



13TH AVENUE CONCEPTUAL DESIGN

August 2019



UNIVERSITY OF OREGON

WALKER | MACY

Gehl TOOLE kpf
DESIGN

TABLE OF CONTENTS

1. INTRODUCTION	2
2. VISION	17
3. DISCOVERY AND ANALYSIS	21
4. CONCEPTUAL DESIGN	51
5. DESIGN ELEMENTS	103
6. IMPLEMENTATION CONCEPTS	133

1. INTRODUCTION

CONTENTS

Foreword	7
1A. Executive Summary	9
1B. Campus Planning Framework	10
1C. Process	12
1D. Use of This Document	15

Acknowledgments

Project Advisory Group Members:

Mike Harwood, FAIA (Chair), Associate Vice President and University Architect

Emily Eng, Senior Planner, Campus Planning

Rob Inerfeld, AICP, City of Eugene Transportation Planning Manager

Diana Libuda, Assistant Professor, Biology Department

David Opp-Beckman, Director of Capital Construction for University Housing

Corrie Parrish, Student, LiveMove President

David Reesor, Director of Transportation Services

Marc Schlossberg, PhD, Professor, Planning, Public Policy & Management Department

Brad Stangeland, Instructor, Landscape Architecture Department

James Stegall, Director Campus Security and Special Events

Campus Planning and Facilities Management (CPFM)

Project Management Team Members:

Mike Harwood, FAIA, Associate Vice President and University Architect

Christine Thompson, Director of Campus Planning

Emily Eng, Senior Planner

Aaron Olsen, ASLA, Landscape Planning Associate (Project Manager)

Consultant Team:

Walker | Macy, Lead Consultant, Landscape Architecture and Planning

Gehl Studio, Public Life Analysis and Design

Toole Design, Transportation Planning

KPF, Civil Engineering

Capital Project Group, Cost Consulting

Public Space Public Life (PSPL) Volunteers:

Noura Alhariri

Willa Bauman

Kate Bentz

Ophelia Cavill

Rachael Caravone

Luci Charlton

Carolyn Corl

Sammy Cruz

Rachel Doyne

Emily Eng

Stephen Feinberg

Caroline Fitzpatrick

Santi Giordano

Alison Grover

Roderick Hall

Hannah Hamling

Liza Holtz

Josh Kashinsky

Maya Lazaro

Martin Lee

Zachary Luckin

Aaron Olsen

Isabela Ospina

Corrie Parrish

Evynn Pickering

Ivy Pitts

Leah Rausch

Maggie Redshaw

Carmela Sambo

Danny Shimanovsky

Dana Shinnors

Crystal Sotelo

RJ Theofield

Curtis Thomas

Eleni Tsivitz

Priya Vellaipandian

Ivy Hsu Po Ying

Special thanks for support during the project:

LiveMove, University of Oregon Transportation and Livability Student Group
University of Oregon College of Design



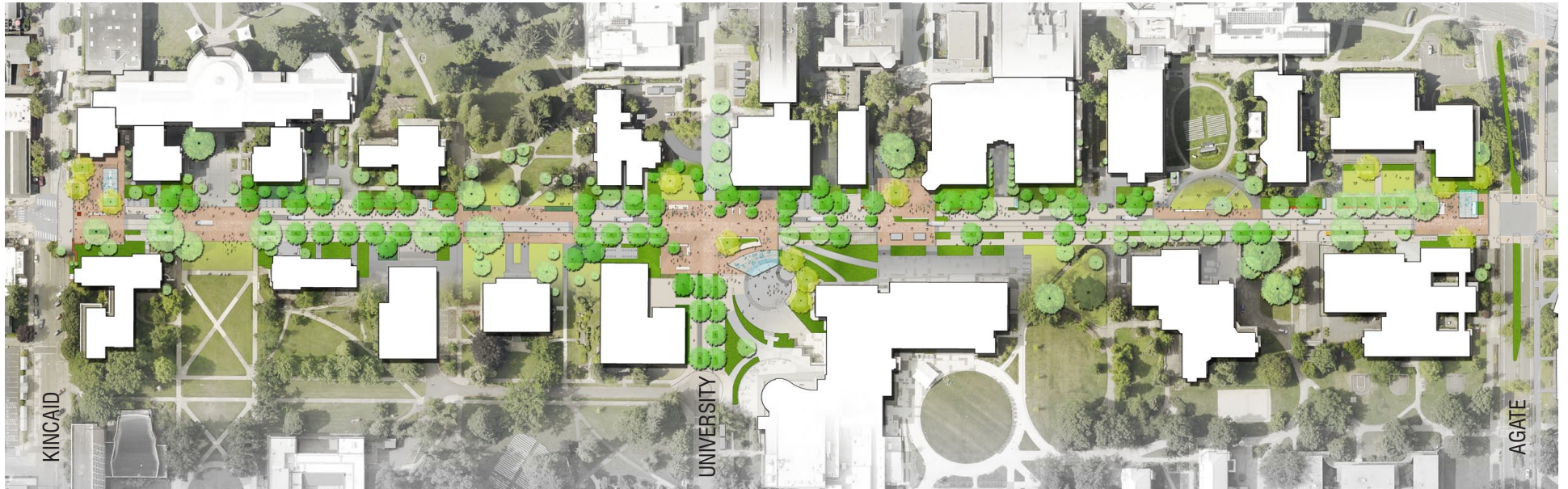
Foreword

Campus landscapes are special. At the University of Oregon, spaces such as the Memorial Quad and Old Campus Quad are a significant part of campus identity, and help ground the university experience in a pedestrian and community oriented environment that supports its mission of teaching, discovery, and service. Most students, faculty and staff make use of Thirteenth Avenue during the course of their day. What if 13th were not only a great way to get around, but also a memorable place that welcomed the community, advanced sustainable modes of transportation, and were central to student life?

In campuses and cities throughout the country, there is renewed appreciation for the fact that streets have much to offer beyond vehicular transportation. The “complete streets” movement has encouraged the transformation of streets built for cars to streets that serve a range of multi-modal needs, including people walking, riding bikes and other personal mobility devices, and people with disabilities. Streets can also act as outdoor living rooms, providing informal places for people to meet spontaneously or gather in large, formal events.

The university campus provides an opportunity to test transportation ideas that are much tougher to test on standard city streets, and a number of campuses have successfully transformed former streets into vibrant campus spaces and models of sustainable transportation.

The campus setting allows students to experience new ways of living and moving around that are different from places they have known. Students will remember the experiences they have on campus for the rest of their lives, which in turn can raise expectations for sustainable streets and open spaces around the world.



Thirteenth Avenue from Kincaid and Agate (university-owned property, core project area)

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



Thirteenth Avenue from Agate to Franklin (City-owned property)

1A. EXECUTIVE SUMMARY

The goal of this project is to provide a visionary concept design for Thirteenth Avenue on the University of Oregon campus. The conceptual design is intended to create an exceptional walking and bicycling experience on the university's primary east-west connection and contribute to a memorable part of the campus experience. It reflects the Campus Plan principles and university values, and aims to be a model of excellence in campus open-space design.

Thirteenth Avenue is a major axis within the University of Oregon campus open space framework. Over a hundred years, it has transformed from a city street penetrating the fabric of campus to a true campus space. In the 1950s, logging trucks rumbled down 13th; in the 1970s there were protests to make the space available to people; and in the 2010s we are finally planning a transformation to make it be what a campus should have: a sustainable and inclusive place that prioritizes people and place .

Thirteenth Avenue is an important connection to town, and also serves as a key connection in the citywide active transportation network, connecting the planned David Minor protected bikeway on 13th to the west, with Franklin Boulevard on the east. Franklin Boulevard itself is undergoing planning for a transformation that will substantially improve access for people walking, bicycling, and taking transit.

The corridor is extremely busy on weekdays: between classes, it is used by more people than some of the best known retail streets in the world! However, Thirteenth Avenue does not provide adequate levels of accommodation and comfort, nor does it meet the stated campus planning principle to prioritize pedestrians and sustainable modes of transportation. Circulation patterns along the street are ill-defined, leading to unnecessary conflict among multiple users: pedestrians, delivery drivers, bicyclists, visitors who may be lost, and drivers of campus fleet vehicles. Visually, Thirteenth still looks like a typical automobile-oriented street, even where portions have restricted vehicles access. Although thousands of pedestrians and bicyclists use the

street daily - the street's design has not caught up with its current use and does not communicate expected behaviors.

Thirteenth Avenue is also the site of some of the university's most iconic buildings and open spaces, including the Lillis Business Complex, Memorial Quad, Johnson Hall, Old Campus Quad, the ERB Memorial Union, and Knight Arena. Some of these spaces and buildings are so significant that they are nationally landmarked, yet the street does little to provide an "address" or arrival experience. Once defined by a double allée of trees, the street corridor has been reduced to something much more functional and ad-hoc in nature, lacking the coherence, beauty, and stature of the campus it serves. The entrance of 13th to campus at Kincaid Street provides a campus gateway for people walking, biking and taking transit from downtown, but today it lacks the sense of place, wayfinding, and amenities that would help welcome people onto campus.

The Campus Plan and past studies have identified broad strategies to enhance various aspects of Thirteenth Avenue, but no plan before this one brought all of the complex elements and uses of 13th together. This effort builds on previous research and includes recommendations for specific physical and operational improvements.

The Thirteenth Avenue Concept Plan provides a holistic vision that aligns multi-modal circulation with enhancements that support campus identity and social life. A Thirteenth Avenue that is redesigned for people will advance the university's mission and foster the growth of the campus over time.

1B. CAMPUS PLANNING FRAMEWORK

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

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

The Campus Plan is especially significant, both because it has served as the guidepost for all campus development for many decades and because it is an officially adopted plan. The Campus Plan provides a conceptual framework for all campus open spaces, in which 13th is a designated “Axis” along with university Street, 15th, and Agate, and a handful of other former streets and lanes.

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

The Campus Plan also establishes an important hierarchy of movement that support and strongly influenced this plan. According to the Plan’s transportation principle:

The following priorities are established in making transportation-related decisions:

The highest priority is given to:

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

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



Map: Designated Open Spaces

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

Campus Open Space Diagram - University of Oregon Campus Plan

1C. PROCESS

The Thirteenth Avenue Plan was developed in close partnership with the university over the course of a year. The rigorous process allowed for biweekly meetings with members of the Campus Planning and Facilities Management Office, and many collaborative conversations.

The design team and Campus Planning staff also held regular meetings with the Project Advisory Group (PAG), which included university faculty, staff, students, and City of Eugene representation, and brought a wide range of expertise and knowledge to the project.

Additional input was gained at two open house where the design team presented two conceptual designs for 13th and solicited feedback via interactive boards, written responses and conversation. The afternoon event was held in ERB Memorial Union; the evening event, at the College of Design, was held in conjunction with a public lecture by Blaine Merker of Gehl Studio, who discussed public life and the Thirteenth Avenue project. Campus Planning staff also engaged with many university stakeholders throughout the project.

Three articles drew attention to the project, in *Around the O* (January 25, 2019) and *The Daily Emerald* (October 15, 2018 and February 6, 2019).

The Campus Planning Committee received two briefings on the conceptual design, and provided valuable feedback that influenced its development.

Campus Planning Committee feedback reiterated themes heard elsewhere, most notably the importance of bike culture at the university and the significance of large trees to the campus identity.

The design team structured the work in the following 5 parts, each of which corresponded to a presentation and discussion with the Project Advisory Group:

1. Project Themes and Objectives
2. Site Analysis and Public Space/ Public Life Analysis
3. Conceptual Design Options
4. Preferred Conceptual Design
5. Final Report

sep 2018 oct nov dec jan feb mar apr may jun 2019

analysis & opportunities



PAG 1 09/21

PAG 2 11/08

analysis
PSPL survey

conceptual design



PAG 3 02/07

PAG 4 04/11

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

PMT calls

final report



PAG 5 06/04

draft report
final report



1D. USE OF THIS DOCUMENT

The goal of this project is to provide a visionary plan for Thirteenth Avenue to guide its transformation from a street with an unclear identity to a bold, linear campus public space that prioritizes people and invites a wide range of uses and users throughout the year. It provides a vision and rationale for change, assessment of the existing use and character of 13th, and recommendations for specific improvements.

Chapter 1 **Introduction** includes an executive summary of the project and provides an overview of the campus planning framework and process for developing the plan.

Chapter 2 **Vision** outlines the principles of the conceptual design study.

Chapter 3 **Discovery and Analysis** provides context for the Conceptual Design. It covers the history of 13th as a street, an overview of its current condition, detailed analysis of specific features and functions of the street in isolation, and key findings and recommendations. This section of the document also includes a summary of the Public Space/ Public Life Survey, which provided a snapshot of the street's use and social dynamic over the course of three days. Most importantly, the Public Space/ Public Life survey provides quantitative data that led to key design recommendations in the plan, and the full survey data can be made available upon request.

This chapter establishes the conceptual framework for the design: *What works well? What needs to be improved? And what are the fundamental principles that underlay a transformative and pragmatic design for 13th?*

Chapter 4 **Conceptual Design** illustrates and describes the key features and design intent of the Thirteenth Avenue corridor, gathering spaces, and physical elements. It includes recommendations for the design of the street corridor as a whole, and for "systems" (pedestrian, bike and vehicular circulation, emergency access and shuttle routes, bike parking, and service vehicle parking, and storm water treatment). The opportunities for new social spaces that support campus life are described as a series

of "plazas" along the corridor, each with their own function and identity that corresponds to the unique conditions of their context. The chapter concludes with management recommendations to support the conceptual design for 13th.

Chapter 5 **Design Elements** includes more detailed guidance on key design features and standards that support the vision and overall design of the corridor. These elements include paving, trees and planting design, seating and public life, structures for weather protection, lighting, bike racks, infrastructure in support of programmed events, and gateway features.

Implementation Concepts are discussed in Chapter 6. Because funding has not yet been allocated to this project, its implementation could occur in a variety of ways. Furthermore, the development of the plan and implementation are likely to be phased. This chapter outlines a conceptual phasing approach and considerations for construction phasing and utility coordination

As a conceptual design, this plan represents the "big moves". While all recommendations have been studied and tested against known existing conditions, the design will still need to be further developed prior to implementation, with additional survey data and a full service design and engineering team in place. This document should be used as the basis of design for that work.

2. VISION



Artist's rendering of Thirteenth Avenue

All aspects of the Conceptual Design for Thirteenth Avenue are driven by the following principles related to the mission of the university. Thirteenth Avenue should reflect the university's purpose, vision, and values. As an open space it should be a safe and welcoming environment that supports discourse and expression. It should promote the social, cultural and physical well-being of the campus community.

a place for people

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

primary axis

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

identity

Thirteenth Avenue should have a strong sense of place defined by an impressive physical environment. It should be a clear organizing feature that's a grand gesture at the scale of the campus, with human scale features that help people know where they are and to feel safe and welcome. Its design should invite the campus community to spend time there.

The Conceptual Design supports the Campus Plan and its Principle and Pattern Framework, embodying the vision that the campus will be responsive to needs, adaptable to emerging opportunities, and beautiful to behold.

flexible

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

sustainable

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

pragmatic

The design of Thirteenth Avenue should accommodate the necessary movement and delivery of services and goods. Its design should help organize the practical functions of the street and should limit interference with people walking and biking.

3. DISCOVERY & ANALYSIS

CONTENTS

3A. Evolution of Thirteenth Avenue	23
3B. Analysis.....	25
3C. Key Findings	47

Four photographs of Thirteenth Avenue:
1950 (top left); 1951 (bottom left); 1970 (top right); 2018 (bottom right)



3A. EVOLUTION OF THIRTEENTH AVENUE

The University of Oregon grew up around Thirteenth Avenue, but 13th has not always been a campus street. The university officially took ownership of the segment of 13th from Kincaid to Agate during the 1970's. Prior to that time, Thirteenth was part of the numbered grid of streets that traversed what was and would become the University of Oregon campus. Images on the prior page make clear that the network of city streets co-existed with campus buildings well into the 1950's, with university, Onyx, and Emerald Streets all connecting through from 15th Avenue to Franklin Boulevard where they do not today.

When it was first paved in 1913, Thirteenth Avenue looked and operated similarly to the way the segment east of university works today: two-way car traffic with one lane in either direction, on-street parking, and sidewalks on both sides of the street. Around this time, the City and university invested in beautification of the street through a series of tree plantings creating a double allée of honey locusts, red maples and catalpas.

In the mid-20th century, University of Oregon began to expand and started closing off city streets to create more space for development, and to encourage a campus feel by linking its buildings with open spaces. Oaks and London planes were added to the tree vocabulary in this time. However, the basic design of 13th remained the same, and the street continued to serve both a university and a city function for automobiles.

In the early 1970's, members of the university community followed the national zeitgeist by becoming involved in and advocating for environmental causes. Students demanded change around several aspects of their campus environment, and 13th was one of those areas where they sought to make an impact. Their activism led the University of Oregon to work with the City to close 13th—which they called “The People's Street”—to through automobile traffic and claim the street as a campus space.

Today, Thirteenth Avenue has adapted little to a changed campus environment, and its basic infrastructure remains the same with minimal variation along the corridor. There has not been a wholesale transformation of the street to better reflects today's users—people walking and biking—than yesterday's users: people driving cars.

At the western end of the corridor, one nod to the change in users is the presence of bike racks that accommodate hundreds of bikes both along the sidewalk furnishing zone and in the street itself. These racks take the place of automobile parking here, though on-street parking is still allowed for delivery, service, and campus vehicles in other locations along the street

At the eastern end, private automobiles are still allowed, though they are forced to turn around in front of the EMU and exit 13th the way they came in at Agate. Private vehicle parking is also still allowed on-street here, and bike racks are placed at sidewalk level. Bicyclists share the road with more automobiles here than they do in the segment of 13th west of university.

More recently, university Athletics transformed land uses in the block between Agate Street and Franklin Boulevard in the 2010's with construction of Matthew Knight Arena and the Jaqua Center. This block remains a City street and looks and operates much the same as it did 80 years ago.

Also, 13th serves other uses beyond transportation, as a site for campus events. The ASUO Street Faire takes over the street twice a year for a festival of food vendors, artisans, non-profits, and student organizations that welcomes the campus and City communities to celebrate.

3B. ANALYSIS

The design team drew on a broad and interdisciplinary range of methods to understand the physical and social environment of 13th and its connections to the surrounding campus and city fabric. These included physical inventories of existing conditions, historical research, studying the planning and mobility context, and an ethnographic study of how people move and spend time on 13th currently.

This chapter captures the components of site analysis that were most important in understanding 13th, and led to the proposed conceptual design plan. These are:

13TH IN CONTEXT

- Community Connections
- Gateways into Campus
- Vehicle Connections

CIRCULATION WITHIN CAMPUS

- Routes for Walking
- Routes for Biking
- Bike Facilities on 13th
- Bike Parking
- Shuttle Service
- Vehicle Access
- Service and Delivery Access
- Parking and Loading Stalls

THE CAMPUS LANDSCAPE

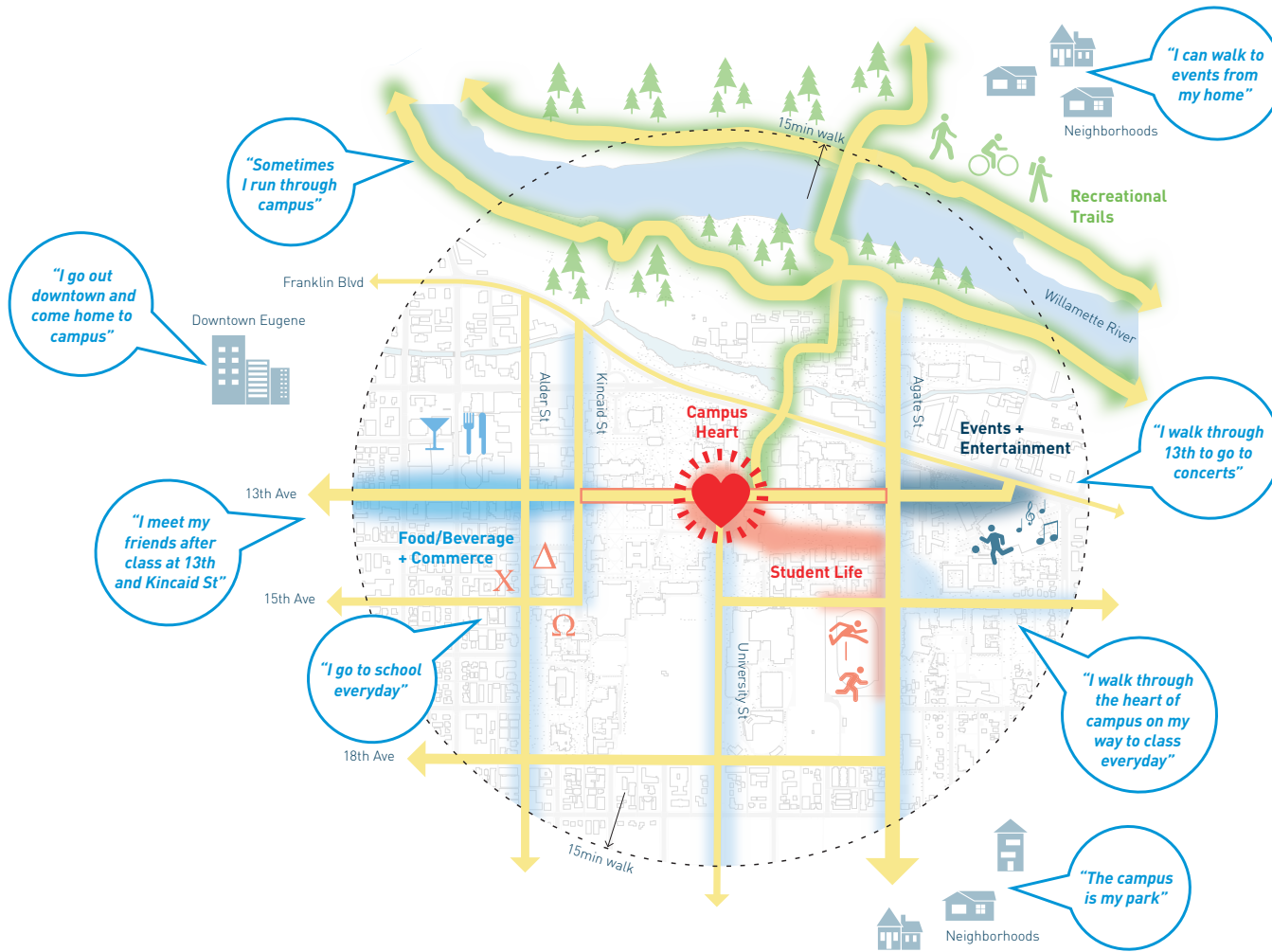
- Historic Landscapes
- Building Uses
- Tree Canopy
- Significant Trees
- Sun and Shade
- Slopes
- Changing Edges
- Existing Utilities
- Stormwater

THE LIFE OF THIRTEENTH AVENUE

- PSPL Survey
- Public Life Findings

Thirteenth in Context

COMMUNITY CONNECTIONS



Thirteenth Avenue is part of a fabric that includes the rest of the university campus and the city of Eugene. As the heart of campus, it is the destination for people coming to campus to know they've "arrived". It also functions as a corridor taking people to, through and out of the campus, sometimes with destinations in other neighborhoods or across the river. Thirteenth is one of the most important spaces on campus and part of Eugene's network of civic spaces, connecting student housing, nearby recreation and natural features like the Willamette, the downtown commercial district and residential neighborhoods to the south and east.

Thirteenth is both a part of campus and a part of the broader community.

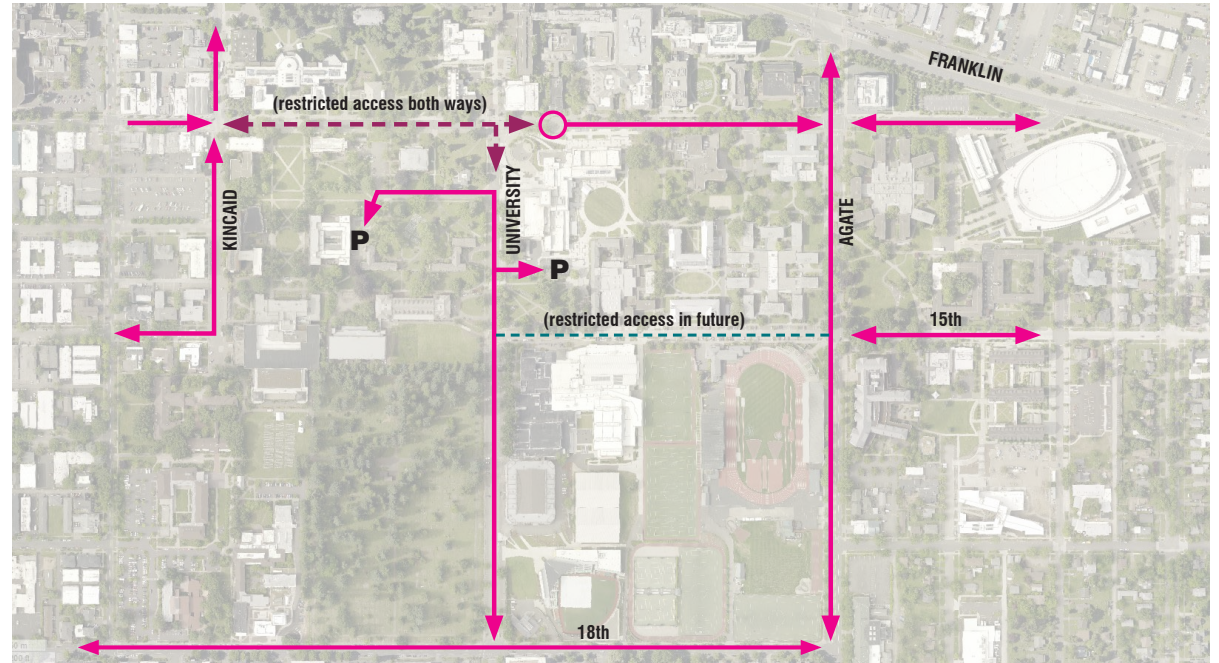
GATEWAYS INTO CAMPUS

The gateway at 13th and Kincaid is a relatively clear entrance for pedestrians and bicyclists approaching campus. Of all the campus gateways, this one is the most clear, but it lacks the amenities and sense of place that would help welcome the people to campus. Two vehicular gateways at Franklin are even less successful, due to their locations on a major vehicular route and city streets. All gateways should be improved and should clearly mark arrival onto the the university campus.



