UNIVERSITY OF OREGON COLLEGE AND CAREERS BUILDING SITING STUDY

MAY 2015

ACKNOWLEDGEMENTS

ADVISORY GROUP

Frances Bronet, Interim Provost Dean of Architecture & Allied Arts (AAA)

Larry Bruton, FAIA, UO Foundation Trustee, Architect (ZGF Architects, LLP)

James Chrisman, Student / AIA Student Chapter President

M. Boone Hellmann, FAIA, LEED AP BC+C, Retired Campus Architect, UC-San Diego

Robin Holmes, Vice President for Division of Student Life

W. Andrew Marcus, Interim Tykeson Dean, College of Arts and Sciences

Jamie Moffitt, Vice President for Finance and Administration /CFO

Ginevra Ralph, Vice Chair, UO Board of Trustees

Chris Ramey, AIA, LEED Green Associate, University Architect, Associate Vice President, Campus Planning, Design and Construction,

Brad Shelton, Interim Vice President for Research and Innovation

Edward Teague, Head, AAA Library, University Senate member/representative to the Campus Planning Committee (CPC)

Rob Thallon, Associate Dean, AAA, Associate Professor, Architecture, Campus Planning Committee chair, Space Advisory Group member

Roxi Thoren, Associate Professor, Landscape Architecture and Architecture, Director, The Fuller Center for Productive Landscapes

PROJECT SPONSOR REPRESENTATIVES

Cathy Soutar, MRAIC, LEED Green Associate, Director of Planning and Facilities, College of Arts and Sciences

Gregg Lobisser, Associate Vice President for Capital Projects, Division of Student Life

UO STAFF

Chris Ramey, AIA, LEED Green Associate, University Architect, Associate Vice President, Campus Planning, Design and Construction

Christine Thompson, Planning Associate, Campus Planning Design and Construction

Emily Eng, LEED AP BD +C, Planning Associate, Campus Planning, Design and Construction

Phil Farrington, AICP, Planning Associate, Campus Planning, Design and Construction

Fred Tepfer, Project Planning Manager, Campus Planning, Design and Construction

Darin Dehle, Director-Capital Construction Campus Planning, Design and Construction

Jeff Madsen, Capital Construction Energy Systems Manager, Campus Planning Design and Construction

CONSULTANTS

Cameron McCarthy Landscape Architecture & Planning

CAMERON McCARTHY

OREGON

EXECUTIVE SUMMARY

The University intends to construct a new College and Careers building, approximately 50,000 gsf in size, to house College of Arts and Sciences (CAS) college-wide departmental space, the Career Center, University classrooms, informal learning space, and CAS support space.

This Siting Study analyzes potential building sites within three study areas and provides a comprehensive list of factors that influence whether the proposed use is considered a good fit for a particular site. A number of potential locations were considered before narrowing options to the following three sites: Site A, abutting Fenton Hall; Site B, adjacent to Chapman and Johnson Halls; and Site C, on the PLC Parking Lot.

The process used to complete the Study involved participants from the Project Sponsor Group and Campus Planning, Design, and Construction (CPDC). Various analysis tools were utilized including a:

1. Preliminary, conceptual building footprint to help analyze the spatial feasibility of supporting the desired program within each study area;

2. List of criteria to help identify any challenges for development at each site, to determine how well the potential site aligned with the existing Campus Plan and envisioned campus framework, and to assess how well the potential site aligned with user needs and their optimum programmatic functions; and,

3. Generalized cost estimate of identified factors that could affect the relative cost of developing on the various potential sites.

Following is a summary of key constraints identified for each site:

Site A, abutting Fenton Hall:

- No on-site space for parking, including service vehicle parking. The Project Sponsor is not requesting additional parking on Site A for the CCB. Parking is available near the site at Deady Hall and across the 13th Avenue Axis at Johnson Hall; service vehicle access from off-site appears feasible;
- No on-site space available for delivery access/drop-off;
- Required square footage and project costs increase due to the required replacement of existing Fenton Math Library stacks uses;
- Adjacency to the historic Deady Hall and heritage landscape limits footprint and height options to ensure compatibility;
- Adjacency to existing uses in Fenton Hall limits footprint and height options to accommodate natural light and views;
- Additional programmatic square footage, building size/height, and cost impacts associated with potential future expansion of existing Fenton Hall uses (Math department) must be considered;
- Numerous mature trees on-site impacted (some are used for instructional purposes); and
- Key pedestrian connections impacted.

Site B, adjacent to Chapman and Johnson Halls:

- Limited parking/access, though allocating space for approximately three service vehicles appears feasible (precise location to be determined);
- Adjacency to historic open spaces and buildings limits footprint and height options to ensure compatibility;
- Adjacency to existing uses in Chapman Hall potentially limits footprint and height options to accommodate natural light and views (further evaluation of specific site and building design options will be required if Site B is selected);
- Potential future expansion of adjacent facilities (e.g., Jordan Schnitzer Museum of Art and Honors College) must be considered; and
- Existing and future semi-truck delivery access for the Jordan Schnitzer Museum of Art must be accommodated.

Site C, on the PLC Parking Lot:

- Site C displaces the most parking of any option by a significant margin;
- Extension of the utility tunnel across Kincaid Street (a public street) increases project costs;
- Project size is relatively small compared to potential development site;
- Site location is not well-connected to the academic core; and
- Replacement of the existing LTD transit station requires a one-year notice and identification of a suitable new site.

**Note: The Advisory Group will use findings from this Siting Study to consider and ultimately recommend a preferred site for further analysis. Upon this determination, this Executive Summary will be modified to account for the Advisory Group's recommendation and any considerations associated with the Advisory Group's recommended site.*

EVALUATION MATRIX: COLLEGE AND CAREERS BUILDING

SITE	CRITERIA CLUSTERS			
	I. Feasibility of Development	II. Campus Plan Framework	III. Space Needs Plan	IV. User Needs: Program & Facility Elements
Site A: Fenton Addition				
Site B: South & East of Chapman				
Site C: PLC Parking Lot				

● = Fully Meets Criteria; **O** = Somewhat Meets Criteria; **-** = Very Little or Nothing About the Site is Consistent with the Criteria;
N/A = Not Applicable

THIS PAGE IS INTENTIONALLY BLANK

TABLE OF CONTENTS

APPENDICES

THIS PAGE IS INTENTIONALLY BLANK

APPROACH

This Siting Study analyzes three sites for a new College and Careers building (CCB) and provides a comprehensive list of factors that influence whether the proposed use is considered a good fit for a particular site. The three sites that were selected by the University's Space Advisory Group for analysis are located within or near the academic core of the campus. Site A abuts Fenton Hall, Site B is adjacent to Chapman and Johnson Halls, and Site C is on the PLC Parking Lot. Two additional sites were given preliminary consideration but were not selected for further evaluation. A site north of Hendricks Hall was deemed too small to accommodate the CCB program in a single structure. A site at the current Collier House location was not selected due to the City Landmark status of the Collier House, the resulting extended land use process required to remove the structure, and the fact that there are other sites within the academic core that could accommodate the project.

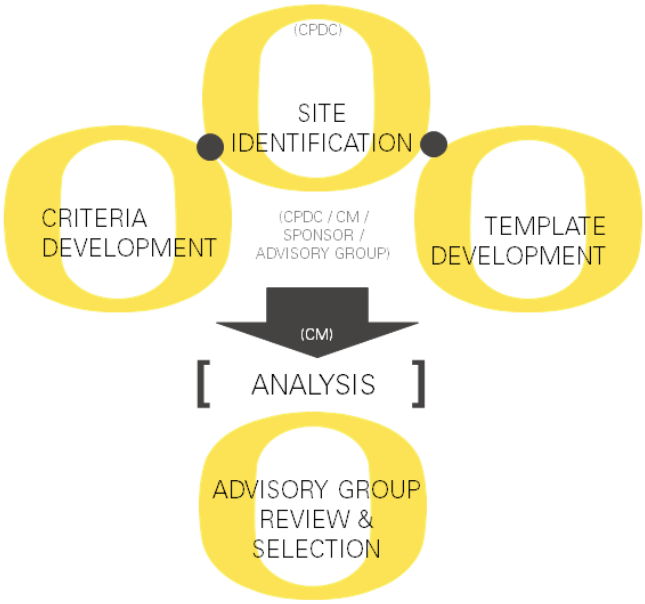
The process used to complete the study was generally consistent with prior studies for a new Residence Hall, Softball Field, and Science Building. A set of analysis tools consisting of conceptual building footprints and specific siting criteria informed this process and were applied to each site for analysis (further described in the following section). The analysis involved participants from the Project Sponsor Group and Campus Planning, Design, and Construction (CPDC).

ADVISORY GROUP RECOMMENDATION

The analysis in this document will be provided to the Advisory Group, which is tasked with reviewing all potential sites and recommending a preferred site for further consideration.

NEXT STEPS

Following the Advisory Group's recommendation of a preferred site, input will be solicited from on-campus stakeholders, and consultants for the UO Campus

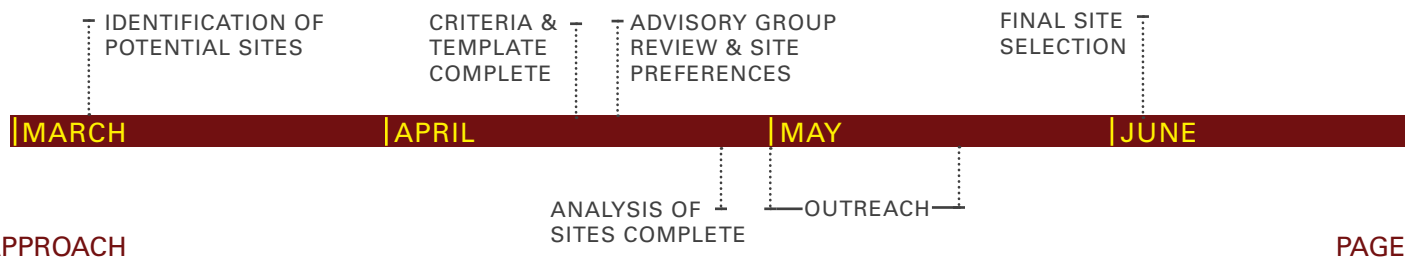


Physical Framework Vision project will provide their professional opinion. This information will be forwarded to the University President for referral to the UO Space Advisory Group and Campus Planning Committee (CPC). The SAG and CPC recommendations will be presented to the President, who will make a final site selection.

ANALYSIS TOOLS

TEMPLATE DEVELOPMENT

A conceptual building template was developed to help evaluate prospective sites. The template takes into consideration the conceptual program for the CCB and its spatial requirements. It should be noted that the footprint illustrated on the prospective sites is conceptual in nature, and is an example of how a potential building could fit on a given site. It does not presume to represent specific building geometry, future site layout of the building on the site, or site design. The building programming and design process could result in a substantially different building footprint and layout. The template is provided as a means to examine various sites for fatal flaw analysis, consideration of existing site-related conditions, and to stimulate discussion.



The basic program elements for the CCB include the following:

- A building area of approximately 50,000 gsf above-grade to accommodate:
    - Department space for the CAS' college-wide programs, student academic advising units, and Dean's office;
    - Department space for the UO Career Center;
    - University classrooms and other informal learning spaces (i.e., 300-450 new classroom seats);
    - Department-controlled teaching space and other informal learning spaces;
    - CAS program support spaces; and
    - Potential for sub-grade parking.

The building is intended to be three to four stories, with building height among the considerations of context for the prospective sites.

Upon CPDC's development a conceptual building template for each of the sites in response to gross program needs, Cameron McCarthy overlaid the template on high resolution aerial imagery to examine the fit and feasibility of the facility's space requirements on each site.

CRITERIA DEVELOPMENT

CPDC, the Project Sponsor Group, and Cameron McCarthy developed criteria to help inform the Advisory Group on how the sites could be evaluated, compared, and ranked.

The criteria are organized into four clusters, each representing a different focus. To the extent feasible, statements related to individual criteria within each cluster are intended to provide information that is measurable and objective.

The Advisory Group may use their discretion in determining if the information provided for each site is consistent with the criteria and in any prioritization (i.e., weighting) of the criteria based on identified values for this project, which may influence which site is preferred.

The following sections introduce these criteria clusters and identify the topics they address. A full list of all criteria used for the analysis is provided in Appendix 1.

Criteria Cluster I: Feasibility of Development

This cluster focuses on the factors that affect a site's readiness for development, and the relative impacts of various factors on cost and timing that could affect development. Questions for analysis under these criteria examine existing and planned infrastructure on the site, development requirements for the site, and other potential encumbrances. An evaluation of cost and time to develop the project on each site is also considered. The target dates for potential development include construction start in 2016 and full operational capacity by September 2018.

Criteria Cluster II: Campus Planning Framework

The Campus Plan provides policies and patterns that guide the process, design, and development character of capital improvement projects and their surrounding contexts. Plan policies integrated in the criteria include: Open-space Framework; Densities, Space Use & Organization; Replacement of Displaced Uses; Architecture & Preservation; Transportation; and Sustainable Development. Design Area Special Conditions, as well as patterns associated with each of these policies, are incorporated into the seven listed Campus Plan Policies. These criteria identify whether the development of the proposed project will comply with each of these Campus Plan Policies as applicable. The Design Area Special Conditions Policy considers each Design Area's distinct characteristics. These characteristics may include unique appearance, historical significance, opportunities and constraints, and other elements that influence the feel of the Design Area. All proposals for construction must consider the Special Conditions that apply to their proposed location.

Subject plans and documents elaborate on the Campus Plan. The Campus Plan takes precedence over its subject plans and documents, these additional resources are consistent with the Campus Plan and provide further information and specificity to support decision-making and future design processes on campus. Additional resources used include the: Academic Center and Historic Core Diagnosis, South Central Campus Diagnosis, Atlas of Trees, Parking Atlas, and the Campus Heritage Landscape Plan 2.0 (HLP 2.0).

Criteria Cluster III: The Space Needs Plan

The September 2014 Space Needs Plan contains four theoretical scenarios for examining future space needs based on potential enrollment and faculty. This criterion identifies whether the site considered in this Siting Study is consistent with the long-term space needs for campus according to the various scenarios in the Space Needs Plan.

Based on advice from University leadership, the scenarios used for examining potential future space needs include:

- Scenario 1: Space needs for the current enrollment (24,500 FTE) based on the Space Advisory Group - established ratios of space needed per student for eleven categories of space use. The increase of space relates to increases of 150 new faculty and 300 new PhD level students, raising the number of total Tenure Track Faculty to 869.

- Scenario 2: Space needs for a theoretical increase of enrollment to 28,000 FTE based on ratios of space needed per student (this increase in space accommodates an increase in Tenure Track Faculty to approximately 971).

- Scenario 3: Space needs for a theoretical increase of enrollment to 31,000 FTE based on ratios of space needed per student (this increase in space accommodates an increase in Tenure Track Faculty to approximately 1,059).

- Scenario 4: Space needs for a theoretical increase of enrollment to 34,000 FTE based on ratios of space needed per student (this increase in space accommodates an increase in Tenure Track Faculty to approximately 1,147).

Criteria Cluster IV: User Needs: Program & Facility Elements

This criteria cluster incorporates considerations from Project Sponsors representing the project's needs and perspective of the users of the future building. Notes from a Project Sponsor meeting, which helped refine facility needs, are in Appendix 2. Associated evaluation criteria, developed after this meeting (Appendix 1) address experiential and practical considerations and are included within this cluster. Following is a summary of identified user needs:

- Proximity to/within the Academic Core: The CCB should be located within close proximity to other academic buildings on campus. For the purpose of this Study, "Academic Core" is defined as the seven-minute walking circle identified in the Campus Plan;

- Ability to accommodate deliveries and loading/unloading of materials in close proximity to or on the site. Additionally, at least one entrance to the building must not have stairs;

- Visibility by way of a prominent main entry;

- Accessibility through multiple entrances to the building;

- Flexibility to allow for future, limited programmatic growth;

- Affordability by controlling costs incurred to remove and relocate existing uses as necessary;

- Proximity to approximately six standard vehicle parking spaces that can be reserved; and

- Proximity to three dedicated spaces on-site or adjacent to the site for delivery/service needs.

