 • UO Framework Vision Project



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Public Space and Public Life Survey (PSPL)

WHY STUDY PUBLIC LIFE?

Public life is the social activity that takes place in everyday public spaces on campus - on streets, in quads and plazas, and in spaces between buildings. It is what people create together when they learn, work, and live their lives outside of their homes, classrooms, workplaces, and cars.

Universities regularly collect data on traffic and parking requirements. Policy and open space design evolve from the metrics that we collect, so it's no surprise that the planning process is often better suited to address the behavior of vehicles than the needs of people in the public realm. To adopt a people-centered approach, we first need to recognize that we should 'measure what we care about.'

A growing number of campuses and municipalities now count and observe how people use public space: how they choose to move through campus, where they prefer to stay, the activities they engage in, and the types of people who are represented (or under-represented) in a space.

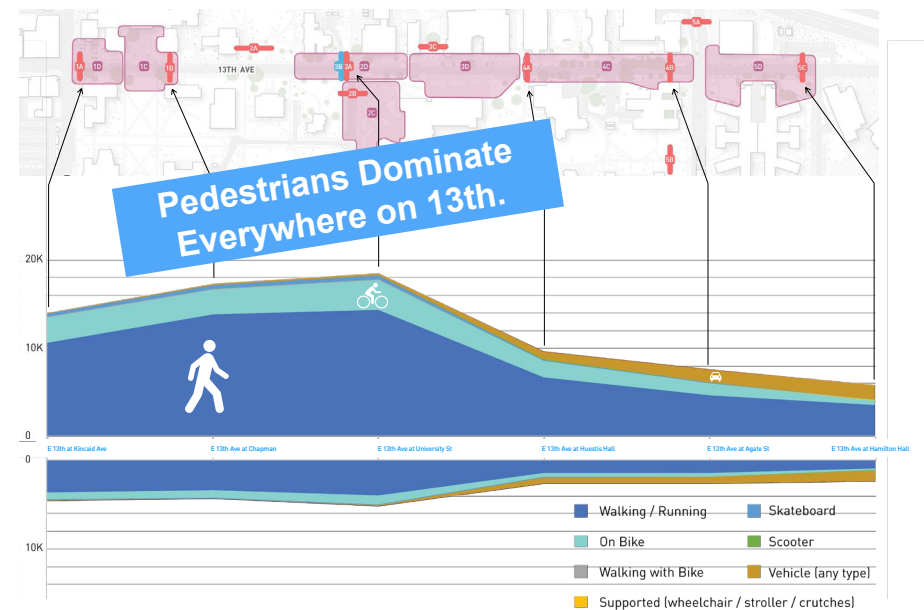
Measuring public life allows for a more intentional approach to planning and design in the public realm. With this tool, universities can optimize their often vast amounts of campus open space for human comfort, social interaction, respite, and all forms of mobility with a more holistic understanding of how people can benefit from thoughtful public space design.

THE SURVEY

After a brief training in Gehl's PSPL survey methodologies and a people-

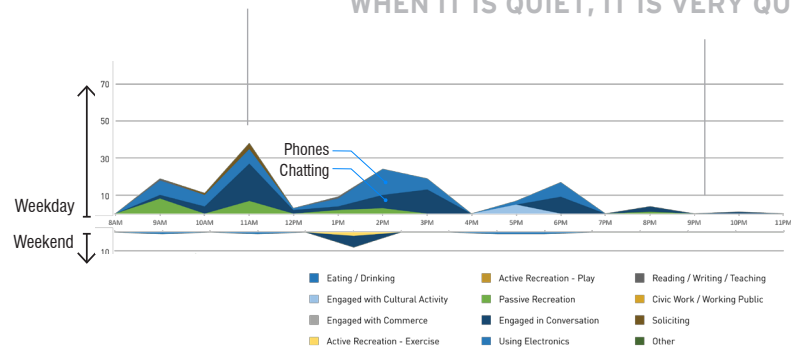
centered approach to placemaking, an eager group of 30 student and staff volunteers were deployed across 13th Avenue over two long days to observe how people used and moved through the 13th Avenue corridor. During every hour of each four-hour shift, surveyors repeated up to four survey tasks including movement counts, stationary activity mapping, and age and gender counts.

Low vehicle volumes on 13th Avenue enabled surveyors to record the number of cars passing by in addition to people. This customized



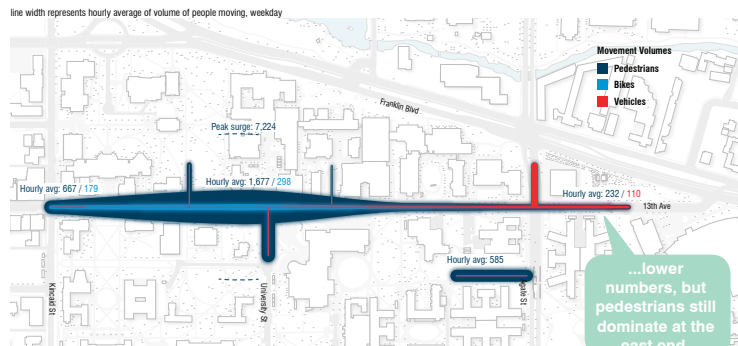
2 ...But, there are huge fluctuations in people moving and staying

WHEN 13TH IS BUSY, IT IS VERY BUSY...
WHEN IT IS QUIET, IT IS VERY QUIET



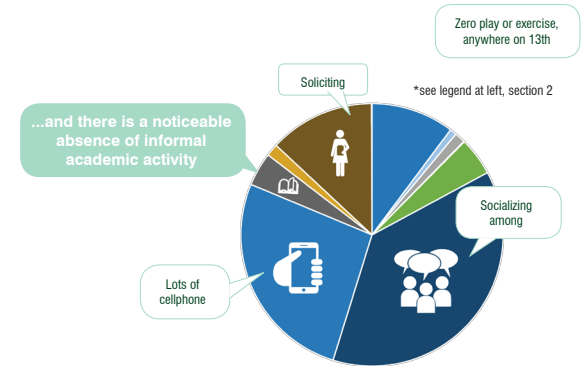
What people do at 13th and University

LOTS OF PEDESTRIANS AND FEW CARS ON 13TH

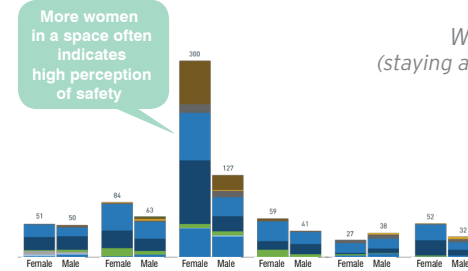


Weekday movement volumes along 13th Avenue

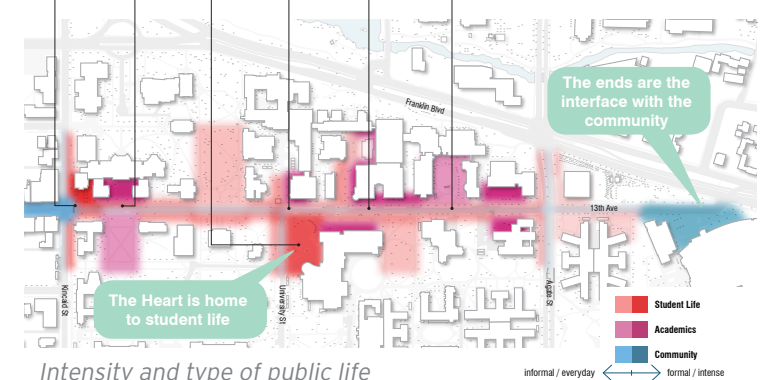
3 People spending time are mostly socializing and using cell phones



Who is staying?



What are people doing?
(staying activity across all of 13th Avenue)



Intensity and type of public life

3C. KEY FINDINGS

This will be a summary that brings conclusions from the physical site analysis together with findings from the Gehl study and campus outreach.

Outline:

The public life study revealed a campus that fluctuates between extremes. At high points, during passing periods on class days, 13th Avenue becomes one of the world's busiest streets. Yet during evenings and weekends, it can feel deserted. This feeling is accentuated by a lack of human-scaled spaces for staying, and vast stretches of empty bike racks that can extend for hundreds of feet.

Pedestrians and bikes dominate the street, but most people are moving, and few actually stop and stay. Of those who do stay, the activities they participate in and the densities in which they congregate vary by location. The spaces along 13th Avenue fulfill a range of public life functions, operating within the University population's broad ecosystem of needs ranging from academic functions to student life and social mixing with the community.

Additionally:

- The character of the street changes greatly from east to west. There is no consistent sense of "being on 13th".
- The street lacks safe and welcoming connections to the City. It is not always clear when you are "on campus", especially at the eastern end of 13th.
- The street lacks visual cues that could connect it more clearly to the rest of campus.