VEHICLE CONNECTIONS

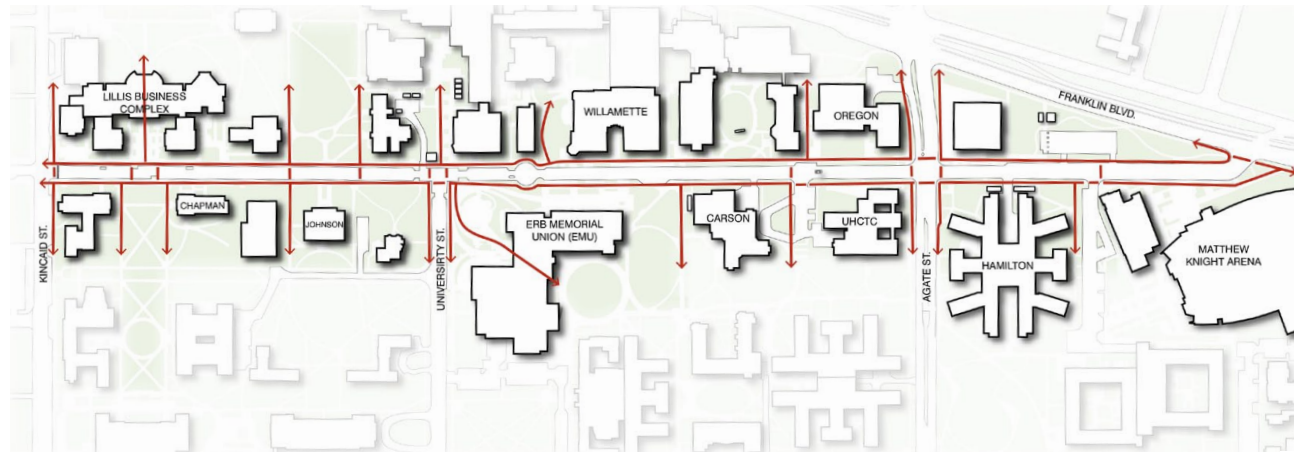
Thirteenth is partially restricted to private vehicles. This traffic pattern is in keeping with the restricted access on 15th, and suggests that east-west streets could all become more pedestrian in nature.



Circulation Within Campus

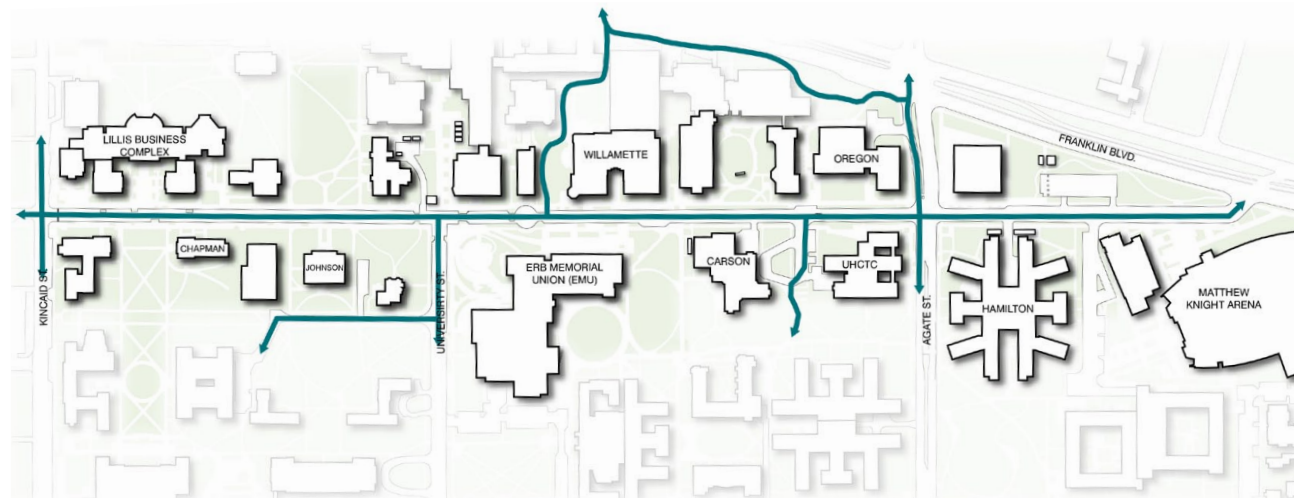
ROUTES FOR WALKING

Defined as an “axis” in the Campus Plan’s Open-Space Framework, Thirteenth is an important spine in a strong pedestrian network, connecting several significant campus open spaces and primary east-west route across campus. It meets several primary campus walks and has multiple mid-block crossing areas.



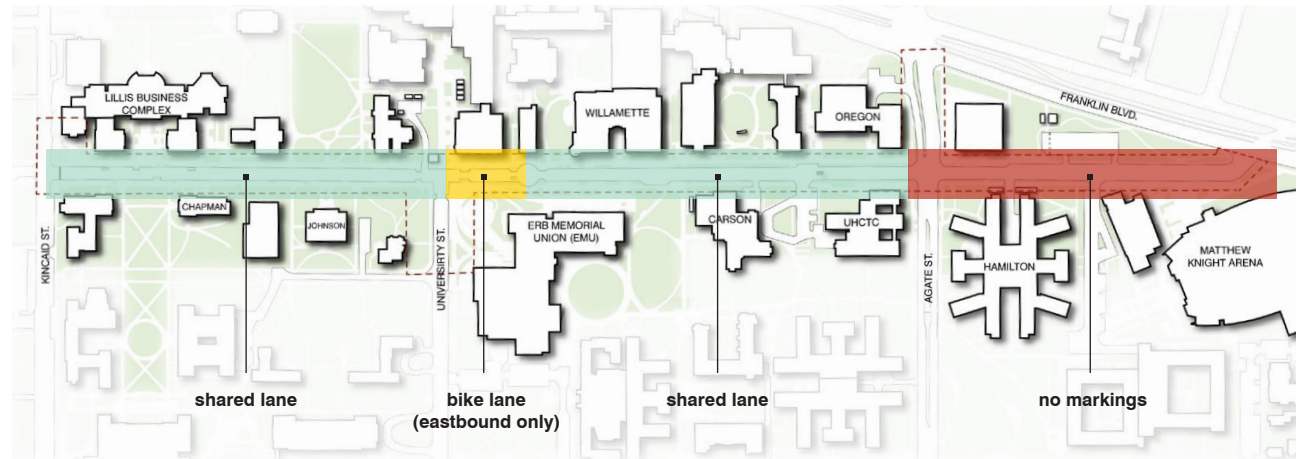
ROUTES FOR BIKING

Thirteenth is a bike thoroughfare linking several campus routes. It serves as a key connection in the citywide active transportation network, connecting the planned David Minor protected bike lane on 13th to the west, with Franklin Boulevard on the east. Franklin Boulevard is currently undergoing planning for a transformation that will improve bike access.



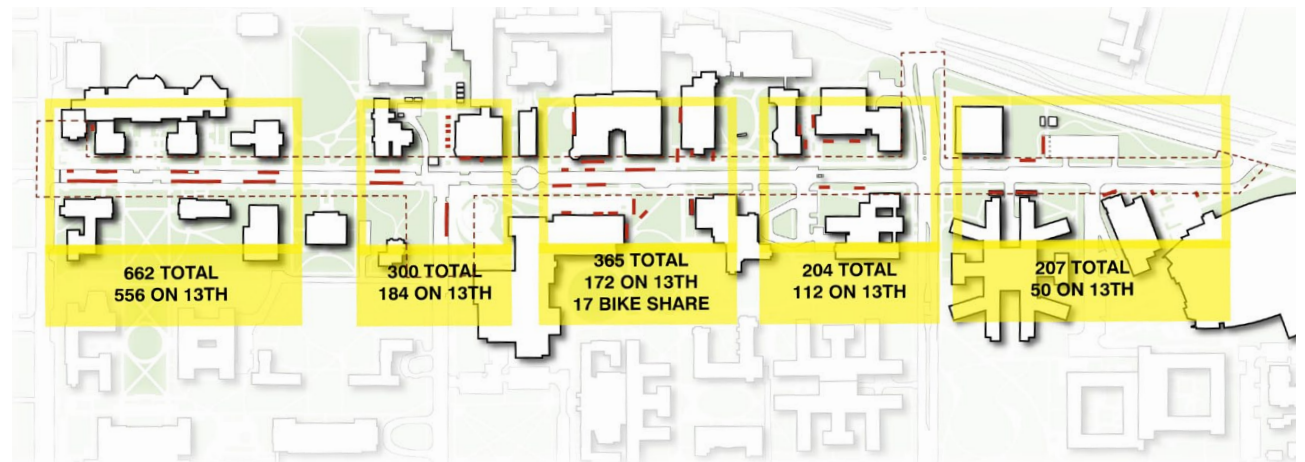
BIKE FACILITIES ON 13TH

From Kincaid to University, Thirteenth is a shared lane bike facility, with sharrow pavement markings. From University to the roundabout, an eastbound (only) bike lane is indicated. From the turnaround to Agate, Thirteenth is a shared lane bike facility. From Agate to Franklin, no bike facility markings are present.



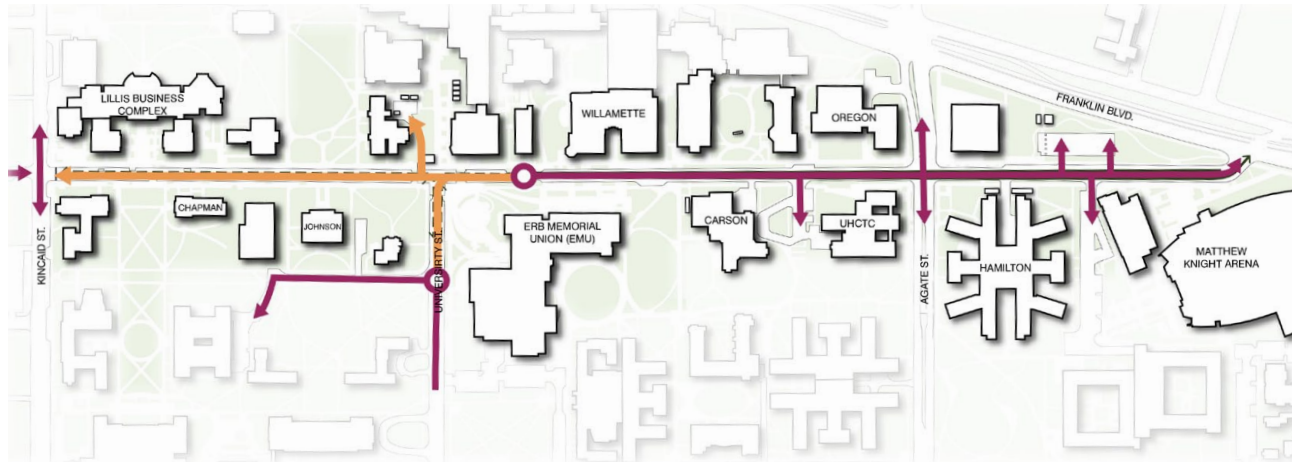
BIKE PARKING

Between Kincaid and Franklin, there are approximately 1000 bike parking spaces within the 13th corridor. It was observed that utilization decreases from west to east, and many racks are spaced too closely to be fully utilized. There is a clear conflict between demand for bike parking and need for more space for pedestrian and bike circulation, at the west end.



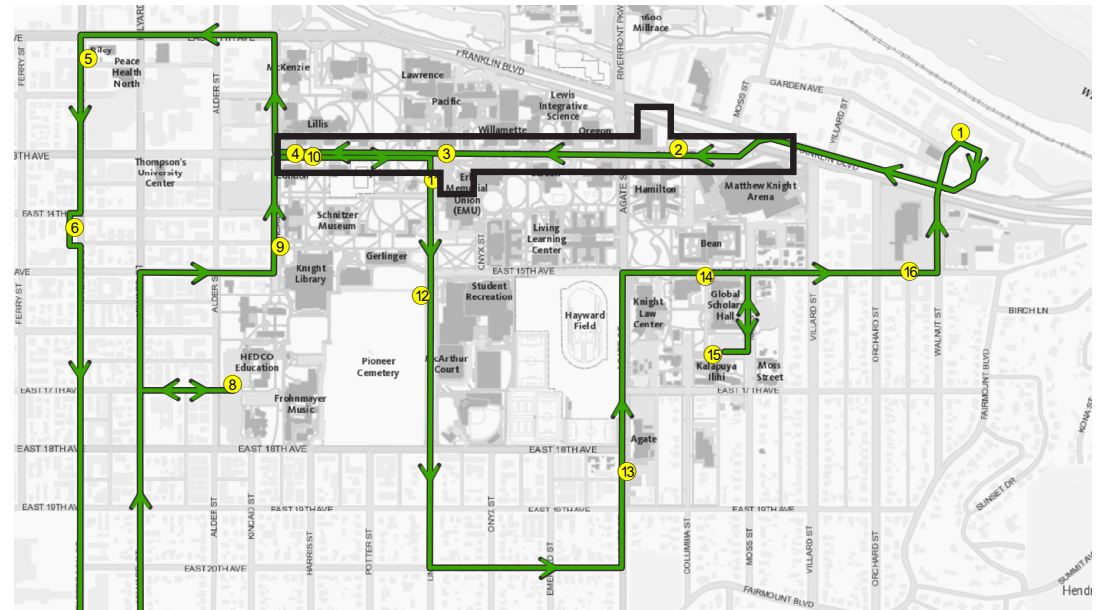
VEHICLE ACCESS

Thirteenth is divided into two access conditions. From Franklin to the turnaround in front of the EMU, access is unrestricted: personal vehicles are permitted (and pedestrians must walk on sidewalks). From the turnaround to Kincaid, access is restricted to service, deliveries, shuttles, and authorized vehicles, and pedestrians use the full street.



SHUTTLE SERVICE

Four campus shuttle routes use 13th. The Campus Shuttle operates on a fixed route (shown here) westbound along the length of the axis and eastbound between Kincaid and University, at night only. The Access Shuttle, Designated Driver Shuttle, and Safe Ride are "on demand" services that make use of 13th.



UTILITY CONSTRAINTS & CHALLENGES



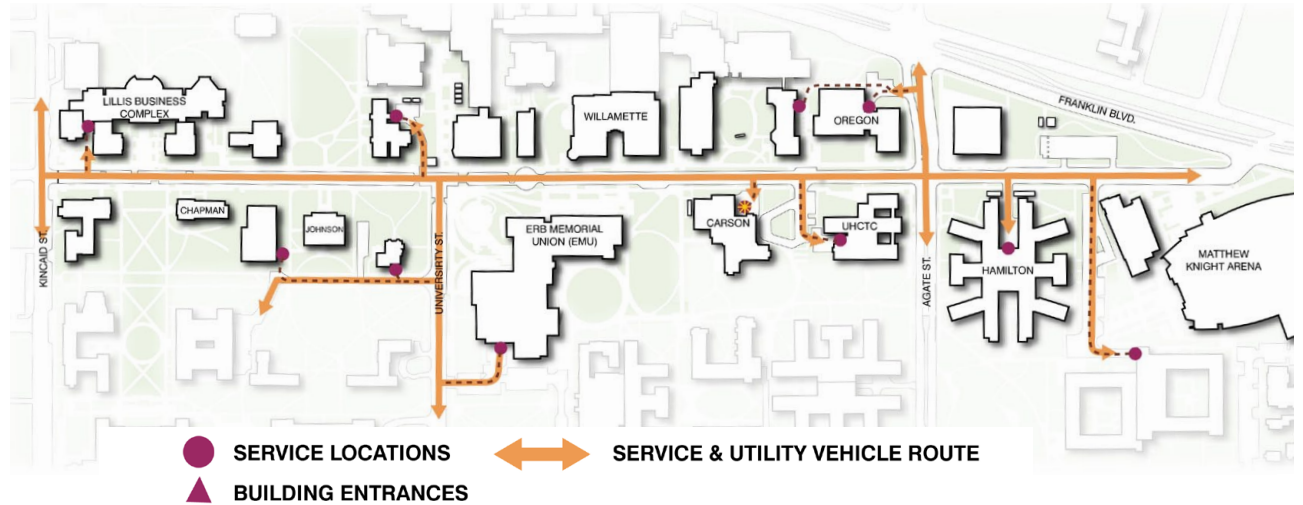
As a rule, it should be assumed that underground utilities and the campus tunnels are relatively close to the surface, with only 2 to 3 feet of cover over the existing utility. For this reason, existing utilities may conflict with new trees, planting areas, stormwater raingardens, or structures such as bike shelters and retaining walls. Ideally only pavement or plant beds without trees should be planned above existing utilities and tunnels. At locations where trees or structures are desired, it is recommended that the existing utilities be potholed, and measures be taken to protect the existing utilities or tunnel.

Over tunnels, planting areas could be raised and retained in low site walls as needed to provide soil depths required by proposed trees. These walls could offer additional seating in the corridor.

Future improvements to 13th should make a concerted effort to avoid disruptions or impacts to existing utilities. Disruptions or connection shut-downs should be coordinated with campus facilities staff well in advance of construction and the time of the outage should be minimized. Campus utilities are often connected in a loop, so interruption to one portion of the utility line can impact much larger areas of the campus. In addition, utility shut-down typically can only be done during less active periods such as spring or winter break.

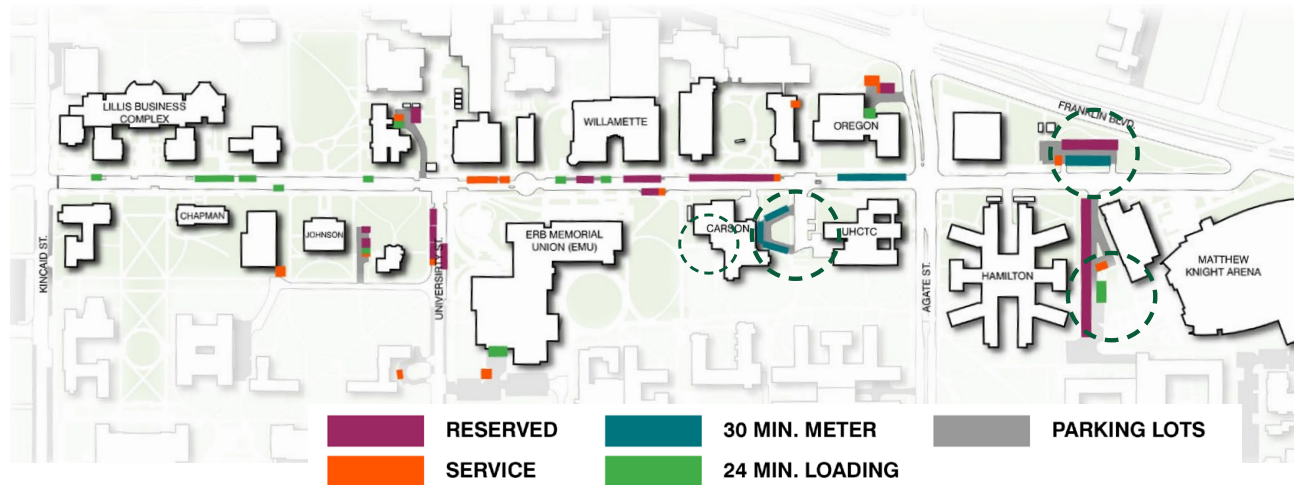
SERVICE & DELIVERY ACCESS

Thirteenth is a busy service corridor providing access to buildings for campus maintenance, waste pickup, housing services, deliveries, and contractors. Vehicles range from small electric utility carts to semi-trucks. Several designated service locations are accessed via 13th.



PARKING & LOADING STALLS

A majority of the north side of the 13th corridor is lined with vehicle parking and loading stalls, a small portion of which is dedicated "service" parking. There are 37 reserved and 17 metered stalls: 54 stalls for personal vehicles. Four off street parking areas and the Knight Arena garage are accessed from 13th.



The Campus Landscape

DESIGNATED OPEN SPACES

The Campus Plan identifies three kinds of designated open space: quadrangles, greens, and axes. Thirteenth Avenue is an axis surrounded by and intersecting with many other open spaces.



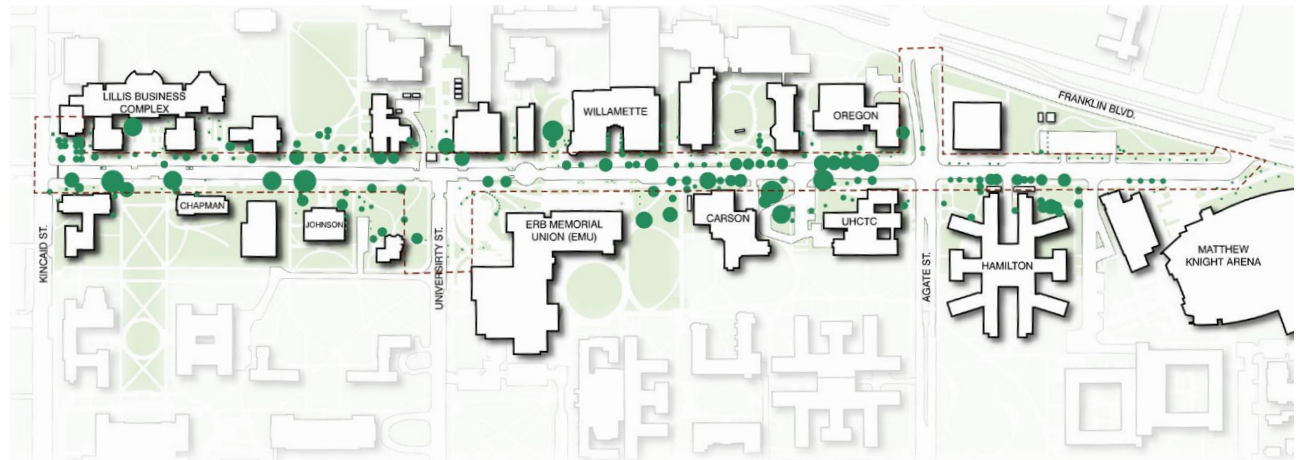
HISTORIC SIGNIFICANCE - LANDSCAPES

Based on the university Campus Planning and Facility Management Historic Resource Survey, the corridor has “high significance: considerable contribution to the history of campus and its growth” with “good integrity.” However, it does not have historic designation. (Memorial Quad is on the National Registry of Historic Places.)



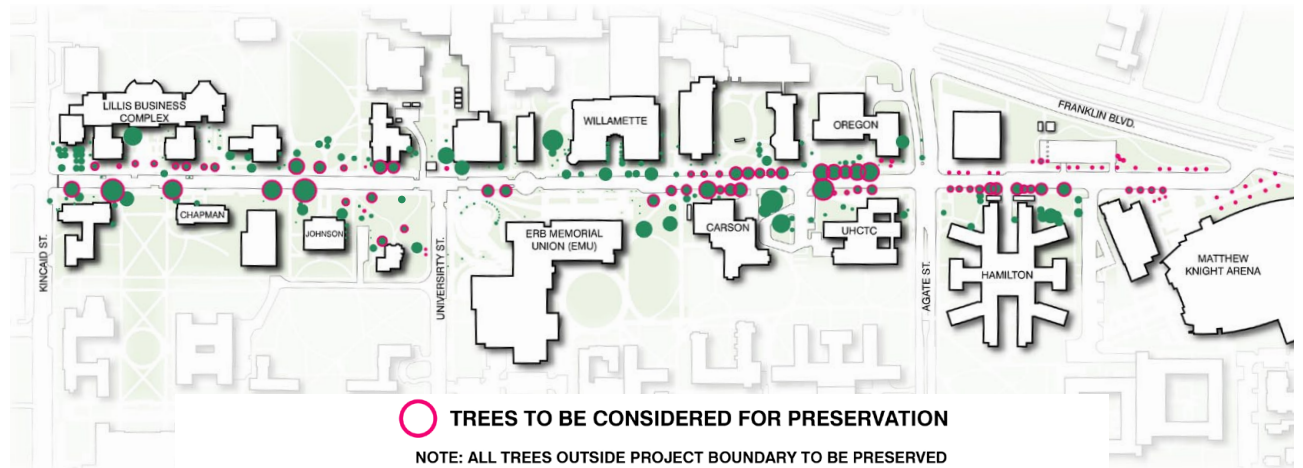
TREE CANOPY

Trees are the primary historic feature of Thirteenth Avenue, however the original design—a continuous row on the south side and a double row on the north—is not apparent today. The existing canopy is inconsistent, comprised of 48 species and many sizes, with large gaps throughout the corridor.



TREES TO BE CONSIDERED FOR PRESERVATION

Based on a preliminary evaluation by the campus arborist and CPFM staff, most trees within the corridor should be considered for preservation. Others are recommended for removal, based on health, viability, and other factors.



SUN & SHADE (EQUINOX)

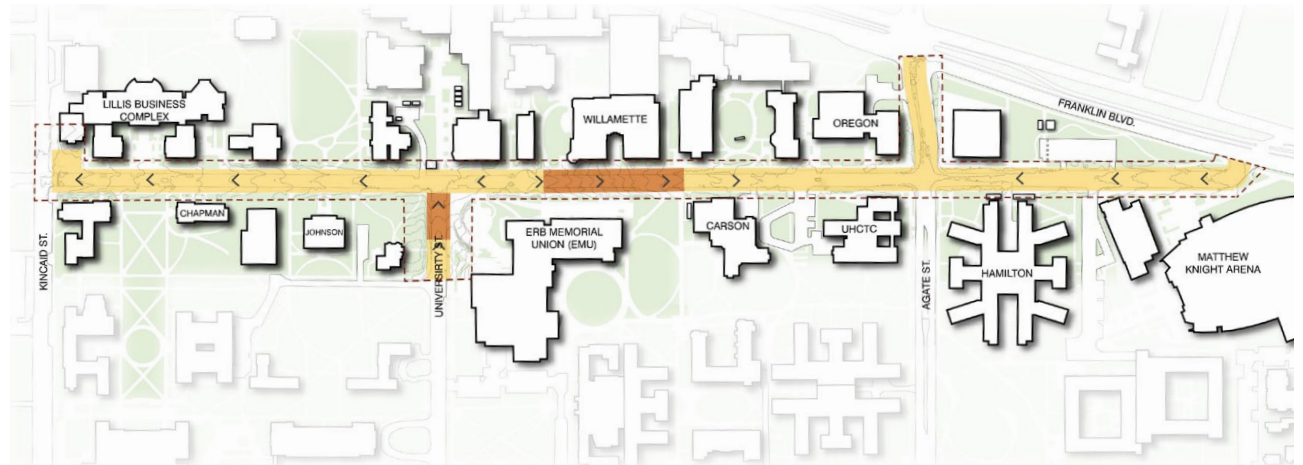
Combined shadows at 9:00 am, 12:00 PM, and 4:00 PM

The north side of the corridor is sunnier than the south side—as well as many of the surrounding quads, greens, and spaces between buildings.