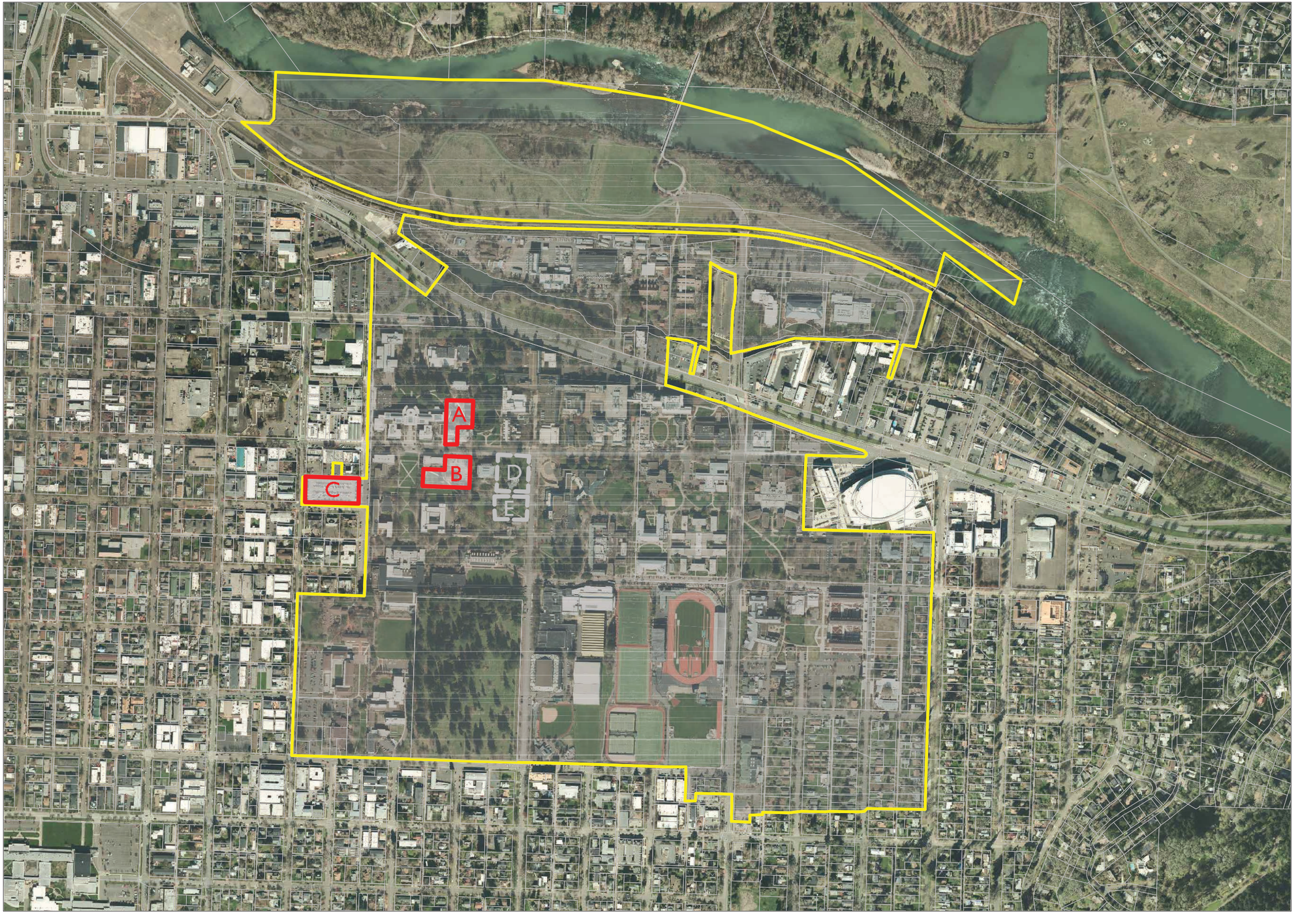
SITE ANALYSIS

The criteria and template were applied to each of the identified sites for analysis. Cameron McCarthy used currently available information (including relevant planning documents, land use code, and GIS data) to obtain information applicable to each of the criteria. A summary of research findings is included in the Site Analyses section.

PROJECT COSTS

Cost is a major consideration for any capital improvement. Where possible, an estimated cost differential between sites is provided based upon factors that could affect project costs, such as: relocation of existing uses and/or parking, utility extensions to the site, and time and expense associated with special permits or land use actions. The estimated additional expenses related to the development of the project on each site is identified as the "Cost Differential" in the Site Analyses and in the Cost Evaluation (Appendix 3).

THIS PAGE IS INTENTIONALLY BLANK



0' 150' 300' 600' NORTH

SCALE 1" = 600'-0"

MAP INFORMATION*

Area of Study

Area Not Selected for Study

UO Planning Boundary

STUDY SITES

Site A: Fenton Addition
Site B: South and East of Chapman
Site C: PLC Parking Lot
Site D: Collier Site
Site E: North of Hendricks

*This map was derived from information provided by University of Oregon InfoGraphics Lab, August 2014.

CAMERON McCARTHY
LANDSCAPE ARCHITECTURE & PLANNING

UNIVERSITY OF OREGON
COLLEGE AND CAREERS BUILDING
SITING STUDY

CAMPUS PLANNING, DESIGN, & CONSTRUCTION
1276 UNIVERSITY OF OREGON
EUGENE, OREGON 97403

Study Area Map

THIS PAGE IS INTENTIONALLY BLANK

SITE ANALYSES

FENTON ADDITION A

SOUTH AND EAST OF CHAPMAN B

PLC PARKING LOT C

THIS PAGE IS INTENTIONALLY BLANK

SITE A: FENTON ADDITION

SYNOPSIS

Site A involves demolition of the Mathematics Library stacks and storage at Fenton Hall to provide for the CCB. The conceptual footprint includes a replacement of Fenton Hall's west wing basement in place of the existing Library stacks and includes a northward extension from this replacement. Fenton Hall's original structure and north, south, and east façades would remain untouched. The southwest portion of the potential building as conceptually shown abuts the 13th Avenue Axis designated open space, and the plaza between Anstett Hall and the existing stacks addition of Fenton Hall. The northeast portion of the conceptual building footprint leaves an open space between the new north façade and Deady Hall's historic landscape boundary to the north. The easternmost façade of the potential building abuts the Old Campus Quadrangle designated open space.

SITE INFORMATION

Zoning: Public Land

Metro Plan Designation: Government & Education

Relevant Plan Boundaries: Campus Plan

Current Use & Infrastructure: Mathematics Library stacks and Library Storage, Open Space (Including Old Campus Quadrangle)

Motor Vehicle Access: East 13th Ave. (Pedestrians and Bicycles. Delivery Vehicles Allowed but Discouraged on 13th.)

Campus Plan Design Area: Academic Center and Historic Core (Sub-Area 2)

Design Area available building footprint (sf): 50,183 (total); 6,630 (Sub-Area Recommendation)

Design Area available gross square feet (gsf): 283,163 (total); 9,129 (Sub-Area Recommendation)

Potential Timeline Extension: N/A

Added Site-Related Costs: 1,578,000 to $2,354,250

A

KEY CONSIDERATIONS:

The following are key constraints relating to the evaluation of Site B:

- No on-site space for parking, including service vehicle parking. The Project Sponsor is not requesting additional parking on Site A for the CCB. Parking is available near the site at Deady Hall and across the 13th Avenue Axis at Johnson Hall; service vehicle access from off-site appears feasible;
- No on-site space available for delivery access/ drop-off;
- Required square footage and project costs increase due to the required replacement of the existing Fenton Math Library stacks uses;
- Adjacency to historic Deady Hall and heritage landscape limits footprint and height options to ensure compatibility;
- Adjacency to existing uses in Fenton Hall limits footprint and height options to accommodate natural light and views;

- Additional programmatic square footage, building size/height, and cost impacts associated with potential future expansion of existing Fenton Hall uses (Math department) must be considered;

- Numerous mature trees on-site impacted (some are used for instructional purposes); and

- Key pedestrian connections impacted;

FEASIBILITY OF DEVELOPMENT

SITE READINESS

- The site contains a historically ranked building and open space area. Fenton Hall, including its alterations, has a secondary historic ranking and is potentially eligible for listing in the National Register of Historic Places. Additionally, the Old Campus Quadrangle is a historic landscape and primarily ranked site likely eligible for listing in the National Register of Historic Places. Some buildings within the Quadrangle are listed as National Landmarks (Villard and Deady Halls) or are in the National Register of Historic Places (Johnson Hall). Proposed development does not physically impact these buildings or their historic boundaries, but these assessments may add cost and time to the project.

- The University is required to consult with the State Historic Preservation Office when a proposed project may alter interior or exterior resources that are listed or eligible to be listed in the National Register of Historic Places. If federal funds are used for the CCB, the project must also comply with the federal historic review process (Campus Plan, p. 51). Based on this internal campus review and the historic preservation process, the project is required to ensure site work and demolition do not affect the integrity of Fenton Hall. Any alteration to or deconstruction of portions of Fenton Hall, due to its historic nature, may add time to the project schedule. However, the Mathematics Library stacks wing was built in 1914 as an addition to the 1905-built Fenton Hall and prompted many exterior changes to the entire building, including the original east entry to Fenton Hall.

- Because the removal of the Mathematics Library stacks and associated new construction would not alter Landmarks or sites and buildings officially listed in the National Register, and because the proposed use is permitted outright in the Public Land Zone and will not require a Traffic Impact Analysis, no City land use entitlements are required and there are no associated time or cost implications for the project at this site.

- There are no deed restrictions in place that limit or prevent potential development on the site.

- The development costs of this site include:

    - Demolition of the Mathematics Library stacks and storage space;

    - Replacement of Library stacks function; and

    - Extension of the University's utility tunnel.

- Grading will also be a design and cost consideration unique to this site (the site slopes upward from south to north), though it is too early in the process to estimate construction impacts with this level of specificity. The costs considered for development on Site A also account for any upsizing and other improvements to utility lines . As with grading costs, a cost factor for these upgrades cannot be determined without a refined building layout and associated information. Based on relative assessments between sites, it is expected to be less expensive to provide utilities at Site A than at Site C but more expensive than to do so at Site B. The total added monetary development costs are estimated to range from $1,578,000 to $2,354,250. Refer to Appendix 3 for an itemized estimate of each cost.

CAMPUS PLANNING FRAMEWORK

This section provides information for an analysis of the site's consistency with Campus Plan Policies and uses additional planning documents provided by CPDC to support and inform the analysis. The Open-space Framework; Densities, Space Use & Organization; Replacement of Displaced Uses; Architecture & Preservation; Transportation; and Sustainable Development Policies are highlighted in this section. Design Area Special Conditions, as well as patterns associated with each of these policies, are incorporated into the discussion about each of these Campus Plan Policies.

OPEN-SPACE FRAMEWORK

- The Campus Plan establishes patterns that each development project must consider as relevant to the use and type of building proposed. Within the Open-space Framework, the following patterns apply to this phase of the CCB project: **Campus Trees** (protection or replacement of trees), **Historic Landscapes** (protection, stewardship, and new development that is compatible with these spaces), **Open-space Framework** (improvement and/or extension of these spaces), **Positive Outdoor Space** (design such that buildings embrace the outdoor spaces they form and frame), and **Quadrangles and the Historic Core** (enhancement and support of the existing open-space framework when new buildings or additions are constructed). The following findings provide information specific to these patterns to guide the Project Sponsor, Advisory Group, the Campus Planning Committee, and the President in their process of determining how well Site A meets the applicable criteria.

- Several University documents define and label Significant Trees throughout campus (e.g., the Campus Plan, the Campus Tree Plan, the 2013 Academic Center and Historic Core Diagnosis (2013 Diagnosis)). The Campus Tree Plan states that every effort should be made to preserve trees that fall under the following categories:

    - Significant Trees, which includes historic trees. Significant Trees (including historic trees) are trees shown on the Campus Plan, Design Area diagnoses, and the HLP 2.0;

    - Trees that have educational value; and/or

    - Memorial/Honorarium Trees (Campus Tree Plan, p. 10).

- The HLP 2.0 and 3.0 show historic trees in the study area (2.0, p. 59, 61; 3.0, Old Campus quadrangle Survey, p. 2). Many of the trees in the study area that may be impacted by construction, and other trees to the north of Fenton Hall and east of the Lillis Business Complex, are mature and are in a state of decline (2013 Diagnosis, p. 13). The exact locations of the trees must be verified. Based on the HLP, these trees appear to be located north of Fenton Hall and between the two pathways that run midway through the study area. There are two educational trees within the study area that may be impacted by construction. Removal of the historic and educational trees on Site A should be considered further in accordance with the Campus Plan "Campus Trees" pattern and policies of the Campus Tree Plan, though there is no policy that explicitly prevents their removal.

- As shown in the Atlas of Trees, there are approximately:

    - Six **coniferous trees** 19-in. in caliper or above within the study area. The study area also contains approximately six coniferous trees that are between 1-in. in caliper and 18-in. in caliper. One donated coniferous evergreen tree is within the site.

    - Nine **broadleaf trees** 1-18 in. in caliper within the study area.

- The site diagram illustrates that no portion of the potential building as conceptually shown encroaches within the Old Campus Quadrangle. Future phases of design will be required to ensure that the building footprint remains outside the Quadrangle.

- The Old Campus Quadrangle is a primarily ranked, historic open space. Unique features of the Old Campus Quadrangle that potential projects must account for include: its park-like setting, attributable to it being the first open space on campus and its adjacent, historically significant buildings such as Deady and Villard Halls; its multiple pathways; and its capacity for well-located seating.

- Development in this area, according to the Campus Plan, should account for preserving and strengthening the Old Campus Quadrangle.

- The HLP 2.0 provides guidelines for this specific area: "It is not recommended to add any new buildings to the Quadrangle. If a new building or addition is required, it must be set back outside the perimeter of the Old Campus Quadrangle along the line set by the Inception Era buildings: Deady, Villard, and Fenton Halls on the west… Any future buildings and building additions should be compatible with surrounding buildings. A buffer zone should be established around historic buildings" (p. 66, 67). The building concept illustrated in Site A does not add a building to the Old Campus Quadrangle or intrude into the

Campus Plan-designated open space. Future building design in this area would consider size, scale, height and massing of the building to ensure compatibility with other buildings, and be properly buffered from the historic building and landscape around Deady Hall.

- Site A abuts the 13th Avenue Axis designated open space. Unique features of the 13th Avenue Axis that potential projects must account for include (as stated in the Campus Plan): it is an important east-west connection to and through campus; its heavy use by pedestrians and cyclists; its low volumes of motor vehicle traffic (traffic is limited to service vehicles); and its orientation such that most primary building entrances are visible from the Axis, though they are typically accessed from adjacent pathways.

- Projects along the 13th Avenue Axis must preserve the connections to the Old Campus Quadrangle and the Memorial Quadrangle from the 13th Avenue Axis by not developing structural elements within these crossings (e.g., bike racks). As illustrated on the site diagram, development as conceptually shown is consistent with this requirement.

- The Campus Plan specifies that development may employ landscape features to better-define the allocation of space, accommodate large volumes of pedestrian traffic, provide opportunities for seating similar to the low walls at Fenton Hall and Condon Hall, and ensure that any vehicle traffic recognize the safety of pedestrians and cyclists using the Axis. The potential building, partially meets these observations of the Campus Plan. However, the building as conceptually shown significantly changes, rather than preserves, the open space pattern north of Fenton Hall. Existing pathways would need to be removed to accommodate the building, which would direct pedestrians away from the Old Campus Quadrangle to the 13th Avenue Axis. With no on-site service/ parking court, deliveries to the site would rely upon 13th Avenue or Parking Lot 23 between Chapman and Johnson Halls and encounter heavy pedestrian and bicycle traffic along surrounding pathways and designated open spaces.

- The 2013 Diagnosis identifies the outdoor space immediately north of the site as not well-defined. The Diagnosis identifies the outdoor space immediately west of the site (south of the Lillis Business Complex and east of its Anstett Hall wing) as a small public square that is only a "pass-through" and not a destination, as it does not connect well to Fenton Hall or other adjacent buildings. Though the plaza is outside of the study area, improvements along the conceptual building's southwest building façade may improve the look and connections to this open area.

- The building as conceptually shown impacts a pedestrian pathway that connects to the Hello Walk (north-south pathway between Villard and Deady to the 13th Avenue Axis). The CCB project would need to account for changes in pathways to accommodate pedestrian circulation around the site.

DENSITIES

- The site is within Sub-Area 2 of the Academic Center and Historic Core Design Area. The available building footprint (i.e., coverage) in the Design Area is 50,183 sf. The 16,560 sf building footprint is within the required 50,183 sf limit and will therefore not require an amendment to the Campus Plan.

- The conceptual program for the CCB is 50,000 gsf. A basement level, if needed for replacement of the library stacks, would add approximately 5,200 gsf to this total. The available gsf for the Design Area is 283,163 gsf. Therefore, an amendment to the Campus Plan will not be required.

SPACE USE & ORGANIZATION

- Patterns within the Campus Plan applicable to this policy and to this stage of the proposed CCB project are: **Activity Nodes** (locating new buildings requires placement in conjunction with other buildings to form nodes of public life and provide contrast to the quiet, private outdoor spaces between them); **Future Expansion** (changing needs over time will require buildings on campus and the campus landscape to adapt to those needs); and **University Shape and Diameter** (adding new academic uses within the

seven-minute walking radius)

- At Site A, the proposed CCB is conceptually shown as an addition to an existing building, Fenton Hall, and preserves surrounding, designated open spaces. The implications of adding a building must be held against considerations for preserving the Old Campus Quadrangle's character.