- Circulation systems change on each block. This causes confusion and contributes to the risk of conflict between people walking, biking, and driving.
- Although many people ride bikes, there is not a clear "culture" of bike use that would standardize behavior. There is a desire for pedestrian and wheels separation.
- In spite of many rules and signs, the street does not feel organized or well managed. The rules are not intuitive.
- Circulation usually works well in the east-west direction but there are barriers and safety concerns in crossing the street.
- A managed access point for vehicles is needed, and could be moved further east near Carson.
- Vehicles that are allowed access onto 13th need to be able to turn onto University.
- Many large historic shade trees on 13th are negatively impacted by people walking on their roots. This is the result of inadequate pedestrian space.
- There are opportunities to align changes to 13th with City projects, such as the Franklin Ave. study and bike lanes on 13th east of Kincaid.

4. CONCEPTUAL DESIGN

The Conceptual Design for 13th Avenue provides guidance for a holistic transformation of the street that includes a redesigned system of movement, expanded tree canopy and planting areas, new places to sit and gather, and a suite of design elements and standards for building a cohesive identity across the corridor.

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4A. The Corridor	
4B. Corridor Systems	
4C. Plazas	
4D. Management Recommendations	

4A. THE CORRIDOR

Kincaid to Agate

The Conceptual Design is a complete transformation of the two blocks between Kincaid St. and Agate St., including the full width of the existing street (from back of sidewalk to back of sidewalk), new and redesigned gathering spaces throughout the corridor, and selective enhancements to adjacent landscape and circulation areas.

The design eliminates dedicated vehicle lanes and public parking in the street, and repurposes that space for wider pedestrian walks, larger planting areas for canopy trees, and a generous dedicated bikes/wheels zone. This redistribution of space reflects the Campus Plan's transportation principles

and redefines 13th as the primary east-west axis across campus: an efficient and comfortable way to move, and a grand connection between campus open spaces and buildings. The design integrates "moving" activities (like walking and biking) with "staying activities" (like sitting and socializing) in a shared space that is vibrant with campus life.

The Conceptual Design reflects the Vision embodied in a clear physical image unique to 13th and consistent from end to end.



Figure. 4.X Corridor Plan Block 1 (west)

- 1** Kincaid Plaza (p.XX)
- 2** Memorial Plaza (p.XX)
- 3** Old Campus Plaza (p.XX)
- 4** Campus Heart (p.XX)
- 5** Onyx Connector Plaza (p.XX)
- 6** Science Green Extension (p.XX)
- 7** Agate Plaza (p.XX)



Figure. 4.X Corridor Plan Block 2 (middle)

Agate to Franklin

Starting at Agate Street, 13th Avenue is a city street with more constraints on the type and degree of transformation to function, circulation, and materials proposed in the Conceptual Design. However, this study did explore potential improvements to this block, which are shown below.

The boldest is a redesign of the end of the 13th, to align with Moss Street

for safer and clearer pedestrian connections across Franklin, improved vehicle access, and to create a new campus gateway landscape that spans 13th. This would truly transform circulation and arrival and provide numerous opportunities to enhance the physical image and open spaces at an important campus entrance.

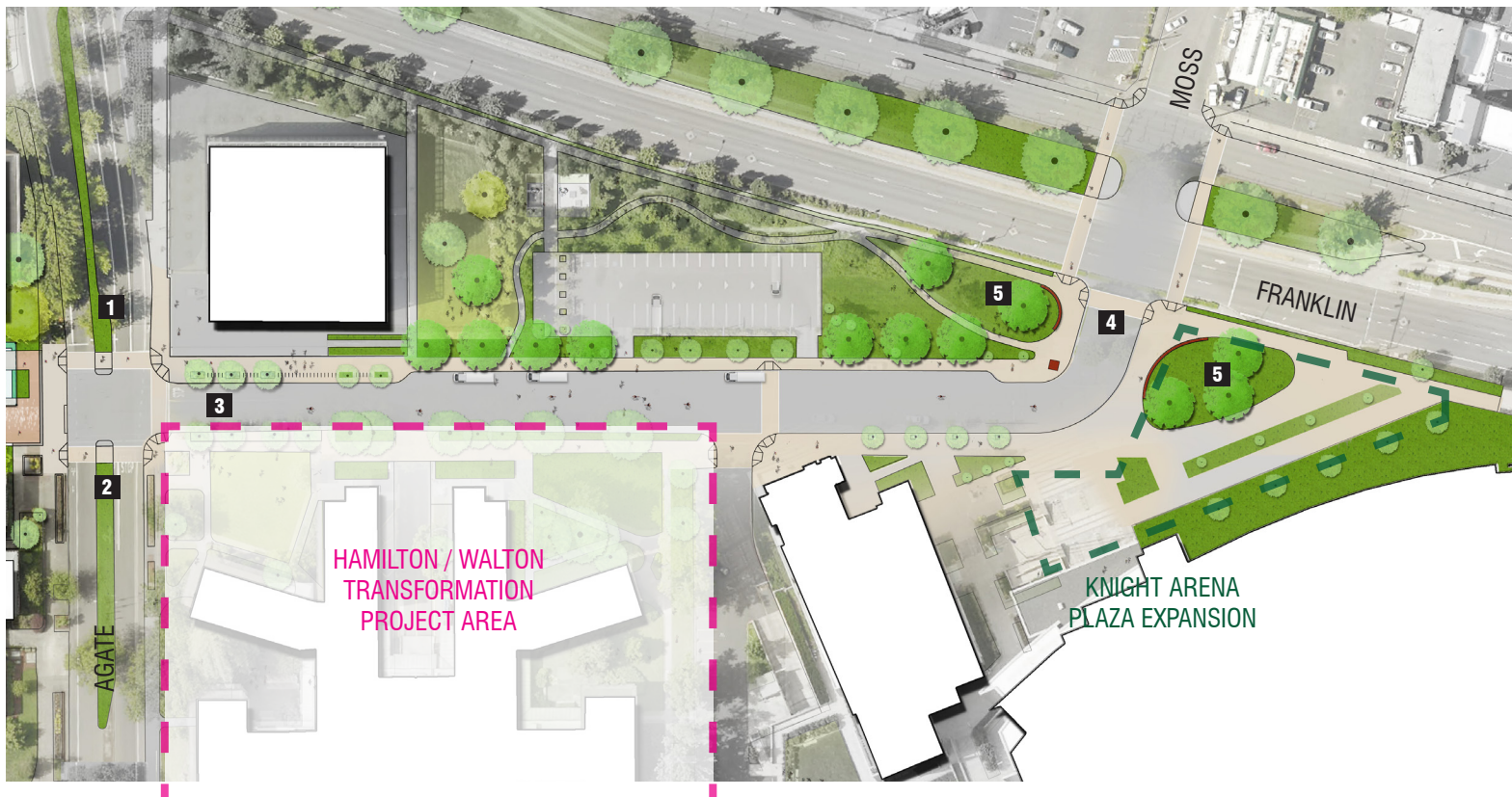


Figure. 4.X Corridor Plan Block 3 (east)

A New Street Section

Though actual dimensions vary throughout the corridor, most of 13th Avenue is approximately 70' wide, divided into a vehicular zone 34' wide (from curb to curb) and two 18' sidewalks. The vehicular zone, nearly half of the street, serves vehicular and bikes/wheels circulation, vehicle loading and parking, and bike parking. It also functions as overflow space for pedestrians, particularly at the west end of the corridor, during passing times between classes. Because 13th Avenue was built as a standard street, its design does not fit today's use: its functional spaces are out of proportion. Furthermore, 13th today doesn't convey the values and amenities of a high quality campus space.

PROPOSED SECTION

The Conceptual Design reallocates space to serve the way 13th Avenue is meant to be used, grounded in the principles of the Campus Plan. These spaces, or *functional zones*, are also rearranged for a more compatible, efficient, comfortable, and delightful environment for movement and campus life.

At the same time, the corridor design accommodates existing canopy trees and allows the street to function more or less as it does today. The existing curb alignment (34 feet curb to curb) sets two important points on the proposed street section; these continue to serve as the flow lines for storm water.