SLOPES

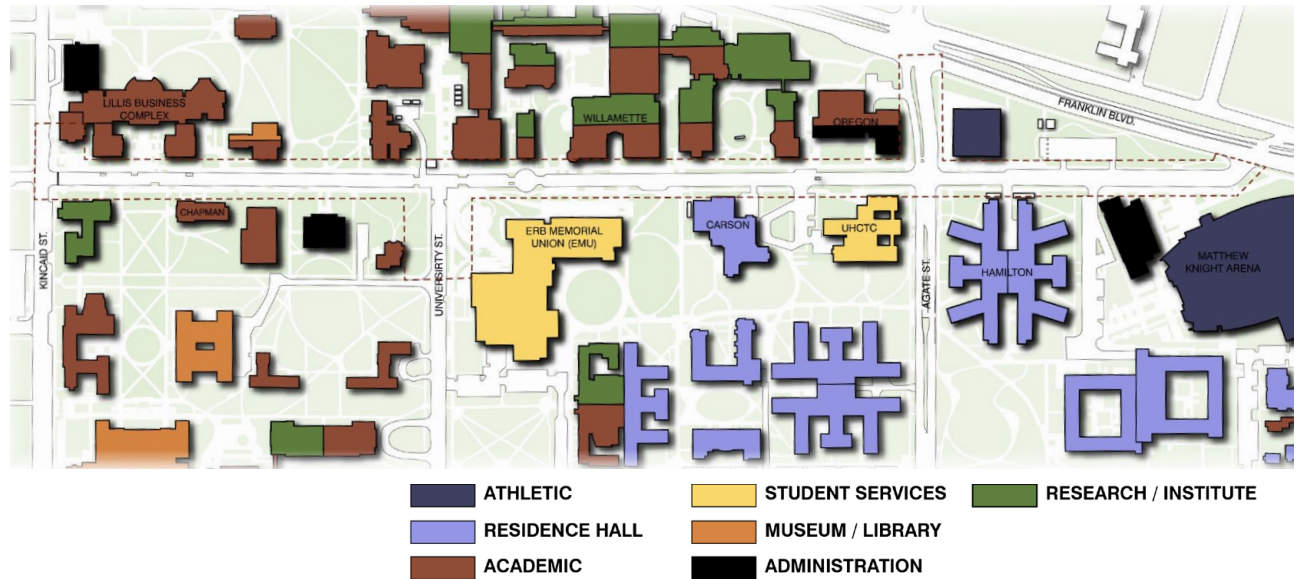
Most of the site is almost flat, with the exception of a short segment between the roundabout and Carson Hall, and at the end of University. Still, even gentle slopes and changes in grade affect open space character and impact use of paved areas.



SLOPE <2% **SLOPE 2-5%**
< > DIRECTION OF SLOPE (DOWNHILL)

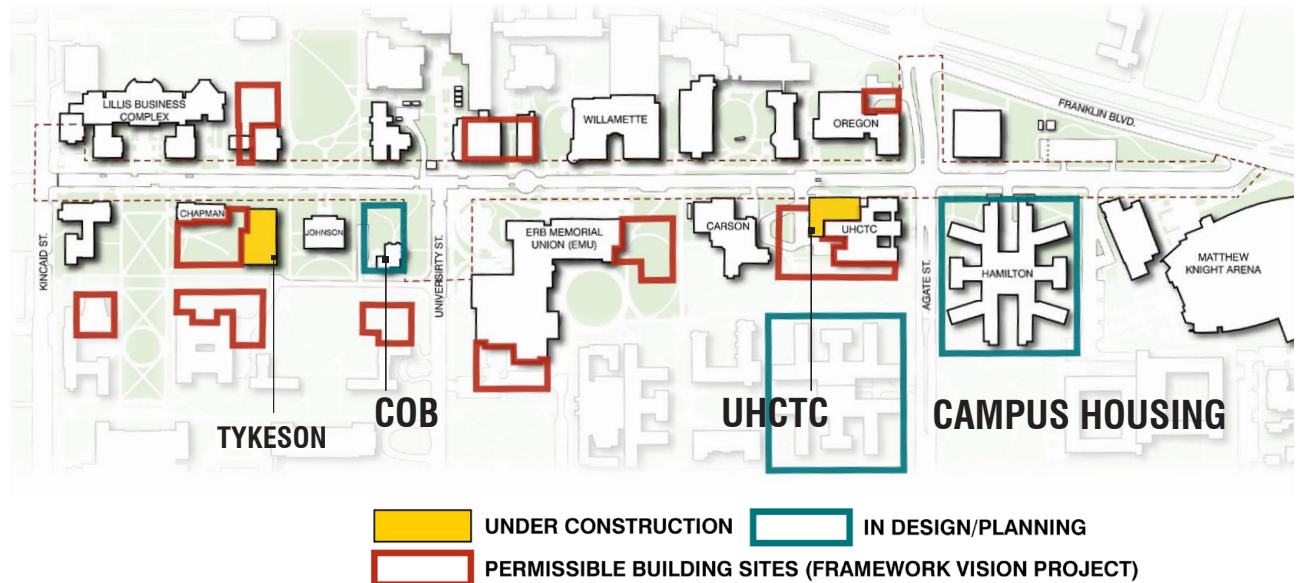
BUILDING USES

Academics are focused on the north side and west end of the corridor. Residence halls are focused on the north side and east end. This difference is reflected in levels and kinds of use along 13th.



CHANGING EDGES

New academic, student services, and housing buildings will bring more people to 13th and may change circulation patterns, particularly at the east end of the corridor. The Classroom and Office Building (COB) will create new active edges at Campus Heart.



EXISTING UTILITIES

The existing underground utilities within the Thirteenth Avenue corridor include the following:

STORM DRAINAGE

There are three private storm mains within Thirteenth Avenue, all located in the south half of the street. An 18-inch storm begins at University Street and runs west to a 24-inch public storm main in Kincaid Street. The second main begins at Willamette Hall as a 6-inch main and runs east, eventually increasing to a 12-inch main that connects to the 48-inch public storm main in Agate Street. Finally, a 21-inch storm line runs east to west in the street, from the Matthew Knight Arena to the 48-inch public main in Agate Street.

SANITARY SEWER

12-inch main runs east to west in the sidewalk north of 13th from Johnson Hall to at 15-inch public main in Kincaid Street. A short section of 8-inch sanitary sewer pipe runs west to east in the north sidewalk from Carson Hall to Deschutes Hall.

DOMESTIC WATER

West of University Street, the domestic water is located inside the campus tunnel system within the Thirteenth Avenue corridor. East of University Street there is an existing 6 to 10-inch EWEB public water main in the north side of 13th from Friendly Hall to Matthew Knight Arena.

FIRE PROTECTION WATER

There is a dedicated fire protection water system under the north sidewalk of 13th from Friendly Hall to Chapman Hall. Fire protection water east of Friendly Hall is provided by a 6 to 10-inch EWEB water main.

IRRIGATION WATER

Irrigation runs within the sidewalk and planting strips on both sides of the street throughout the corridor.

ELECTRICAL POWER

There is an underground electrical distribution in 13th from Peterson Hall to Friendly Hall.

EMERGENCY POWER

Underground emergency power runs east to west in the middle of 13th from Chapman Hall to the tunnel between Deschutes Hall and Oregon Hall.

UTILITY TUNNELS

The existing utility tunnels distribute steam, chilled water, condensate, service air, water, and control/alarm and communications services throughout the campus. In Thirteenth Avenue there are tunnels under the north sidewalk from Peterson Hall to Fenton Hall, under the south sidewalk from Chapman Hall to the Collier House, and under the north sidewalk from Friendly Hall to the EMU. The tunnel system crosses 13th at Fenton Hall, at the EMU and between Deschutes Hall, and Oregon Hall. The tunnel interior is generally 6 feet across and 8 feet tall. The tunnel construction is reinforced cast-in-place concrete. The depth to the top of tunnel varies through campus but is assumed to be 2 to 3 feet. This project does not include a structural analysis of the existing tunnels, but it is believed that the tunnels were designed to support vehicle loads. The tunnel is typically accessed from campus building basements, as there are relatively few locations to access the tunnel outside.

UTILITY CONSTRAINTS & CHALLENGES



As a rule, it should be assumed that underground utilities and the campus tunnels are relatively close to the surface, with only 2 to 3 feet of cover over the existing utility. For this reason, existing utilities may conflict with new trees, planting areas, stormwater raingardens, or structures such as bike shelters and retaining walls. Ideally only pavement or plant beds without trees should be planned above existing utilities and tunnels. At locations where trees or structures are desired, it is recommended that the existing utilities be potholed, and measures be taken to protect the existing utilities or tunnel.

Over tunnels, planting areas could be raised and retained in low site walls as needed to provide soil depths required by proposed trees. These walls could offer additional seating in the corridor.

Future improvements to 13th should make a concerted effort to avoid disruptions or impacts to existing utilities. Disruptions or connection shut-downs should be coordinated with campus facilities staff well in advance of construction and the time of the outage should be minimized. Campus utilities are often connected in a loop, so interruption to one portion of the utility line can impact much larger areas of the campus. In addition, utility shut-down typically can only be done during less active periods such as spring or winter break.

STORMWATER

Stormwater runoff from 13th is currently untreated, except for stormwater planters at the area in front of the EMU, Student Health and Counseling Center and the Matthew Knight Arena.

TREATMENT

Stormwater treatment should be designed to meet the requirements and goals of the City of Eugene Stormwater Management Manual (SWMM) and the university's Oregon Model for Sustainable Development (OMSD). The City of Eugene requires stormwater treatment for all new or replaced impervious surface. The City does not provide a credit for existing impervious surface.

The City of Eugene has adopted a treatment hierarchy requiring treatment through vegetation unless it is not physically possible. For this reason, the stormwater design will incorporate planters, rain gardens, and stormwater swales to treat drainage at the surface. To accomplish this, the roadway and pathway runoff will need to sheet-drain to vegetated facilities and avoid conveying piped stormwater. Overflow inlets, growing media, storage rock, and perforated pipe drainage will be incorporated into the design of the stormwater facilities.

The OMSD stormwater goal prioritizes the treatment of the dirtiest runoff within the campus, which are generally parking lots and roadways. Building roofs and pedestrian pavement area runoff are considered cleaner than vehicular areas. The city will allow treatment of existing vehicular areas as a trade-off for not treating cleaner building or site runoff. The Thirteenth Avenue project could provide treatment for some of the dirtiest runoff within the proposed vegetated treatment facilities to help offset treatment requirements for future university developments.



The Life of 13th Avenue

WHY STUDY PUBLIC LIFE

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

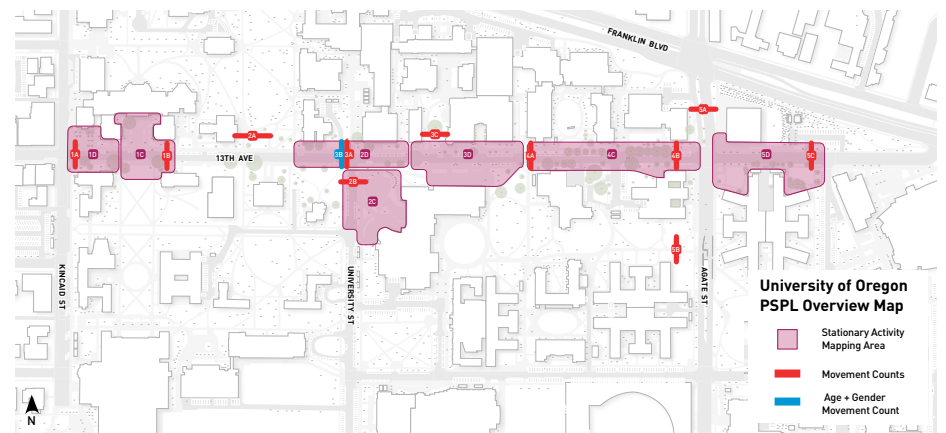
Universities regularly collect data on traffic and parking requirements. Policy and open space design evolve from the metrics that we collect, so it's no surprise that the planning process is often better suited to address the behavior of vehicles than the needs of people in the public realm. To adopt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

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

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

THE SURVEY

After a training in Gehl's PSPL survey methodologies and a people-centered approach to placemaking, a group of 30 student and staff volunteers were deployed across Thirteenth Avenue over two long days to observe how people used and moved through the Thirteenth Avenue corridor. During every hour of each four-hour shift, surveyors conducted movement counts, stationary activity mapping, and age and gender counts.



2 DAYS
Thursday, Oct. 18
Saturday, Oct. 20

30 VOLUNTEERS

11 MOVEMENT COUNTS

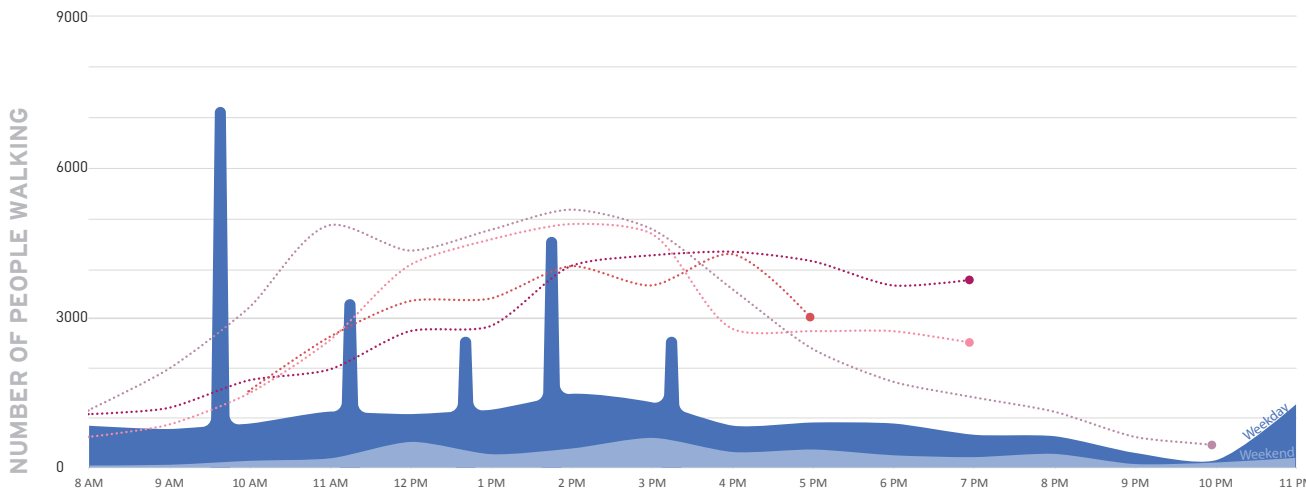
8:00 - **12:00** AM

7 STATIONARY ACTIVITY MAPPING LOCATIONS






PUBLIC LIFE KEY FINDINGS

1. Passing periods are on par with global cities - but otherwise 13th is quiet

Thirteenth hosts world class crowds, ten minutes at a time, five times a day during class exchanges when pedestrian volumes can increase by as much as 800% compared to the baseline. Yet most of the time the street is relatively quiet, especially on weekends. During peak times, crowding can become dangerous when speeds mix and the rules are unclear. The rest of the time, the space must feel comfortable with low volumes of people. **How can a future design accommodate both levels of intensity + extend activity into the weekend?**



Peak
Pedestrian
Volume

- 
7,200
Ped
- 
4,400
Ped
- 
4,300
Ped
- 
4,900
Ped
- 
5,200
Ped

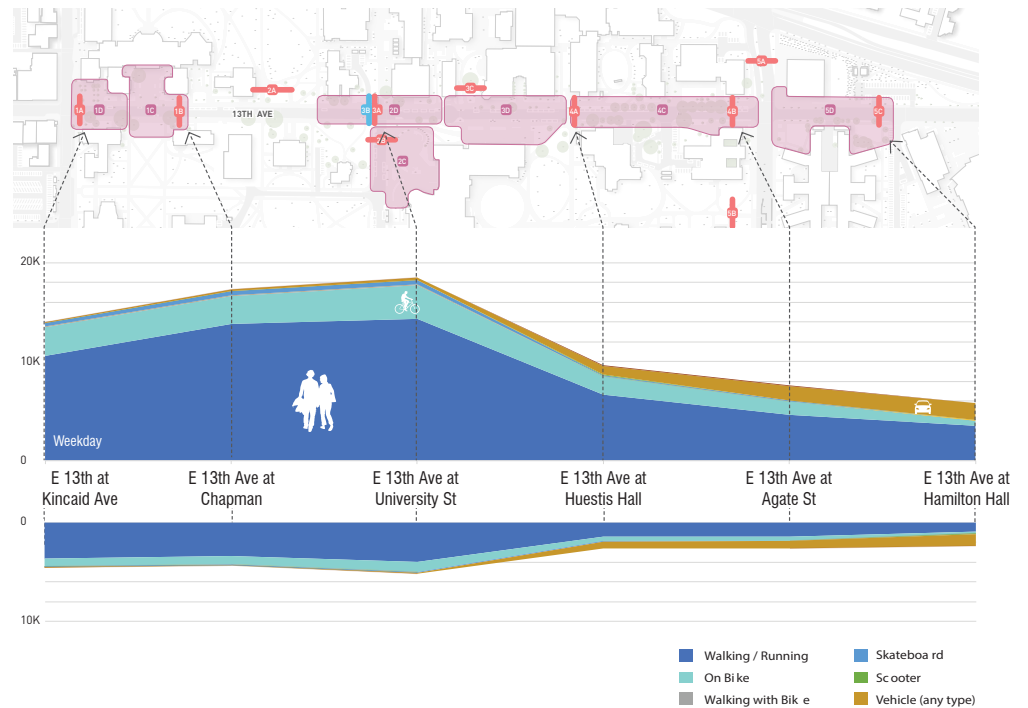
2. The current design of Thirteenth Avenue doesn't match its use

Despite the fact that 13th is mostly used as a walking and biking promenade, it is still designed mostly as a street prioritizing cars. This pattern persists up and down the street. On the east side where the street design is more catered to vehicles, pedestrians dominate. On the west side, where the curbside condition suggests walking should dominate, unauthorized parking persists, detracting from the safety and character of 13th as a people space. **How might the future design of Thirteenth Avenue reflect its use?**

Use Profile

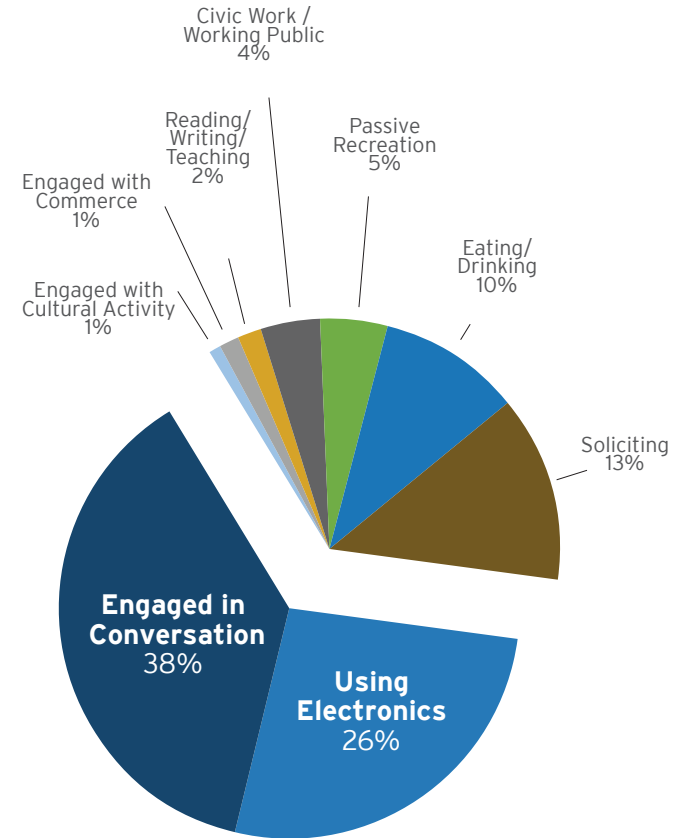


Space Allocation



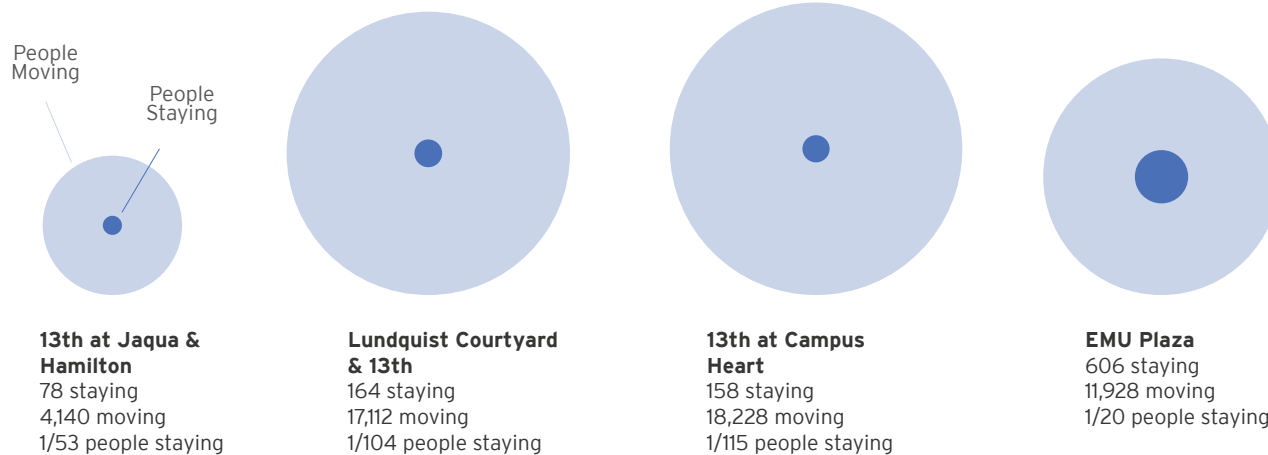
3. Not many people stop, but when they do, they stop to talk

Spaces adjacent to 13th don't attract many people to stop and stay. But, when people do choose to spend time on 13th, they are engaging with their cell phones or talking to one another. We found few formal or informal academic activities taking place on 13th other than getting to and from academic buildings. **How might a future vision for Thirteenth Avenue make socializing more comfortable, and create invitations for activities related to the academic mission of the institution?**



Staying activity across all of 13th Avenue

Public Space Stickiness



4. There is a mismatch between amenities and spaces with comfortable microclimate

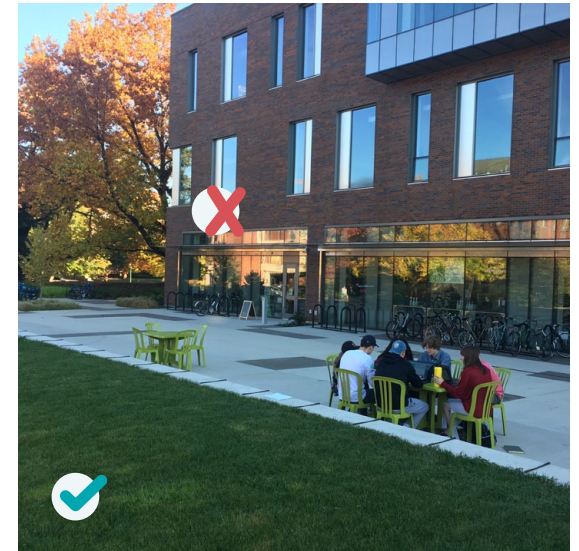
Thirteenth Avenue has lots of opportunities to find sun on cool mornings, dappled shade on sunny afternoons, and warmth on cold nights, but some of the most comfortable places don't have the amenities to keep people there. In a climate like U of O's where it can rain on 1/3 of class days, matching amenities to microclimate is an important way to help people enjoy public spaces throughout the year. **How might a vision for Thirteenth Avenue take advantage of positive elements of microclimate?**

Amenities ❌ Few places to sit and stay that take advantage of microclimate

Microclimate ✅ Sun, shade and rain cover

Amenities ✅ Comfortable landscape

Microclimate ❌ North side in shade



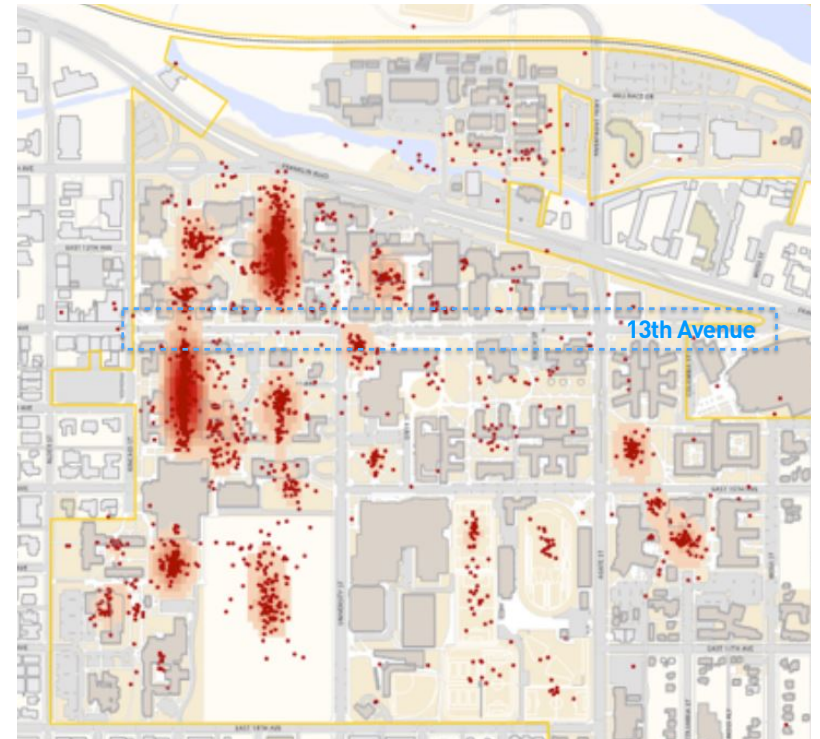
5. During busy times occupiable edges are mostly full

Of the few people spending time along 13th, nearly all gravitate toward occupiable edges out of the through zone in eddies where public life can unfold. Quiet enclosed spaces are especially sought out, but large stretches of 13th lack places to escape from the flow. **How might a vision for Thirteenth Avenue make edges inviting and provide more of them?**



6. Thirteenth isn't seen as a "favorite place", yet it's where people spend the most time

In a survey of students' favorite places, Thirteenth Avenue didn't come up. Yet, it is a space that nearly every student passes at least once a day. **How might this space become a favorite place unto itself?**



Students' 'Favorite Places' (MyCampus Survey, '15)

3C. KEY FINDINGS

The following key findings emerged from site analysis, PSPL analysis, and from conversation with campus staff:

CIRCULATION

- Circulation systems change on each block. This causes confusion and contributes to the risk of conflict between people walking, biking, and driving.
- Although many people ride bikes, there is not a clear “culture” of bike use that would standardize behavior. There is a desire for pedestrian and wheels separation.
- In spite of many rules and signs, the street does not feel organized or well managed. The rules are not intuitive.
- Circulation usually works well in the east-west direction but there are barriers and safety concerns in crossing the street.
- Personal automobiles need to be able to access the University Health, Counseling, and Testing Center and Carson Hall, but do not need to use 13th between Beech Street and Kincaid.
- Service and delivery vehicles need to be able to access the length of 13th and be able to turn onto University.
- Westbound-only vehicular circulation for most of 13th would provide sufficient access while improving the street for cyclists and making other design opportunities possible.
- Due to inadequate pedestrian space at point throughout the corridor, many large historic shade trees on 13th are negatively impacted by people walking on their roots.
- There are opportunities to align changes to 13th with City projects, such as the Franklin Ave. study and bike lanes on 13th west of Kincaid.