REPLACEMENT OF DISPLACED USES

- As depicted on the site diagram, the building will displace the 5,200 sf of Library storage and the Mathematics Library stacks. A limited amount of circulation and office functions occur in this west wing of Fenton Hall. (The Mathematics Library is located in Room 218 of Fenton Hall and will not be displaced by the CCB if sited at this location). This Siting Study does not account for all options to replace displaced uses without further consultation. There could be cost implications if the existing library stacks area were to be replaced in a basement area on the site.

ARCHITECTURE & PRESERVATION

- Patterns within the Campus Plan applicable to University architectural policies are: **Architectural Style** (make the design of new buildings compatible harmonious with the design of adjacent buildings); **Building Complex** (maintain human scale by recognizing that human-scaled buildings are usually 100,000 gsf or less); **Connected Buildings** (consider connecting new buildings to existing buildings wherever possible); **Four-Story Limit** (keep the majority of buildings four stories high or less as appropriate); **Main Building Entrance** (place main entrances at points that are immediately visible from the main avenues of approach); **Quiet Backs** (give buildings in the busy part of campus "quiet backs" away from noisy areas); **South Facing Outdoors** (place open spaces at the south side of buildings); and **Wings of Light** (allow natural light to flow throughout the building). The following findings provide information specific to these patterns to guide the Project Sponsor, Advisory Group, the Campus Planning Committee, and the President in their process of determining how well Site A meets the applicable criteria.

- The CCB's building program (approximately 50,000 gsf above-grade) and basement space will result in a building that connects to Fenton Hall that is either three or four stories above-grade, a composition similar to the buildings adjacent to the site and in line with the Lillis Business Complex. A four-story building would have to be evaluated for compatibility with historic Deady Hall immediately to the north. Fenton Hall, including its alterations, has a secondary historic ranking and is potentially eligible for listing in the National Register of Historic Places. The Old Campus Quadrangle is a historic landscape and primarily ranked site potentially eligible for listing in the National Register of Historic Places. If Site A is selected, it will accordingly require further coordination with the State Historic Preservation Office to ensure historic preservation policies are addresses.

- Page 67 of the HLP 2.0 identifies a fountain from the Class of 2013 that should be preserved as recommended in an observation of the Old Campus Quadrangle's small-scale elements. The diagram shows that this fountain will require removal. Therefore, the CCB (as shown on the diagram) does not comply with this recommendation of the HLP 2.0.

TRANSPORTATION

- Patterns within the Campus Plan applicable to the Transportation Policy and relevant to the CCB project are: **Local Transport Area** (encourage local trips to be made of foot, bike, or other modes that do not rely on motor vehicles, and adapt the campus transportation network to accommodate these alternative modes); **Peripheral Parking** (distribute parking areas along the edges of campus so that campus destinations can be reached in a reasonable amount of time); **Shielded Parking and Service Areas** (screen all parking lots and service areas with either a low landscape wall, earth berm, or hedge); and **Small Parking Lots in Campus Core** (make parking lots small (e.g., 20-30 cars) or as a collection of parking areas if more spaces are required). The following findings provide information specific to these patterns to guide the Project Sponsor, Advisory Group, the Campus Planning Committee, and the

President in their process of determining how well Site A meets the applicable criteria.

- Bicycle parking, additional LTD bus stops, and the EmX Dad's Gates Station are within a quarter-mile of the site. Site A abuts the 13th Avenue Axis, which is heavily traveled by cyclists and pedestrians. As shown on the diagram, additional pedestrian pathways north of the site and within the Old Campus Quadrangle, east of the site, facilitate bicycle and pedestrian access. Site A abuts the 13th Avenue Axis, historically designated pathways within and near the Old Campus Quadrangle, including the Hello Walk (HLP 2.0, p. 61). These Designated Open Spaces and pathways provide pedestrian and bicycle connections to the site. The 2013 Diagnosis describes the 13th Avenue Axis as an area that retains the character of a vehicular street due to service vehicles and the type and amount of movement through the Axis but has pedestrian and bicycle conflicts that should be addressed. Numerous bike racks block pedestrian crossings along this Axis.

- While the CCB will not encroach upon pathways designated as major Campus Plan pathways, the building as conceptually shown impacts minor pedestrian pathways east of the Lillis Business Complex and north of Fenton Hall. One pathway connects to the front of Fenton Hall and the Old Campus Quadrangle, and the other connects to the small outdoor space east of Anstett Hall and west of Fenton Hall. The CCB, if developed on this site, will alter current pedestrian circulation patterns.

- The CCB, if developed on this site, will not have on-site parking available because it is infeasible to provide such parking on the site. There is no ability to provide sub-grade parking at this site due to surrounding walkways, the vehicle restrictions on the 13th Avenue Axis, and historic landscape areas that provide no vehicle outlet. The closest available parking is Lot 23 to the south of the site between Johnson and Chapman Halls. Parking Lot 23 has 40 spaces and is reserved for Administration and vehicles with special permits. Deliveries running north-south between Lot 23 between Chapman and Johnson Halls would be required to interfere with heavy pedestrian and bicycle traffic along the Axis. Deliveries using the 13th Avenue Axis would otherwise be required to access the site from Parking Lot 23 using 13th Avenue; park on and walk to the site from Kincaid Street; or access the site from Franklin Boulevard, park in the area behind the Lillis Building Complex between McKenzie Hall and the Department of Theater Arts, and walk to the site.

SUSTAINABLE DEVELOPMENT

- Development on Site A will likely meet the LEED criteria assessing access to public transportation and criteria assessing community density/connectivity.

SPACE NEEDS PLAN

The Space Needs Plan provides maps and corresponding tables of four theoretical scenarios for how the University's current and future buildings could accommodate increases in staffing and enrollment. As shown under the programmatic, numeric models of the Plan under Scenarios 2, 3 and 4, a portion of Site A contains a 26,900 gsf "Fenton/Stacks Addition" project needed to meet the academic and general use classroom space needs of gross square footage per student ratios for 28,000; 31,000; and 34,000 FTE for student enrollment. Under Scenarios 3 and 4, a project needed to meet academic needs of gross square footage per student ratios for 31,000 and 34,000 FTE is shown as a 24,000 gsf "North Fenton Addition" project.

USER NEEDS: PROGRAM & FACILITY ELEMENTS

LOCATION

- The site is within the Academic Center and Historic Core Design Area of the Campus Plan. All buildings immediately surrounding the site are academic in nature. These buildings contain classrooms and offices occupied by faculty, instructors, staff, Administration, and administrative support.

- The site diagram and conceptual spatial program do not show existing or proposed motor vehicle parking on the site. Parking Lot 23, adjacent to Chapman Hall across the 13th Avenue Axis, contains 40 parking spaces. The Lot is primarily used for faculty, staff, and special permit parking. There are currently three service spaces and two loading/unloading zones in the Lot. The portion of Site A abutting the 13th Avenue Axis is approximately 1,000 feet away from

the existing parking lots between the EMU site and the SRC.

- The 2013 Diagnosis (p. 19) also shows that no Campus Plan designated service area is identified at Fenton or anywhere around the building. Directions to the site for deliveries, loading, and unloading would need to be identifiable from the south end of the site abutting the Axis; if deliveries are to be accommodated on the site. As previously noted, deliveries running north-south between Lot 23 between Chapman and Johnson Halls would be required to interfere with heavy pedestrian and bicycle traffic along the Axis. Deliveries using the 13th Avenue Axis would otherwise be required to access the site from Parking Lot 23 using 13th Avenue; park on and walk to the site from Kincaid Street; or access the site from Franklin Boulevard, park in the area behind the Lillis Building Complex between McKenzie Hall and the Department of Theater Arts, and walk to the site. Pathways along the west end of the Old Campus Quadrangle are the only alternative to building access routes. These pathways are only appropriate for pedestrian, bicycle, and Campus Operations' use.

BUILDING FEATURES

- The ability of the site to accomplish the need for a visible main entrance can be determined from potential locations of entrances: two building facades with potential entrances front Designated Open Spaces. The area of study abuts the 13th Avenue Axis and Old Campus Quadrangle. The southernmost building façade, as conceptually shown, runs parallel to the 13th Avenue Axis; it is set back further than Fenton Hall. The easternmost end of the area of study abuts the Old Campus Quadrangle. This edge is potentially visible from Johnson Hall, from the 13th Avenue Axis between the east end of the Old Campus Quadrangle and Johnson Hall, from the Old Campus Quadrangle, and buildings across the Quadrangle (e.g., Friendly Hall). Trees to remain may limit visibility from the east.

- The diagram shows four building entrances to provide pedestrian and bicycle access to the building from multiple routes. An entrance is off of the 13th Avenue Axis, and the others are accessible from pathways north and east of the site.

- For purposes of delivery needs, at least one building entrance without stairs can be provided at this site. However, access for deliveries will not meet user needs as described in the Location: Purpose & Visibility section above due to no delivery access on or adjacent to the site.

- Parking Lot 23 is adjacent to Chapman Hall across the 13th Avenue Axis. Within the Lot, the loading/unloading zone is the closest possible to Site A. Three spaces used for service vehicles are distributed throughout the Lot's northwest corner.

SITE FEATURES

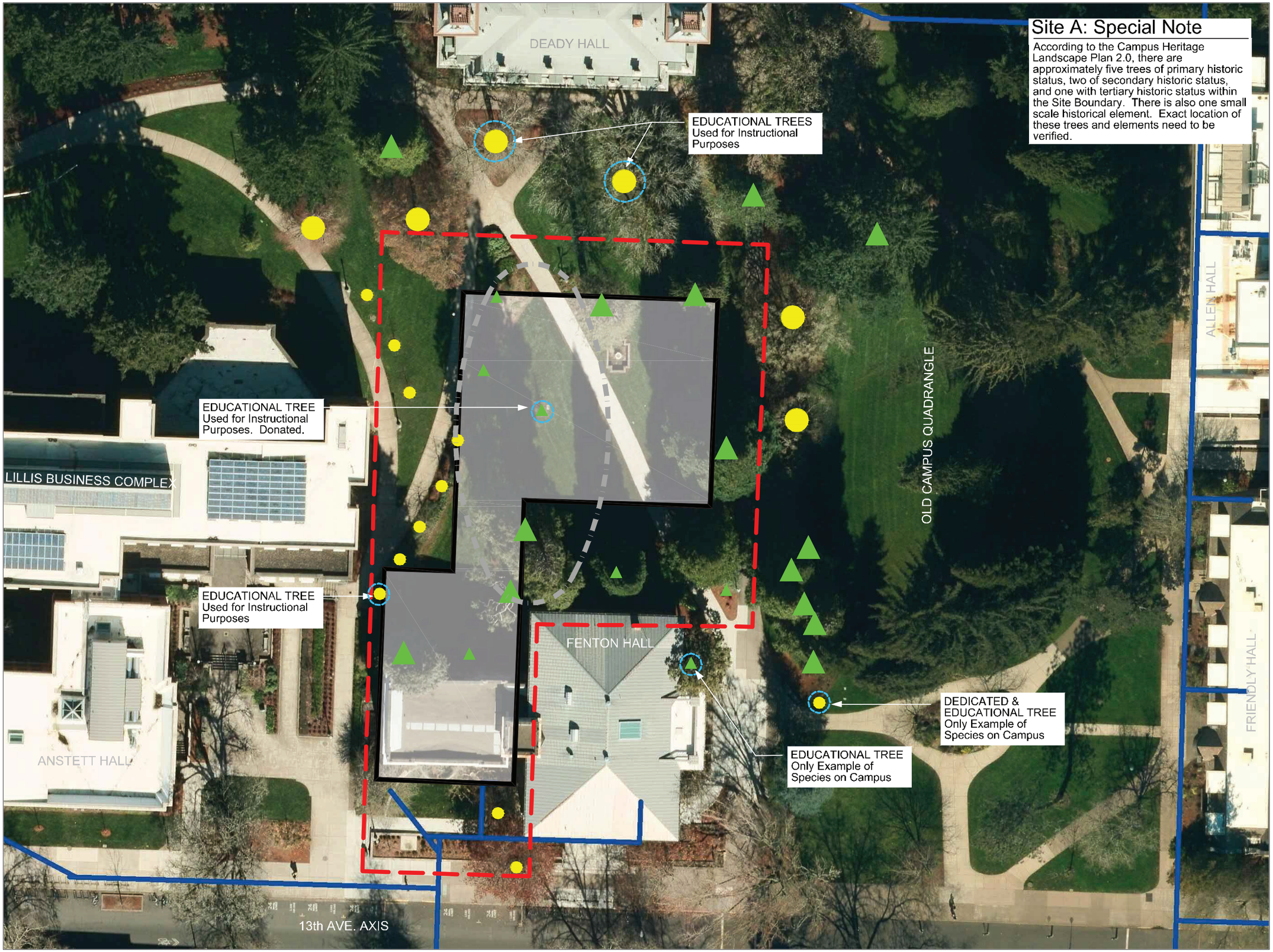
- The site has insufficient room to accommodate space for vehicle deliveries. Vehicle deliveries will therefore require use of the 13th Avenue Axis. This activity is discouraged in order to avoid conflicts with pedestrians and cyclists.

- Future phases of design will determine if Site A accommodates additional space for limited programmatic growth (up to 10%) either vertically, horizontally, or a combination of each (if possible). The potential increase in building height to accommodate this additional square footage could affect compatibility with the adjacent historic Deady Hall.

RELOCATION

- Development on this site will not have to consider the cost to provide displaced parking. It must instead consider the monetary costs of replacing and/or relocating the Mathematics Library stacks. While the cost to extend and/or upgrade utilities to serve the site are not considered relocation costs, these costs add notable amounts to site development. The estimated total added costs to provide these elements range from $1,578,000 to $2,354,250. (Refer to discussion under the Feasibility of Development criterion and Appendix 3 Cost Evaluation.)

THIS PAGE IS INTENTIONALLY BLANK



MAP INFORMATION*

- Area of Study
- Existing UO Utility Tunnel
- Approximate Location of Trees with Primary Historic Status
- Large Caliper Coniferous Tree*
- Small Caliper Coniferous Tree*
- Large Caliper Broadleaf Tree*
- Small Caliper Broadleaf Tree*
- See Note on Plan Regarding Tree's Significance

*Small Caliper Trees = 1-18 inches
Large Caliper Trees = 19-120 inches

CAMERON McCARTHY
LANDSCAPE ARCHITECTURE & PLANNING

UNIVERSITY OF OREGON
COLLEGE AND CAREERS BUILDING
SITING STUDY

CAMPUS PLANNING, DESIGN, & CONSTRUCTION
1276 UNIVERSITY OF OREGON
EUGENE, OREGON 97403

Site A: Existing Tree Conditions

THIS PAGE IS INTENTIONALLY BLANK

MAP INFORMATION*

- Area of Study
- Existing UO Utility Tunnel
- UO Designated Open Space
- Conceptual Building Footprint
- Conceptual Building Entrance

*This map was derived from information provided by University of Oregon InfoGraphics Lab, August 2014.

CAMERON McCARTHY
LANDSCAPE ARCHITECTURE & PLANNING

UNIVERSITY OF OREGON
COLLEGE AND CAREERS BUILDING
SITING STUDY

CAMPUS PLANNING, DESIGN, & CONSTRUCTION
1276 UNIVERSITY OF OREGON
EUGENE, OREGON 97403

Site A:
Fenton Addition

THIS PAGE IS INTENTIONALLY BLANK

SITE B: SOUTH AND EAST OF CHAPMAN

SYNOPSIS

Site B involves a potential new building east of Chapman Hall. The site abuts the 13th Avenue Axis to the north, Chapman Hall and the Memorial Quadrangle to the west, the Johnson Lane Axis and Jordan Schnitzer Museum of Art (JSMA) to the south, and Johnson Hall to the east. The site is currently comprised of an existing parking lot between Chapman Hall and Johnson Hall.

KEY CONSIDERATIONS:

The following are key constraints relating to the evaluation of Site B:

- Limited parking/access, though allocating space for approximately three service vehicles appears feasible (precise location to be determined);
- Adjacency to historic open spaces and buildings limits footprint and height options to ensure compatibility;
- Adjacency to existing uses in Chapman Hall potentially limits footprint and height options to accommodate natural light and views (further evaluation of specific site and building design options will be required if Site B is selected);
- Potential future expansion of adjacent facilities (e.g., JSMA and Honors College) must be considered; and
- Existing and future semi-truck delivery access for the JSMA must be accommodated.