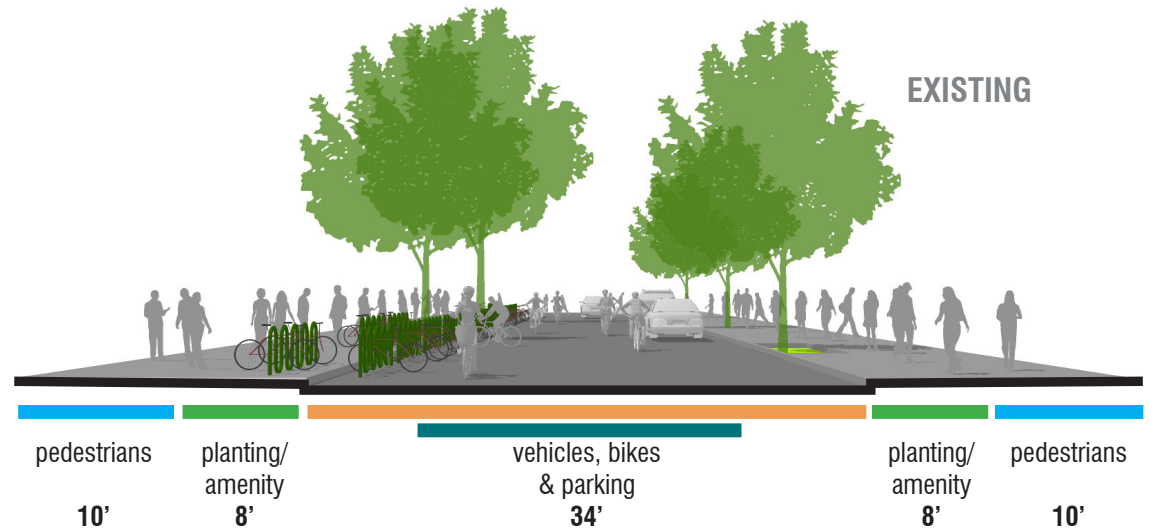
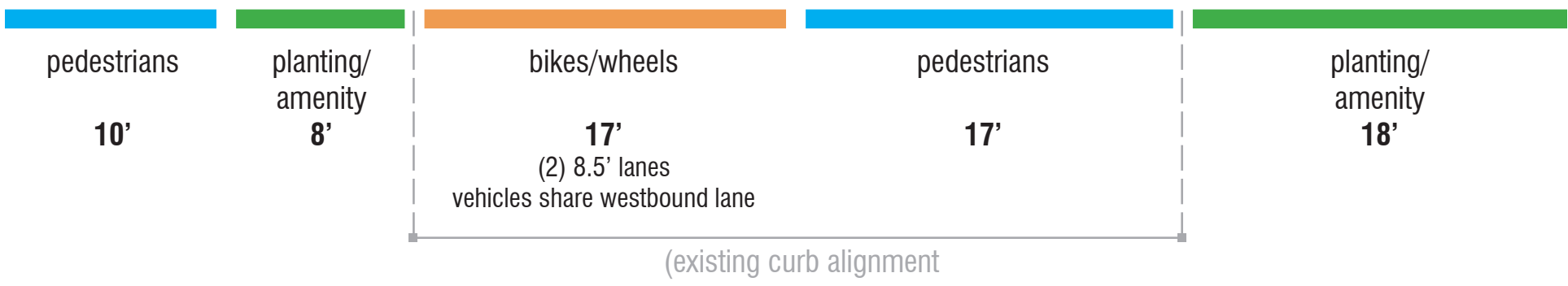


Figure. 4.X Typical Street Section: Existing Condition

summary

- two 8.5' bikes/wheels lanes: each lane wide enough to allow for passing
- two pedestrian walks
- grand pedestrian walk on the north (sunny) side (17' typical, 10' minimum)
- pedestrian walk on the south side (10' minimum)
- flush paving surfaces
- large planting and amenity zone along north edge



Street Zones

The Conceptual Design for 13th Avenue is based on a cohesive approach to the arrangement of zones for circulation, trees and planting, seating and gathering areas, bike parking, and vehicle loading and parking, which is consistent through the core project area (Kincaid St. to Agate St.)

The following pages illustrate and describe the location and design intent of each key element.



Figure. 4.X Typical Segment of the Corridor

CIRCULATION

The Conceptual Design creates more space for pedestrians and dedicated lanes for bikes and wheels. It removes personal vehicle access from the corridor and limits service, delivery, and contractor vehicles to the westbound bikes/wheels lane.*

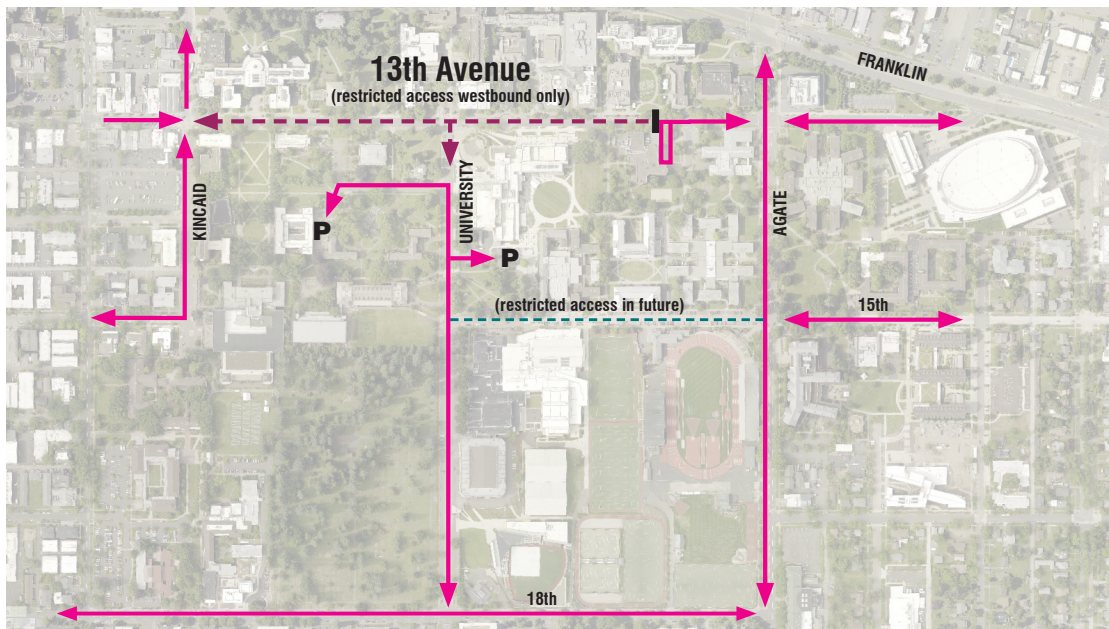





Figure. 4.X Vehicular Circulation in Context

design intent

- Prioritize pedestrians and bicyclists.
- Minimize the presence of vehicles and eliminate vehicle-only space from 13th Avenue.
- Create a clear and organized environment for movement that is efficient, safe, comfortable, and social-for everyone, including people with disabilities.
- Promote universal access and flexibility with flush paving surfaces (flush curbs).

shared use of 13th today

-  pedestrian circulation
 -  bikes/wheels circulation
 -  service / contractor vehicle access (westbound only)
- 1** 17' wide north walk
 - 2** 10' wide south walk
 - 3** 8.5' wide bikes/wheels lane
 - 4** mixing zone/crossing area: pedestrian priority
 - 5** occasional crossings

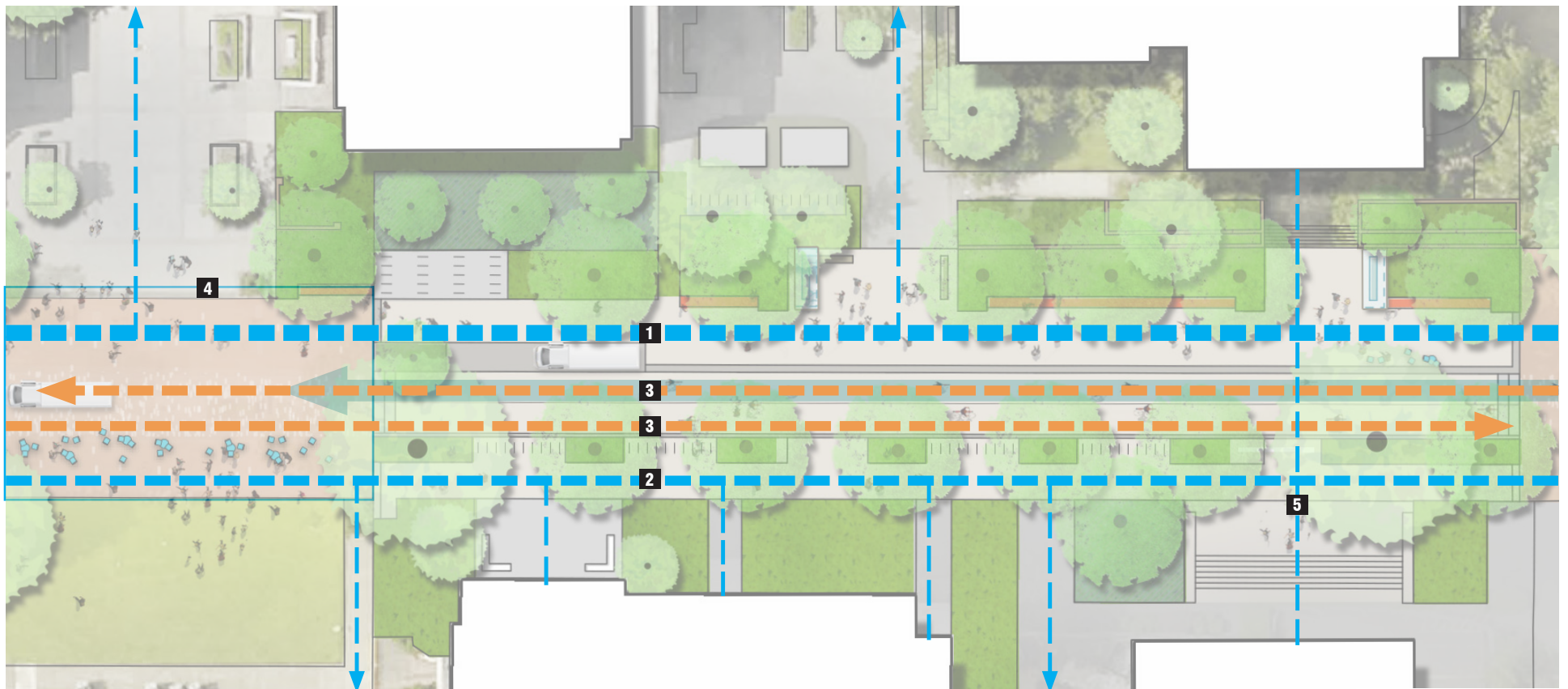


Figure. 4.X Circulation Zones

BIKE PARKING

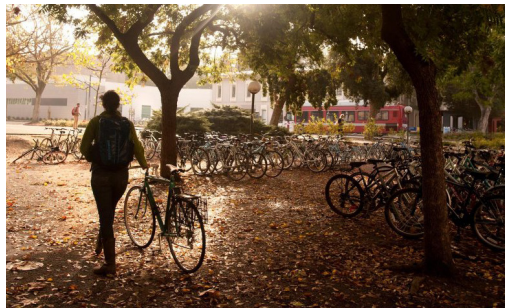
The Conceptual Design provides a high supply of bike parking, located to minimize visual clutter and conflicts with circulation.