THE CAMPUS LANDSCAPE

- The character of 13th changes greatly from east to west. There is no consistent sense of “being on 13th”.
- Thirteenth Avenue lacks visual cues that could connect it more clearly to the rest of campus.
- It also lacks safe and welcoming connections to the City. It is not always clear where you are “on campus”, especially at the eastern end of 13th.
- Thirteenth Avenue does not have strong connections to the campus open spaces adjacent to it. Circulation, spatial definition, and use areas are not consistently well integrated with the surrounding campus landscape.
- Mature trees are an essential part of identity of 13th. They should be preserved and celebrated both for their historical significance and contribution to the character and comfort of 13th. The integrity of the tree canopy needs to be planned and managed for the long term.

THE LIFE OF THIRTEENTH AVENUE

- During passing periods, volumes of people on 13th are on par with global cities. The rest of the time, 13th is quiet.
- The current design of Thirteenth Avenue doesn't match its use.
- There is a mismatch between amenities and spaces with comfortable microclimate.
- Not many people stop on 13th, but when they do, they stop to talk.
- During busy times, "occupiable edges"—places to stop or sit off to the side of circulation—are mostly full.
- Thirteenth Avenue isn't seen as a "favorite place," yet it's where people spend time.

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

Pedestrians and bikes dominate the street, but most people are moving, and few actually stop and stay. Of those who do stay, the activities they participate in and the densities in which they congregate vary by location. The spaces along 13th fulfill a range of public life functions, operating within the university population's broad ecosystem of needs ranging from academic functions to student life and social mixing with the community. Yet, most people who stop and stay on 13th are engaging in social activity. There are opportunities to make this socializing more comfortable and invite a broader range of activities to 13th.

No matter the time of day, day of the week, or section of 13th, the dominant use of the space is as a promenade for walking and, secondarily, biking. But its inconsistent design and the authorized and unauthorized parking that occurs confuses the identity of the spine and the priority the campus places on people first.

Thirteenth Avenue has more than enough walking to justify a full redesign as a promenade with secondary spaces for sitting and congregating. A consistent cycling infrastructure should take second place in the hierarchy, and vehicular movement should be a clearly subordinate use that avoids conflicts with people walking and biking. The storage of vehicles of any kind (private, loading, service) on 13th negatively impacts the walking environment, suggesting parking should be a last priority and strictly regulated in time and purpose.



Artist's rendering of Thirteenth

4. CONCEPTUAL DESIGN

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

CONTENTS

4A. The Corridor	52
4B. Corridor Systems	73
4C. Plazas	82
4D. Management Recommendations	100

4A. THE CORRIDOR

Kincaid to Agate

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

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

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

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



Corridor Plan Block 1 (west)

- 1** Kincaid Plaza (page 84)
- 2** Memorial Plaza (page 86)
- 3** Old Campus Plaza (page 88)
- 4** Campus Heart (page 90)
- 5** Onyx Connector Plaza (page 94)
- 6** Science Green Extension (page 96)
- 7** Agate Plaza (page 98)



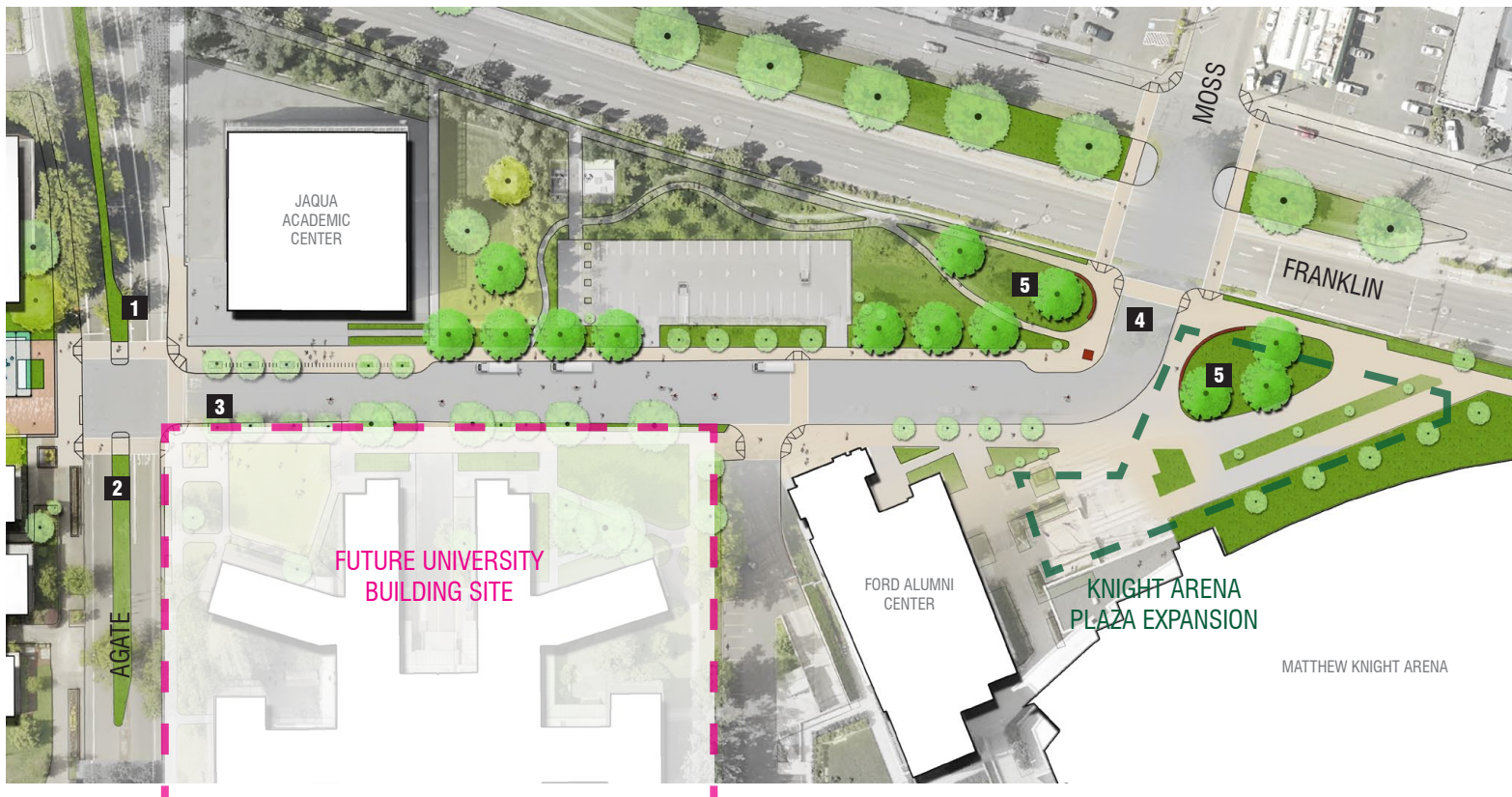
Corridor Plan Block 2 (middle)

Agate to Franklin

At Agate Street, Thirteenth Avenue becomes a city street and therefore cannot undergo the same level of transformation proposed for the rest of the corridor. However, this study did explore potential improvements to this block, which are shown below.

The boldest is a realignment of the east end of 13th to connect with Moss Street to provide a new pedestrian connection across Franklin. This new

intersection also could provide improved vehicle access and create an opportunity for a new campus gateway. This would truly transform the circulation and arrival experience and provide numerous opportunities to enhance the physical image and open spaces at an important campus entrance. This proposal needs to be integrated with City planning for the transformation of Franklin Boulevard.



Corridor Plan Block 3 (east)

BLOCK 3 POTENTIAL IMPROVEMENTS

- 1** *At the north leg of the intersection, reduce to two northbound lanes, widen the median, and provide a pedestrian refuge area.*
- 2** *At the south leg of the intersection, eliminate the left/through lane (reduce to one lane), extend the median, and provide a pedestrian refuge area.*
- 3** *Support the vision for 13th in the design of open space and streetscape improvements included in the future university building project. Provide a passenger/rideshare loading zone.*
- 4** *Redesign the end of 13th to align with Moss St., for safer and clearer pedestrian connections across Franklin and improved vehicle access.*
- 5** *Create a new campus gateway landscape that spans 13th. Incorporate prominent trees, signage, and gateway feature to mark a clear campus entrance and beginning to the Thirteenth Avenue axis.*

This realignment allows for an expansion of the Knight Arena plaza area, whose program should be considered as part of the campus gateway design.

To support the transition to the pedestrian-priority design of 13th west of Agate, modifications to the intersection could clarify circulation and provide a better environment for pedestrians. Eliminating or shortening vehicle turn lanes on the north and south legs of Agate could create an opportunity for extended medians with pedestrian refuge areas to make pedestrians more visible to drivers and shorten their crossings.

At Agate St., modifications to the intersection design could simplify circulation and provide a better environment for pedestrians. Eliminating or shortening excessive vehicle lanes in the north and south legs of the intersection could create medians with pedestrian refuge areas that make pedestrians more visible to drivers and shorten their crossings. These improvements would support the transition to the pedestrian-priority design of 13th to the west.

Finally, the Walton/Hamilton Transformation project, in concept design at the time of this report, provides many opportunities to support the vision of the Thirteenth Avenue Conceptual Design and better connect students to the heart of campus. As that project advances, the principles and design recommendations of this report should be considered in the development of open space and streetscape concepts.

A New Street Section

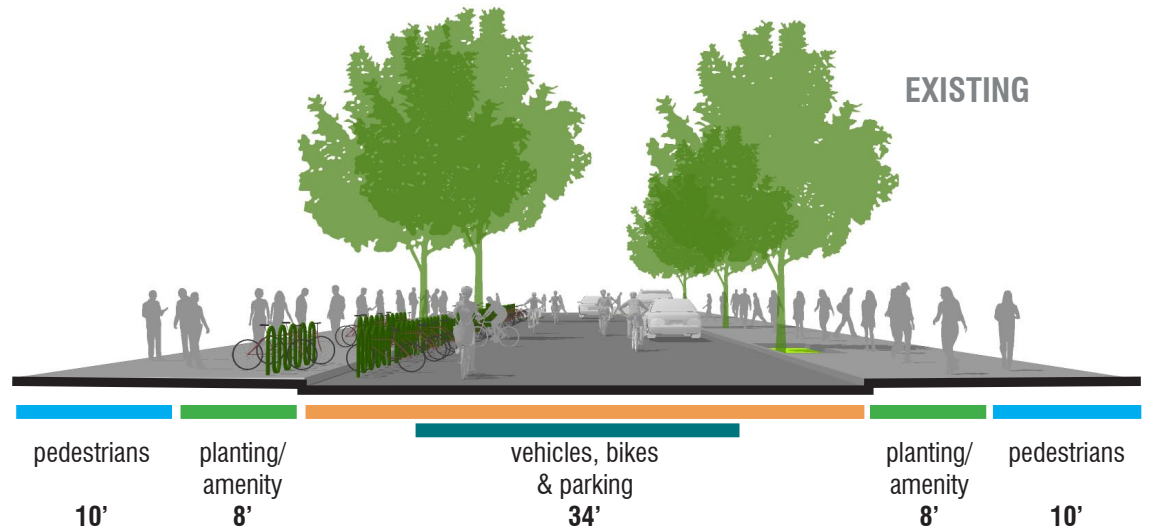
Though actual dimensions vary throughout the corridor, most of 13th is approximately 70' wide, divided into a vehicular zone 34' wide (from curb to curb) and two 18' sidewalks. The vehicular zone, nearly half of the street, serves vehicular and bikes/wheels circulation, vehicle loading and parking, and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

PROPOSED SECTION

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

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

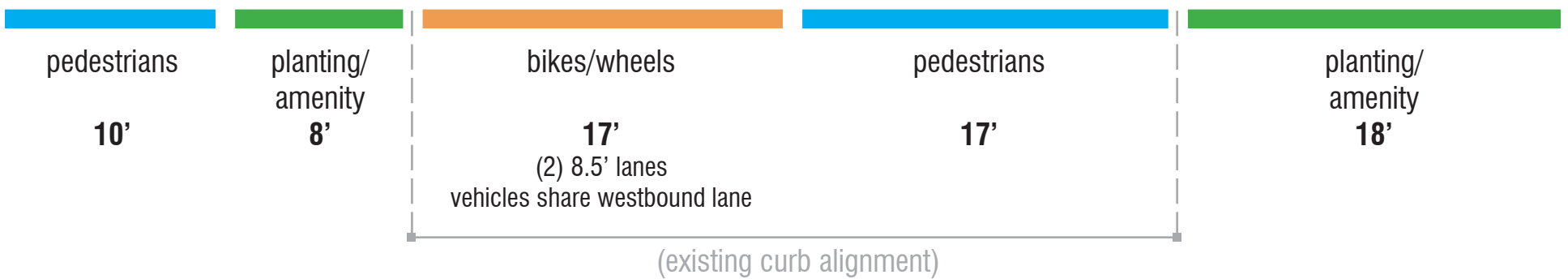
Typical Street Section: Existing Condition



summary

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

Typical Street Section: Conceptual Design



ALLOCATION OF SPACE

The 17' pedestrian zone on the north side of the corridor allows five people to walk or pass comfortably. The 10' pedestrian zone on the south side accommodates three people. Throughout the corridor, 10' minimum clearance should be provided; this dimension allows one person to pass two people. Pinch points at large existing tree wells and service parking areas should never be less than 10' wide. In some cases, this may require localized extension of paving into adjacent planting.

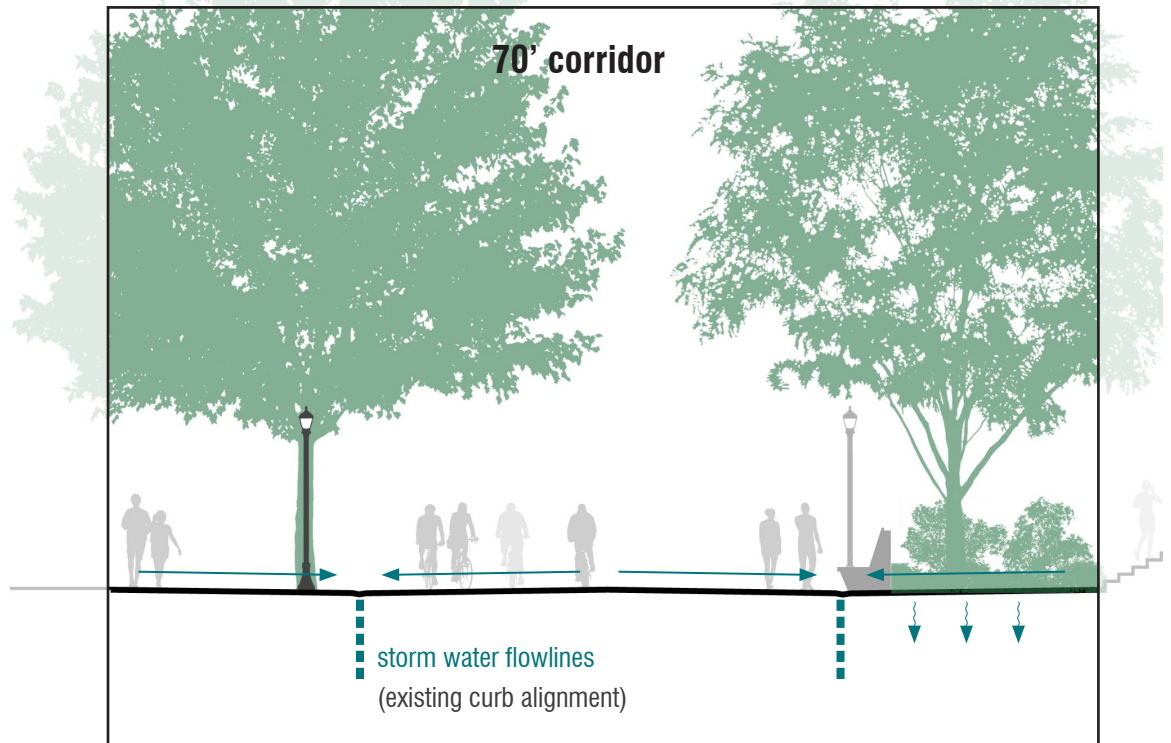
The 17' bikes/wheels zone provides two 8.5' lanes, each allowing two cyclists to ride together or one to pass another while staying in lane. This accommodates multiple speeds of travel and leaves space for slowing and dismounting.

The 8.5' dimension encourages motorized vehicles to travel slowly and carefully. It is understood that large service vehicles may travel slightly outside the lane's edges; the flush paving design and detectable paving transition accommodate this.

Similar to today, the paving surface has high points along the corridor edges and center of the 34' movement zone; storm water travels from these to flush valley gutters, which drain to storm water treatment gardens and drain inlets.

The conceptual design is based on the principle that 13th should be a place for people above all other uses: a place to move freely at walking speed, gather, and take part in campus life. As a primary axis, it should be efficient, comfortable, and delightful to walk and bike on anytime.

Unlike today's street, the proposed design matches its uses, providing the space needed to meet this vision. The bar chart below compares the area designed expressly for walking and socializing, bike circulation, planting, and motor vehicles—for the

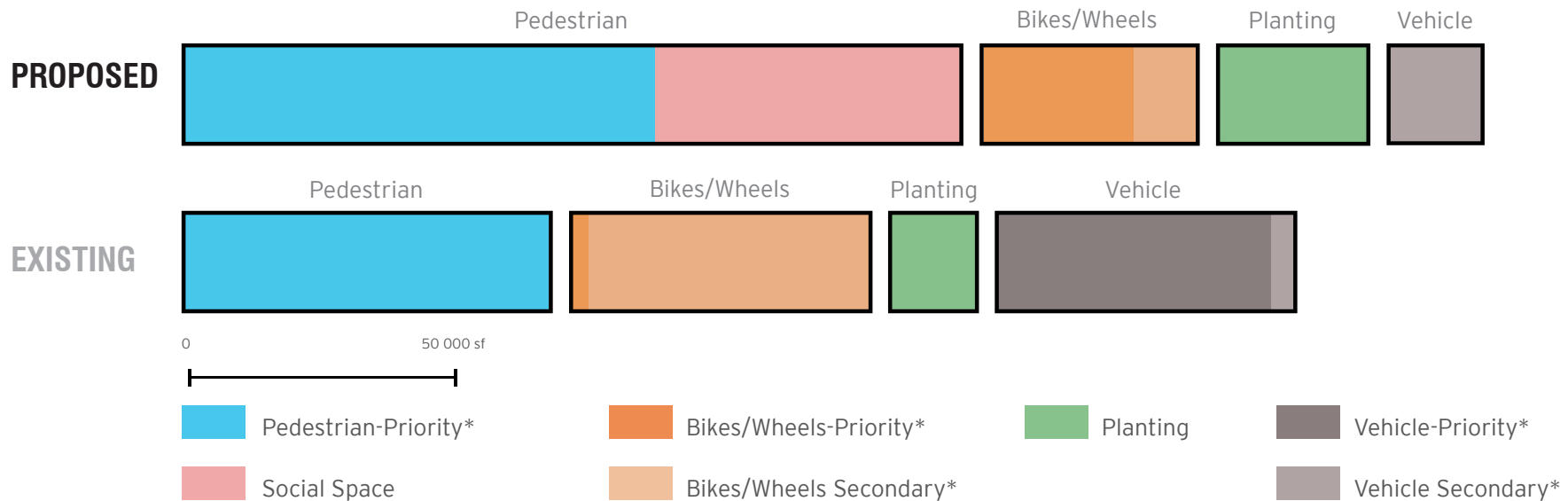


Corridor Profile

conceptual design and the existing street (within the 70' corridor only, from Kincaid to Agate).

Because the conceptual design includes many hybridized areas (e.g. plazas which are pedestrian-priority, corner to corner, *as well as* social spaces) it effectively increases the functional area and value of 13th; it "increases the pie."

- + **30%** pedestrian-priority space
- + **1000%** bikes/wheels-priority space
- + **75%** space for planting and trees
- + **56,000 sf** new social space
- NO** vehicle-priority space



*Priority in use as expressed through design and materials. In the existing condition, bikes/wheels ride in an environment apparently designed for motorized vehicles. In the proposed design, vehicles use

a lane designed for bikes/wheels; vehicle-priority space is eliminated from 13th. Plazas (mixing zones) are pedestrian-priority; all yield to pedestrians.



Artist's rendering of 13th Avenue

Street Zones

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

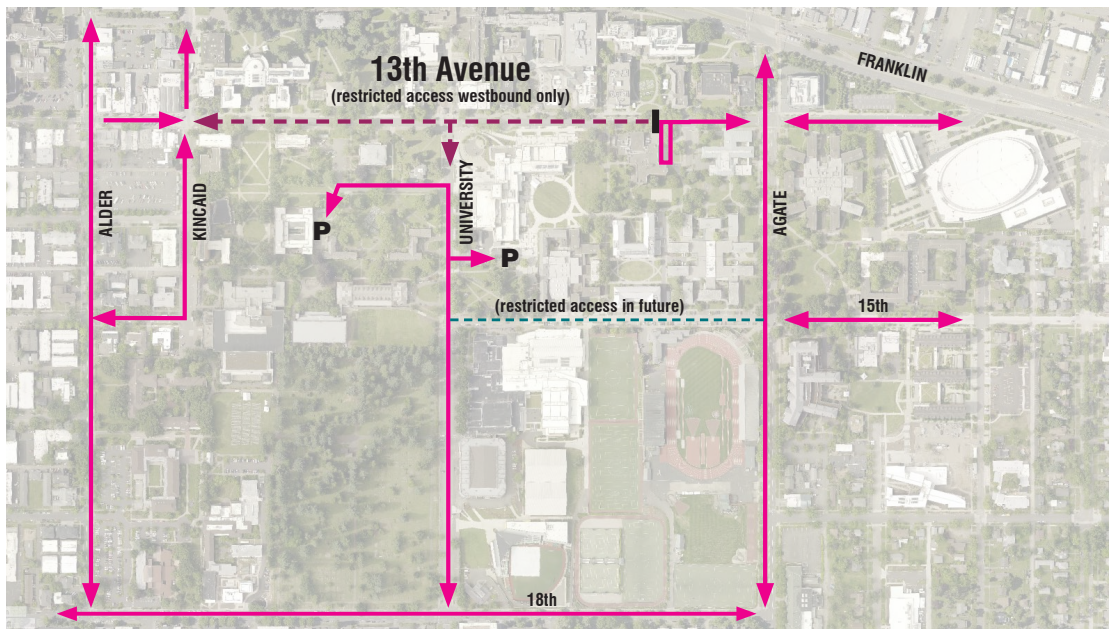
The following pages illustrate and describe the location and design intent of each key element. Section 4.B *Corridor Systems* shows how these uses are distributed along the length of the corridor.



Typical Segment of the Corridor

CIRCULATION

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



Vehicular Circulation in Context

design intent

- Prioritize pedestrians and bicyclists.
- Minimize the presence of vehicles and eliminate vehicle-only space from 13th.
- Create a clear and organized environment for movement that is efficient, safe, comfortable, and social-for everyone, including people with disabilities.
- Promote universal access and flexibility with flush paving surfaces (flush curbs).
- **Note: Eastbound travel is permitted for campus shuttles, electric utility vehicles and emergency vehicles.*



pedestrian circulation

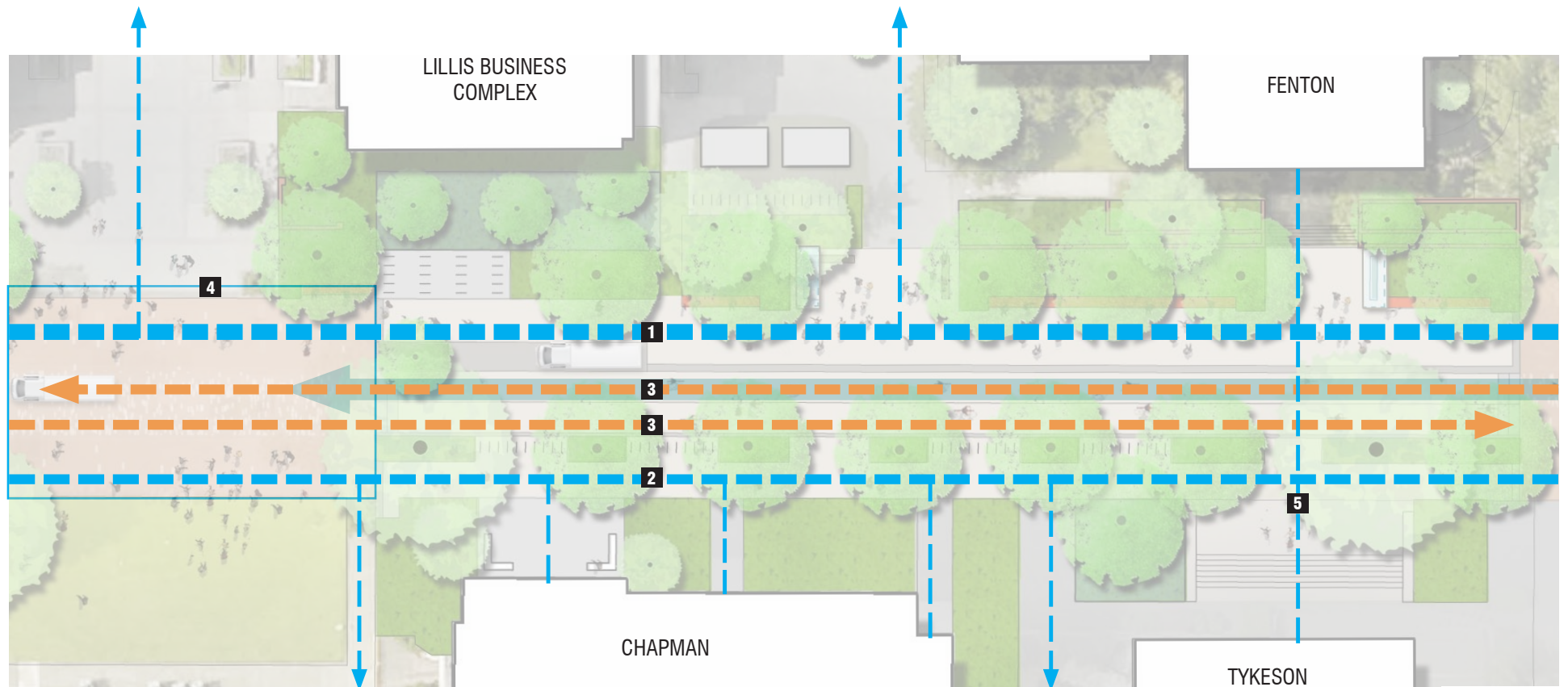


bikes/wheels circulation



service / contractor vehicle access (westbound only)

- 1** 17' wide north walk
- 2** 10' wide south walk
- 3** 8.5' wide bikes/wheels lane
- 4** mixing zone/crossing area: pedestrian priority
- 5** occasional crossings



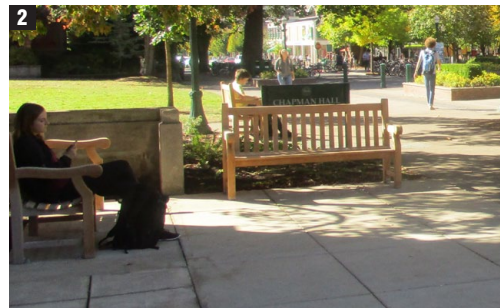
Circulation Zones

SEATING

The Conceptual Design creates more places to sit—alone, with friends, or among a large group.