SITE INFORMATION

Zoning: Public Land

Metro Plan Designation: Government & Education

Relevant Plan Boundaries: Campus Plan

Current Use & Infrastructure: Open Space, Surface Parking

Motor Vehicle Access: Johnson Lane

Campus Plan Design Area: Academic Center and Historic Core (Sub-Area 5)

Design Area available building footprint (sf): 50,183 (total); 10,000 (Sub-Area Recommendation)

Design Area available gross square feet (gsf): 283,163 (total); 50,000 (Sub-Area Recommendation)

Potential Timeline Extension: N/A

Added Site-Related Costs: $220,000 to $1,850,000

B

FEASIBILITY OF DEVELOPMENT

SITE READINESS

- Chapman Hall has a primary historic ranking and is likely eligible for listing in the National Register of Historic Places. Chapman Hall's primary historic ranking could add cost and time to the project schedule in other ways if the CCB becomes an addition to (i.e., physically connects to) Chapman Hall rather than a stand-alone building. The University is required to consult with the State Historic Preservation Office when a proposed project may alter interior or exterior resources that are listed or eligible to be listed in the National Register of Historic Places. If federal funds are

used for the CCB, the project must also comply with the federal historic review process (Campus Plan, p. 51). It is important to note that the east façade of Chapman Hall is tertiary ranked, the lowest ranking. The Johnson Lane Axis is a secondary ranked, historic open space and has a partial listing in the National Register of Historic Places due to the listed Memorial Quadrangle and Women's Memorial Quadrangle. Because the site diagram shows that the project would not encroach onto the Memorial Quadrangle, and because Chapman Hall and the Johnson Lane Axis are not Historic Landmarks and are not officially listed in the National Register of Historic Places, the proposed project will not trigger City land use approvals or create time or cost implications for the project.

- There are no deed restrictions in place that limit or prevent potential development on the site.

- An existing utility tunnel extends north-south immediately east of Chapman Hall to serve Site B. Future building design would have to consider implications of sub-grade parking to avoid the cost of interference with the tunnel, and implications of building layout if it were to span over the tunnel.

- Additional piping and utility vault upsizing may be required for all utility infrastructure at the site, however, it is too preliminary to provide an estimated cost without a refined building layout and associated information. Site B appears to have the lowest cost associated with providing utilities compared to Sites A and C. The development costs for Site B include several options for construction of new motor vehicle parking spaces (not an exhaustive list), including:

  (1) Provide no sub-grade vehicle parking on-site and replace up to 40 spaces off-site as surface parking; or

  (2) Provide sub grade vehicle parking on-site to replace only the parking that is likely to be displaced by the building and parking ramp (up to 37 spaces), with three spaces on-site at grade for service access/ drop-off and any remaining parking replaced off-site as surface parking.

- The total added monetary development costs are estimated to range from $220,000 to $1,850,000 for the purpose of this Siting Study. Refer to Appendix 3 for an itemized estimate of each cost.

CAMPUS PLANNING FRAMEWORK

This section provides information for an analysis of the site's consistency with Campus Plan Policies and supporting planning documents to support and inform the analysis. The Open-space Framework; Densities, Space Use & Organization; Replacement of Displaced Uses; Architecture & Preservation; Transportation; and Sustainable Development Policies are highlighted in this section. Design Area Special Conditions, as well as patterns associated with each of these policies, are incorporated into the discussion about each of these Campus Plan Policies

OPEN-SPACE FRAMEWORK

- The Campus Plan establishes patterns that each development project must consider as relevant to the use and type of building proposed. Within the Open-space Framework, the following patterns apply to this phase of the CCB project: **Campus Trees** (protection or replacement of trees), **Historic Landscapes** (protection, stewardship, and new development that is compatible with these spaces), **Open-space Framework** (improvement and/or extension of these spaces), **Positive Outdoor Space** (design such that buildings embrace the outdoor spaces they form and frame), and **Quadrangles and the Historic Core** (enhancement and support of the existing open-space framework when new buildings or additions are constructed). The findings below provide information specific to these patterns to guide the Project Sponsor, Advisory Group, the Campus Planning Committee, and the President in their process of determining how well Site B meets the applicable criteria.

- There are no trees of significance within the potential building footprint as shown on the 2013 Diagnosis' Significant and Educational Trees Diagram (p. 14) and on page 136 of the Campus Plan. However, important trees are present within the study area and may be considered trees that development projects should attempt to preserve, as identified by the Campus Tree Plan (p.10). The Campus Tree Plan states that every effort should be made to preserve trees that fall under the following categories:

- Significant Trees, which includes historic trees. These trees are trees shown on the Campus Plan, Design Area diagnoses, and the HLP 2.0;
- Trees that have educational value; and/or
- Are Memorial/Honorarium Trees (Campus Tree Plan, p. 10).

- Five educational trees are located within the study area. Five additional educational trees immediately outside the sstudy area may be directly impacted by construction. Any removal of these educational trees on Site B should be considered further, though there is no policy that explicitly prevents their removal.

- As shown on the Atlas of Trees and the 2013 Diagnosis (p. 14), development on the site, within the study area as shown on the diagram, may impact approximately:
  - Four **coniferous** trees. Three of these trees are evergreen trees that are 19-120 in. in caliper and one is 1-18 in. in caliper. Two such trees are educational trees, and one educational tree is a century tree.
  - Fourteen **broadleaf trees**. Additional broadleaf trees adjacent to the study area also be impacted by construction. Of the fourteen broadleaf trees within study area, one is 19-120 in. in caliper and is an educational tree. Of the thirteen remaining broadleaf trees within the study area less than 19 in. in caliper, six of these trees are century trees, and one is a dedicated tree that is the only of its species on campus.

- The HLP 2.0 emphasizes that the six existing tulip trees along the Johnson Lane Axis' north edge south of Chapman Hall should be retained to reinforce the Axis' linear, east-west orientation (p. 20). The potential building, as conceptually shown on the site diagram, may impact these trees. Page 21 of the HLP states that these trees may be replaced with similarly large canopy trees.

- Immediately west of the study area along the Memorial Quadrangle are three trees of primary historic status (HLP 2.0, p. 59). These trees may be protected depending on building location and construction access.

- The Johnson Lane Axis is a secondary ranked, historic open space and has a partial listing in the National Register of Historic Places due to the listed Memorial Quadrangle and Women's Memorial Quadrangle. The 2013 Diagnosis identifies the Johnson Lane Axis as a significant view corridor and important east-west pedestrian access. The Johnson Lane Axis is considered a quiet walk, as it is parallel to the heavily-used 13th Avenue Axis. Pedestrian access along this Axis extends from Kincaid Street to the Memorial Quadrangle, past Chapman and Johnson Halls to the EMU. The pedestrian portion of the Axis between Chapman Hall and the JSMA is noted for its grassy area an informal pathways bisecting the Axis. Johnson Lane is a designated bicycle route with limited auto access.

- The Campus Plan specifies that projects in this area should preserve and strengthen the Johnson Lane Axis and ensure access for bicycles and service vehicles. A potential development site is shown near and partially within this site in the 2013 Diagnosis as a stand-alone use and may or may not be an expansion of Chapman Hall's east end (p.10). The Diagnosis recommends an assessment of future potential to widen the Axis and identifies that development along the Axis would confine its width (p. 17). The site diagram shows that no portion of the building encroaches onto the Women's Memorial Quadrangle, the Memorial Quadrangle, or the Johnson Lane Axis. Future phases of design will be required to ensure that the building footprint remains outside these Designated Open Spaces.

- Site B also abuts the 13th Avenue Axis designated open space. Unique features of the 13th Avenue Axis that potential projects should account for include (as stated in the Campus Plan): its function as an important east-west connection to and through campus; its heavy use by pedestrians and cyclists; its low volumes of motor vehicle traffic (traffic is limited to service vehicles); and its orientation such that most primary building entrances are visible from the Axis, though they are typically accessed from adjacent pathways.

- The north end of the Memorial Quadrangle is adjacent to the study area. The Memorial Quadrangle is a primarily ranked, historic open space listed in the National Register of Historic Places. This Designated

Open Space is heavily used by pedestrians and represents the University's most formal "outdoor room" where formal and informal events take place. The 2013 Diagnosis identifies the Quadrangle as a positive outdoor space. The Campus Plan identifies the possibility of building additions to Chapman along this Quadrangle. Such development must acknowledge the significance of the buildings and their pattern around the Quadrangle (i.e., this addition should not overpower or detract from existing buildings and should be set back from the edge of the Quadrangle, as also noted in the 2002 South Central Campus Diagnosis (2002 Diagnosis)).

- A potential development site is shown near and partially within this site in the 2013 Diagnosis as a stand-alone site and not as an expansion of Chapman Hall. Development along the 13th Avenue Axis must preserve the connections to the Old Campus Quadrangle across East 13th Avenue to the north and the Memorial Quadrangle by not developing structural elements within these crossings (e.g., bike racks). The Campus Plan specifies that development may employ landscape features to better-define the allocation of space, accommodate large volumes of traffic, provide opportunities for seating similar to the low walls at Fenton Hall and Condon Hall, and ensure that its associated traffic recognizes the safety of pedestrians and cyclists using the Axis.

- The HLP 2.0 assesses a new building addition to Chapman Hall. The HLP assesses the potential to build a four-story structure with a rectangular shape and a 10,000 sf footprint at 50,000 sf. A building of this size is shown in the HLP to potentially block daylight to existing classrooms in Chapman Hall. The resulting recommended building addresses the issues identified in the HLP. The HLP's identification of a building at Chapman provides a framework that supports a building addition in the general area.

- Page 22 of the HLP states: "Set back all new buildings a minimum of 15 feet from the southern and northern Johnson Lane sidewalks to allow for columnar canopy trees between the sidewalk and proposed buildings," consistent with the Lawrence/ Cuthbert relationships between building, path, and open spaces in the area. If selected, site designs at Site B will show setbacks more precisely and/or may adapt the building's design.

- Consistent with the HLP's recommendations, the building respects Chapman Hall's massing. The potential building resembles "L" shapes and is projected to be three or four stories in height.

DENSITIES

- The site is within Sub-Area 5 of the Academic Center and Historic Core Design Area. The available building footprint (i.e., coverage) in the Design Area is 50,183 sf. The 16,560 sf building footprint is within the required limit of 50,183 sf and will not require an amendment to the Campus Plan.

- The available gsf for the Design Area is 283,163 gsf. The recommended limit for total added building area within Sub-Area 5 is 50,000 gsf. The building is conceptually programmed at approximately 50,000 gsf without sub-grade parking, thus within the 283,163 required gsf limit. Construction of the CCB according to the program will not require an amendment to the Campus Plan because the building gsf does not exceed that established for the Design area, even accounting for the additional square footage for sub-grade parking.

SPACE USE & ORGANIZATION

- Patterns within the Campus Plan applicable to this policy and to this stage of the proposed CCB project are: **Activity Nodes** (locating new buildings requires placement in conjunction with other buildings to form nodes of public life and provide contrast to the quiet, private outdoor spaces between them); **Future Expansion** (changing needs over time will require buildings on campus and the campus landscape to adapt to those needs) and **University Shape and Diameter** (the proposal adds new academic uses within the seven-minute walking circle; typically projects outside this circle include research spaces, administrative office spaces, and recreational spaces).

- While more activity would be visible along Johnson Lane upon completion of the CCB, the integrity of the informal open spaces around Chapman Hall and Johnson Hall would be preserved. A portion of the potential building covers an existing parking lot while another portion of the building leaves an open area between the south side of Chapman Hall and the potential building concept. The Memorial

Quadrangle is known for its high levels of activity. As such, a building addition along but outside its east edge would align with the Memorial Quadrangle's character. Academic, open space, arts and culture, administrative, and support uses surround the site. The uses in the proposed CCB complement academic uses, and portions of the building will be allocated for instructional spaces.

REPLACEMENT OF DISPLACED USES

- The project will displace approximately 46 bicycle parking spaces. These spaces will need to be relocated.

- A prospective building on Site B could displace up to 40 motor vehicle parking spaces within Lot 23 (37 standard motor vehicle parking spaces and three service vehicle parking spaces). The CCB project will require three on-grade service spaces. The diagram for Site B shows a parking ramp to access some or all of the replacement parking on-site under the building.

- Options for addressing displaced parking on the site could include:

  (1) Provide no sub-grade vehicle parking on-site and replace up to 40 spaces off-site as surface parking;

  (2) Provide sub grade vehicle parking on-site to replace only the parking that is likely to be displaced by the building and parking ramp (up to 37 spaces), with three spaces on-site at grade for service access/ drop-off and any remaining parking replaced off-site as surface parking.

ARCHITECTURE & PRESERVATION

- Patterns within the Campus Plan applicable to University architectural policies are: **Architectural Style** (make the design of new buildings compatible harmonious with the design of adjacent buildings); **Building Complex** (maintain human scale by recognizing that human-scaled buildings are usually 100,000 gsf or less); **Connected Buildings** (consider connecting new buildings to existing buildings wherever possible); **Four-Story Limit** (keep the majority of buildings four stories high or less as appropriate); **Main Building Entrance** (place main entrances at points that are immediately visible from the main avenues of approach); **Quiet Backs** (give buildings in the busy part of campus "quiet backs" away from noisy areas); South Facing Outdoors (place open spaces at the south side of buildings); and **Wings of Light** (allow natural light to flow throughout the building). The following findings provide information specific to these patterns to guide the Project Sponsor, Advisory Group, the Campus Planning Committee, and the President in their process of determining how well Site B meets the applicable criteria.

- The CCB's building program (approximately 50,000 gsf above-grade) is projected to result in a building that is three stories above-grade, a composition similar to the buildings adjacent to the site. The Academic Center and Historic Core buildings are two to four stories with the exception of PLC, which is nine stories. The site is adjacent to Chapman Hall (three stories) and to Johnson Hall (two stories) and the JSMA (two stories). The site is visible from Condon Hall (three stories) and Fenton Hall (two to three stories) across East 13th Avenue.

- Chapman has a primary historic ranking and is likely eligible for listing in the National Register of Historic Places. Additionally, the Memorial Quadrangle and Women's Memorial Quadrangle are historic landscapes and primary ranked sites listed in the National Register of Historic Places. The Johnson Lane Axis is a secondary ranked, historic open space that has a partial listing in the National Register of Historic Places. If Site B is selected, the CCB project will accordingly require further coordination with the State Historic Preservation Office to ensure the CCB upholds historic preservation policies.

- Building materials, fenestration, and other architectural elements are to be cohesive with surrounding development and will be refined upon site selection and the building's programming and design. Building entrances as shown on the diagram are consistent with the Main Building Entrance Pattern of the Campus Plan. The area between Chapman Hall's southern façade and the proposed CCB may be considered a quiet back. The southernmost edges of the proposed CCB could also qualify as quiet backs due to their adjacency to the Johnson Lane Axis. The 2002 Diagnosis recognizes Chapman's southern exposure. The conceptual building footprint superimposed on the diagram partially blocks Chapman's southern façade. The

conceptual design of the building shows that its shape will allow light to pass through the entire CCB but may limit light into Chapman's south-facing outdoors.

TRANSPORTATION

- Patterns within the Campus Plan applicable to the Transportation Policy and relevant to the CCB project at this time are: **Local Transport Area** (encourage local trips to be made of foot, bike, or other modes that do not rely on motor vehicles, and adapt the campus transportation network to accommodate these alternative modes); **Peripheral Parking** (distribute parking areas along the edges of campus so that campus destinations can be reached in a reasonable amount of time); **Shielded Parking and Service Areas** (screen all parking lots and service areas); and **Small Parking Lots** in Campus Core (make parking lots small (e.g., 20-30 cars) or as a collection of parking areas if more spaces are required). The following findings provide information specific to these patterns to guide the Project Sponsor, Advisory Group, the Campus Planning Committee, and the President in their process of determining how well Site B meets the applicable criteria.

- Site B abuts the 13th Avenue Axis and Johnson Lane Axis, and is near pathways that connect to the Memorial Quadrangle and Women's Memorial Quadrangle. These Designated Open Spaces and pathways provide pedestrian and bicycle connections to the site. Additional pathways to the north and east of the site facilitate bicycle and pedestrian access. The 2013 Diagnosis describes the 13th Avenue Axis as an area that retains the character of a vehicular street due to service vehicles and the type and large amount of movement through the Axis but has pedestrian and bicycle conflicts that should be addressed. Numerous bike racks block pedestrian crossings along this Axis. The 2013 Diagnosis describes a similar pattern at the Memorial Quadrangle, where pedestrian and bicycle conflicts occur.

- The HLP 2.0 emphasizes that sites around the Johnson Lane Axis should have access to parking and service areas (p. 19). Specifically, attention is called to Johnson Hall, Chapman Hall, Susan Campbell Hall, and the JSMA. These parking and delivery needs must be reconciled with the safety of pedestrians (p. 19).

- Development on the site should not affect the pedestrian or bicycle circulation patterns on the 13th Avenue Axis, a major pathway (2013 Diagnosis, p.11) and Campus Plan designated pathway (p. 30). The proposed project will also avoid direct impacts to the Johnson Lane Axis, a minor pathway (2013 Diagnosis, p. 11) and Campus Plan designated pathway (p. 30). The path through the site's southwest corner as illustrated on the diagram is a minor pathway not designated in the Campus Plan (2013 Diagnosis, p. 11; Campus Plan, p. 30). Though removal of this path to accommodate development would redirect pedestrians to the Johnson Lane Axis in attempts to get to the Memorial Quadrangle, the Women's Memorial Quadrangle, Chapman Hall, or additional areas north of the site, four remaining paths around the site would remain untouched and would leave multiple accessible options for pedestrians and cyclists going to and from buildings around the site. In addition, the path requiring removal is not heavily used as indicated by its designations in the Campus Plan and 2013 Diagnosis.