(top) 13th Avenue today: bike rack row alongside pedestrian circulation. The Conceptual Design proposes moving rows to the amenity zone between pedestrian and bike circulation, in a clearly defined area.

(bottom) an example of a bike parking corral

Both approaches put bike parking in designated organized zone where it won't impose on circulation.



design intent

- Provide ample, high quality bike parking that promotes campus bicycle culture and use.
- Locate bike parking to minimize visual clutter and conflicts with circulation and other street uses.
- Provide large bike parking corrals in the planting/amenity zone on the north side of the street, located near building entrances, gathering spaces, and other areas of high demand.
- Provide rows of bike racks between trees on the south side of the street.
- Provide covered bike parking options throughout the corridor, integrated with buildings where possible.

- 1** bike parking in corrals
- 2** bike parking in rows
- 3** covered bike parking
- 4** bikes/wheels lane
- 5** no bike parking in plazas

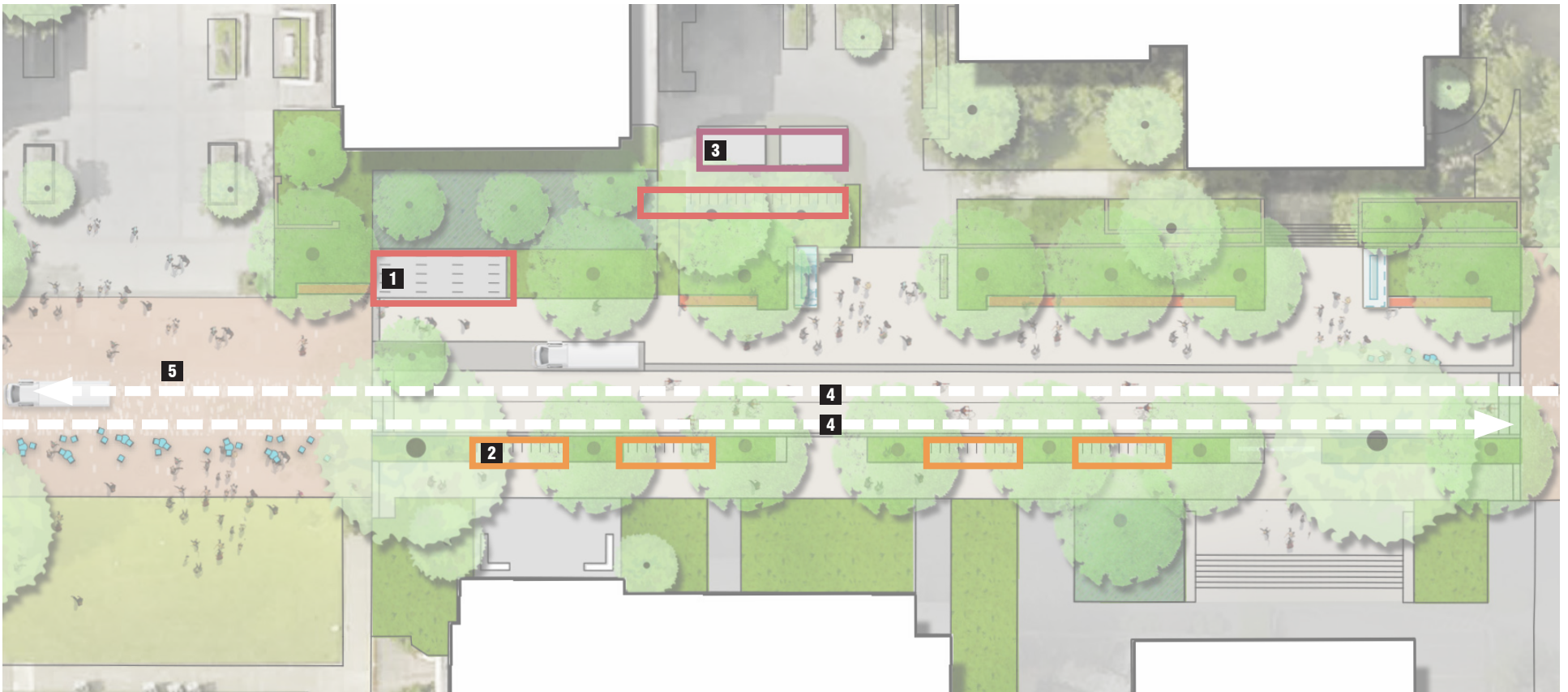


Figure. 4.X Bike Parking Zones





4B. CORRIDOR SYSTEMS

Overview

The Conceptual Design for 13th Avenue is comprised of functional systems that must cooperate. The following pages show how each system and its components are laid out across the corridor.

- pedestrian circulation
- bike circulation
- service and delivery access
- emergency vehicle access
- shuttle routes
- bike parking
- storm water treatment

PRIMARY PEDESTRIAN CIRCULATION

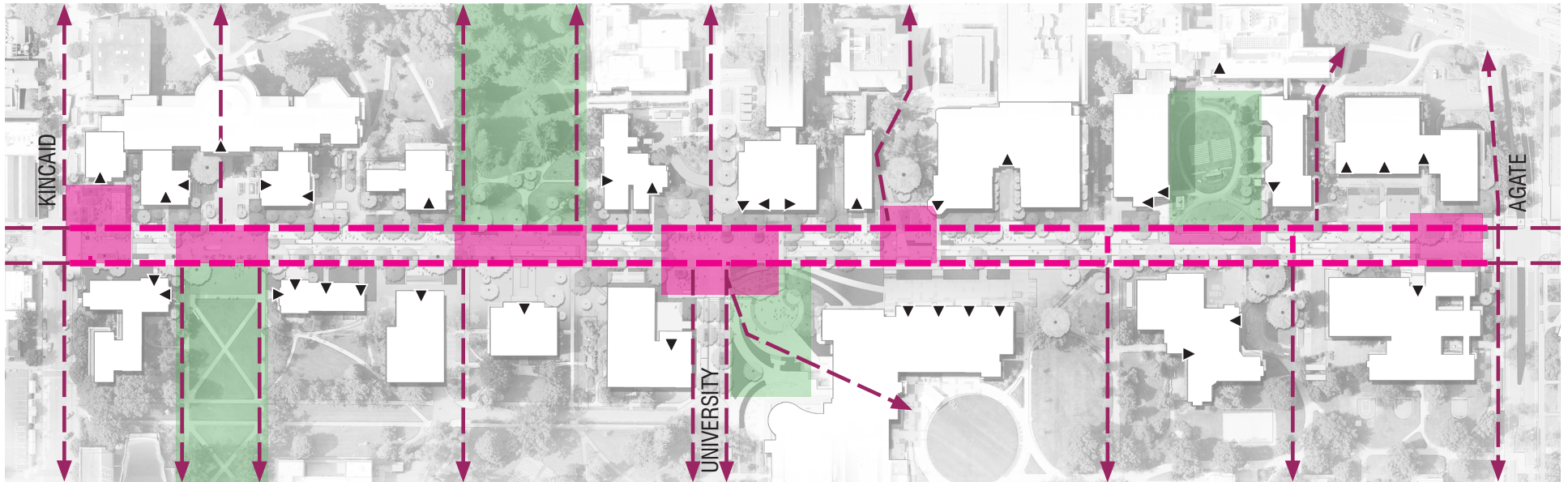







Figure 4.X Primary Pedestrian Circulation

Pedestrian walks on both sides of 13th Avenue are straight and uninterrupted. Primary crossing zones are at plazas, which coincide with primary north-south campus walks. There are occasional crossing points between plazas.