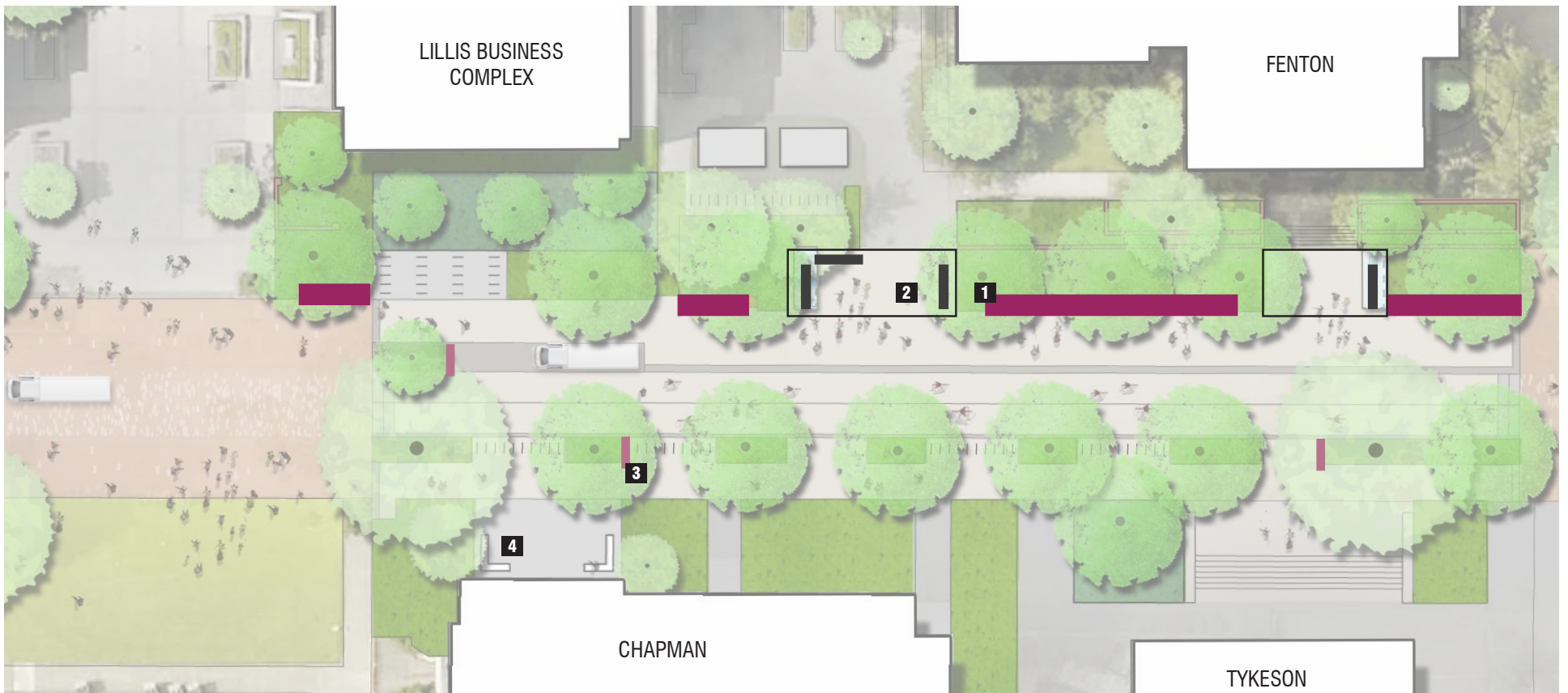
*example of promenade seating for people-watching (top)
campus standard benches (bottom)*



design intent

- Provide seating throughout the corridor, so that a place to stop and sit is always close by.
- Offer a cohesive range of seating types and situations, so there are options for sitting in quiet, social, sunny, and shady places.
- Create a communal seating edge on the north side of the street, consistent throughout the corridor.
- Create seating nooks in well-defined spaces off the main flow of traffic.
- Preserve and enhance seating associated with building entrances.

- 1** communal seating edge
- 2** seating nooks with campus standard benches
- 3** perches or other seating type for brief stops
- 4** existing and expanded seating areas at building entrances



Seating Zones

TREES & PLANTING

The Conceptual Design preserves and expands the historic tree canopy, increases planting areas within the street, and creates a distinctive naturalized edge from end to end of the corridor.



mature tree canopy near Johnson Hall (top)

example of a naturalized planting edge at Cornell University (bottom)

design intent

- Celebrate and enhance the historic large tree canopy of 13th by providing improved conditions for existing trees and infilling with new trees between them.
- New tree species should be limited to 2-4 selections that create a sense of continuity along each side of the street, similar to historic conditions.
- Both sides of the street should include large trees, but should be distinct from each other - this distinction is similar to historic conditions.
- Create a distinctive naturalized planting edge on the north side of the street, rich with ornamental value, that is unique to 13th. This area should provide a human scale of interest to the street.
- Express university values by using this naturalized planting area to treat stormwater and provide diverse habitat.
- Preserve and enhance existing planting areas adjacent to the corridor.

- 1** new north side trees
- 2** 18' wide naturalized planting edge, integrated with adjacent planting areas
- 3** new south side trees
- 4** 8' wide tree pits with durable understory planting
- 5** existing trees to remain
- 6** preserved and enhanced planting areas and trees



Planting Zones

BIKE PARKING

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



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

An example of a bike parking corral (bottom)

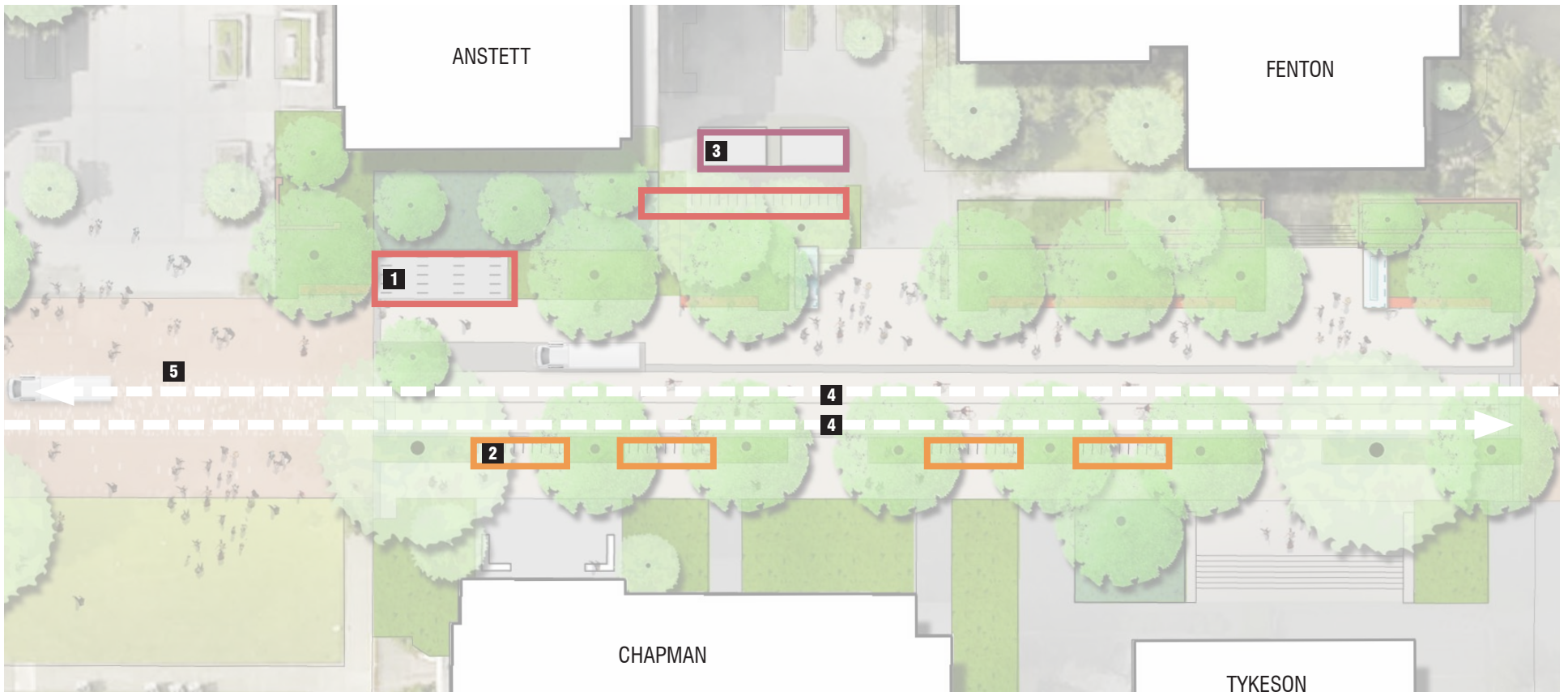
Both approaches put bike parking in designated organized zone where it won't impose on circulation.



design intent

- Meet both the university's Bicycle Management Program requirements for the number of bike parking spaces provided, and the spirit of this requirement by providing types and locations of parking that meet bicyclists' needs
- Locate bike parking to minimize visual clutter and conflicts with circulation and other street uses.
- Provide large bike parking corrals in the planting/amenity zone on the north side of the street, located near building entrances, gathering spaces, and other areas of high demand.
- Provide rows of bike racks between trees on the south side of the street.
- Provide covered bike parking options throughout the corridor, integrated with buildings where possible.

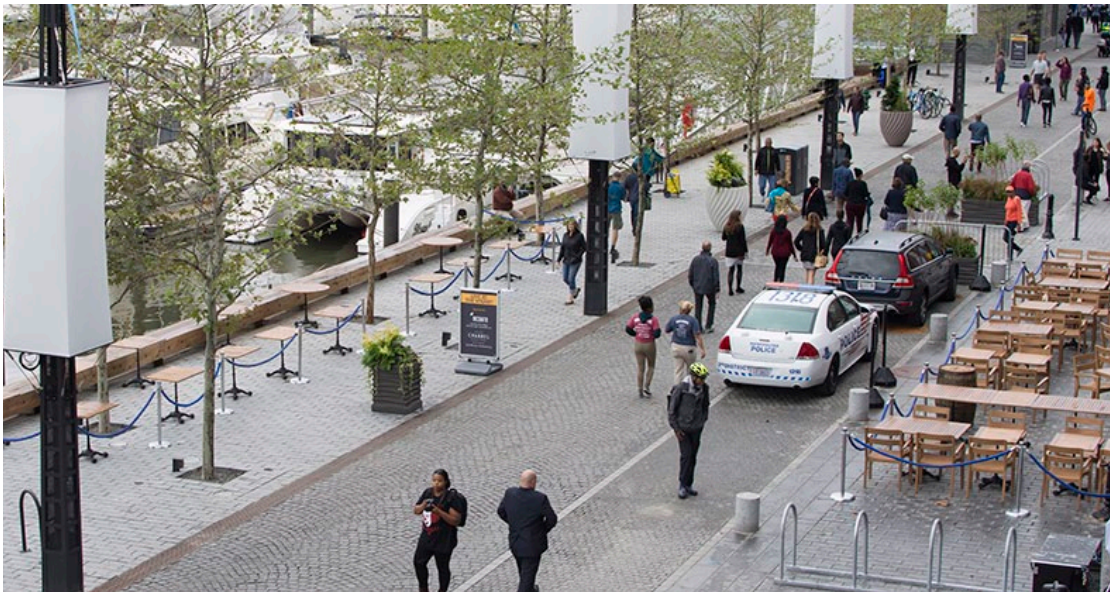
- 1** bike parking in corrals
- 2** bike parking in rows
- 3** existing covered bike parking
- 4** bikes/wheels lane
- 5** no bike parking in plazas



Bike Parking Zones

VEHICLE LOADING & SERVICE PARKING

The Conceptual Design eliminates parking for personal vehicles and provides consolidated loading and service zones focused where they can serve multiple buildings.

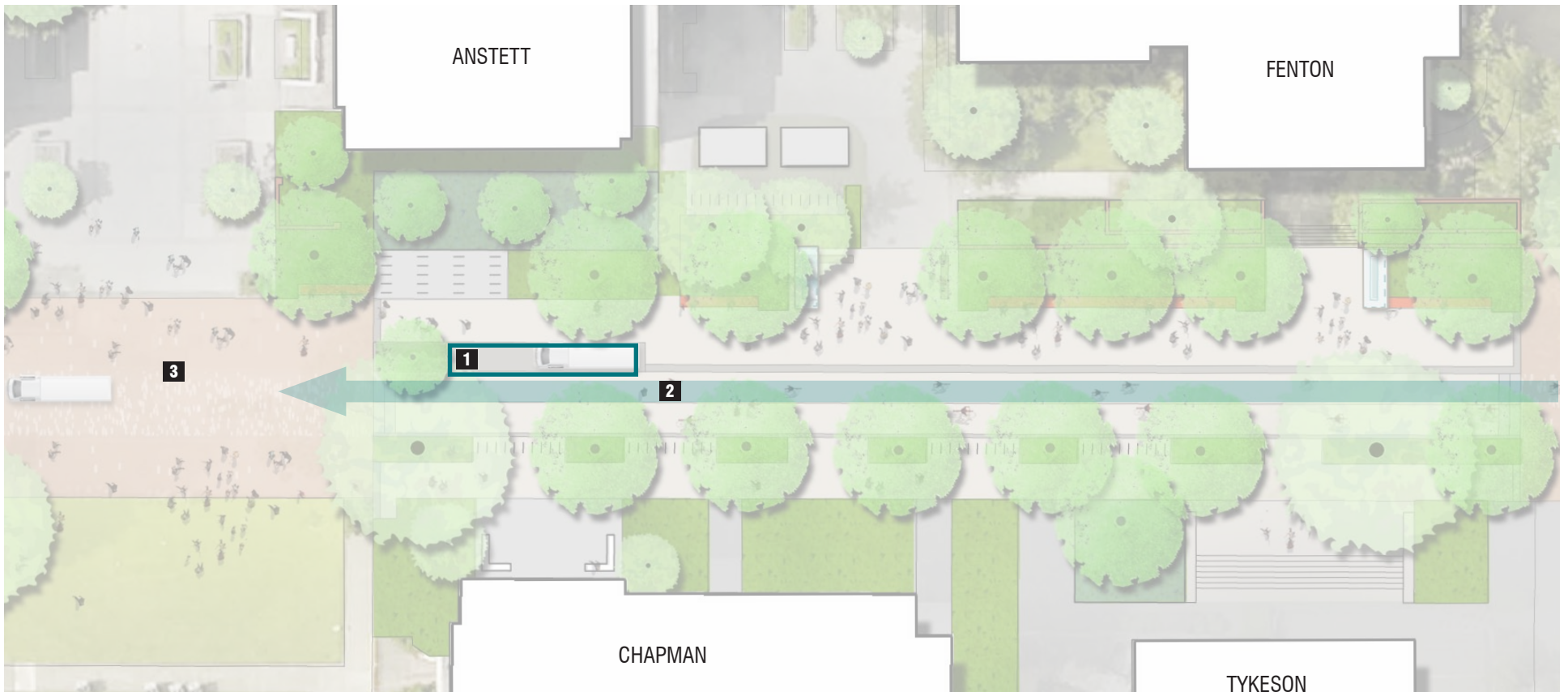


example of flexible loading/parking zones in a shared-use street

design intent

- Provide effective loading and service parking zones to support campus deliveries, maintenance, and service.
- Consolidate and locate zones where they can serve multiple buildings efficiently while minimizing the visual impact of vehicles on 13th.
- Integrate loading and service parking zones with the design of the rest of the street so that, when not in use, the space can serve other functions.

- 1** vehicle loading and service parking zone
- 2** service / contractor vehicle access (westbound only)
- 3** no loading or parking in plazas



Vehicle Loading and Parking Zones

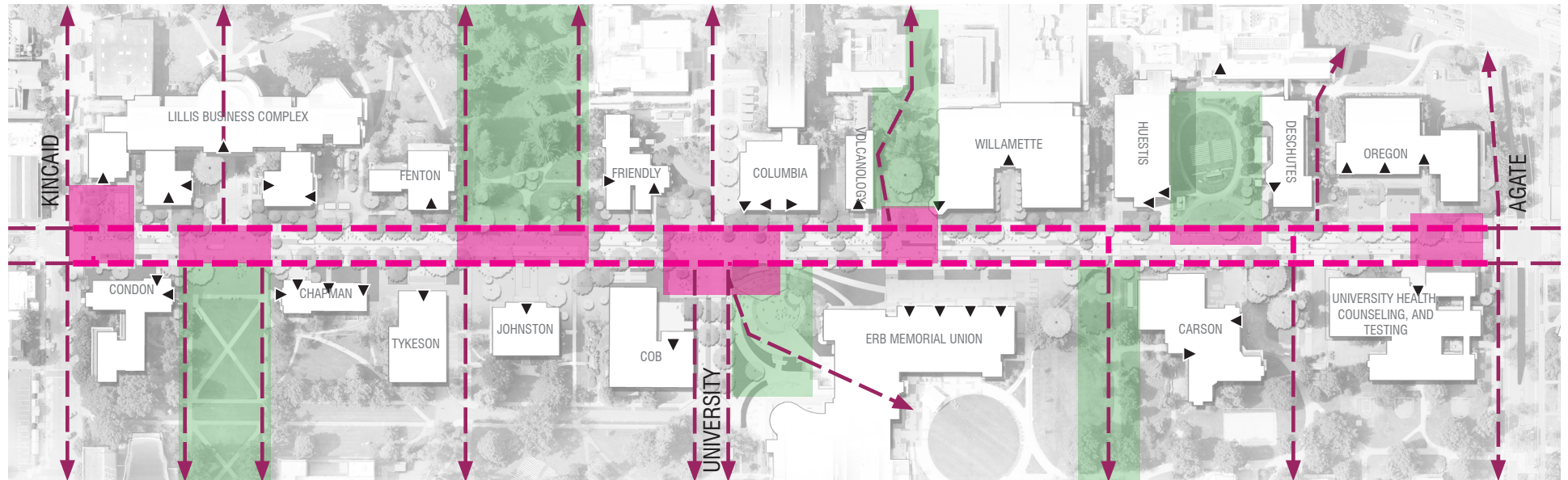
4B. CORRIDOR SYSTEMS

Overview

The Conceptual Design for Thirteenth Avenue is comprised of functional systems that must be coordinate. The following pages show how the conceptual design organizes each system and its components through the corridor's length.

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

PRIMARY PEDESTRIAN CIRCULATION

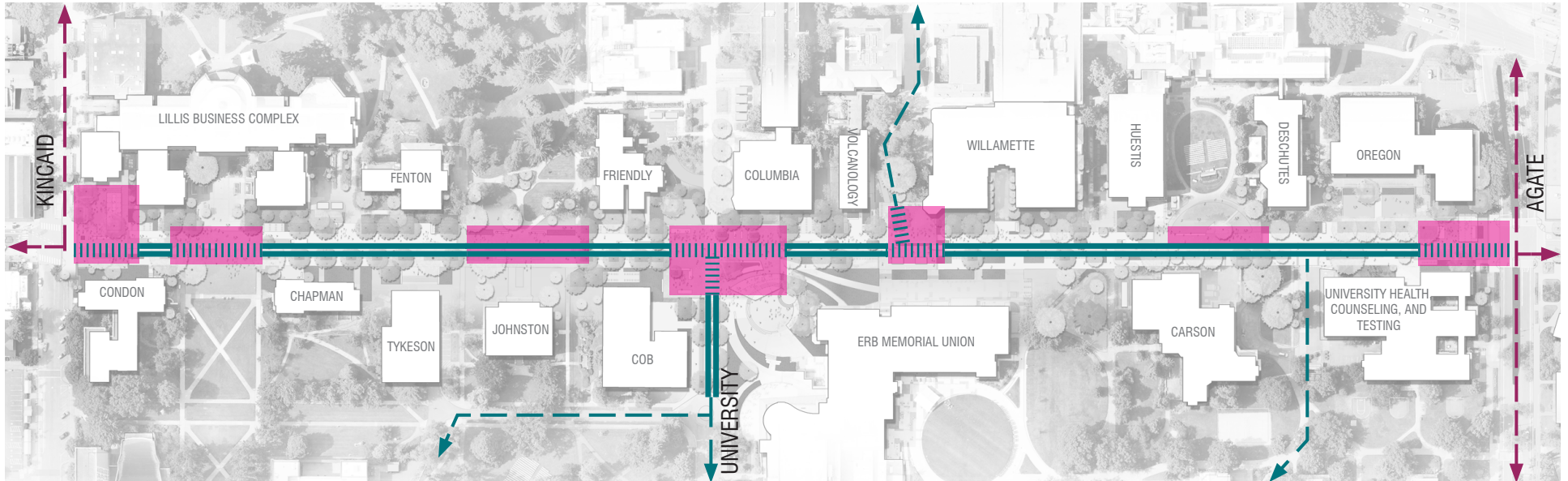


Primary Pedestrian Circulation






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

Pedestrian walks on both sides of 13th are straight and uninterrupted. Primary crossing zones are at plazas, which coincide with primary north-south campus walks. There are occasional crossing points between plazas. While the design should guide the majority of pedestrians to cross at designated locations, it should be acknowledged that people will also walk across the street elsewhere. This, in fact, is a benefit of the conceptual design: people will feel more comfortable and safer in the redesigned environment, so they may be more willing to cross the street. Additionally, the design will improve access for people with physical disabilities by creating a less restrictive path of travel and more crossing opportunities.

PRIMARY BIKE CIRCULATION

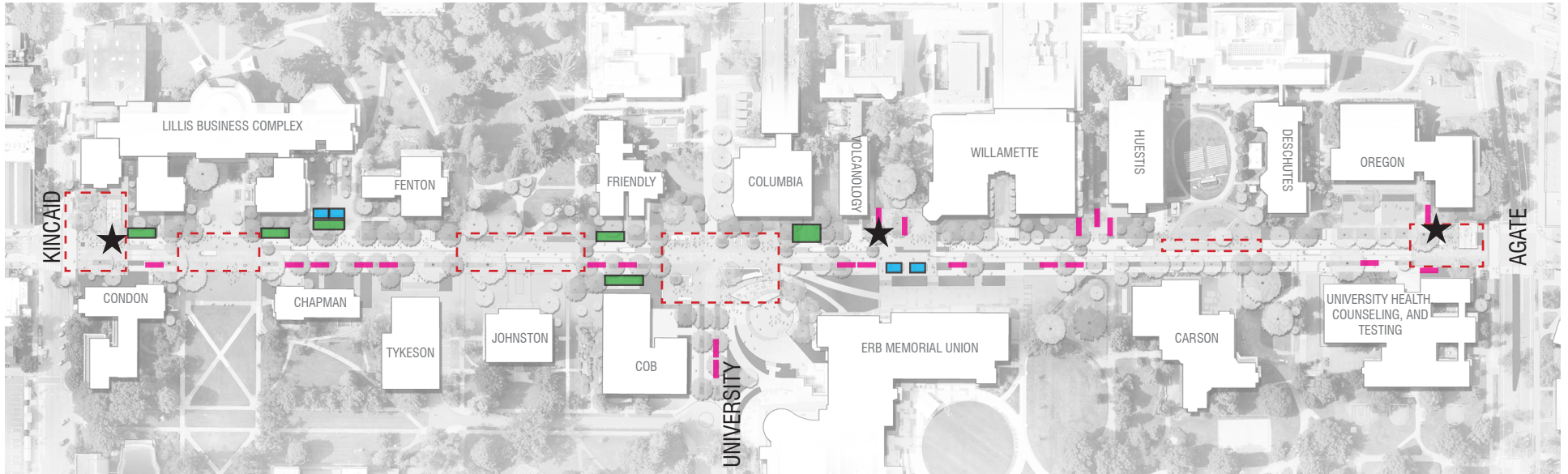


Primary Bike Circulation

-  bike/wheels lane
-  mixing zone; bikes yield to pedestrians
-  primary campus bike route
-  plaza
-  city bike route

People riding bikes, skateboards, and scooters use two dedicated lanes in the middle of the street. The westbound lane is shared with vehicles. Plazas are mixing zones with pedestrian priority; bicyclists will ride through but are expected to yield to pedestrians. Textured paving treatments within the bikes/wheels lane approach and visual cues make the transition into a different type of zone clear, and accommodate different behavioral expectations. Bike circulation on 13th connects to other primary campus bike routes, and designated city bike routes on either ends of the corridor.

BIKE PARKING



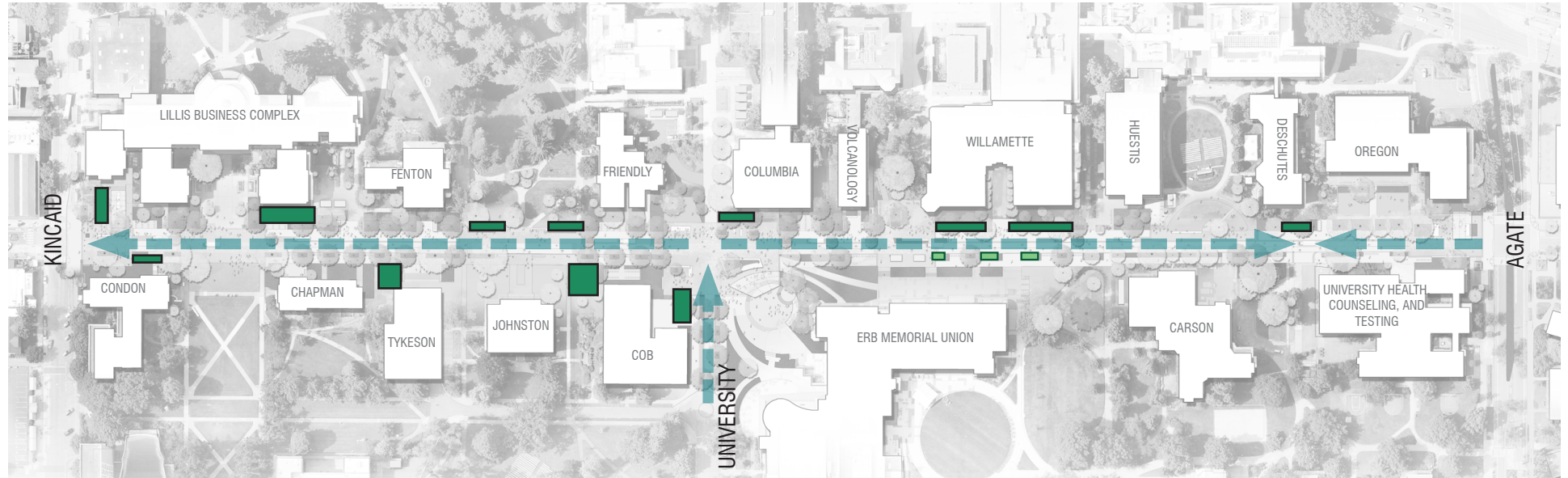
Bike Parking

To encourage biking as an active and sustainable mode of transportation and accommodate the large volume of bikes on 13th, bike parking is provided in three ways:

- clear zone (no bike parking)
- bike parking in corrals (40 - 120 bikes per corral)
- bike parking in rows (20 bikes per row)
- existing bike parking structures (20 bikes per row)
- bike repair station

- Large bike parking corrals in the planting/amenity zone on the north side of the street, located near building entrances, gathering spaces, and other areas of high demand.
- Rows of bike racks between trees on the south side of the street.
- Covered bike parking: explore locations for new structures and covered parking integrated with buildings.