- LTD stations are located along Kincaid Street, and the EmX stop at Dad's Gates Station is less than a quarter-mile from the site.

- The potential project is partially within the west end of Parking Lot 23 near Johnson Hall and the JSMA. Parking Lot 23 is reserved for faculty, staff, and vehicles with special permits as shown on the Parking Lot Atlas and is primarily used by Administration. As illustrated on the site diagram, the future building will displace approximately 37 motor vehicle parking spaces and three service spaces. The project considers sub-grade parking at this location, which would replace the surface level spaces and improve the appearance of the Academic Center and Historic Core as a result of the relocation. Therefore, the project proposes a solution to meet user needs and exceed the minimum Pattern requirements of shielding, screening, and surface parking areas small in size, which are established to preserve and enhance the appearance of campus and improve the experience of its users. As the CCB project progresses through phases of design, specific screening of service and loading/unloading areas may be determined. Peripheral parking pattern language does not apply to this specific site. This pattern

provides guidance to parking areas proposed on the periphery of campus.

- Locations along 13th Avenue have challenging delivery needs with limited service access. A parking and delivery route for heavy and light (e.g., catering, postal, and Fed-Ex) deliveries is shown in the 2013 and 2002 Diagnoses within the site, immediately east of Chapman Hall. There is a limited screen buffer around this location to shield pedestrians from the service area. The 2002 Diagnosis recommends improvements to this screening and notes that service parking spaces in Lot 23 are too small.

- The Campus Plan observes that while Johnson Lane is a relatively quiet area compared to the 13th Avenue Axis, "the Axis [Johnson Lane] serves pedestrians and a small amount of vehicle and bike traffic to parking lots at the [Jordan] Schnitzer Museum of Art and Johnson Hall. Approximately four times a year, semi-trucks use Johnson Lane to access the [Jordan] Schnitzer Museum of Art" (p. 18). With an expansion planned for the JSMA and to Susan Campbell Hall, this level of traffic is expected to remain unchanged.

- Consultants prepared a series of turning studies to analyze the impact of new development at Site B on the ability of large trucks to make deliveries to the JSMA loading dock. These studies accounted for future potential additions at both JSMA and Susan Campbell Hall. The Project Sponsor Group and CPDC staff identified the two most feasible options for truck access. Both options show that truck access is still feasible with the development of the new College and Careers Building, although there are implications for site and building layout, and parking. The options (Appendix 4) include the following considerations:

    - **Option 1** assumes using the Johnson Lane Axis for semi-truck access to the proposed west end of the JSMA expansion and backing into the revised JSMA loading dock area. For this option to be feasible, a drivable surface would be required beyond the west end of Johnson Lane to allow for turning movements.

    - **Option 2** uses Parking Lot 23 to pull forward and back into the JSMA loading dock. This is essentially the route used currently for semi-truck access to the existing JSMA loading dock. This option may require removal of trees at the east and west corners of the Lot 23 entrance to provide adequate space for the large truck turning radius.

SUSTAINABLE DEVELOPMENT

- Development on Site B will likely meet the LEED criteria assessing access to public transportation and criteria assessing community density/connectivity.

SPACE NEEDS PLAN

Under Scenarios 1, 2, 3 and 4, Site B contains a 50,000 gsf project needed to meet the academic and academic support space needs of gross square footage per student ratios for 24,591; 28,000; 31,000; and 34,000 FTE for student enrollment. The CCB is intended for academic support and limited instructional space, consistent with all four scenarios in Space Needs Plan.

USER NEEDS: PROGRAM & FACILITY ELEMENTS

LOCATION

- Site B is within the Academic Center and Historic Core Design Area of the Campus Plan, and within the seven-minute walking radius. The site is adjacent to Fenton Hall north of the site; to the JSMA, Susan Campbell Hall, and Hendricks Hall to the south and across the Johnson Lane Axis; to Condon Hall and PLC across the Memorial Quadrangle, and Chapman Hall to the west; and to Johnson Hall to the east.

- Unlike Site A, there are many options to address parking on this site. Should the building concept be revised, there may be additional options to satisfy service access and parking needs with access from Johnson Lane.

- University Street to Johnson Lane is accessible to vehicles though the Johnson Lane Axis does not provide a vehicle outlet to other streets. Pathways around the site are suitable for pedestrian and bicycle use.

BUILDING FEATURES THAT REFLECT FUNCTION

- The ability of the site to accomplish the need for a visible main entrance can be determined from

potential locations of entrances; three building facades could face Designated Open Spaces. The westernmost building façade is along the Memorial Quadrangle but does not encroach upon this Open Space. This building façade is visible from Condon Hall and PLC across the Memorial Quadrangle and is somewhat visible from outside the Knight Library. The southern façade of the building is visible from and abuts the Johnson Lane Axis. The northern façade of the building fronts the 13th Avenue Axis. This façade is visible from the Lillis Business Complex, Fenton Hall, and may be partially visible from Friendly Hall (trees may limit visibility from this building).

- All entrances shown on the diagram are positioned to provide a connection to existing campus pathways.

- Site B is within Parking Lot 23, and the building footprint as shown on the diagram will remove the existing loading/unloading zone from the Lot. However, the site and building abut the 13th Avenue Axis and retain a portion of the surface parking area adjacent to Johnson Lane. Johnson Lane connects to the JSMA's service areas and parking at Parking Lot 25. Of the three potential sites, Site B is closest to Parking Lot 25. The location of Site B in relation to Lot 25 provides more options for parking close-by than Sites A and C.

- For purposes of delivery needs, at least one building entrance without stairs can be provided at this site.

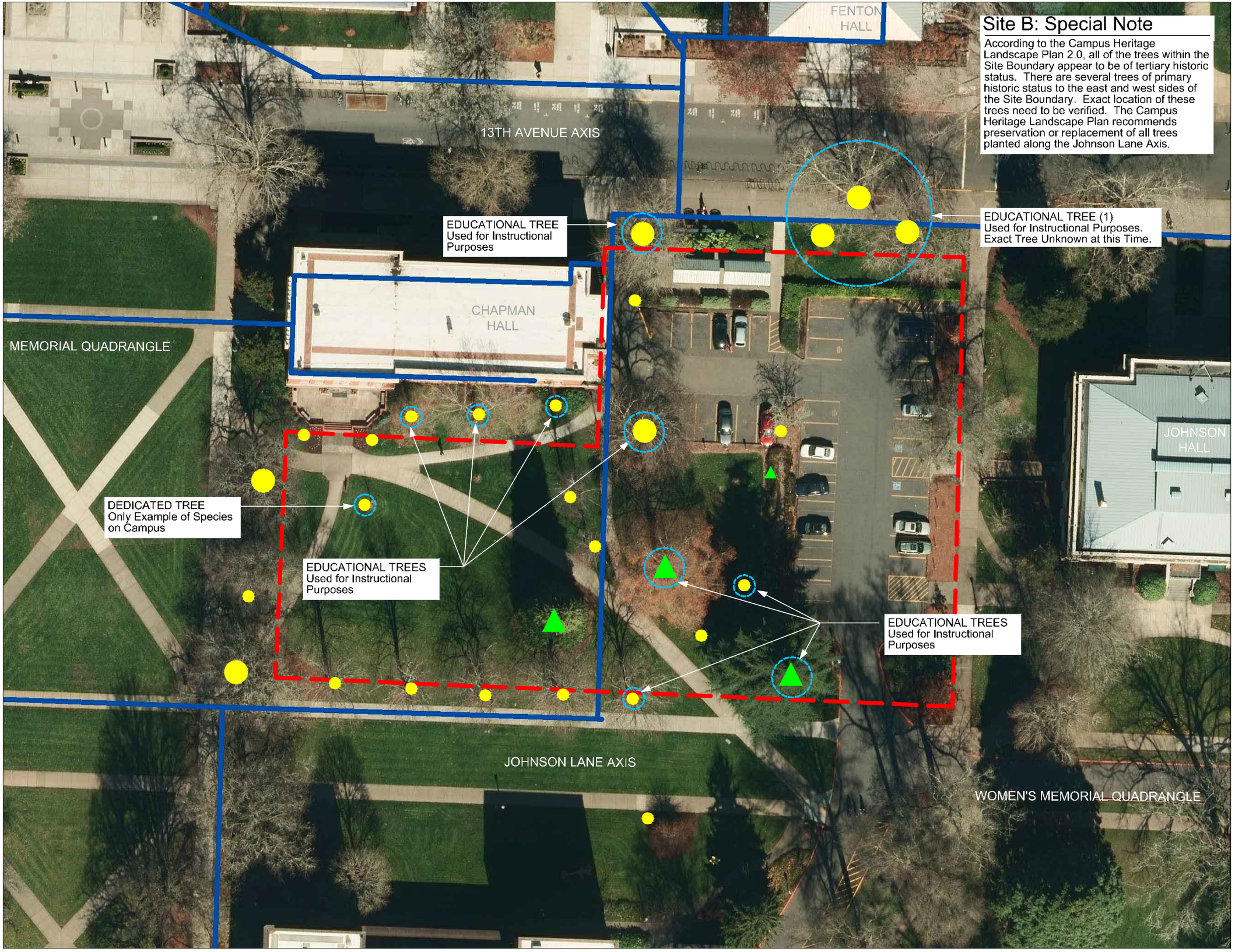
SITE FEATURES

- The site as shown on the diagram and in the turning study (Appendix 4) has adequate space to accommodate vehicle deliveries on the site itself. As previously noted, vehicle deliveries may consider using University Street to Johnson Lane.

- Future phases of design will determine if Site B accommodates additional space for limited programmatic growth (up to 10%) either vertically, horizontally, or a combination of each (if possible).

RELOCATION

- As previously noted, development on this site will not have to consider an extension of the University's utility tunnel. Costs and time required to replace parking will be required. The total added costs to provide parking range from $220,000 to $1,850,000. (Refer to discussion under the Feasibility of Development criterion and Appendix 3 Cost Evaluation.)



Site B: Special Note

According to the Campus Heritage Landscape Plan 2.0, all of the trees within the Site Boundary appear to be of tertiary historic status. There are several trees of primary historic status to the east and west sides of the Site Boundary. Exact location of these trees need to be verified. The Campus Heritage Landscape Plan recommends preservation or replacement of all trees planted along the Johnson Lane Axis.

MAP INFORMATION*

- Area of Study
- Existing UO Utility Tunnel
- Large Caliper Coniferous Tree*
- Small Caliper Coniferous Tree*
- Large Caliper Broadleaf Tree*
- Small Caliper Broadleaf Tree*
- See Note on Plan Regarding Tree's Significance

*Small Caliper Trees = 1-18 inches
Large Caliper Trees = 19-120 inches

CAMERON McCARTHY
LANDSCAPE ARCHITECTURE & PLANNING

UNIVERSITY OF OREGON
COLLEGE AND CAREERS BUILDING
SITING STUDY

CAMPUS PLANNING, DESIGN, & CONSTRUCTION
1276 UNIVERSITY OF OREGON
EUGENE, OREGON 97403

Site B: Existing Tree Conditions

THIS PAGE IS INTENTIONALLY BLANK

MAP INFORMATION*

- Area of Study
- Existing UO Utility Tunnel
- UO Designated Open Space
- Conceptual Building Footprint
- Conceptual Building Entrance

*This map was derived from information provided by University of Oregon InfoGraphics Lab, August 2014.

CAMERON McCARTHY
LANDSCAPE ARCHITECTURE & PLANNING

UNIVERSITY OF OREGON
COLLEGE AND CAREERS BUILDING SITING STUDY

CAMPUS PLANNING, DESIGN, & CONSTRUCTION
1276 UNIVERSITY OF OREGON
EUGENE, OREGON 97403

Site B: South & East of Chapman

THIS PAGE IS INTENTIONALLY BLANK

SITE C: PLC PARKING LOT

SYNOPSIS

Site C is within the PLC Parking Lot, a site that is exclusively used for surface parking. Kincaid Street to the east, East 14th Avenue to the south, Alder Street to the west, and a through-alley along the site's north boundary surround the site. The site aligns with Johnson Lane Axis.

KEY CONSIDERATIONS:

The following are key constraints relating to Site C:

- Site C displaces the most parking of any option by a significant margin;
- Extension of the utility tunnel across Kincaid Street (a public street) increases project costs;
- Project size is relatively small compared to potential development site;
- Site location is not well-connected to the academic core; and

SITE INFORMATION

Zoning: Public Land

Metro Plan Designation: Commercial

Relevant Plan Boundaries: Campus Plan, West University Refinement Plan

Current Use & Infrastructure: Surface Parking

Motor Vehicle Access: Kincaid Street (if transit station removed), East 14th Ave

Campus Plan Design Area: PLC Parking Lont

Design Area available building footprint (sf): 29,646

Design Area available gross square feet (gsf): 118,584

Potential Timeline Extension: N/A (Though An Implication for Selecting a Site is that Noticing to LTD Must Occur at Least 1 Year Prior to Construction Start)

Added Costs to Project Budget: $2,064,900 to $4,064,900

C

FEASIBILITY OF DEVELOPMENT

SITE READINESS

- The project may avoid City-required land use approvals. The project is permitted outright in the Public Land Zone and should not require a Traffic Impact Analysis. The project will require parking spaces sufficient to serve the building. The Eugene Development Code (EC) sets forth standards for the amount of off-street motor vehicle parking required to serve a use. Based on the EC, adequate off-street parking exists on a University-wide basis. The project assumes replacement of existing surface parking displaced. Therefore, the University will continue to meet City standards for off-street parking; no request for City approval of an Adjustment Review application will be required. Although the EC establishes minimum parking area landscape standards that the site currently does not meet, our analysis is that the balance of the remaining parking area would not be required to be brought up to current Code standards. To comply with Code-required setbacks and avoid Adjustment Review, a future building on Site C must have at

least a 10-foot setback. The diagram as currently shown does not meet this requirement, as the conceptual building footprint is within the required setback along the south property line (property lines are shown as narrow, white lines).

- There are no historic resources or deed restrictions in place that limit or prevent potential development on the site.

- An Intergovernmental Agreement (IGA) between LTD and the University will require the University to coordinate with LTD to identify an appropriate replacement location for the transit station and associated shelter. As previously noted, such notice must occur at least one year prior to its removal and relocation. The University will not be required to pay for removal of the existing shelter or pay the direct costs of a new shelter, located elsewhere.

- The development costs of this site include:

    - Extension of the University's utility tunnel; and

    - Construction of new motor vehicle parking spaces, the cost of which may be determined from the following options (not an exhaustive list):

      (1) Provide no sub-grade vehicle parking on-site and replace up to 125 spaces off-site as surface parking; or

      (2) Provide 40 sub-grade vehicle parking spaces on-site and replace the remaining 85 spaces off-site as surface parking.

- Based on relative assessments of the cost to provide utilities for each site, Site C is expected to be the most expensive to serve. The total added monetary development costs are estimated to range from $2,064,900 to $4,064,900. Refer to Appendix 3 for an itemized estimate of each cost.

- Taken together, these considerations will not impact or delay the project schedule if notification to LTD and identification of a suitable replacement location for the transit shelter occurs in advance or within a year. The building must ensure it remains at least 10 feet from all property lines to avoid the land use entitlement process.

CAMPUS PLANNING FRAMEWORK

This section provides information for an analysis of the site's consistency with Campus Plan Policies and uses additional planning documents provided by CPDC to support and inform the analysis. The Open-space Framework; Densities, Space Use & Organization; Replacement of Displaced Uses; Architecture & Preservation; Transportation; and Sustainable Development Policies are highlighted in this section. Design Area Special Conditions, as well as patterns associated with each of these policies, are incorporated into the discussion about each of these Campus Plan Policies.

OPEN SPACE FRAMEWORK

- The Campus Plan establishes patterns that each development project must consider as relevant to the use and type of building proposed. Within the Open-space Framework, the following patterns apply to this phase of the CCB project: **Campus Trees** (protection or replacement of trees), **Historic Landscapes** (protection, stewardship, and new development that is compatible with these spaces), **Open-space Framework** (improvement and/or extension of these spaces), **Positive Outdoor Space** (design such that buildings embrace the outdoor spaces they form and frame), and **Quadrangles and the Historic Core** (enhancement and support of the existing open-space framework when new buildings or additions are constructed). The following findings provide information specific to these patterns to guide the Project Sponsor, Advisory Group, the Campus Planning Committee, and the President in their process of determining how well Site C meets the applicable criteria.

- There are no trees of significance, heritage trees, memorial trees, educational trees, or historic trees on the site. Five **broadleaf trees**, 1 in. to 18 in. in caliper, are within the study area.

- No significant landscape features characterize the area, and no designated open spaces are contiguous to the study area.

- No open spaces or axes directly abut the study area. However, Site C is at the eastern terminus of the Johnson Lane Axis, an Axis that is a significant view corridor and is an east-west pedestrian access connection. The Campus Plan identifies the need for visual improvements at Site C, given its public presence. The Plan also states that the site occupies a strategic position as the western terminus of the east/west Johnson Lane Axis, which is anchored at the eastern end by the EMU.