-  pedestrian circulation
-  primary campus walk
-  building entrance
-  plaza
-  campus open space

SERVICE AND DELIVERY ACCESS

- 1** controlled access point
- 2** semi truck loading zone (in-lane, restricted hours)
- 3** Beech Street / Carson Hall turnaround

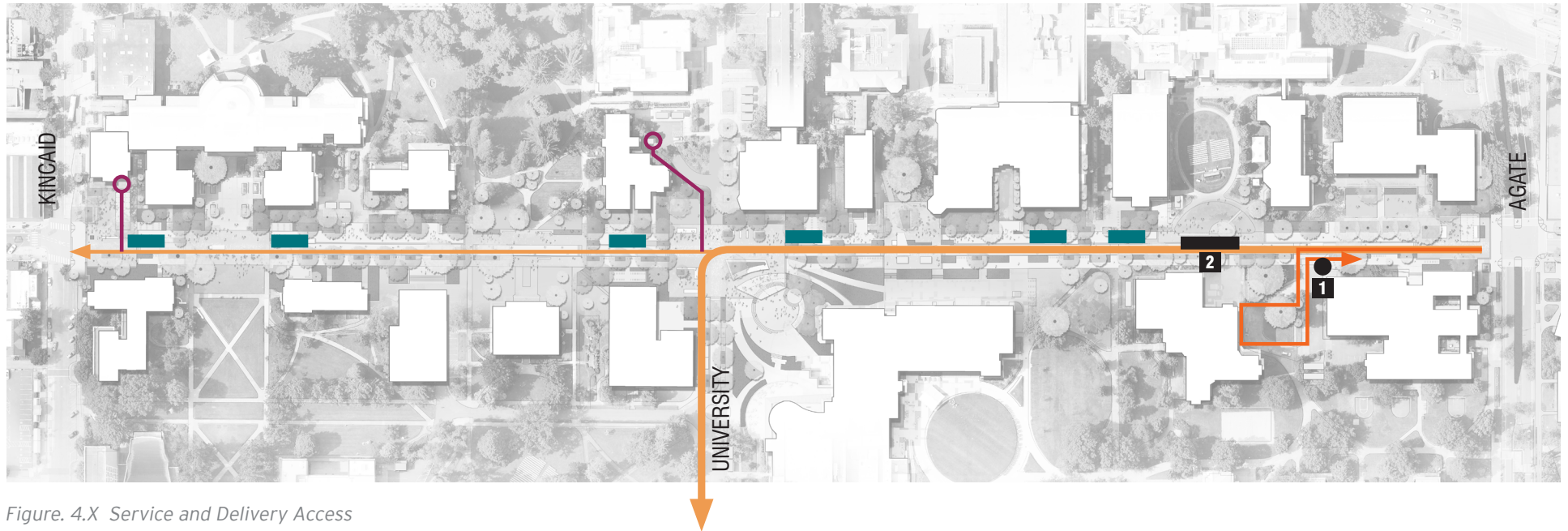






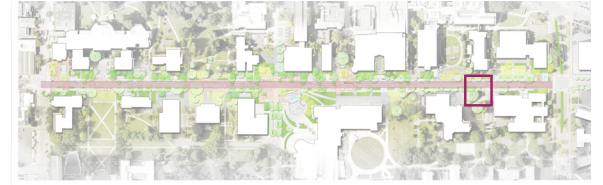
Figure. 4.X Service and Delivery Access

-  restricted access (westbound only)
-  public access (to Beech Street only)
-  campus service access point (
-  parking and loading spaces (2) for delivery and contractor use

Between Beech St. (turnaround at Carson Hall) and Kincaid St., vehicular use of 13th Avenue is westbound only, restricted to service, delivery, and contractor vehicles; access is managed by the university at a control point at Beech St. Permitted vehicles are allowed to turn south down University St. (one way). There is unrestricted (public) access to Carson Hall and the University Health, Counseling, and Testing building.

All vehicles must use the bikes/wheels lanes, drive slowly, and yield to bikes and pedestrians at all times.

12 restricted loading and parking stalls are provided for authorized vehicles, throughout the corridor, in 6 zones. Semi truck delivery loading at Campus Dining occurs in-lane, during restricted hours.



KEY PLAN

CONTROLLED ACCESS - ENLARGEMENT PLAN



- 1** *controlled access point*
- 2** *retractable bollards*
- 3** *authorized vehicles only*
- 4** *Beech Street turnaround*

4C. PLAZAS

Overview

As a primary axis in the campus open space framework, 13th Avenue is both a corridor for movement and a place for people to gather and take part in campus public life.

Seven new plazas promote the unique social role of 13th. They provide places to meet friends and colleagues every day, and space for special events that stimulate learning, discourse and expression. They celebrate historic campus buildings and open spaces along 13th and strengthen the physical and visual connections to them. And they invite more people and activities to the corridor throughout the day and week, so that it feels more vibrant, comfortable and safe more of the time.

From the standpoint of circulation design, the plazas are a series mixing zones where bikes (and other “wheels”) and vehicles slow and yield to

pedestrians. In this way they perform an important service of keeping the corridor pedestrian-focused and raising awareness and civility in general by requiring everyone to share space.

Each plaza is unique, with a program and site elements specific to its context and function on the corridor. However, consistency in design, materials, and quality convey that, together, the plazas are a single, organizing element of the 13th Avenue corridor and an integral feature of its design as a street.

The following pages illustrate and describe the key elements and design considerations for each of the seven plazas.

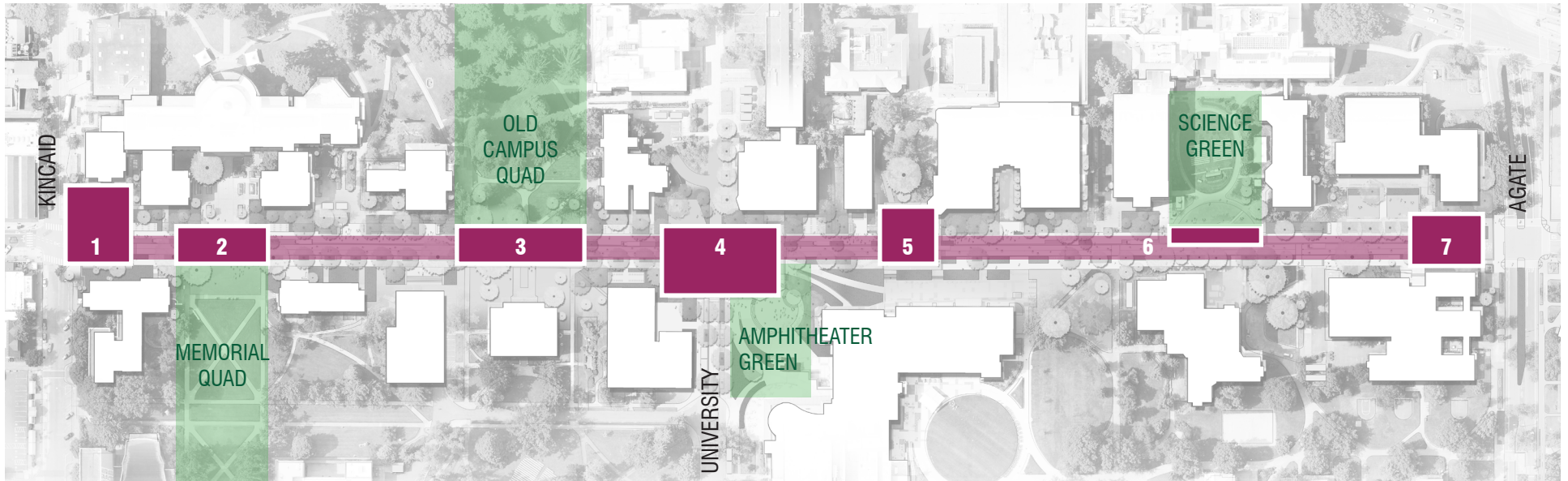


Figure. 4.X Plazas

- 1** Kincaid Plaza
- 2** Memorial Plaza
- 3** Old Campus Plaza
- 4** Campus Heart
- 5** Onyx Connector Plaza
- 6** Science Green
- 7** Agate Plaza

Kincaid Plaza

Kincaid Plaza is the western gateway to 13th where on-campus and off-campus life meet.

It is an active hub that serves as a meeting point, gathering space, and formal point of arrival. It is a transition zone between the campus landscape and the public realm, of city streets and sidewalks. And it is a public space for the campus community and the broader community alike, drawing energy from both sides.

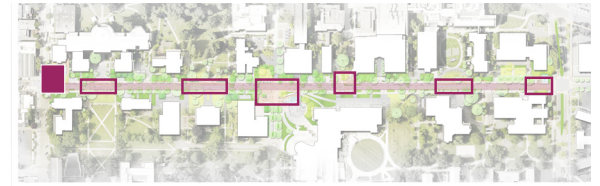
The design of Kincaid Plaza is full of different social and quiet places to sit, with flexible space for food kiosks, temporary installations, and small events.



13th today: Chiles Plaza

design intent and considerations

- Create an active hub at the campus entrance and gateway to town, which serves as a meeting point, bustling gathering area, and formal point of arrival.
- Provide an open, flexible design that accommodates temporary and seasonal uses such as movable furnishings, installations, and small events.
- Support transit use, rideshare, and safe bike connections.
- Preserve and celebrate historic architecture (Chiles, Peterson, Condon, original gateway elements).
- Provide a large, social pavilion and rain shelter that compliments the surrounding buildings.
- Preserve the historic plane tree. Remove the Callery pear grove and plant new large shade trees that define the plaza space.
- Consider incorporating a rain garden that treats storm water from 13th Avenue.
- Incorporate a campus gateway feature.
- Provide infrastructure for events.
- Collaborate with City on ROW improvements.