STORM WATER TREATMENT OPPORTUNITIES



Storm Water Treatment Opportunities

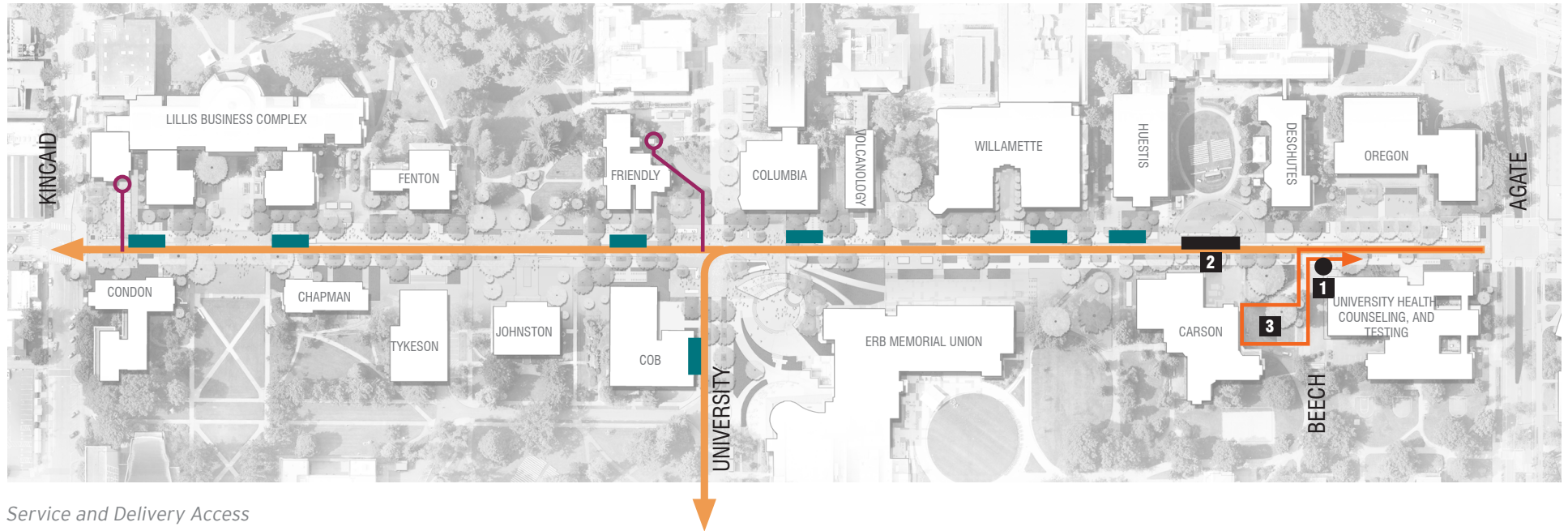
The Conceptual Design for Thirteenth Avenue incorporates storm water treatment planting areas to treat all storm water runoff before it enters the underground storm water drainage system. Located within and just outside the corridor, rain gardens are large naturalized planting areas that enhance the street's visual identity and offer habitat and educational opportunities integrated with social uses of the street.

The conceptual locations shown in this plan are based on the site's natural drainage and the goal to keep rain gardens large and outside the active parts of the street. Sizing is based on 5% of total impervious surface within a drainage area.





-  storm water treatment planting area (rain garden)
-  surface drainage pattern

VEHICLE ACCESS, PARKING & LOADING

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

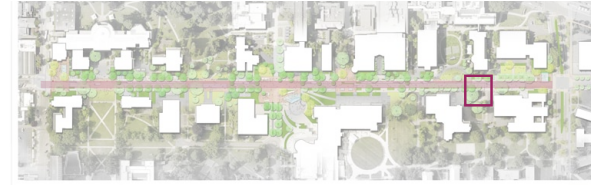


Service and Delivery Access

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

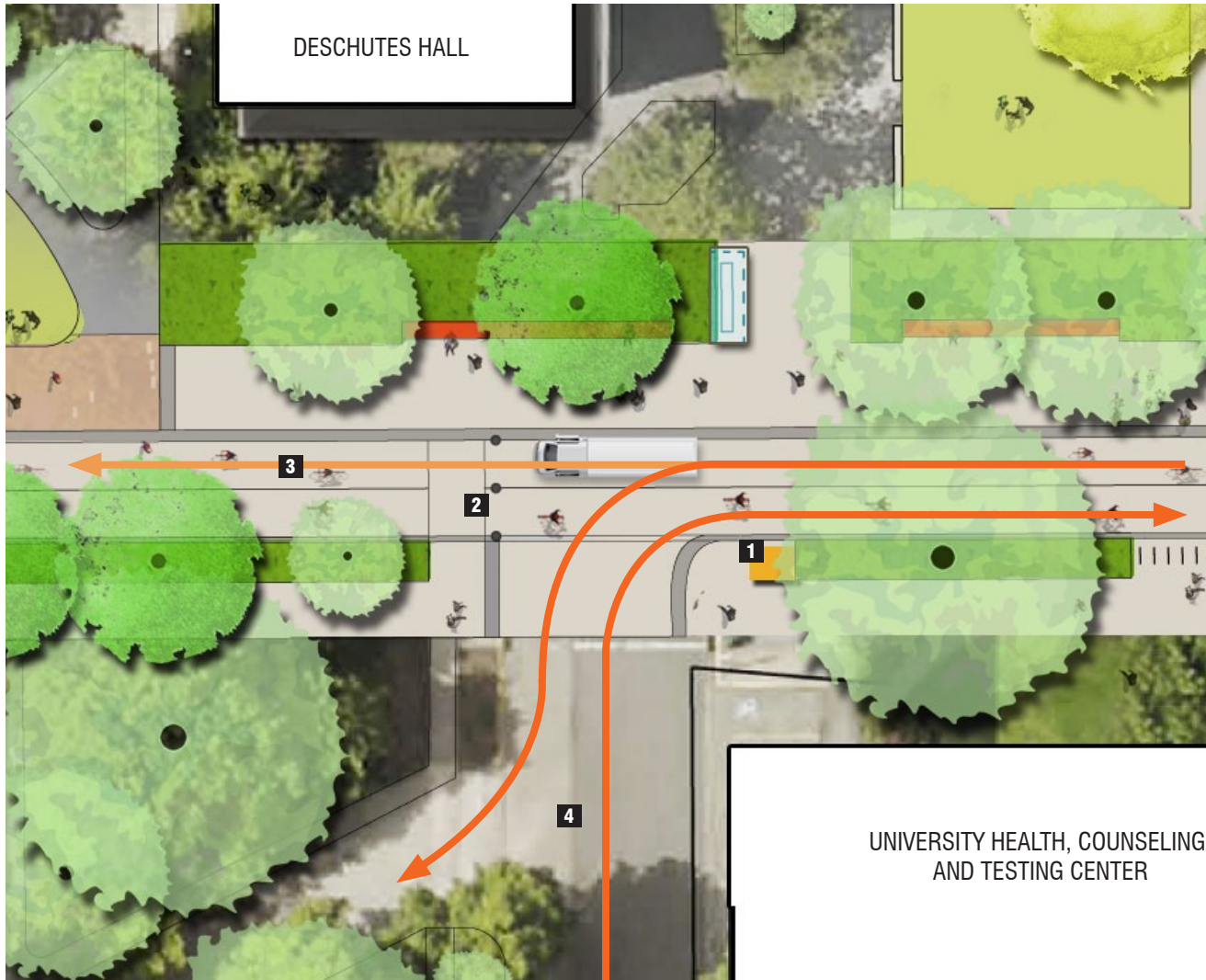
Private vehicles are allowed to enter 13th at Agate to access Carson Hall and the University Health, Counseling, and Testing Center only, and are required to turn around at Beech Street. Between Beech St. (turnaround at Carson Hall) and Kincaid St., vehicular use of 13th is westbound only, restricted to service and delivery vehicles. Access is managed by the university at a control point at Beech St. Permitted vehicles are allowed to turn south down University St. (one way). There is unrestricted (public) access to Carson Hall and the University Health, Counseling, and Testing building. All vehicles must use the bikes/wheels lanes, drive slowly, and yield to bikes and pedestrians at all times.

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

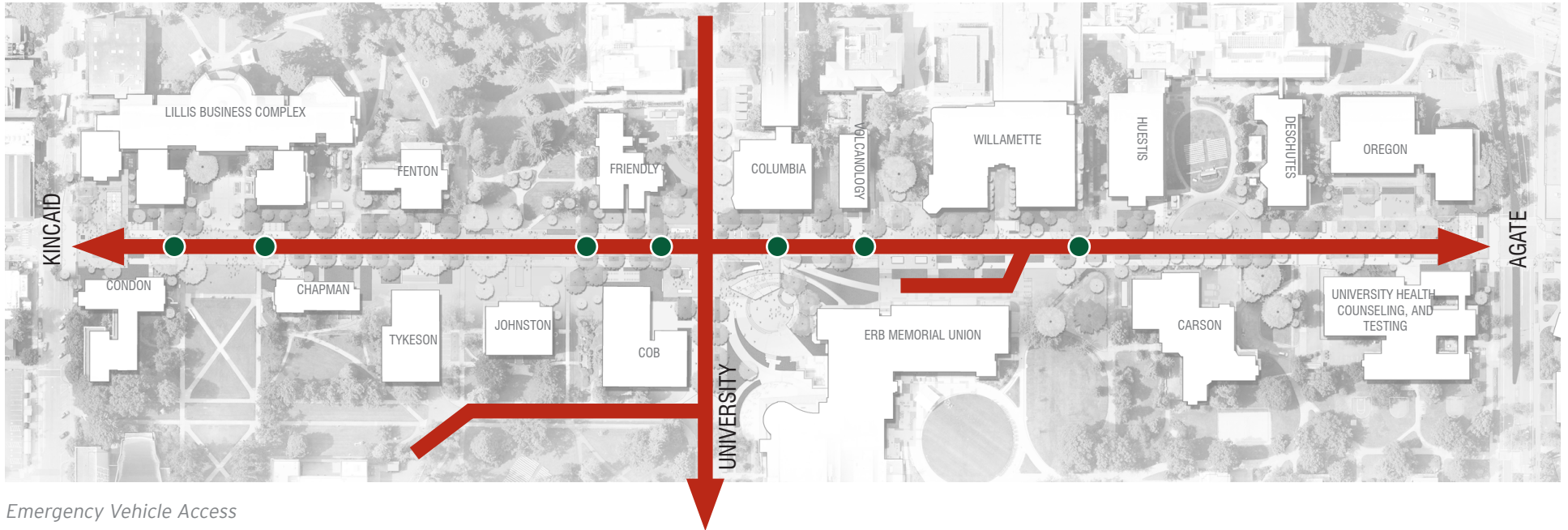


KEY PLAN

CONTROLLED ACCESS - ENLARGEMENT PLAN



EMERGENCY VEHICLE ACCESS



Emergency Vehicle Access

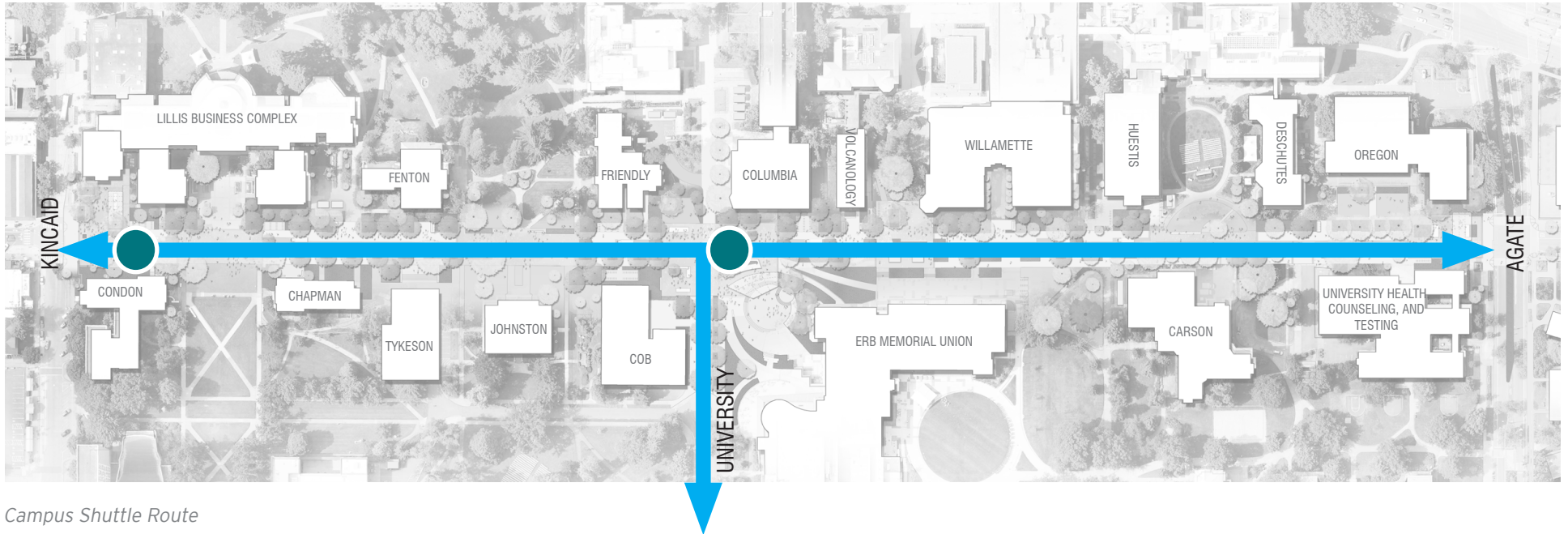
All existing emergency vehicle routes are maintained. 20' clearance is provided throughout the corridor, except in limited locations where there is 17' clearance between street tree planting areas.*

 emergency vehicle route: 20' clearance between fixed vertical objects

 17' clearance between planting areas

*Variances from the standard requirement for 20' clearance should be evaluated and reviewed with the fire department to confirm viability on a case by case bases.

CAMPUS SHUTTLE ROUTE



Campus Shuttle Route

Three campus shuttles use 13th. The Campus Shuttle runs a fixed route from 8:00 p.m. to 1:00 am, with two stops along the corridor. The Safe Ride shuttle, Access Shuttle and Designated Driver Shuttle are on demand. Shuttles use the bikes/wheels lanes, drive slowly, and yield to bikes and pedestrians.

- campus shuttle route (multiple shuttles)
- shuttle stop

4C. PLAZAS

Overview

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

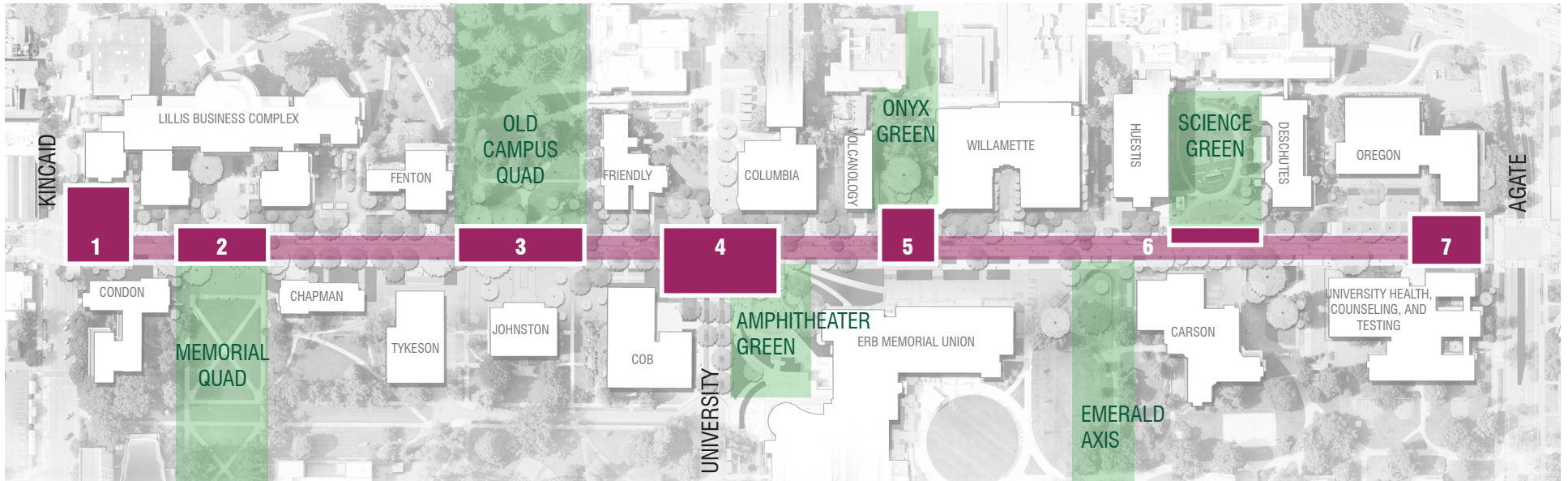
Seven new plazas promote the unique social role of 13th. They provide places to meet friends and colleagues every day, and space for special events that stimulate learning, discourse and expression. They celebrate historic campus buildings and open spaces along 13th and strengthen the physical and visual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

From the standpoint of circulation design, the plazas are a series of mixing zones where bikes (and other “wheels”) and vehicles slow and yield to pedestrians. In this way they perform an important service of keeping the

corridor pedestrian-focused and raising awareness and civility in general by requiring everyone to share space.

Each plaza is unique, with a program and site elements specific to its context and function on the corridor. However, consistency in design, materials, and quality convey that, together, the plazas are a single, organizing element of the Thirteenth Avenue corridor and an integral feature of its design as a street. To this end, one essential design principle for all the plazas is that they are clearly defined from their surroundings in material and form; while they engage and respond to adjacent spaces, they are articulated as a feature distinct to 13th.

The following pages illustrate and describe the key elements and design considerations for each plaza.



Thirteenth Avenue Plazas

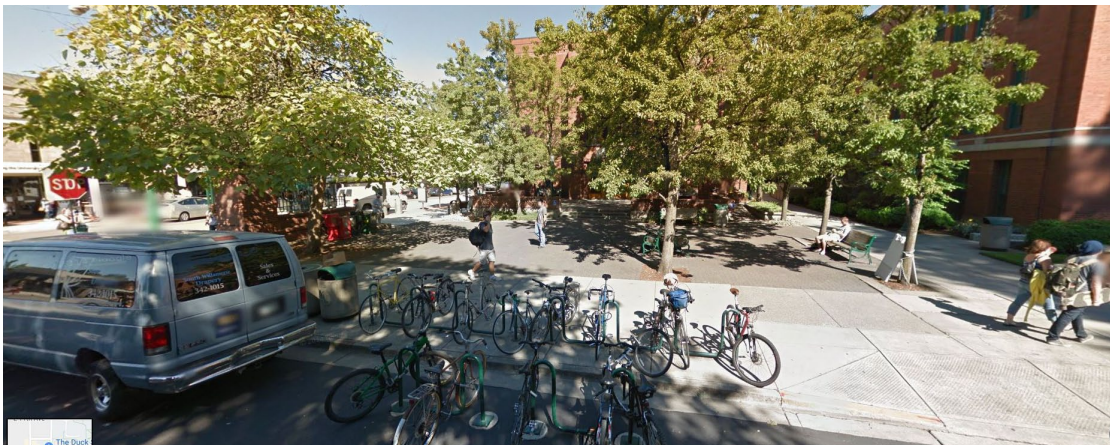
- 1** Kincaid Plaza
- 2** Memorial Plaza
- 3** Old Campus Plaza
- 4** Campus Heart
- 5** Onyx Connector Plaza
- 6** Science Green
- 7** Agate Plaza

Kincaid Plaza

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

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

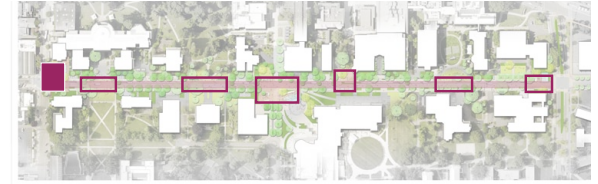
The design of Kincaid Plaza is full of social places to sit, with flexible space for food kiosks, temporary installations, and small events.



Thirteenth today: Chiles Plaza

design intent and considerations

- Create an active hub at the campus entrance and gateway to town, which serves as a meeting point, bustling gathering area, and formal point of arrival.
- Provide an open, flexible design that accommodates temporary and seasonal uses such as movable furniture, installations, and small events.
- Support transit use, rideshare, and safe bike connections.
- Preserve and celebrate historic architecture (Chiles, Peterson, Condon, original gateway elements).
- Provide a large pavilion that serves as a gateway feature and offers weather protection, comfortable seating, and flexible space below.
- Preserve the historic plane tree. Remove the Callery pear grove and plant new large shade trees that define the plaza space.
- Consider incorporating a rain garden that treats storm water from 13th.
- Incorporate a campus gateway feature.
- Incorporate wayfinding elements to orient visitors to campus and provide information for connections to the city, transit, and David Minor Bikeway.
- Collaborate with City to explore design alternatives to create an enhanced, seamless, and safe transition to the city street network.



KEY PLAN



Kincaid Plaza

- 1** Kincaid Plaza seating elements
- 2** social pavilion
- 3** broad stair to Chiles entrance
- 4** loose furniture (seasonal, events)
- 5** new plaza trees
- 6** campus map station with Eugene bike network and David Minor Bikeway
- 7** campus gateway feature
- 8** retractable bollards (manage access)
- 9** new sidewalk paving
- 10** Explore design alternatives for intersection to create an enhanced, seamless and safe transition to the City street network. Consider tabling and paving treatments. Coordinate with City.
- 11** connection to 13th Ave. bikeway
- 12** accessible route to Chiles (service access)
- 13** potential passenger loading/ride share zone

- A** preserve brick gateway walls (remove fences)
- B** preserve wall and Amundson memorial plaques
- C** preserve Chiles benches
- D** preserve existing trees

Memorial Plaza

Memorial Plaza is an extension of the historic quad and formal connection to the Lillis complex.

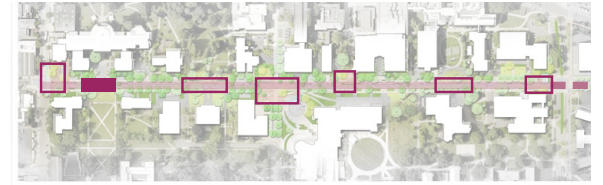
A simple, open space framed by trees, Memorial Plaza is a formal link between Memorial Quadrangle and the Lillis complex forecourt. A clear field of paving, it provides unobstructed views and movement, with maximum flexibility for large events that could overflow between these adjacent open spaces.



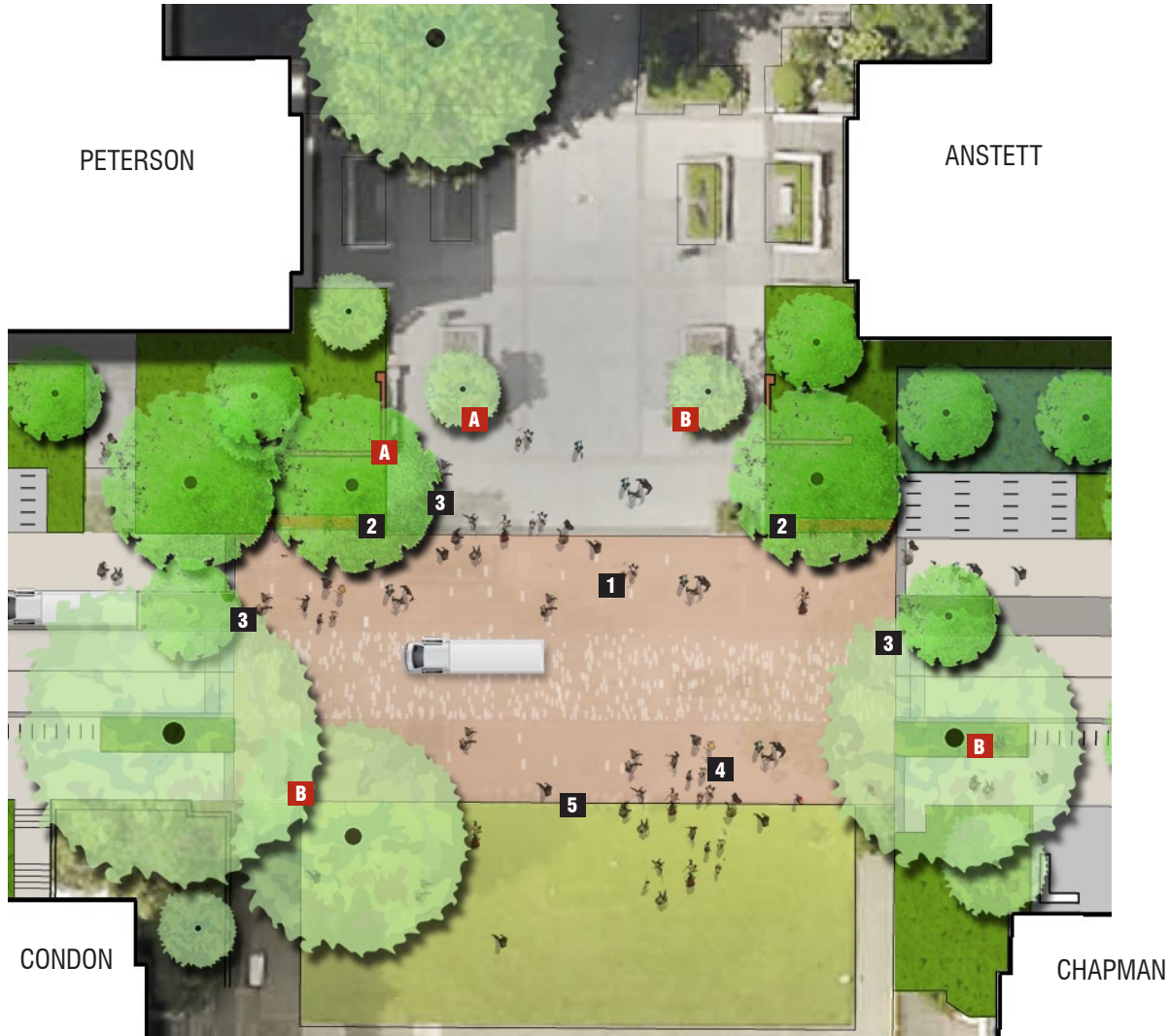
Thirteenth today: at Memorial Quad

design intent and considerations

- Create a simple, open plaza that is an extension of the historic Memorial Quadrangle and formal connection to the Lillis Business Complex.
- Preserve the historic plane trees and plant new trees that frame the plaza and reinforce its connection to adjacent spaces.
- Provide infrastructure for events.
- Consider temporary and seasonal uses such as movable furniture and installations.