- The 2002 Diagnosis and the 2013 Academic Center and Historic Core Diagnosis identify the portion of Kincaid Street abutting the site as a potential activity node that is instead used as an area with heavy, visually unappealing vehicle traffic that contributes to unwanted congestion in the area, which is particularly prevalent leading to the Johnson Lane Axis. The 2002 Diagnosis identifies the site as within an Analytical Area that lacks clear, quality connections to the main campus. The 2002 Diagnosis notes that the site has potential to improve landscaping within the University, to accommodate a major building, and to provide increased tree canopy coverage. Potential development at Site C may consider design options to better-connect to the area (though at a cost). Alternatively, this congestion along Kincaid Street may limit the site from a clear tie to the Academic and Historic Core area of campus.

DENSITIES

- The available gsf for the Design Area is 118,584 gsf. The conceptual program for the potential building is 50,000 gsf exclusive of any sub-grade or structured parking. Therefore the potential building is within this limit. The building's gsf with sub-grade parking is 66,240 gsf. Construction of the CCB will not require an amendment to the Campus Plan for FAR densities.

- Though the Campus Plan's Density Policy identifies that a 118,000 gsf project would comply with its requirements, siting a three- or four-story, 50,000 gsf building on a portion of this site may be considered an underutilization of the block. This Design Area allows great flexibility in potential buildings and their design compared to sites within the Academic Center and Historic Core, which expressly limits building sf and gsf to amounts comparable to the CCB's program. Page 93 of the Campus Plan states: "The proximity of this area to the campus core provides an opportunity for siting a major campus building. It should serve as an appropriate terminus of the Johnson Lane Axis and can potentially incorporate structured parking as a use…".

- The available coverage for the PLC Parking Lot Design Area is 29,646 sf. The 16,560 sf building footprint is within this limit, will not require an amendment to the Campus Plan, and leaves 13,086 sf of the Lot available for other uses that may or may not complement the CCB.

SPACE USE & ORGANIZATION

- Patterns within the Campus Plan applicable to this policy and to this stage of the proposed CCB project are: **Activity Nodes** (locating new buildings requires placement in conjunction with other buildings to form nodes of public life and provide contrast to the quiet, private outdoor spaces between them); **Future Expansion** (changing needs over time will require buildings on campus and the campus landscape to adapt to those needs) and **University Shape and Diameter** (adding new academic uses to the campus, especially instructional areas, will require new projects to be within a circle that can be crossed within a seven-minute walk; projects inside this circle should be academically-oriented while projects outside this circle can be research spaces, administrative office spaces, and recreational spaces). The following findings provide information specific to these patterns to guide the Project Sponsor, Advisory Group, the Campus Planning Committee, and the President in their process of determining how well Site C meets the applicable criteria.

- The site diagram shows that the proposed CCB is a new building where no building currently exists. However, there are no quiet open spaces within or around the site, as it is a parking lot surrounded by active and somewhat intense uses. The analysis of the Density Policy also questions whether the

potential use for the site is the most efficient use. The site is adjacent to (but outside) the Academic Center and Historic Core Design Area to the east. The west portion of the site is partially within the seven-minute walking circle shown on page 139 of the Campus Plan. Walking circles demonstrate how quickly students are able to travel to the University's buildings with classrooms on the main campus. Buildings closest to the site to the east are the Knight Library, Condon Hall, PLC, and the Lillis Business Complex. To the north are commercial uses on East 13th Avenue. Abutting the site to the east is a transit station under the jurisdiction of LTD. To the west are commercial uses and medium- to high-density apartments that are primarily—if not entirely—used by students. The proposed uses complement academic uses, and portions of the building may be allocated for instructional spaces.

REPLACEMENT OF DISPLACED USES

- Construction of the CCB on Site C will displace 42 bicycle parking spaces. These spaces will need to be relocated.

- If the CCB is constructed on Site C, approximately 125 surface parking spaces will be displaced. Construction of sub-grade parking may provide up to 40 spaces. Options for addressing displaced parking on the site may determine if Site C is selected; these options or other options may be considered further as the design is refined:

  (1) Provide no sub-grade vehicle parking on-site and replace up to 125 spaces off-site as surface parking; or

  (2) Provide 40 sub-grade vehicle parking spaces on-site and replace the remaining 85 spaces off-site as surface parking.

- As previously noted, the IGA between LTD and the University will require the University to coordinate with LTD to identify an appropriate replacement location for the transit station and associated shelter at least one year prior to the shelter's removal and relocation at no direct cost to the University.

ARCHITECTURE & PRESERVATION

- Patterns within the Campus Plan applicable to University architectural policies are: **Architectural Style** (make the design of new buildings compatible harmonious with the design of adjacent buildings); **Building Complex** (maintain human scale by recognizing that human-scaled buildings are usually 100,000 gsf or less); **Connected Buildings** (consider connecting new buildings to existing buildings wherever possible); **Four-Story Limit** (keep the majority of buildings four stories high or less as appropriate); **Main Building Entrance** (place main entrances at points that are immediately visible from the main avenues of approach); **Quiet Backs** (give buildings in the busy part of campus "quiet backs" away from noisy areas); **South Facing Outdoors** (place open spaces at the south side of buildings); and **Wings of Light** (allow natural light to flow throughout the building). The following findings provide information specific to these patterns to guide the Project Sponsor, Advisory Group, the Campus Planning Committee, and the President in their process of determining how well Site C meets the applicable criteria.

- As previously noted, the CCB's building program (approximately 50,000 gsf above-grade) will, if Site C is selected, result in a building that is three stories above-grade. The Academic Center and Historic Core buildings at the Design Area's westernmost edge are two to four stories with the exception of PLC, which is over nine stories. Site C is at a lower elevation than the area to the east within the Academic Center and Historic Core. The commercial uses to the north are two stories. The site is adjacent to a new six-story private residential building, and is adjacent to two three- and four-story quads and apartments.

- There are no buildings or other historic resources on the site.

- Building materials, fenestration, and other architectural elements that are to be cohesive with and respect surrounding development will be refined upon site selection. Building entrances, though they are only on Kincaid Street, are placed in such

a manner to ensure that the building is oriented toward campus to tie it into the Academic Center and Historic Core. The potential building would not connect to an existing building, as the site is used solely for surface parking. The well-traveled, and, at times congested streets abutting the site (Alder and Kincaid Streets, East 14th Avenue), in addition to the intensity of the surrounding uses, would not allow the CCB to meet the Quiet Backs Pattern to support its academic function without a significant redesign of the site, which would require landscaping and other amenities. The South Facing Outdoors pattern is met at this site, and the conceptual design of the building shows that its shape will allow light to pass through the entire building due to its frontage along multiple streets.

TRANSPORTATION

- Patterns within the Campus Plan applicable to the Transportation Policy and relevant to the CCB project are: **Local Transport Area** (encourage local trips to be made of foot, bike, or other modes that do not rely on motor vehicles, and adapt the campus transportation network to accommodate these alternative modes); **Peripheral Parking** (distribute parking areas along the edges of campus so that campus destinations can be reached in a reasonable amount of time); **Shielded Parking and Service Areas** (screen all parking lots and service areas with either a low landscape wall, earth berm, or hedge); and **Small Parking Lots in Campus Core** (make parking lots small (e.g., 20-30 cars) or as a collection of parking areas if more spaces are required). The following findings provide information specific to these patterns to guide the Project Sponsor, Advisory Group, the Campus Planning Committee, and the President in their process of determining how well Site C meets the applicable criteria.

- The site is west of the boundary where automobile traffic is discouraged from the center of campus, which is a pedestrian and bicycle zone. This boundary runs along Kincaid Street, which is a particularly congested area that is frequently used by bicycles, pedestrians, cars, and busses. The site is a Faculty/Staff parking area (Parking Lot 16A) with 207 parking spaces. Related to the Replacement of Displaced Uses Policy, above, approximately 125 of these spaces will be directly impacted by the building and ramp, some of which may be replaced by sub-grade parking on-site (if feasible). Within the Lot, spaces are designated service, reserved, unmarked, ADA, and car share spaces. The site is adjacent to metered parking spaces owned and operated by the City of Eugene within the public right-of-way on East 14th Avenue and Kincaid Street. Potential sub-grade parking exceeds the intent of the pattern language for Shielded Parking and Service Areas, as surface treatments to screen new parking areas will not be required. As the CCB project progresses through phases of design, specific screening of service and loading/unloading areas may be determined. Site C is outside the campus core and, accordingly, will not affect the uses in the campus core.

- Motor vehicle access to the site is off of East 14th Avenue. Vehicles using Alder Street, Kincaid Street, and the alley must access the site at East 14th Avenue. Alley access along the site's north end allows through-traffic between Kincaid St. and Alder St. Access to the site directly off of the alley, without having to use another street, is currently possible for pedestrians only.

- The LTD transit station, noted above, abuts the site's east edge. However, the station will need to be relocated per the University's IGA with LTD. The IGA will require the University and LTD to find an appropriate replacement location for the station and associated shelter. Removal of this station may allow for better ingress-egress to and from the site's east end. Additional LTD bus stops and the EmX Dad's Gates Station are within a quarter-mile of the site. Site C facilitates bicycle and pedestrian access for prospective users from nearby instructional areas to the east.

SUSTAINABLE DEVELOPMENT

- Development on Site C will likely meet the LEED criteria assessing access to public transportation and criteria assessing community density/connectivity.

SPACE NEEDS PLAN

Under Scenarios 2, 3 and 4, Site C contains a 118,000 gsf project within the PLC Parking Lot needed to meet the academic and general use classroom space needs of gross square footage per student ratios for 28,000 31,000, and 34,000 FTE for student enrollment. A 50,000 gsf CCB, intended for academic support and limited instructional space, is part of the Capital Budget Request under all four scenarios as shown in the tables of the Space Needs Plan. However, a project within the Capital Budget Request is not diagrammatically shown at Site C.

USER NEEDS: PROGRAM & FACILITY ELEMENTS

LOCATION

- The site is outside the Academic Center and Historic Core Design Area of the Campus Plan and is within the PLC Parking Lot Design Area. The site is adjacent to the Academic Center and Historic Core Design Area across Kincaid Street to the east. The closest buildings within that Design Area are PLC, Condon Hall, and the Knight Library. Commercial and/or residential uses surround the site on all remaining sides and are primarily used by students.

- Site C (Parking Lot 16A) retains numerous car share and unmarked standard vehicle parking spaces. The program as shown on the conceptual diagram also replaces the displaced surface vehicle parking spaces through potential sub-grade parking. Additionally, the site is adjacent to metered parking spaces along Kincaid Street and East 14th Avenue.

BUILDING FEATURES

- The ability of the site to accomplish the need for a visible main entrance can be determined from potential locations of entrances: three well-traveled roadways and one alley surround the site. Along the site's west edge is Alder Street, along the Site's south edge is East 14th Avenue, and along the site's east edge is Kincaid Street. The two potential building entries shown on the diagram are on the building's east end, adjacent to Kincaid Street. These entries indicate the building's orientation toward the Academic Center and Historic Core within the main campus and align with the Johnson Lane Axis. These entries are visible from Kincaid Street. If the existing LTD transit station were to remain, it would partially block the visibility of the northernmost building entrance that more closely aligns with the Johnson Lane Axis (see diagram). As previously noted, the existing LTD transit station and associated shelter will need to be relocated per the IGA between LTD and the University. This entrance is stepped back approximately 32 feet from the entrance at the site's southeast corner. There is limited visibility of the site from the Academic Center and Historic Core. However, the Campus Plan and its subject plans recommend improvements to the campus edge at this location to increase its prominence and make it inviting.

- For purposes of delivery needs, at least one building entrance without stairs can be provided at this site.

SITE FEATURES

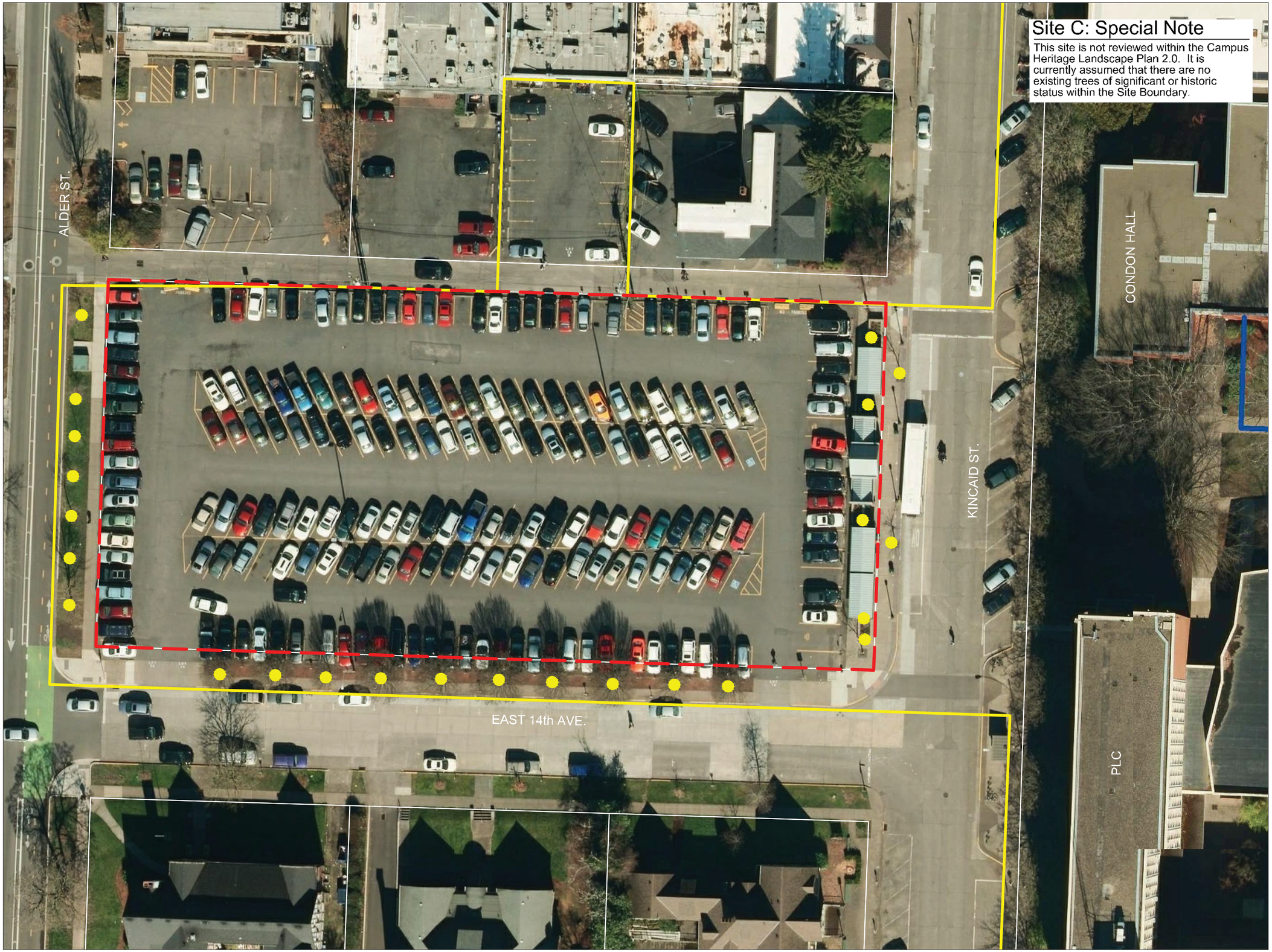
- The site as conceptually shown on the diagram has adequate space to accommodate vehicle deliveries on the site itself.

- Site C can accommodate additional space for limited programmatic growth (up to 10%) as shown on the diagram.

- As previously noted, the 2002 Diagnosis identifies the site as within an Analytical Area that lacks clear, quality connections to the main campus. The 2002 Diagnosis notes that the site has potential to improve landscaping within the University, to accommodate a major building, and to provide increased tree canopy coverage. This lack of connection does not appear to align with user needs. The cost to develop these connections and substantial improvements would be borne by the project.

RELOCATION

- Development on Site C appears to be most expensive. The cost to replace and/or relocate parking is a factor at this site. The costs of development requiring consideration on this site entail (for the purpose of this Siting Study) an extension of the University's utility tunnel and parking options. The associated costs range from $2,064,900 to $4,064,900. (See Appendix 3 Cost Evaluation.)



Site C: Special Note

This site is not reviewed within the Campus Heritage Landscape Plan 2.0. It is currently assumed that there are no existing trees of significant or historic status within the Site Boundary.