KEY PLAN



- 1** Kincaid Plaza seating elements
- 2** social pavilion
- 3** broad stair to Chiles entrance
- 4** family of distinctive seating elements
- 5** new plaza trees
- 6** preserve existing plane tree
- 7** campus gateway feature
- 8** retractable bollards (manage access)
- 9** rolled curb
- 10** connection to 13th Ave. bike lane
- 11** loose furnishings
- 12** accessible route to Chiles (service access)
- 13** potential passenger loading/ride share zone

- A** preserve brick gateway walls (remove fences)
- B** relocate Amundson memorial plaques
- C** preserve Chiles benches

Figure. 4.X Kincaid Plaza

5. DESIGN ELEMENTS

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- paving design (p.XX)
- trees (p.XX)
- planting areas (p.XX)
- social spaces and site elements (p.XX)
- canopies (p.XX)
- bike parking (p.XX)
- lighting (p.XX)
- infrastructure for programming (p.XX)
- campus gateway element (p.XX)

Paving Design

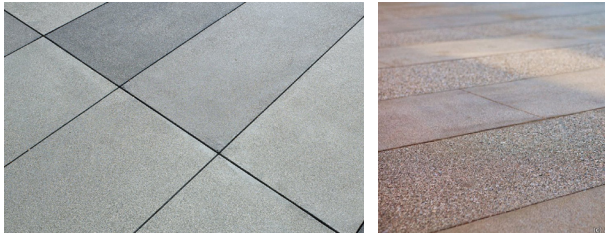
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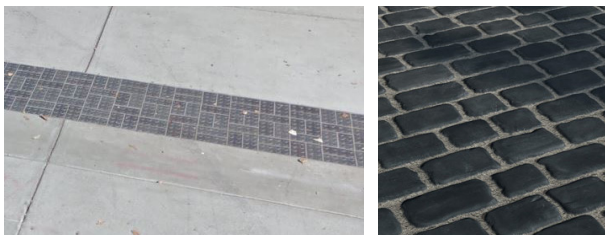


1 concrete paving at pedestrian zone



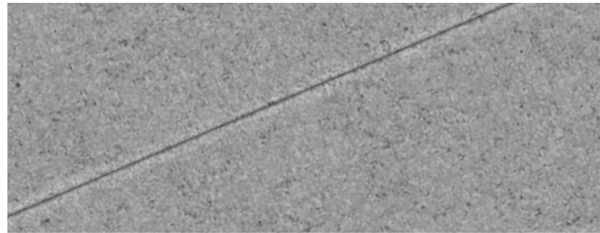
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4 detectable edges



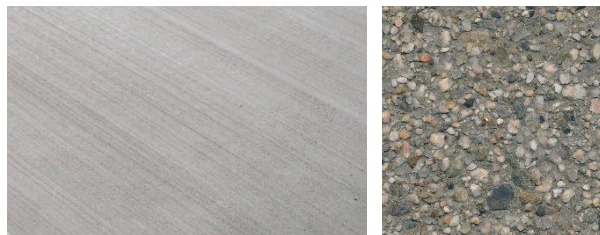
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2 concrete paving at bikes/wheels zone



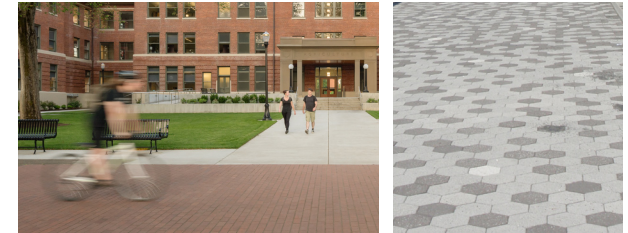
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5 textured paving at transitions



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3 unit paving at plazas



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6 existing adjacent paving

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- 1 concrete paving at pedestrian zone
- 2 concrete paving at bikes/wheels zone
- 3 unit paving at plazas
- 4 detectable edges
- 5 textured paving at transitions



design considerations & next steps

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Trees

Trees are a defining feature of the University of Oregon campus. The trees on 13th Avenue should create a unique sense of place.

Outline:

- The value of large trees to the campus
- Campus as arboretum
- Brief overview of history of trees on 13th
- Considerations for tree health
- Next steps



Figure. 3.X Old honeylocusts dating to Campus Inception, and 13th Ave by 1951

design considerations

- Protect existing large and healthy trees per University Arborist recommendations.
- Increase consistency in newly planted tree species while allowing for some diversity. A more consistent allee of trees will support the identity of 13th. Allowing for some diversity provides resiliency against disease and climate change.
- Create a consistent row of trees on the south side of 13th by infilling with dominant existing species - London Planes and Eastern Oaks.
- Create a consistent row of trees on the north side of 13th by infilling with species that provide continuity with the existing American Elm cultivars on 13th between Agate and Franklin.
- Use the same species of tree at all campus hubs to support identity and wayfinding - Honey Locust is suggested for its light and airy canopy and bright fall color. Honey Locusts were also historically present on 13th.

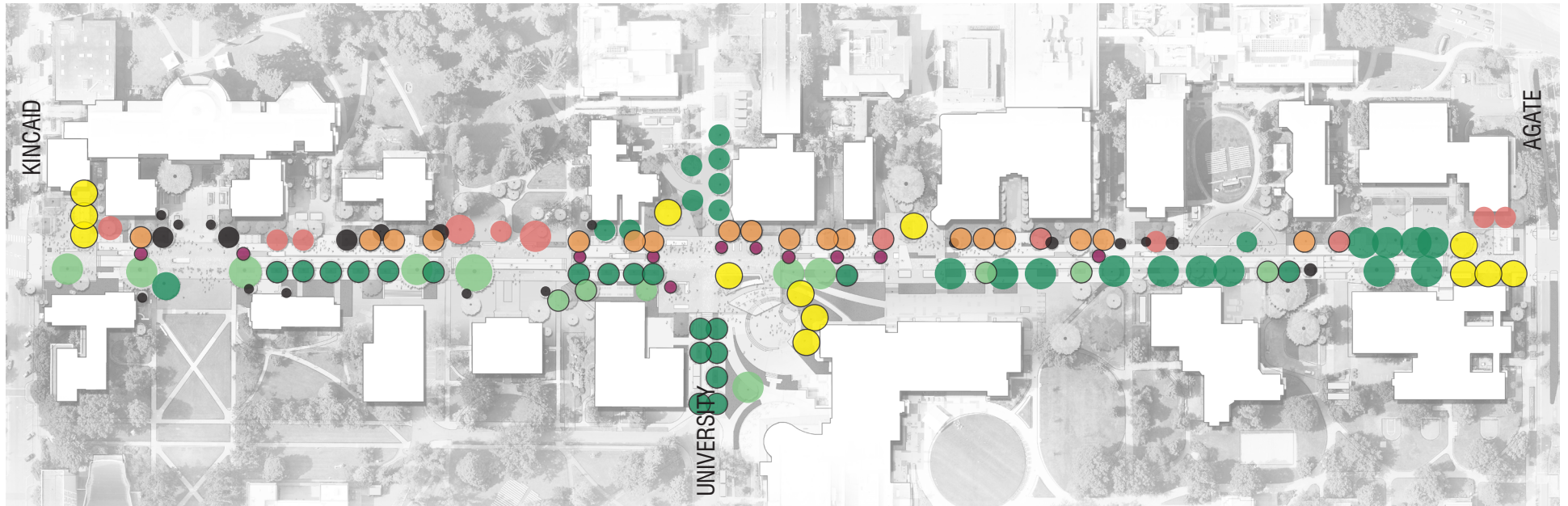


Figure. 3.X Existing and Proposed Trees

South Side of 13th

- existing plane tree
- existing oak tree
- proposed plane tree
- proposed oak tree

North Side of 13th

- existing maple tree
- proposed maple tree
- proposed elm cultivar
- proposed accent tree
* these trees sit between pedestrian and wheel zones and should be small and upright in character

Campus Hubs

- proposed honey locust tree
- existing tree, other species

London Planetree

e.g. *Platanus x acerifolia* 'Bloodgood'



● south side infill tree

Oaks

e.g. *Quercus shumardii* (Shumard oak) and *Quercus bicolor* (Swamp White Oak)



● south side infill tree

Hybrid American Elms

e.g. *Ulmus americana* 'Princeton', 'Jefferson', and 'New Harmony'



● north side infill tree

Maples

e.g. Acer x Red Sunset and Acer x Pacific Sunset



● north side accent tree

Honey Locust

e.g. Gleditsia triacanthos 'Christie' (Halka Honeylocust)



● plaza tree

Hornbeam

Carpinus betulus 'fastigiata' (European Hornbeam)



● accent tree

TREE GROWTH

Many large canopy trees can have lifetimes that range from 150 to 400 years. Lifespan varies with species, but also varies just as much depending on planting conditions. As street trees, many of the same species have a lifespan of 30 years or less as their needs outgrow the size of their soil volumes, and they are negatively impacted by stresses of urban conditions such as soil compaction, physical injury, and changes to soil hydrology.