KEY PLAN



Memorial Plaza

- 1** open plaza
- 2** communal seating
- 3** frame plaza with trees
- 4** consider loose furniture (seasonal, events)
- 5** flush connection to Memorial Quad
- A** preserve existing walls and planters
- B** preserve existing trees

Old Campus Plaza

Old Campus Plaza is an extension of the historic quad and forecourt to Johnson Hall.

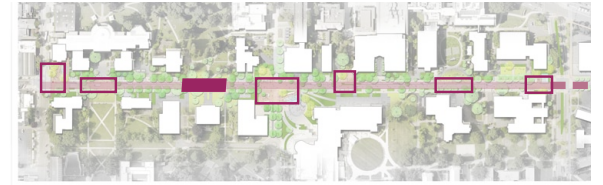
Old Campus Plaza makes a formal connection between Johnson Hall and Old Campus Quadrangle. Unlike other plazas along the axis, it is bisected by bike/wheels lanes. Pedestrian crossings are focused at the east and west edges, where they connect to primary campus walks. Seating is arranged to reinforce the symmetry and character of these adjacent historic places. On the north side of the plaza, an extended lawn and new planting areas create an inviting and comfortable place to sit.



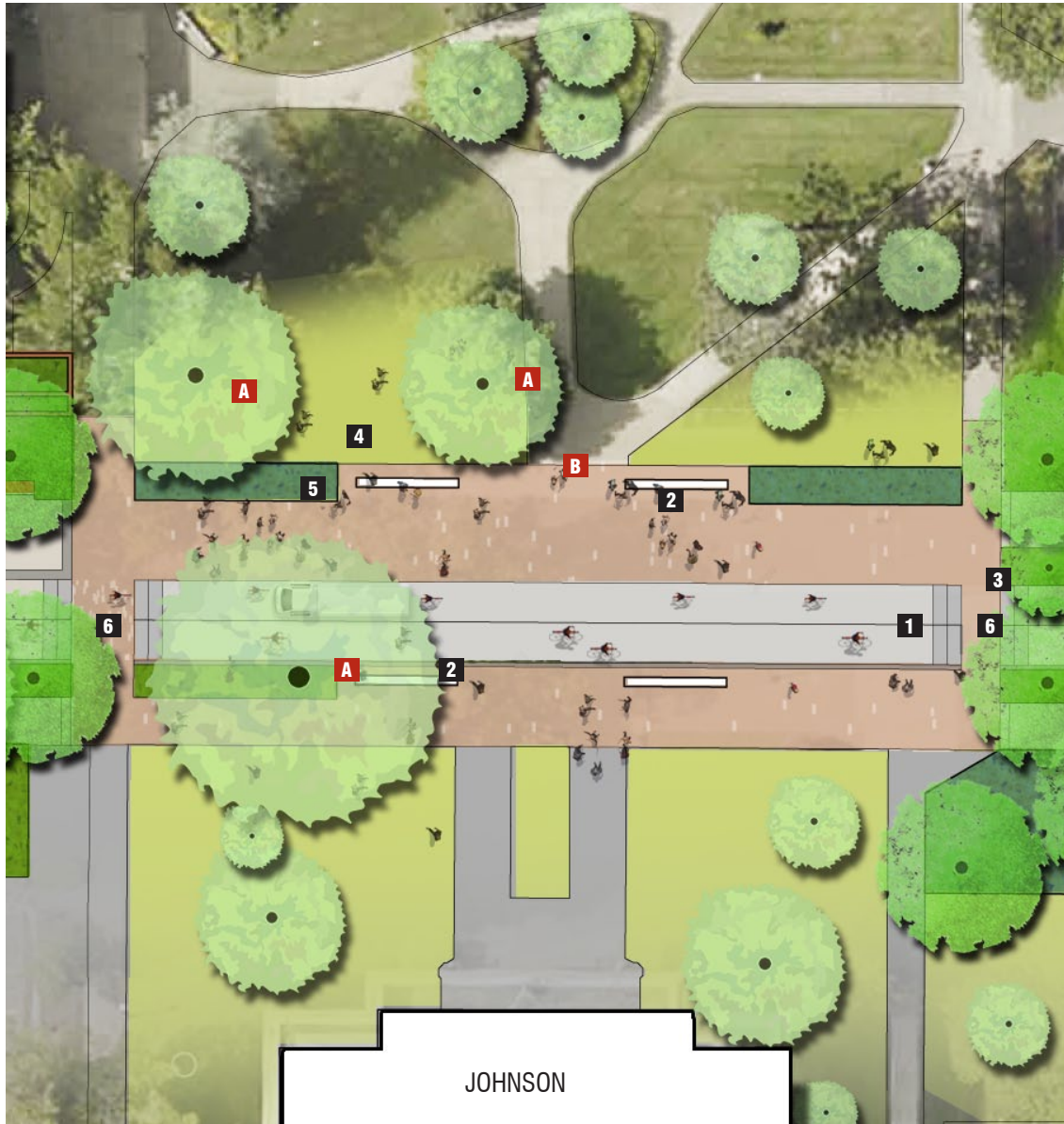
Thirteenth today: at Old Campus Quad

design intent and considerations

- Celebrate Old Campus Quadrangle and Johnson Hall, and foster a strong visual connection to them.
- Provide seating elements in an arrangement that reinforces the symmetry and character of adjacent historic spaces and features. Consider campus standard benches and seat walls.
- Provide pedestrian crossing at the west and east ends of the plaza, but maintain bike/wheels lanes through the rest of the plaza.
- Preserve the historic maple, plane, and dogwood trees. Plant new trees that frame the plaza and reinforce its connection to adjacent spaces.
- Consider incorporating storm water treatment along the edge of Old Campus Quad.
- Provide infrastructure for demonstrations and free speech in front of Johnson Hall.



KEY PLAN



Old Campus Plaza

- 1** bike/wheels lanes through plaza
- 2** Old Campus Plaza seating elements
- 3** frame plaza with trees
- 4** extended lawn
- 5** planting areas: possible stormwater treatment
- 6** plaza paving at pedestrian crossings
- A** preserve existing trees
- B** tie in existing pedestrian walks to meet plaza

Campus Heart

Campus Heart is the center of campus life.

It is the crossroads of primary circulation across campus. It is also an iconic plaza and the university's most essential public gathering space. All year, at any time of day, Campus Heart is a social destination for meeting friends and colleagues, people watching, and taking in campus life.

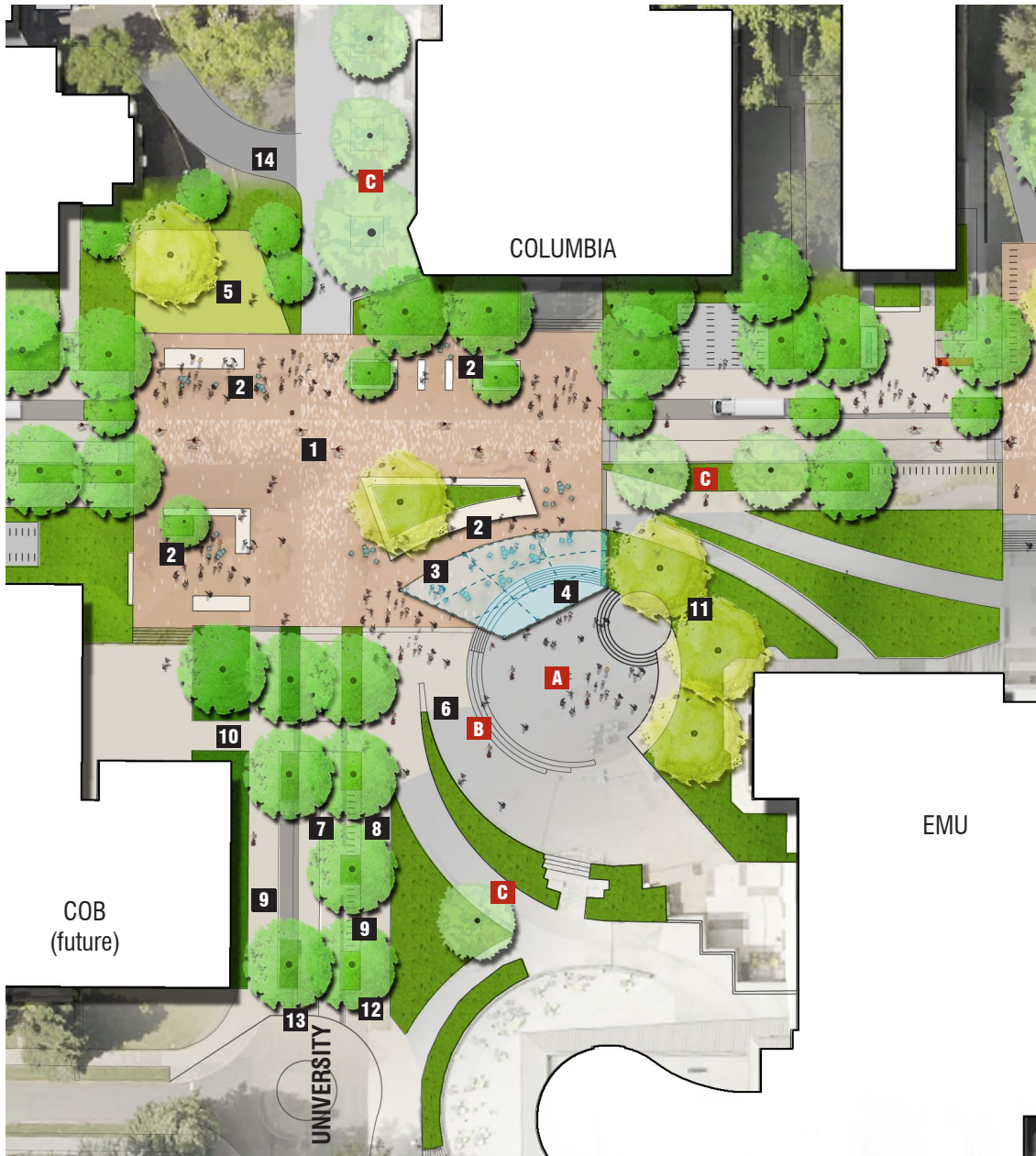
Campus Heart is designed to bring order to the convergence of multiple circulation routes across an open, flexible space, while providing protected seating and activity areas at its perimeter. Large, distinctive site elements encourage creative use for programming, small events, informal performances, and free speech.



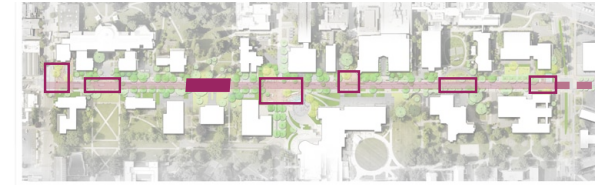
Thirteenth today: at University Street (Campus Heart)

design intent and considerations

- Create a center of campus life: a crossroads of circulation, social destination, and iconic plaza in the heart of campus.
- Provide an open, flexible design that accommodates temporary and seasonal uses such as movable furnishings, installations, and small events.
- Create smaller-scaled seating and activity areas at plaza's four corners that provide a sense of protection and comfort.
- Foster positive relationships with buildings and their front doors, with consideration how their programs could be extended outside. Coordinate with Classroom and Office Building (COB) design.
- Use unique, large site elements to encourage active and creative use of the plaza, and to organize circulation and contain turning movements.
- Provide a large pavilion that offers weather protection, comfortable seating, and flexible space below.
- Preserve oak trees. Plant new large shade trees that frame the plaza and provide shade and scale within it.
- Provide infrastructure for events and tabling.



Campus Heart

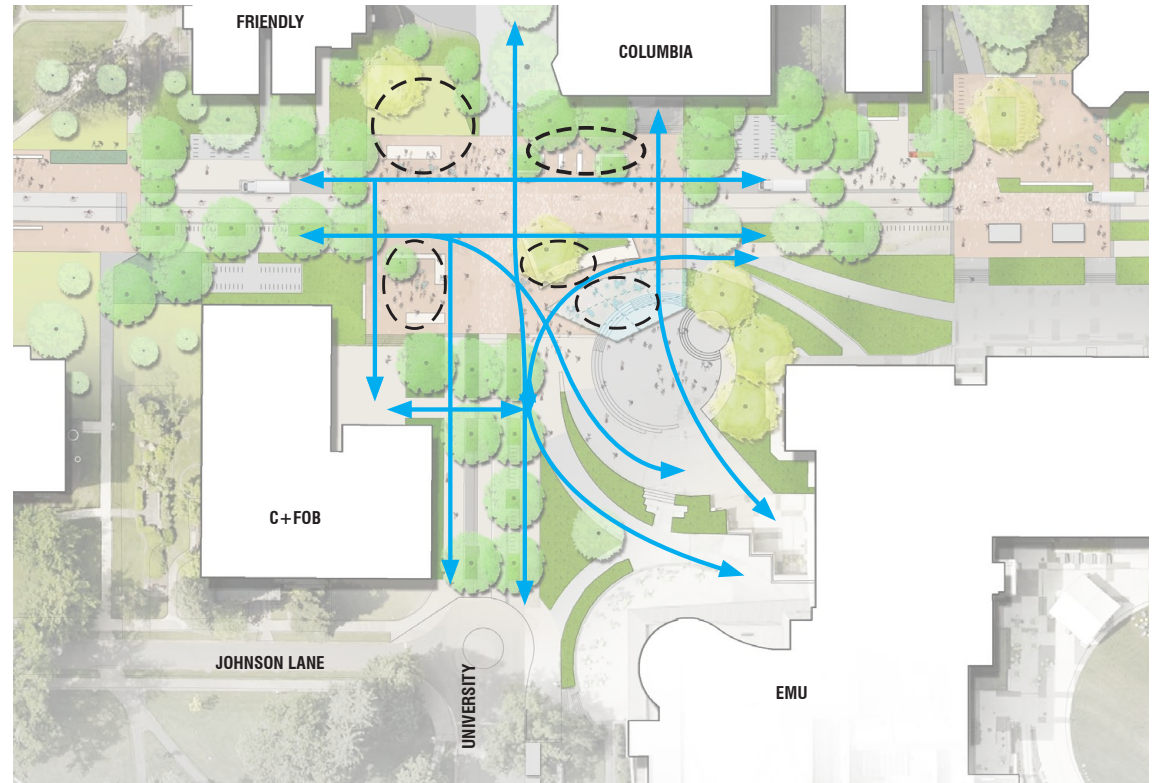


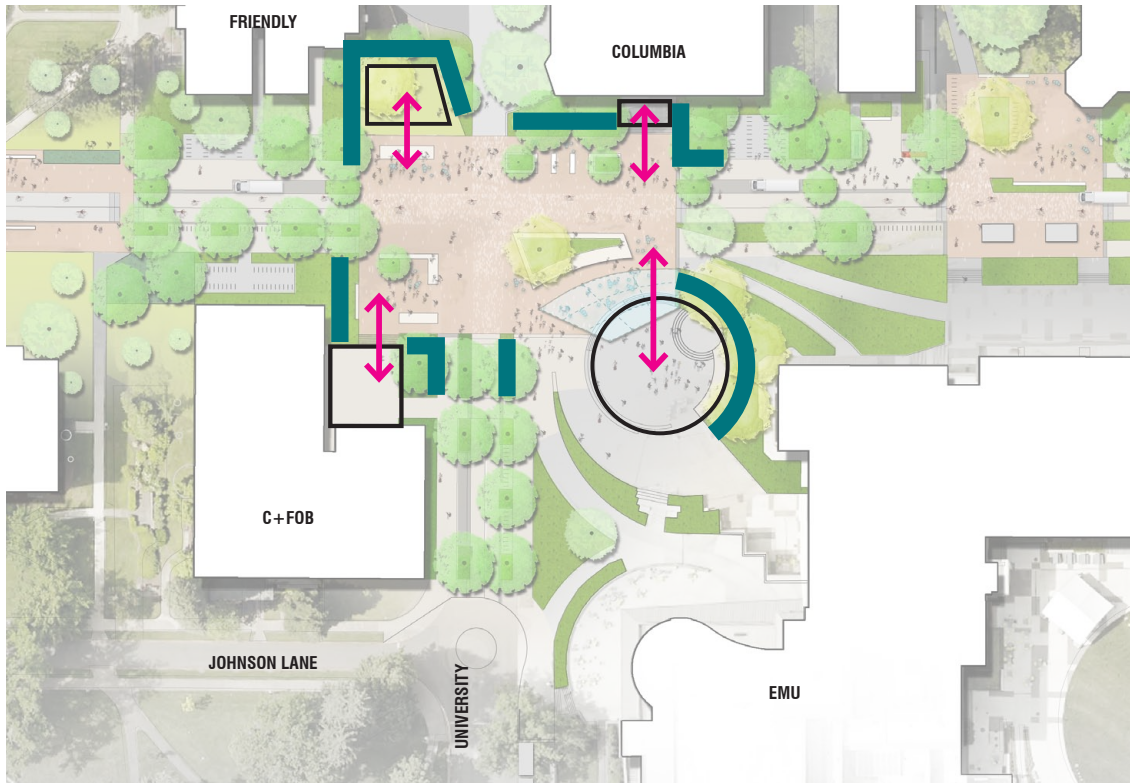
KEY PLAN

- 1** open plaza
- 2** seating areas with distinctive seating elements
- 3** social pavilion (incorporate bulletin/posting boards below)
- 4** stairs (in place of existing amphitheater seats)
- 5** south-facing sloped lawn
- 6** accessible connections to existing pedestrian walks
- 7** bikes/wheels lanes on University
- 8** pedestrian walks on University
- 9** bike parking (shelters and rows)
- 10** accessible connection to C+FOB porch
- 11** new plaza trees
- 12** new street trees on University
- 13** rolled curb and new turnaround at University/Johnson Lane
- 14** revised vehicle access to Friendly Hall parking lot: vehicles use University Street Axis (yield to pedestrians)
- A** preserve existing amphitheater (convert north seats to stairs)
- B** preserve existing flag poles
- C** preserve existing trees

PEDESTRIAN CIRCULATION & EDDIES

Primary circulation paths and desire lines cover Campus Heart; this keeps it active with people throughout the day. But circulation does not dominate the plaza as a social space because it is steered by substantial site elements, which define “eddies”—comfortable, smaller scaled seating and activity areas at the plaza’s edges.





PORCHES

These “eddies” relate to “porches” at each of the plaza’s four corners, where building entrances and adjacent landscape areas provide activity and some physical enclosure. In combination, these zones create a complimentary and gracious relationship between buildings, circulation, and social space.

Onyx Connector Plaza

Onyx Connector Plaza is a bustling junction of two campus circulation routes and bike hub near the heart of campus.

It provides a clearly delineated and safe intersection of multiple pedestrian and bike movements where two major circulation corridors meet. Planting islands guide and contain turning movements in order to minimize conflicts where paths of travel cross. The design of fixed elements, paving, and open sight lines communicates this connection (which is nearly hidden today) and raises awareness for turning cyclists and passing pedestrians. The plaza also improves pedestrian connections across the corridor.

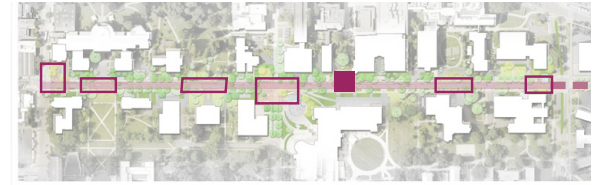
Beyond its function as a point of connection, Onyx Connector Plaza also serves as a social hub catering to cyclists; multiple bike parking locations, a bike repair station, and campus map station are practical resources with place-making value.



Thirteenth today: at Onyx Connector

design intent and considerations

- Separate circulation from gathering areas.
- Create a clear and safe junction of two high-volume circulation routes: 13th and the shared-use path to Onyx Bridge and north campus beyond.
- Design fixed elements, paving, and planting areas to raise awareness and guide movements, in order to minimize conflicts between crossing paths and multiple modes of circulation.
- Create a bike hub with multiple areas of bike parking and bike repair station, integrated with seating areas.
- Create smaller-scaled seating and activity areas at plaza's four corners that provide a sense of protection and comfort.
- Design the plaza's grading to maximize usable, level paving areas for seating and gathering.
- Coordinate the plaza design with a redesign of the abutting path that better accommodates its shared-use, increases its capacity, and meets ADA guidelines.

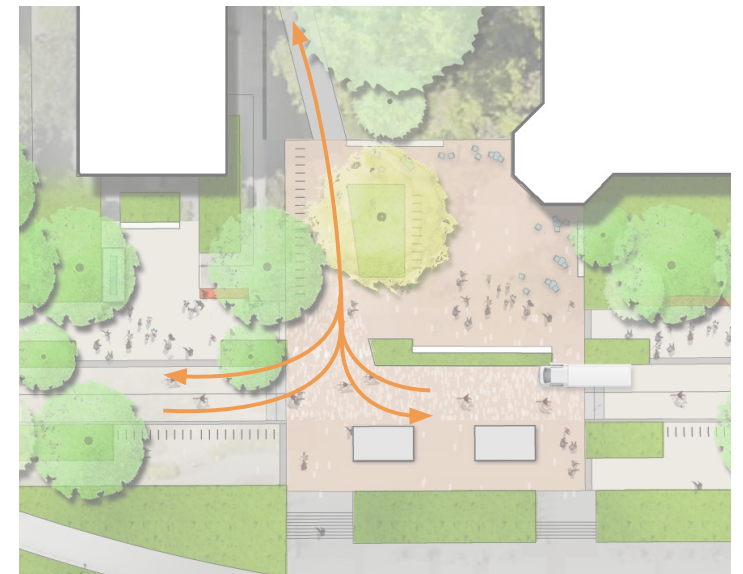


KEY PLAN



Onyx Connector Plaza

- 1** Onyx Connector Plaza seating elements
- 2** bike parking
- 3** new plaza tree
- 4** planting area to guide turning movements
- 5** campus map station and bike repair station
- A** relocate existing bike parking structures
- B** consider redesign of existing shared-use path to increase its capacity and meet ADA guidelines



Bike/wheels movement is controlled in an isolated mixing area where pedestrians and cyclists can see each other.

Science Green Extension

An expanded lawn, plaza paving, and seating create an inviting extension of Science Green that strengthens its connection to 13th.

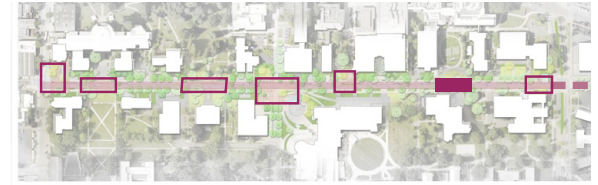
The conceptual design aims to connect two open spaces, Science Green and the Thirteenth Avenue axis. By extending the lawn and removing three existing trees, the perceived edge of this open space moves to the south side of the corridor, expanding the space and its prominence on the corridor. Plaza paving is limited to the north side of the corridor, where formal and informal seating areas invite people to occupy the lawn—significantly larger and sunnier than it is today.



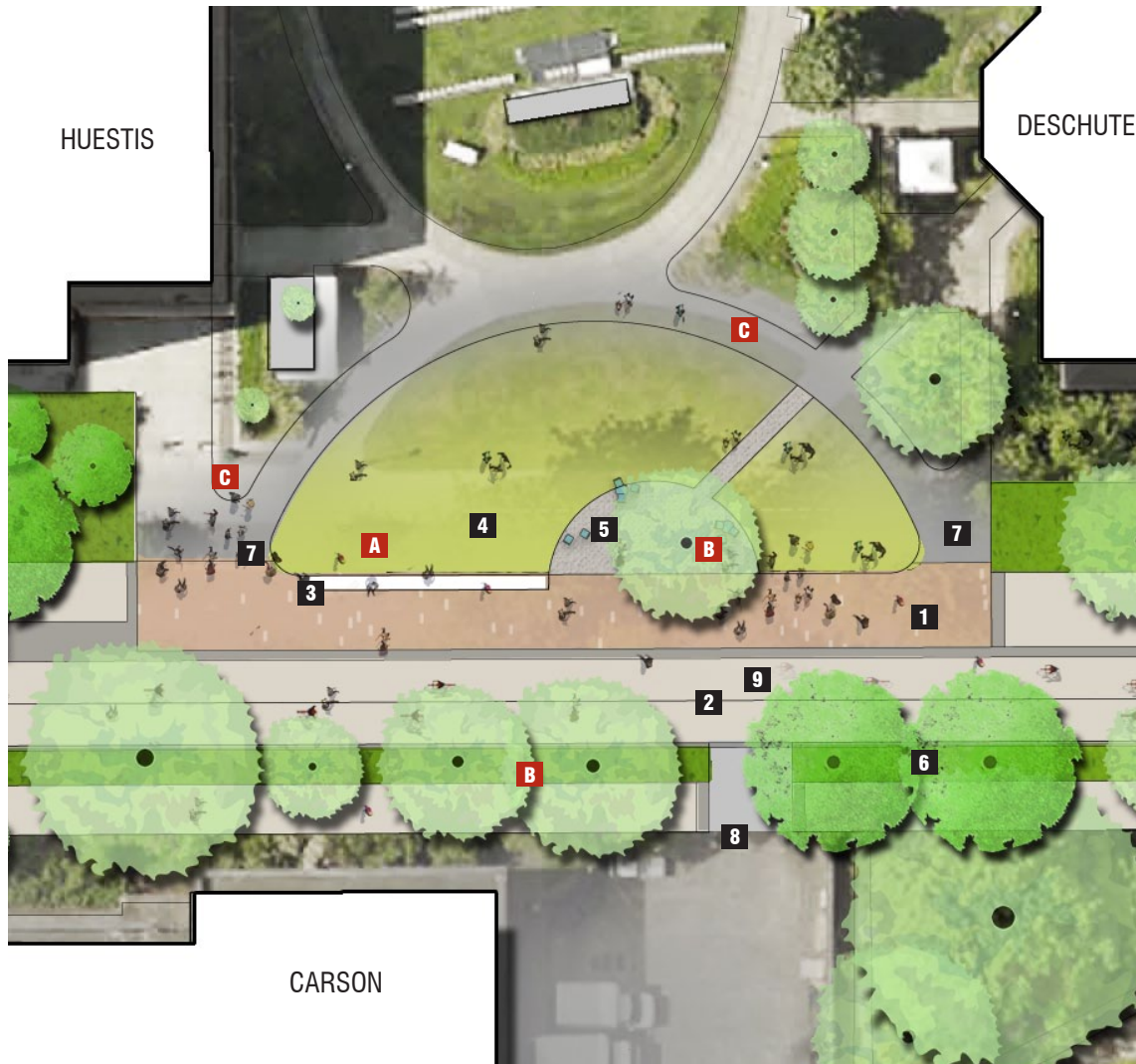
Thirteenth today: at Science Green

design intent and considerations

- Create a simple, open plaza that is an extension of the Science Green.
- Remove most oaks along the edge of Science Green, to create a continuous and open space without partitions. Consider preserving one or more.
- Preserve the oaks in front of Carson Hall and provide new trees on the other side of the driveway, to strengthen this area as the vertical edge of the plaza.
- Provide plaza seating as well as a quiet, more informal seating area within the green.
- Maintain the bike/wheels lanes.
- Provide space for semi truck delivery loading at Campus Dining (occurs in-lane, during restricted hours).