MAP INFORMATION*

- Area of Study
- UO Planning Boundary
- Existing UO Utility Tunnel
- Small Caliper Broadleaf Tree*

*Small Caliper Trees = 1-18 inches
Large Caliper Trees = 19-120 inches

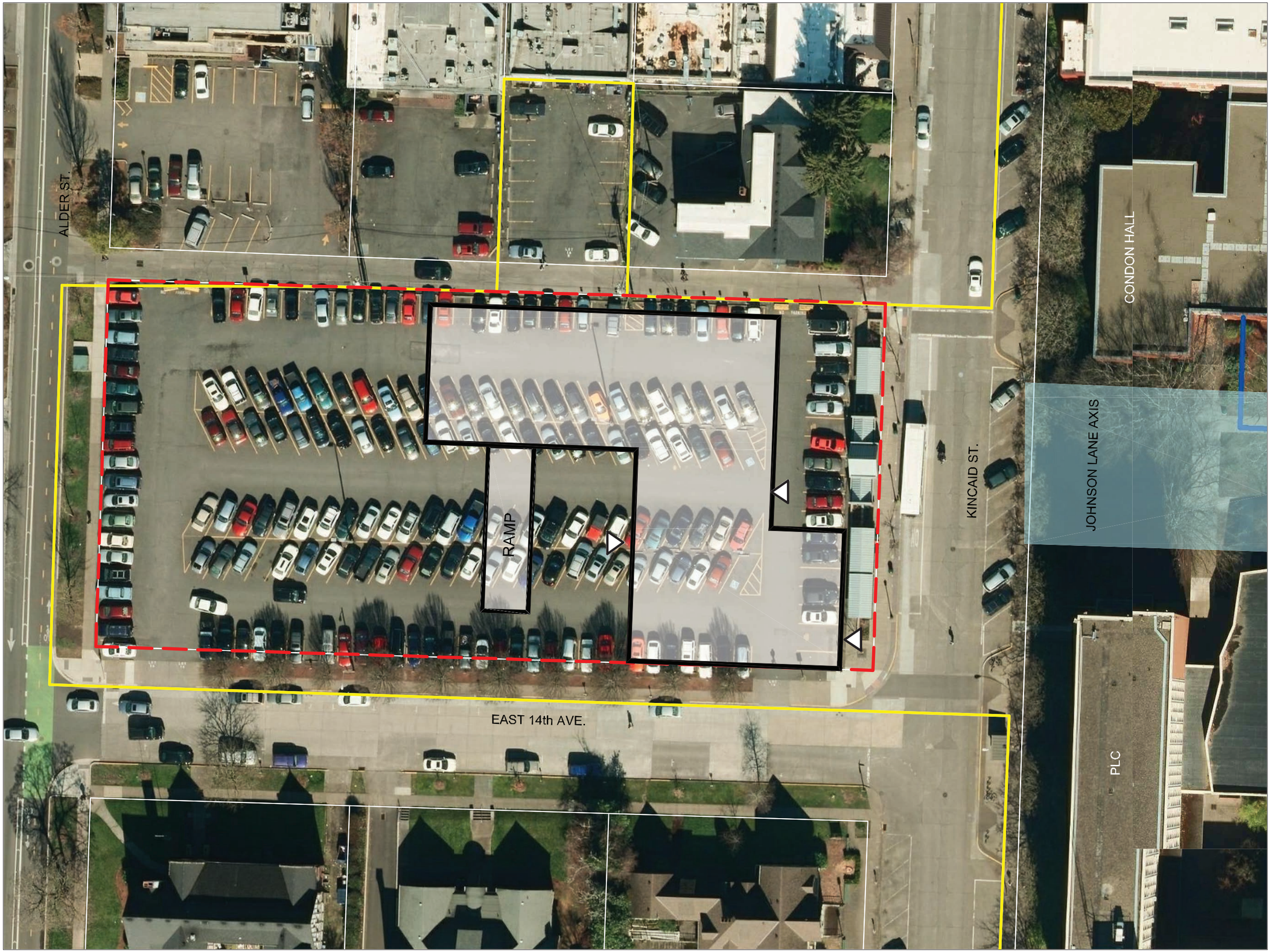
CAMERON McCARTHY
LANDSCAPE ARCHITECTURE & PLANNING

UNIVERSITY OF OREGON
COLLEGE AND CAREERS BUILDING
SITING STUDY

CAMPUS PLANNING, DESIGN, & CONSTRUCTION
1276 UNIVERSITY OF OREGON
EUGENE, OREGON 97403

Site C: Existing Tree Conditions

THIS PAGE IS INTENTIONALLY BLANK



MAP INFORMATION*

- Area of Study
- Existing UO Utility Tunnel
- UO Designated Open Space
- Conceptual Building Footprint
- Conceptual Building Entrance

*This map was derived from information provided by University of Oregon InfoGraphics Lab, August 2014.

CAMERON McCARTHY
LANDSCAPE ARCHITECTURE & PLANNING

UNIVERSITY OF OREGON
COLLEGE AND CAREERS BUILDING
SITING STUDY

CAMPUS PLANNING, DESIGN, & CONSTRUCTION
1276 UNIVERSITY OF OREGON
EUGENE, OREGON 97403

Site C: PLC Parking Lot

THIS PAGE IS INTENTIONALLY BLANK

APPENDICES

1. SITE SELECTION EVALUATION CRITERIA
2. SPONSOR MEETING NOTES
3. COST EVALUATION
4. TURNING STUDIES
5. EXERPTS FROM PARKING LOT ATLAS
6. REFERENCES

THIS PAGE IS INTENTIONALLY BLANK

APPENDIX 1: SITE SELECTION EVALUATION CRITERIA

A. FEASIBILITY OF DEVELOPMENT

1. SITE READINESS

1.1. HISTORIC RESOURCES: Eligible or registered historic resources that would significantly affect timeliness or cost of development are absent.

1.2. LAND USE ACTIONS: The proposed site does not require additional land use actions that would significantly affect timeliness or cost of development.

1.3. DEVELOPMENT TIMELINE: The known conditions of the site allow the project to be completed according to the desired schedule.

1.4. DEED RESTRICTIONS**:** There are no restrictions stipulated in the site's deeds that preclude development on the site.

1.5. COST: The added costs to the project budget (i.e., anticipated expenses required for site development in excess of the base cost) are acceptable.

1.6. EXISTING UTILITIES: The site is served by all needed existing utilities; proximity to utilities does not add undue cost to project for extension.

B. CAMPUS PLAN FRAMEWORK

1. **OPEN-SPACE FRAMEWORK:** Proposed development on the site complies with the requirements of the Open Space Framework Policy and Patterns (e.g., Quadrangles and the Historic Core, Campus Trees, etc.) (Policy 2). Specifically, it:

1.1. Occurs outside a designated open space and does not obstruct key pathways.

1.2. Has potential to enhance the existing open-space framework (e.g., better-define open space edges), campus edges, and main campus entrances.

1.3. Allows for future expansion of the open-space framework and pathway network as envisioned in the design area.

1.4. Preserves significant trees, including those established as heritage, educational, or memorial trees.

1.5. Preserves and has the potential to enhance pedestrian connections identified in the Campus Plan.

1.6. Has potential to enhance the quality of campus edges, where applicable.

2. **DENSITIES:** Proposed development on the site complies with the Density Policy and Patterns (e.g., Use Wisely What We Have, Floor Coverage, and Height Limits) (Policy 3). Specifically, it:

   2.1. Is within the maximum allowed density allowed by its Design Area.

   2.2. It complies with the requirements of the Design Area's building dimensions and scale in order to wisely use a limited amount of land.

3. **SPACE USE & ORGANIZATION:** Development on the site meets the intent of the Space Use and Organization Policy and Patterns (e.g., University Shape and Diameter, Future Expansion, etc.) (Policy 4). Specifically, it:

   3.1. Ensures that the proposed uses are a wise allocation of space close to the campus core.

   3.2. Allows room for future expansion of other uses in a manner that complies with all Campus Plan policies.

   3.3. Is a compatible use.

4. **REPLACEMENT OF DISPLACED USES:** Development on the site allows the project to comply with the refinements of the Replacement of Displaced Uses Policy (Policy 5). Specifically, it:

   4.1. Does not prohibit identifying appropriate replacement locations for all displaced uses.

   4.2. Does not prevent Campus Plan policies from being met by relocating the displaced use(s) in another area of campus.

5. **ARCHITECTURE & PRESERVATION:** Development on the site meets the intent of the Architectural Style and Historic Preservation Policy and Patterson (e.g., Building Character and Campus Context, Quadrangles and the Historic Core, Main Building Entrance, etc.) (Policy 7). Specifically, it:

   5.1. Development on the site can be compatible and harmonious with the design, orientation and scale of adjacent buildings.

   5.2. Development on the site will not negatively impact resources (buildings and landscapes that are listed or eligible to be listed in the National Register of Historic Places.

6. **TRANSPORTATION:** Development on the site complies with the Campus Plan's Transportation Policy and Patterns (e.g., Local Transport Area, Peripheral Parking, Shielded Parking and Service Areas, etc.) (Policy 9). Specifically, it:

   6.1. Preserves and enhances the pedestrian character of campus (e.g., has the potential to decrease vehicular traffic/parking and/or enhance shielded parking within the campus core).

   6.2. The development site is located near an appropriate vehicular transportation route with suitable access.

7. **SUSTAINABLE DEVELOPMENT:** Development on the site does not preclude the project from meeting the LEED credit addressing access to public transit and does not prevent the project from achieving LEED credits regarding density and connectivity within the community (Policy 10).

8. **DESIGN AREA SPECIAL CONDITIONS:** Development on the site strengthen the site elements of its Design Area, as identified by the Design Area Special Conditions Policy (Policy 12).

C. SPACE NEEDS PLAN

1. **SPACE NEEDS PLAN:** Development on the site is consistent with the long-term vision for campus uses identified in the Space Needs Plan.

D. USER NEEDS: PROGRAM & FACILITY ELEMENTS

1. **LOCATION:** The site's location helps achieve the overall vision for the College and Careers Building (CCB) and helps fulfill its specific functional purposes. The CCB will be a highly visible CAS academic hub and state-of-the-art teaching and learning facility that will foster the mentoring of students from their transition into college and on toward graduation. Specifically, it:

   1.1. Is adjacent to spaces that emphasize learning and contain classrooms within the heart of students' academic activities (i.e., is centrally-located within the Academic Center and Historic Core).

   1.2. Reflects the College of the Arts and Sciences' (CAS') desired adjacencies and the CCB's purpose as an intersection of student support services by way of its central location in the heart of the academic building core of the campus.

   1.3. Is proximate to a sufficient number (approx. 6) of standard vehicle parking spaces that can serve the CCB's needs for reserveable parking, and three dedicated spaces for deliveries/service needs. (Note: it is to be determined whether these spaces will be reserved on an annual or an as-needed basis.)

2. **BUILDING FEATURES:** The visibility and accessibility of the proposed College and Careers Building reflects its important function. Specifically, it:

   2.1. Allows for a prominent main entry by orienting the potential front door to the building in a clearly visible location, along at least one adjacent University-designated axis or roadway.

   2.2. Provides opportunities for multiple routes and access points to the building and additional building entrances.

   2.3. Accommodates a building entry that does not require stairs and is proximate to service vehicle parking and loading zone.

3. **SITE FEATURES:** The site has sufficient space to accommodate the functional features desired. Specifically, it:

   3.1. Allocates space for an easily identifiable and convenient area for vehicle deliveries.

3.2. Accommodates additional space for limited programmatic growth during the design phase (i.e., up to a 10% increase in volume and a larger building footprint commensurate with this increase).

3.3. Accommodates additional space for limited programmatic growth during the design phase (i.e., up to a 10% increase in volume and a larger building footprint commensurate with this increase).

4. **RELOCATION:** There will be minimal costs added to the project budget associated with removing and relocating existing uses.

APPENDIX 2: SPONSOR MEETING NOTES

CAMERON McCARTHY LANDSCAPE ARCHITECTURE & PLANNING
160 East Broadway ▪ Eugene Oregon 97401
v 541.485.7385 ▪ f 541.485.7389
www.cameronmccarthy.com

April 9, 2015

Meeting Notes: College and Careers Building (CCB) Site Analysis

Meeting Date/Time: Tuesday, April 7, 2015; 8:00 AM – 9:00 AM

Location: Friendly Hall

Attendees: Darin Dehle (UO, CPDC), Phil Farrington (UO, CPDC), Gregg Lobisser (UO, Student Life), Colin McArthur (CM), Chris Ramey (UO, CPDC), Cathy Soutar (UO, CAS), Fred Tepfer (UO, CPDC); Monica Witzig (CM)

OVERVIEW OF PROCESS/SCHEDULE FOR SITE SELECTION

- CPDC staff and project sponsors are scheduled to meet again on April 15, primarily to discuss programming. Upcoming target dates for the site selection process include:

  - Cameron McCarthy will provide progress update on the Draft Site Selection Report at the meeting with project sponsors on April 15.
  - Draft Report to CPDC staff/project sponsors for review on April 21.
  - Cameron McCarthy revises Draft Report and delivers to CPDC to distribute to the Advisory Group on April 23.
  - The Advisory Group meets April 30 to review the Draft Report and recommend a preferred site for further review/recommendations.
  - The Framework Vision Project consultants will prepare an expert opinion memo on the preferred site, and CPDC staff will lead on-campus neighbor/stakeholder meeting(s) to gather input. These efforts are targeted for completion in mid-May.
  - A check-in meeting to brief the Campus Planning Committee to brief them on the project is set for May 14.
  - The Space Advisory Group and Campus Planning Committee are targeted to meet in late May/early June (respectively) to review and develop their recommendations, with the President targeted to make the final site decision around mid-June.

- **REVIEW OF SITES AND TEMPLATES**
- Group reviewed three sites (Fenton, “Site A”; Chapman, “Site B;” and the PLC Parking Lot, “Site C”) and discussed a potential fourth site (i.e., the Collier House site). The historic status and zoning of the Collier House site was seen as creating potential for adding significant delay to the project. (Note: it was subsequently determined that CM will proceed with an analysis of the three sites only.)
- The CCB project will not add more parking above what the UO provides on a campus-wide basis, and any existing surface parking displaced will need to be replaced. The project budget includes the cost to provide below-grade parking on the CCB site, assuming there could be a need to replace up to 45-48 spaces
- Group discussed existing and future truck routing requirements for the Jordan Schnitzer Museum of Art, and possible future expansions to the Art Museum and Susan Campbell

Hall. Cameron McCarthy to run an Auto-Turn study to determine workable design options. (Team should assume JSMA expansion)

- 3-story building height, with below-grade parking possible at Chapman and the PLC Parking Lot; Fenton site not accessible for vehicles. Possibility of a 4th floor pop-up could be considered later through programming/design, but the building templates consider ample dimensions to fit the 50,000 sf program with 3 stories.

DISCUSSION OF EVALUATION CRITERIA/USER NEEDS

- Each site selection process has used for criteria clusters: feasibility of development, campus plan policy considerations, consistency with the space need plan, and user needs/program and facility elements. The user needs cluster is unique to each project. There could be some variability on some of the other criteria (e.g., no need to evaluate consistency with neighborhood refinement plans since all sites are within campus boundaries).
- The CCB is envisioned as being important to academic and career success so the location of the building (and its programs) should signal its importance.
- The building needs a presence near the heart of undergraduate education, at a crossroad between all undergraduate buildings and where CAS will be housed and proximate to areas of student activity. Classrooms will need to be within the academic core.
- Building should be visible/prominent. Main entry could face a well-traveled area/the building could be oriented toward an axis or street.
- Desired proximity to EMU; at-grade parking spaces are dedicated and/or reserved on a renewal or an as-needed basis (through Parking and Transportation).
- The Career Center has some parking needs for reserved spaces on days associated with major recruiter interviews/fairs. EMU parking lot helps meet needs for current demand. May need some nominal parking reserved (e.g., “platinum” stakeholders/donors). [Note: subsequent conversation with Career Center director indicates need for possibly 6 reserved spaces proximate to the building. Three dedicated spaces needed for service/delivery.]
- Career Center also needs good quality service/delivery drop-off (for vans/delivery trucks). Need an at-grade entry (important that there be no stairs leading to at least this entry), and close to vehicle loading zone.
- Site should be flexible to allow for expansion(up to 10% programmatic growth - volume, building footprint to expand outward instead of increase in height).

APPENDIX 3: COST EVALUATION

University of Oregon - College and Careers Building

Cost Differential Evaluation

28 April 2015

Cost evaluation assumes basic template program elements, access improvements, basic landscape improvements, and bicycle parking. Costs shown are in addition to these basic costs. If existing uses need to be relocated, it is assumed that land exists within the campus boundary to accommodate this relocation and land acquisition will not be required. Unless specified within this evaluation, references for costs can be found in the Notes section at the end of this appendix. Cost differential includes "option" costs to account for different scenarios for relocation of existing uses and parking, as discussed in the Site Analyses section.