The size of trees on 13th is now quite varied, which has two implications: 1) the street is likely to always have areas that will be “in transition” as old or unhealthy trees are replaced, and 2) the University should aim to maximize the health and longevity of its trees by improving planting conditions and meeting minimum soil volume standards for future tree planting.



Figure. 3.X Tree Growth Over Time

SOIL VOLUME

Outline:

Tree Pit Retrofits for Existing Trees

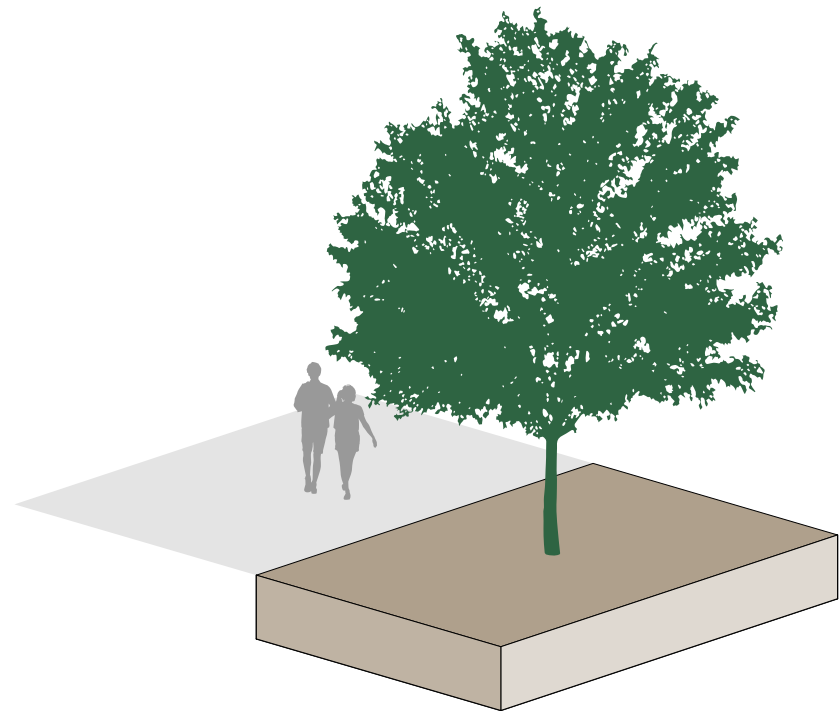
- Enlargement of soil area
- Surfacing options
- Edging and understory planting
- Notes on construction within critical root zones
 - fill is preferred to cut
 - arborist should be retained for design and during construction

Standards for new tree planting from James Urban "Up By the Roots" and Nina Bassuk (developer of CU Structural Soil) at 2013 ASLA conference:

- 600 cf of loamy soil per small tree
- 1000 cf of loamy soil per medium canopy tree
- 1500 cf of loamy soil per large canopy tree

Methods

- provide large planting areas with 24" average soil depth (for example a large tree would require an area about 8' x 90' or 16' x 45' in area)
- soil area can be shared between trees
- load bearing soil cell systems (for example: silva cells and strata cells)
- suspended pavement
- sand based structural soils, for areas with no vehicular traffic only



Social Space and Site Elements

Gathering spaces, seating options, and versatile site elements make 13th Avenue a social venue for campus life.

The design of 13th Avenue emphasizes places to sit, gather, and take part in the public life of campus. A cohesive set of design elements and furnishings support the social uses of the street and its plazas. These elements are intended to cohere the length of 13th by providing consistency both in design and in its quality as a place to spend time and engage with the campus community.

Programmatically, the corridor is divided into three zones: active plazas at Kincaid, Agate, and Campus Heart; formal plazas which connect to adjacent open spaces; and the “street” segments between these plazas. Social gathering and active programming are focused in the plazas, but the whole corridor offers ample seating.



design considerations & next steps

- Create a variety of places to sit, socialize, and gather throughout the corridor. Locate seating elements where they will well used.
- Establish a distinctive custom design for the linear seat on the north side of 13th Avenue.
- At active plazas, incorporate unique site features that invite a range of creative uses for socializing and programming (e.g. informal performances, tabling, and temporary installations). Establish a distinctive design language consistent with other custom elements in the corridor design (i.e. shape, material, and finish).
- Incorporate the campus standard bench.
- Supplement fixed seating with movable furnishings at plazas, lawns, and seating nooks. Establish a 13th Avenue standard for chairs and tables.
- Encourage temporary installations of seating, art, and design elements along 13th, in conjunction with events and academic projects.

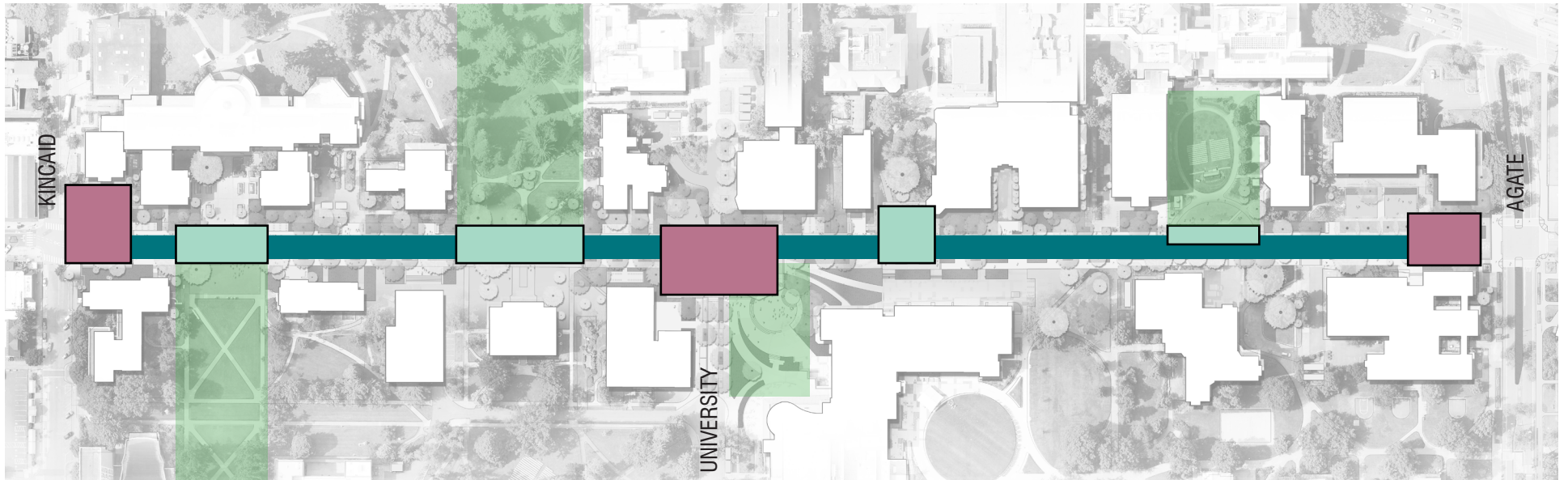


Figure. 3.X Public Life Zones

-  street
-  active plazas
-  formal plazas



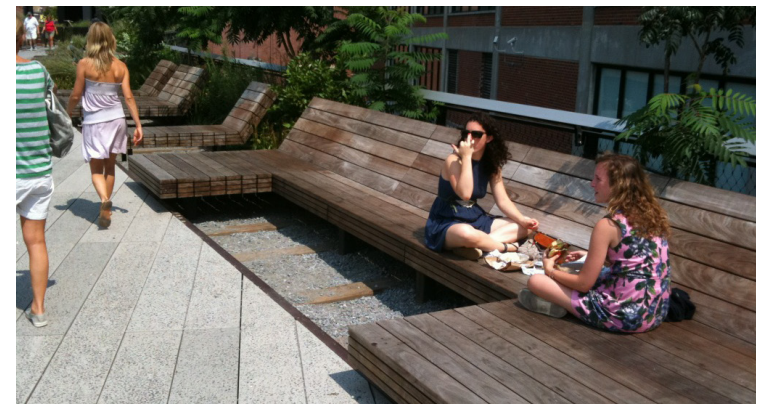
STREET SEATING



LINEAR SEAT

A primary component of 13th Avenue design elements is a linear seat on the north side of the street. Backed by planting, south-facing, and looking out across all the movement of the street, it offers a special place to see and be seen.

The design should be simple and durable but inviting and especially comfortable. It should accommodate conversations and other “staying activities” like reading and eating.



SEAT WALLS

Low concrete walls that structure space and circulation or that are necessary to retain soil provide informal places to sit or perch for a short time. Where planting and trees are proposed over existing utility tunnels, a retaining wall that creates adequate soil depth can also provide seating.



CAMPUS BENCHES

The campus standard bench should be incorporated throughout the corridor, at seating nooks and near building entrances, in particular.

PLAZA ELEMENTS



SITE FEATURES FOR CAMPUS LIFE

The plazas along 13th Avenue are gathering spaces that host a broader range of activities than the street. In addition to seating elements, they include more substantial features that structure space and serve as meeting points and “attractors” for socializing, performances, free speech, and creative uses—particularly at “active plazas.” At formal plazas, these features should reinforce the character and use of adjacent campus open spaces, not compete.

The design of site features should be site specific, integrated with each plaza design and program. However, they should be consistent with a distinctive design language for the corridor, so that they contribute to the overall visual identity of 13th Avenue.

MOVABLE FURNISHINGS & TEMPORARY INSTALLATIONS

Flexible areas along the corridor provide opportunities for supplemental furnishings and installations on a seasonal or temporary basis. Loose tables and chairs provide additional capacity at plazas and allow people to modify their surroundings (e.g. for sun or shade, to sit alone or in a group). At the edges of quads or greens, they provide a comfortable place to sit in the lawn.

The Conceptual Design aims to make 13th a venue for campus life; it could be a gallery for academic projects and student installations (e.g. artworks and fabrications) and a forum for student groups and activities.



6. IMPLEMENTATION

CONTENTS

6A. Phasing Concept	
6B. Construction Phasing	

6A. PHASING CONCEPT

The Conceptual Design for 13th Avenue can be built in phases that do not rely on a particular sequence of implementation. Each phase begins and ends at a plaza, which serves as a transition between existing conditions and the new design. Because the design aligns with the layout of existing curbs, the corridor's circulation and drainage patterns naturally span between old to new segments. This flexibility allows phasing to react to funding opportunities and other factors outside the design itself.

The conceptual phasing plan (opposite) shows a phasing scenario divided into six phases, with a cost estimate for each.

considerations and next steps

- Each phase should begin and end with a plaza (indicated in pink).
- Consider starting with a comparatively simple interior segment, such as Old Campus Plaza (Phase C) to confirm design standards for the corridor.
- Consider interim treatments to remove vehicles and initiate and reconcile circulation revisions prior to full build-out
- Reevaluate phasing plan as funding opportunities arise such as building projects, active transportation and utility upgrades.
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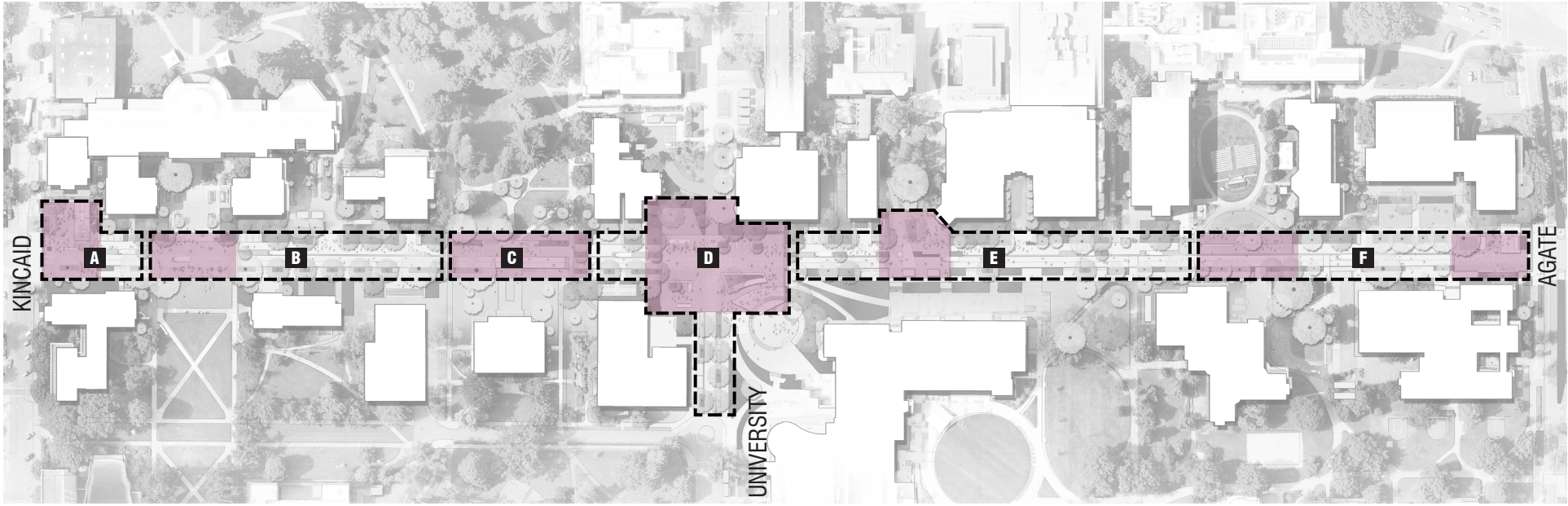


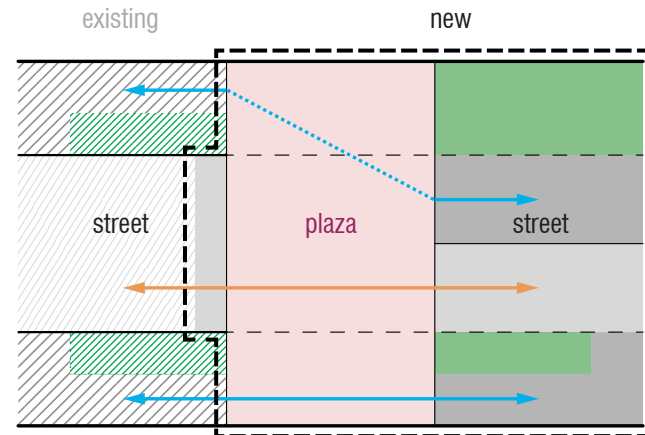
Figure. 3.X Conceptual Phasing Plan

A	B	C	D	E	F
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interim transitions

Because the Conceptual Design is curbsless and realigns circulation, it is prudent to begin and end each phase at a plaza, which can serve as a transition zone to mediate these differences.

This diagram shows the interface where existing circulation zones meet new circulation zones.



6B. CONSTRUCTION PHASING

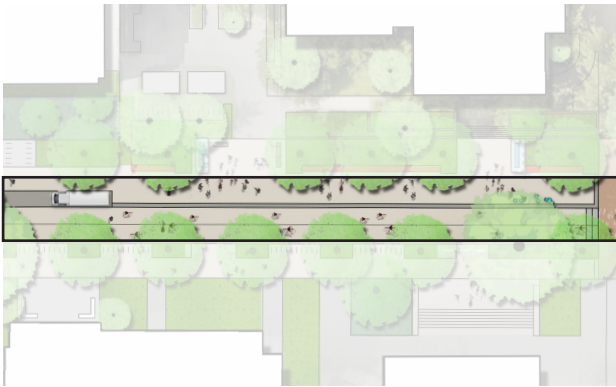
1 existing curb line /
existing and proposed
flow line for storm water



The cross-section of the Conceptual Design can be divided into three zones, delineated by the curb lines of the existing street:

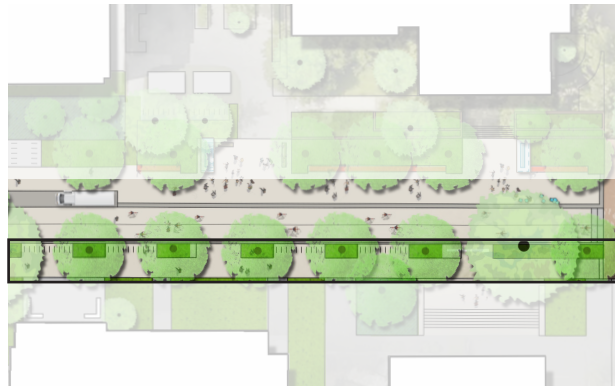
- Planting/amenity (seating and bike park) zone on the north side
- Pedestrian zone and bikes/wheels zone in the center
- Pedestrian zone and planting/amenity zone on the south side.

Within a phase, these three zones could be built in sequence, to allow the street to stay open during construction.



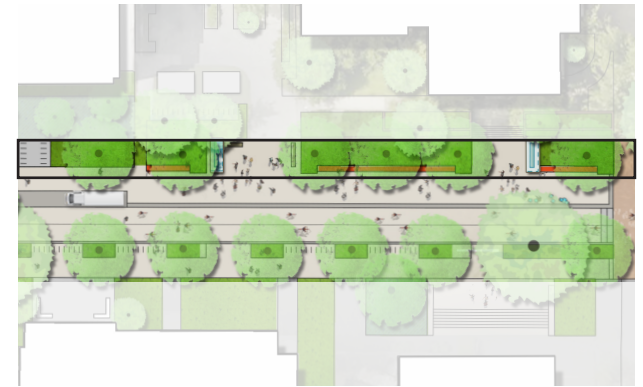
PHASE 1

- Remove bikes and vehicles during construction of the center zone. Leave existing sidewalks open to pedestrians during construction.
- Construct middle zone (pedestrians, bikes, and vehicles)



PHASE 2

- (middle zone complete)
- Construct south zone (pedestrians, planting, and amenities)



PHASE 3

- (middle and south zones complete)
- Construct north zone (planting and amenities)