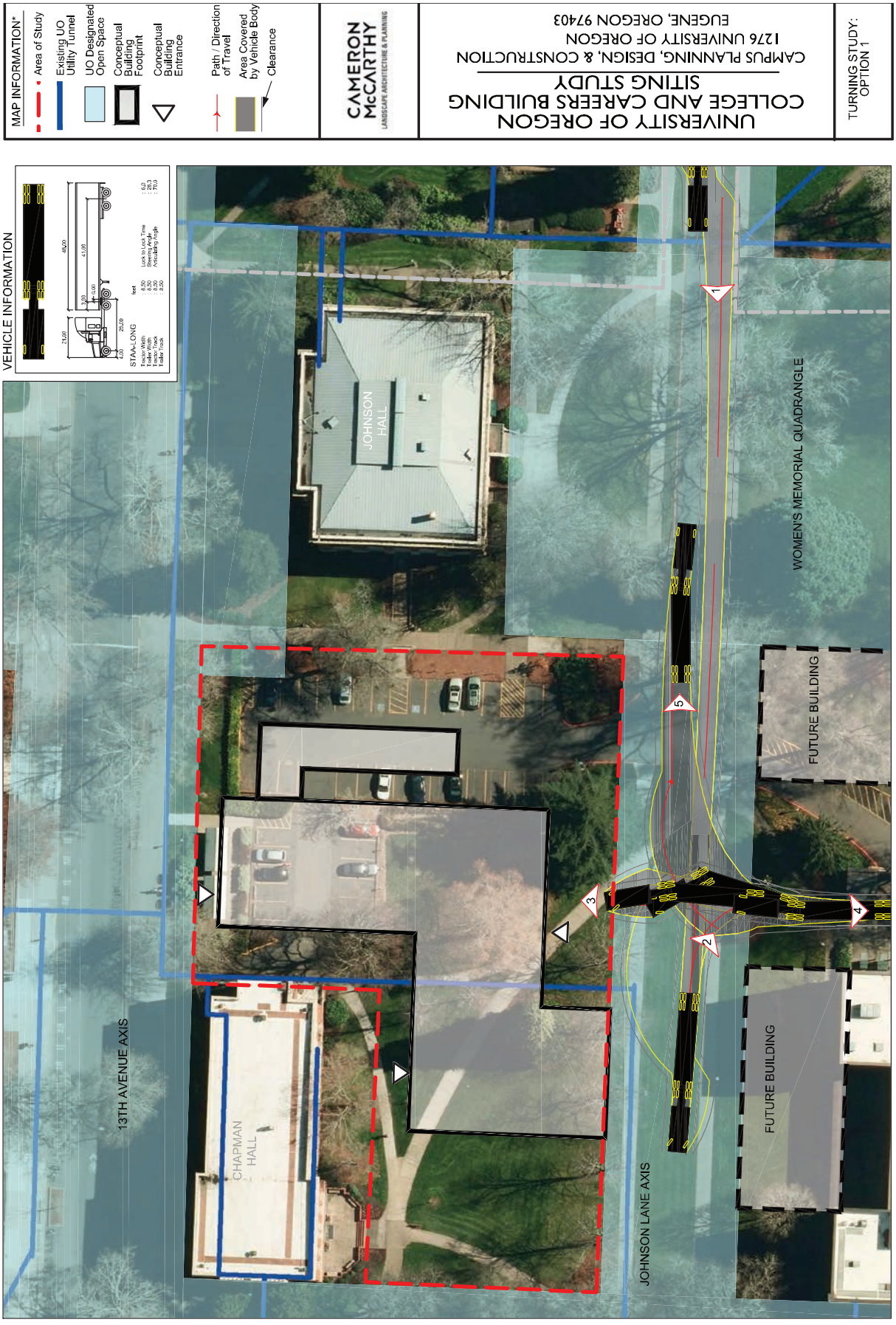
SITE	ESTIMATE
SITE A	
Anticipated Expenses	
Site Demolition	195,000
Relocation of Existing Uses	
Math Library Stacks - replacement on-site: 5,200 gsf @ $225/gsf	1,170,000
Utilities: 30 ft. tunnel extension	213,000
Parking	N/A
Subtotal - Cost Differential (OPTION 1)	**$ 1,578,000**
Option 1: Relocation of Existing Uses	
Math Library Stacks - relocation off-site: 8,650 gsf @ $225/gsf	1,946,250
Subtotal - Cost Differential (OPTION 2)	**$ 2,354,250**
SITE B	
Anticipated Expenses	
Site Demolition	N/A
Relocation of Existing Uses	N/A
Utilities	N/A
Parking	
Option 1: Replace up to 40 spaces off-site (surface)	220,000
Subtotal - Cost Differential (OPTION 1)	**$ 220,000**
Parking	
Option 2: Replace up to 37 spaces on-site (subgrade)	1,850,000
Subtotal - Cost Differential (OPTION 2)	**$ 1,850,000**
SITE C	
Anticipated Expenses	
Site Demolition	N/A
Relocation of Existing Uses	N/A
Utilities: 194 ft. tunnel extension	1,377,400
Parking	
Option 1: Replace 125 spaces off-site (surface)	687,500
Subtotal - Cost Differential (OPTION 1)	**$ 2,064,900**
Parking	
Option 2: Replace 40 spaces on-site (subgrade) and 125 spaces off-site (surface)	2,687,500
Subtotal - Cost Differential (OPTION 2)	**$ 4,064,900**

Cost Estimate Notes:

- *Site Demolition: Estimates for demolition are based on $6/sf for existing structures*
- *Relocation of Existing Uses: Cost and SF estimates provided by CPDC*
- *Utilities: Estimates for utility tunnel extensions are based on estimate of $7,100 per linear foot (provided by CPDC)*
- *Parking: Parking requirements are based on parking space estimate of $5,500 per space for surface parking and $50,000 per space for subgrade parking (provided by CPDC)*

THIS PAGE IS INTENTIONALLY BLANK

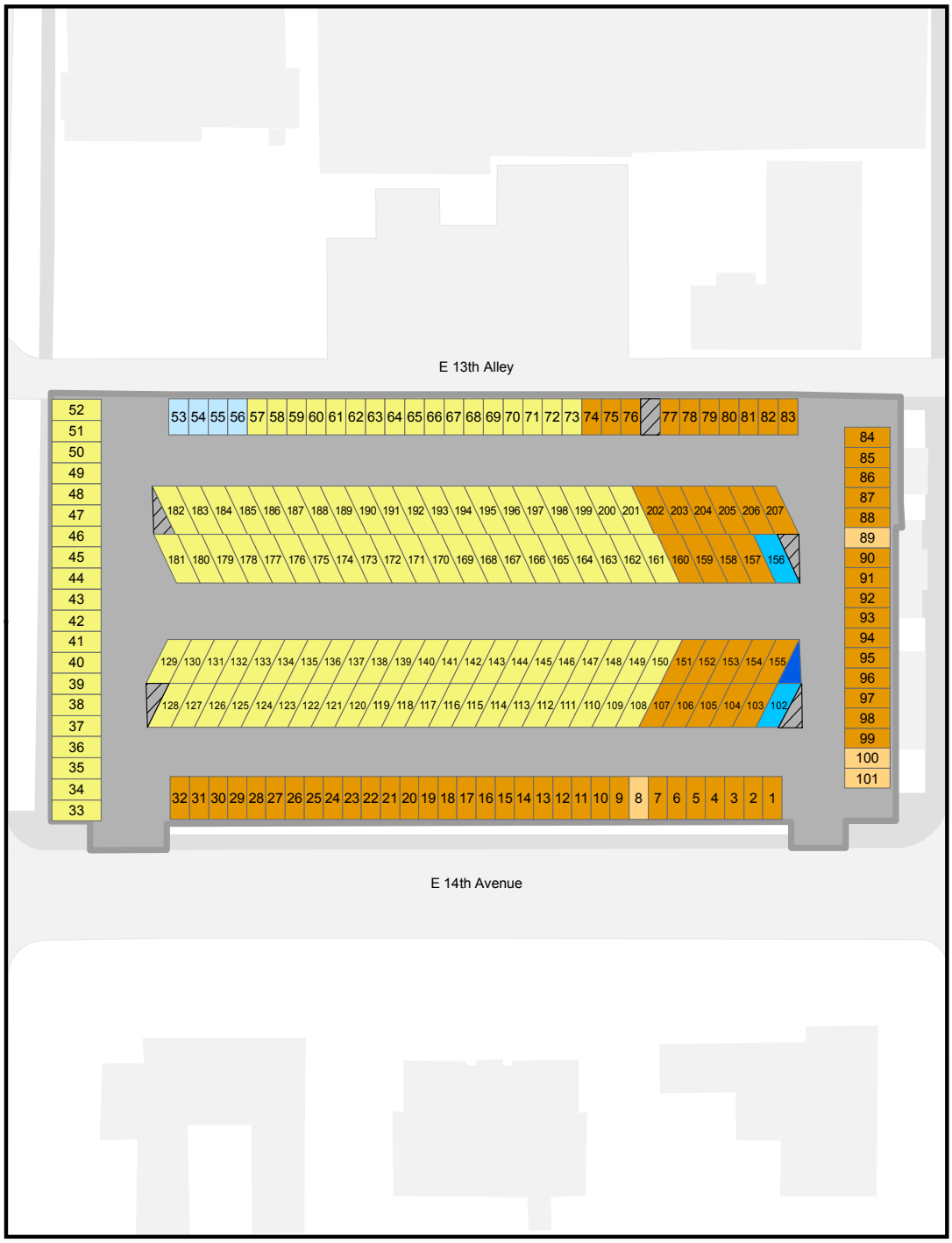
APPENDIX 4: TURNING STUDIES



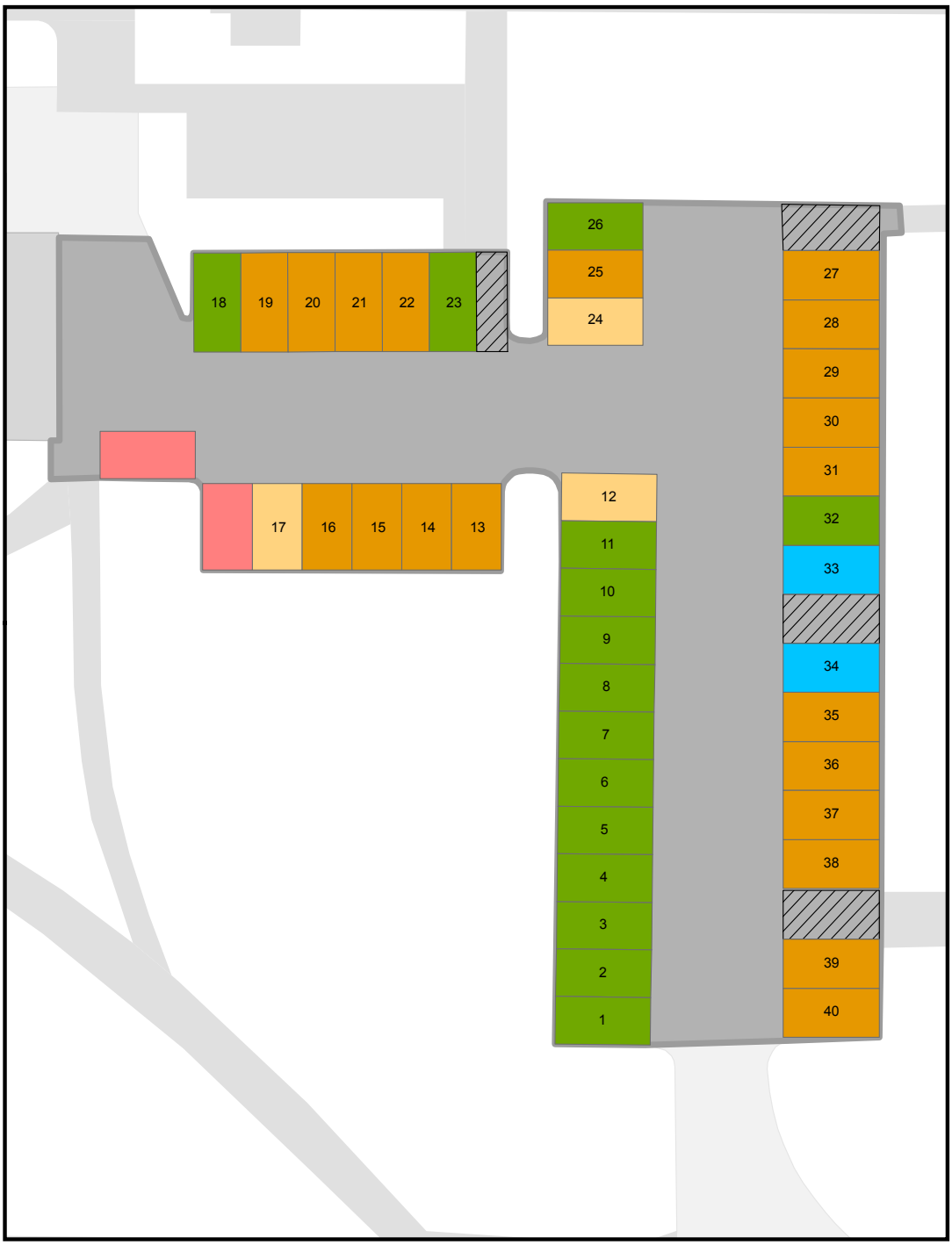

13TH AVENUE AXIS
CHAPMAN HALL
OLD CAMPUS QUADRANGLE
JOHNSON HALL
JOHNSON LANE AXIS
FUTURE BUILDING
FUTURE BUILDING
WOMEN'S MEMORIAL QUADRANGLE
1
2
3
4
VEHICLE INFORMATION
STAA-LONG
feet
Tractor Width : 8.50
Trailer Width : 8.50
Tractor Track : 8.50
Trailer Track : 8.50
Lock to Lock Time : 6.0
Steering Angle : 28.3
Articulating Angle : 70.0
MAP INFORMATION*
Area of Study
Existing UO Utility Tunnel
UO Designated Open Space
Conceptual Building Footprint
Conceptual Building Entrance
Path / Direction of Travel
Area Covered by Vehicle Body
Clearance
CAMERON McCARTHY
LANDSCAPE ARCHITECTURE & PLANNING
UNIVERSITY OF OREGON
COLLEGE AND CAREERS BUILDING
SITING STUDY
CAMPUS PLANNING, DESIGN, & CONSTRUCTION
1276 UNIVERSITY OF OREGON
EUGENE, OREGON 97403
TURNING STUDY:
OPTION 2

APPENDIX 5: EXERPTS FROM PARKING LOT ATLAS

Parking Lot 16A: 207 Spaces, Lot Type: Fac/Staff



Parking Lot 23: 40 Spaces,
Lot Type: Fac/Staff/Special Permit



0 25 Feet

N

24minLoad / Unload
30min Meter
5hr Meter / Pay-to-Park
Visitor
Bus Loading
Motorcycle
ADA
Loading Zone
Carpool
Electric
Hybrid
Green Space
Car Share
Unmarked
Reserved
Service
No Parking

Emergency Callboxes

Construction Zones

Created 2/26/2015 by University of Oregon InfoGraphics Lab, Department of Geography

APPENDIX 6: REFERENCES

City of Eugene, OR. (2015). Land Use Code (Chapter 9).

City of Eugene, OR. (2015). Zoning Map.

City of Eugene, OR. (2015). Historic Sites Map.

http://ceapps.eugene-or.gov/PDDONLINE/Maps/HistoricMap

City of Eugene, OR. (2005). Goal 5 Water Resources Conservation Plan.

Lane Council of Governments. (2010). Eugene-Springfield Metropolitan Area General Plan,

Land Use Diagram.

Lane County, OR. (2015). Regional Land Information Database.

Lane County, OR. (2015). Zone and Plan Map Viewer (Interactive GIS Map).

Lane Transit District. (2015). Routes, Schedules, Maps.

https://www.ltd.org/ridingltd/routesschedules.html

Lane Transit District & State of Oregon. (1993). Intergovernmental Agreement.

Project Sponsor Meetings. April 7 & 22, 2015.

University of Oregon. (2015). InfoGraphics Lab.

University of Oregon. (2014). Space Needs Plan.

University of Oregon. (2014). Campus Plan, 3rd Edition.

University of Oregon Campus Planning and Real Estate. (2013). Academic Center and Historic Core Diagnosis.

University of Oregon Campus Planning and Real Estate. (2012). Chapman Hall Preliminary Historic Assessment: Primary Exterior Entrances and Interior Spaces.

University of Oregon Department of Geography InfoGraphicsLab. (2011). Atlas of Trees.

University of Oregon Campus Planning and Real Estate. (2010). Fenton Hall Entries and Skylight Historic Assessment.

University of Oregon Campus Planning and Real Estate, Fletcher Far Ayotte Inc., Mayer Reed, Rottle, Nancy, et al. (2008). Campus Heritage Landscape Plan: 2.0 Site Specific Preservation Plans and Guidelines.

University of Oregon Campus Planning and Real Estate, Fletcher Far Ayotte Inc., Mayer Reed, Rottle, Nancy, et al. (2008). Campus Heritage Landscape Plan: 3.0 Survey of Landscape Areas.

University of Oregon. (2006). Campus Heritage Landscape Plan: Historic Status Designations Map.

University of Oregon Campus Planning and Real Estate. (2002). South Central Campus Diagnosis.

U.S. Green Building Council. LEED v4 (NC-v4), LTc5 (Location & Transportation, Access to Quality Transit). LTc4 (Surrounding Density and Diverse Uses).