KEY PLAN



- 1** plaza paving at north pedestrian zone only
- 2** bikes/wheels zone (continuous)
- 3** plaza seating elements
- 4** extended lawn
- 5** seating area at existing oak tree
- 6** new trees
- 7** extended pedestrian walks
- 8** driveway to Carson loading and service area
- 9** in-lane semi truck delivery zone (restricted hours only)
- A** (3) oak trees removed for connection to lawn
- B** preserve existing trees
- C** preserve existing pedestrian walks and walls

Agate Plaza

Agate Plaza is a gateway to campus and flexible gathering space.

It is an active hub that serves as a meeting point, gathering space, and formal point of arrival to the campus core. It is also a transition zone between the campus landscape and the public realm, of city streets and sidewalks, clearly communicating to visitors a change in environment, behavior, and access—drivers can plainly see that 13th is not a through street into campus. At the same time, it extends a proper welcome to public visitors to the University Health, Counseling, and Testing Center (UHCTC) and Admissions office buildings.

The design of Agate Plaza offers social and quiet places to sit, with flexible space and site elements for programming, temporary installations, and small events.



Thirteenth today: at Agate Street

design intent and considerations

- Create an active hub at the transition to the campus core.
- Provide an open, flexible design that accommodates temporary and seasonal uses such as installations, and small events.
- Design fixed elements, paving, and planting areas to express a transition from vehicular to pedestrian environment, and make clear 13th west of Agate is not a through-street. Incorporate loose furniture to reinforce this transition from City street to campus space.
- Provide a large pavilion that serves as a gateway feature and offers weather protection, comfortable seating, and flexible space below.
- Preserve the historic oaks on the north side and plant new large shade trees that define the plaza space.
- Coordinate the plaza design with the future nearby university building projects across Agate St.
- Coordinate the plaza design with right-of-way improvements to Agate St.
- Provide infrastructure for small events.



- 1** Agate Plaza seating elements
- 2** social pavilion
- 3** new plaza trees
- 4** loose furniture (seasonal, events)
- 5** new sidewalk and crosswalks (coordinate with City)
- 6** campus map station with Eugene bike network
- A** preserve existing tree
- B** preserve existing walls and tree
- C** coordinate with UHCTC entrance

Agate Plaza

4D. MANAGEMENT RECOMMENDATIONS

The Conceptual Design assumes some significant changes to circulation and access on 13th. The physical transformation of 13th will require the support of management policies and practices to ensure that the design intent is met and maintained.

The following is an overview of management concepts that were presumed during the development of the Conceptual Design, and that should be addressed and developed in conjunction with future design phases for 13th.

MANAGED VEHICLE ACCESS

The prioritization of pedestrian and bicyclists is central to the design. The design focuses on creating a campus open space that is scaled, laid out, and furnished to enhance the experience of people walking and biking while minimizing the presence and impact of automobiles. Successful operation of 13th to meet this goal will require active management and enforcement.

The plan shows this restricted access point at Beech Street (Carson Hall entrance), which serves as a turnaround for private automobiles. West of this point, service, delivery, and contractor vehicles are granted access only with permission from the university. The details of how to restrict and grant access, as well as how to enforce these restrictions will be determined as part of implementation design for 13th. The considerations below help guide that future design process.

While the conceptual design incorporates design cues at Agate and Beech Street to send a clear message that 13th is not meant for personal vehicles, it is understood that additional measures are needed to keep 13th a pedestrian and bicycle oriented space. If there is not an attendant on

premises to control access, there must be an effective physical barricade (e.g. retractable bollards that can be lowered with a code or access card, provided through a registration and scheduling process by the university). Campus-wide policies and operations could remove pressure from 13th by directing most deliveries to an off-site location where packages can be transferred campus utility vehicles, removing many large trucks from the street altogether. The university can work with the regional managers of delivery companies to set these delivery points. It is understood that policies such as these will be considered in an upcoming campus transportation plan.

Service access and campus deliveries should be restricted to avoid the times when 13th is heavily used by pedestrians and bicyclists (i.e., during academic hours when school is in session). These restrictions and accurate information about access need to be readily available to the public, and accurately reflected on maps and map services (such as Google Maps) and shared with campus contractors and delivery services.

VEHICLE PARKING & LOADING

The design for 13th removes all public parking between Kincaid and Agate, and limits parking and loading for contractors and deliveries to a limited set of permitted zones. However, its design provides many places where a vehicle could stop and park; physical barriers have been removed to make the street more flexible. Therefore, it is important that parking regulations are aggressively enforced to send a very clear message. The university should plan to devote additional resources to this enforcement especially within the first months of the street transformation being completed. Again, parking information must be made readily available and presented with consistent messaging to the campus community and public.

FOSTERING GOOD BEHAVIOR

While the design designates a bikes and wheels zone delineated with paving surfaces and colors, planting areas, and furnishings, it does not physically prevent bikes, scooters, and vehicles from entering the pedestrian-only areas. The Conceptual Design is based on an expectation of good behavior and a reasonable awareness of one's surroundings. In many ways this is already evident on 13th today, where a culture of sharing the street—to some extent—is in place and absorbed by new members of the campus community.

The circulation design for 13th is intended to be intuitive and simple, without the need for signs or extensive pavement markings. While the culture of multimodal use on 13th will develop organically, expectations and rules need to be communicated and enforced early on. An ideal touch point for this education is new student orientation periods, where 13th can be introduced in the context of campus transportation and bike use in general. On-site demonstrations with temporary signs and bike community volunteers (e.g. Live Move) may be useful at the start of each academic term, to supervise and assist as needed in order to reinforce expectations. As deemed necessary, it would be reasonable to issue warnings and no-fee tickets for dangerous behavior such as failing to yield or dismount in pedestrian only areas.

MANAGING BIKE PARKING

Information about bike parking on 13th should be available to the campus community and public just as information about automobile parking is. New students should be made aware of how to use campus bike racks, for security and efficiency. Bike parking maps could be provided at key locations on 13th which will help make bicyclists more likely to use provided corrals of racks rather than parking illegally to non-rack fixed objects located closer to front doors.

Improperly locked bikes (not locked to bike racks) should be tagged and then removed after a reasonable period of time (36 hours is common), and abandoned bikes should be removed during scheduled “sweeps” each semester.

5. DESIGN ELEMENTS

This chapter provides an overview of the core design elements of the Conceptual Design, their design intent, and guidance for future development.

Paving Design	104
Trees	108
Planting Areas	114
Social Spaces and Site Elements	116
Canopies	122
Bike Parking	124
Lighting	126
Infrastructure for Programming	127
Campus Gateway Element	130

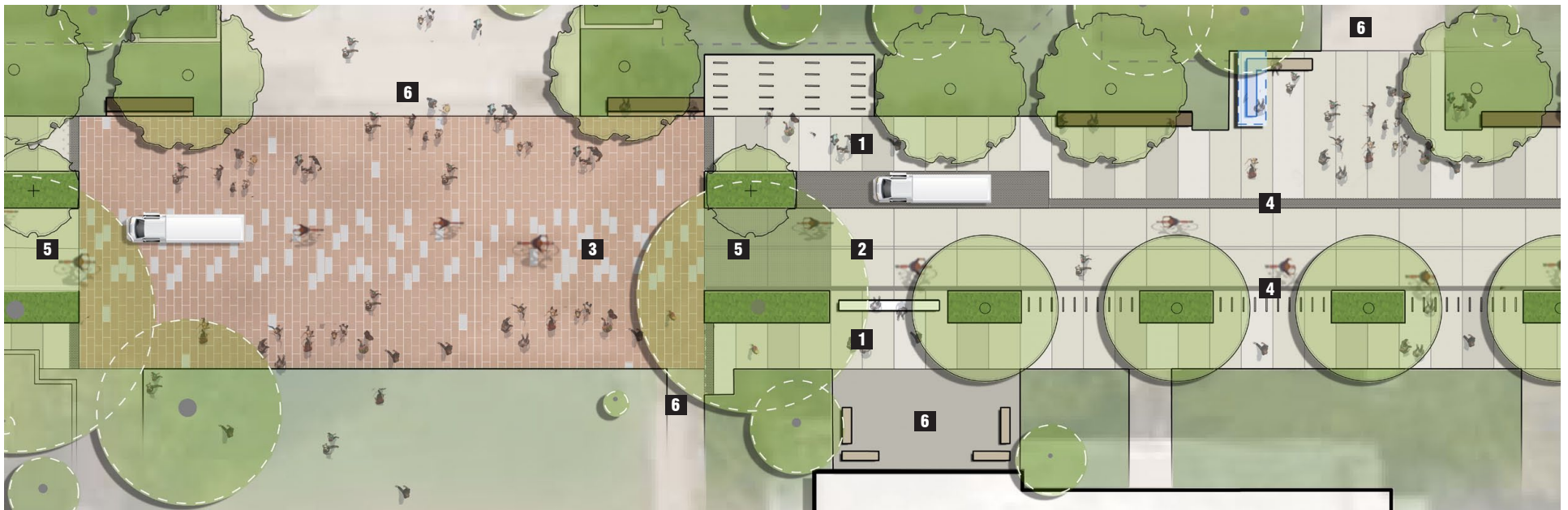
Paving Design

Distinct paving treatments define use within the corridor's continuous surface.

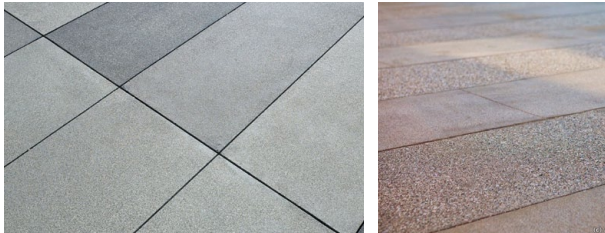
Of the many transformations to the Thirteenth Avenue axis, one of the boldest ideas of the conceptual design is a continuous field of paving. Unbroken by curbs or other linear barriers, it suggests an open and shared campus space that allows free movement, as well as the possibility of adapting to fluctuations in street use throughout the day. The street's multiple uses are organized into different zones, delineated by paving

treatments. As such, the paving design plays an important role in the day to day functioning of the street, by conveying the way the street is meant to work to the people using it—to the campus community and visitors alike.

Broadly speaking, the paving design aims to establish clearly distinct functional zones that are united in a continuous promenade of consistent



1 concrete paving at pedestrian zone



Enhanced cast in place concrete provides a simple but rich treatment that integrates with existing adjacent paving and is easy to replace.

- decorative saw cut joints
- light integral colors (some variation)
- exposed aggregate finishes (some variation)
- vehicular section

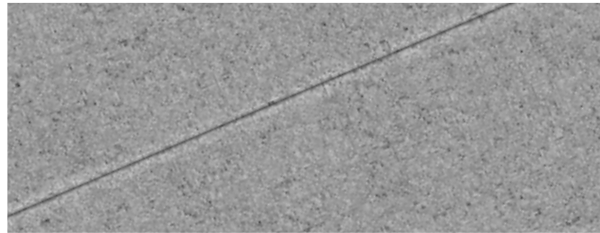
4 detectable warning surfaces



Unit paving with cane-detectable texture and visual contrast provides a clear edge between pedestrian and shared zones (limit of pedestrian-only areas), without detracting from the appearance or material quality of the street.

- concrete or stone unit pavers
- vehicular section
- see “accessibility” section, page 106

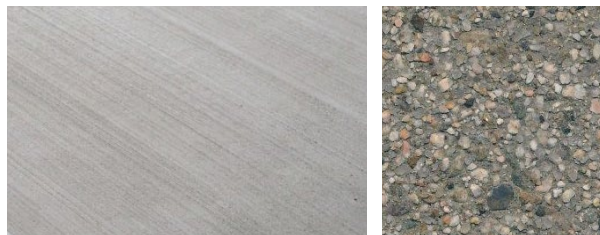
2 concrete paving at bikes/wheels zone



Similar to pedestrian zone paving, with fewer joints and no variation in color and finish.

- saw cut joints
- light integral color
- light textured finish
- vehicular section

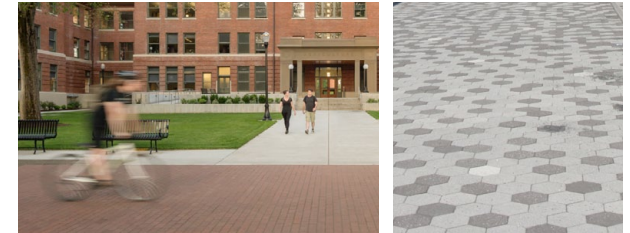
5 textured paving at transitions



A heavily textured finish treatment warns users of the wheels zone that they are entering a shared, pedestrian-priority space.

- heavy textured finish in bikes/wheels zone paving

3 unit paving at plazas



Concrete or brick unit pavers clearly define and distinguish the corridor’s plazas. Bikes/wheels travel zone is suggested with a contrasting color.

- simple and timeless pattern/layout
- smooth surface
- 2 colors
- vehicular section

6 existing adjacent paving

Paving outside the improvement area is left in place. Transitions to existing paving should be clean and flush.

character and quality. All paving zones should be handsome and durable, and contribute to the identity of the Thirteenth Avenue axis as a whole.

In general, the paving design should be simple and timeless, complimenting the corridor's old and new buildings, open spaces, and the University of Oregon campus in general. The paving palette is described above on page 105.

Because the street is flush, without vertical edges between pedestrian and wheels zones, care must be given to provide visual and tactile cues for pedestrians, cyclists, and motor vehicle drivers, and to provide for the navigational needs of people with vision disabilities. Contrasting and highly textured paving surfaces are used to indicate edges and directional guidance, and to mark transitions between the "wheels zone" and mixing zones.

All paving should be designed to accommodate vehicular loads for delivery and service vehicles and unrestricted access for programming and events. The design of paving and subgrade should take into account the soil needs of vigorous trees.

accessibility

- Provide detectable warning surfaces that identify the boundaries of pedestrian zones. Detectable warning surfaces alert persons with vision disabilities to the presence of the bikes/wheels travel way or mixing zone (shared environment).
- Consider directional indicators within the pedestrian zone to help pedestrians navigate through large open spaces, find crosswalks, transit stops, and other amenities, when other cues do not provide enough guidance.
- It is highly recommended that future design phases include outreach to the local community of people with disabilities, to develop universal design strategies that reflect the needs and preferences of these users.
- Reference: *Public Rights of Way Accessibility Guidelines*
www.access-board.gov/guidelines-and-standards/streets-sidewalks/public-rights-of-way
- Reference: *Accessible Shared Streets: Notable Practices and Considerations for Accommodating Pedestrians with Vision Disabilities*
www.fhwa.dot.gov/environment/bicycle_pedestrian/publications/accessible_shared_streets

design considerations & next steps

- Paving materials and designs should be consistent throughout the corridor, so that they provide a coherent organization of spaces and uses, and a cohesive identity for the Thirteenth Avenue axis.
- Paving designs and materials should be timeless and contextual, complimenting the corridor's old and new buildings, open spaces, and the University of Oregon campus in general.
- Standards should be based on designs and materials that can be reproduced over subsequent phases of construction and repair, to ensure consistency over time.
- Consider all users, travel modes, and potential uses of 13th
- Paving designs should be durable and practical to maintain and replace.
- Coordinate paving designs with recommendations for soil designs and volumes for new and existing trees.
- Through a future design phase, develop design standards for each paving treatment.



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

Trees

Trees are a defining feature of the University of Oregon campus. An enhanced tree canopy on Thirteenth Avenue creates a unique sense of place.

Large trees are extremely valuable to the campus for aesthetic, environmental and historical reasons. On 13th, a diverse collection of trees provides shade, absorbs storm water run-off, and helps define 13th as an axis.

Historical tree plantings on 13th occurred in two primary periods: at Campus Inception, a row of Honey locusts was planted on the south side of the street, and double allee of red maples and catalpa trees was planted on the north side of the street. In the mid 20th century, London plane trees and a variety of eastern oaks were planted, some to replace older trees.

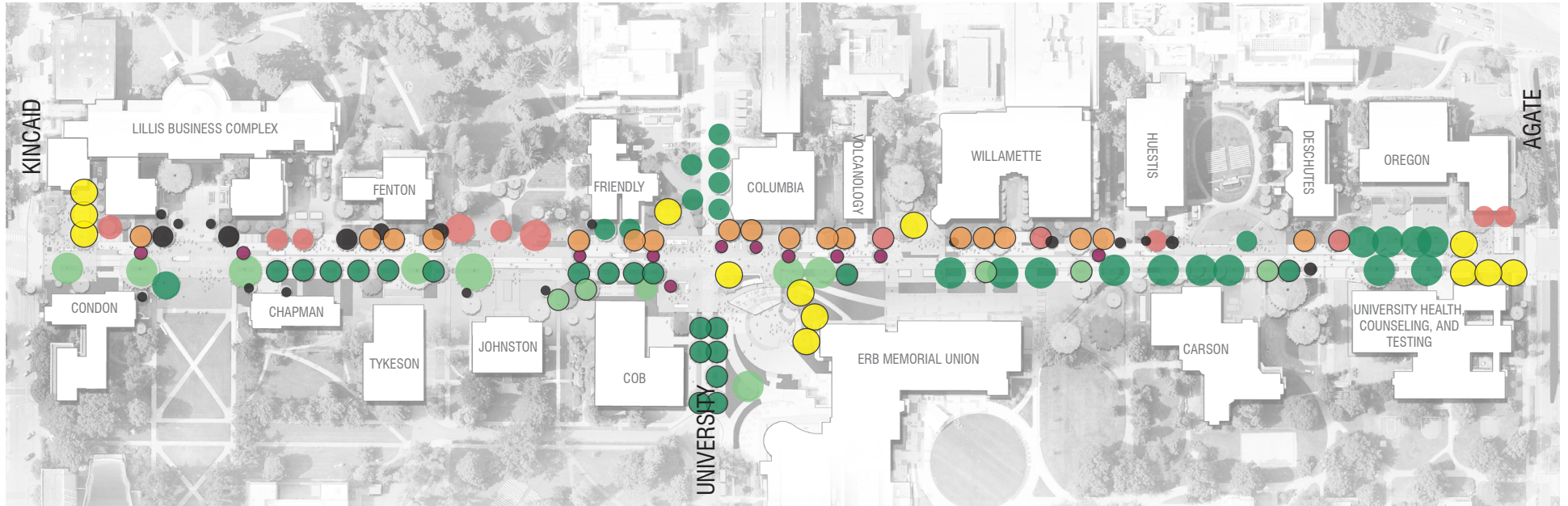
Today, trees in lawn and planting areas remain healthy while many trees in pavement have outgrown their soil areas, and are negatively impacted by pedestrian traffic over their root zones. Tree species have become overly varied, which detracts from what could be a more cohesive experience.



Old honeylocusts dating to Campus Inception, and 13th Ave by 1951

design considerations and next steps

- Protect existing large and healthy trees per university Arborist recommendations.
- Increase consistency in newly planted tree species while allowing for some diversity. A more consistent allee of trees will support the identity of 13th. Allowing for some diversity provides resiliency against disease and climate change.
- Create a consistent row of trees on the south side of 13th by infilling with dominant existing species.
- Create a consistent row of trees on the north side of 13th by infilling with species that provide continuity with the existing Elm hybrids between Agate and Franklin.
- Use the same species of tree at all campus hubs to support identity and wayfinding - Honey Locusts are suggested for their light and airy canopy and bright fall color.
- Confirm all tree selections in consultation with the campus arborist and maintain continuity of species across projects.



Existing and Proposed Trees on 13th

South Side of 13th

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

North Side of 13th

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

Campus Hubs

- proposed honey locust tree
- existing tree, other species

London Planetree

e.g. Platanus x acerifolia 'Bloodgood'



● south side infill tree

DESIRED CHARACTERISTICS

- Medium/Large Size
- Disease Resistant
- Good Shade Tree
- Medium/Fast Growth Rate

Oaks

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



● south side infill tree

DESIRED CHARACTERISTICS

- Medium/Large Size
- Oak Species
- Good Shade Tree
- Medium/Fast Growth Rate

Hybrid Elms

e.g. Ulmus 'New Horizon', 'Accolade'



● north side infill tree

DESIRED CHARACTERISTICS

- Medium/Large Size
- Disease Resistant Elm Species
- Vase Shape
- Medium/Fast Growth Rate
- Fall Color

Maples

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



● north side accent tree

DESIRED CHARACTERISTICS

- Medium/Large Size
- Fall Color
- Vigorous Maple Species

Honey Locust

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



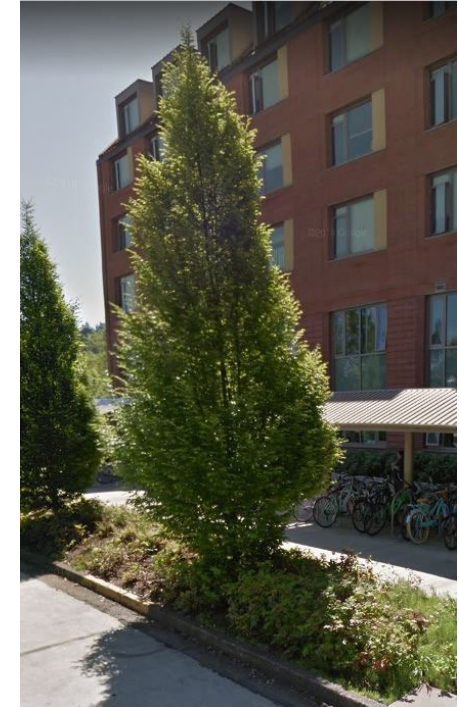
● plaza tree

DESIRED CHARACTERISTICS

- Medium/Large Size
- Fall Color
- Light Open Canopy

Hornbeam

Carpinus betulus 'fastigiata' (European Hornbeam)



● accent tree

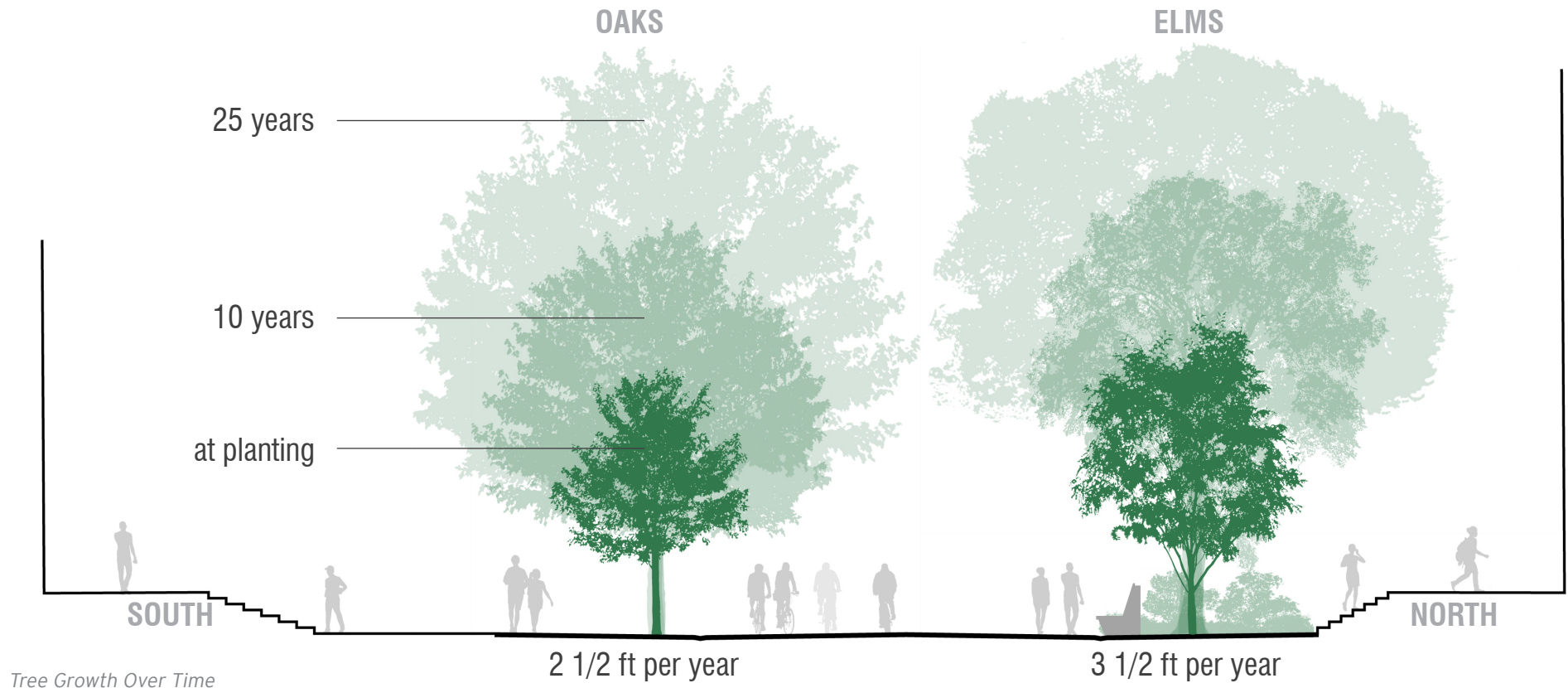
DESIRED CHARACTERISTICS

- Small/Medium Size
- Narrow
- Urban Tolerant
- Fall Color or Ornamental

TREE GROWTH

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

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



Tree Growth Over Time

SOIL VOLUME

The following practices will help maximize tree health, size and longevity:

Tree Pit Retrofits for Existing Trees

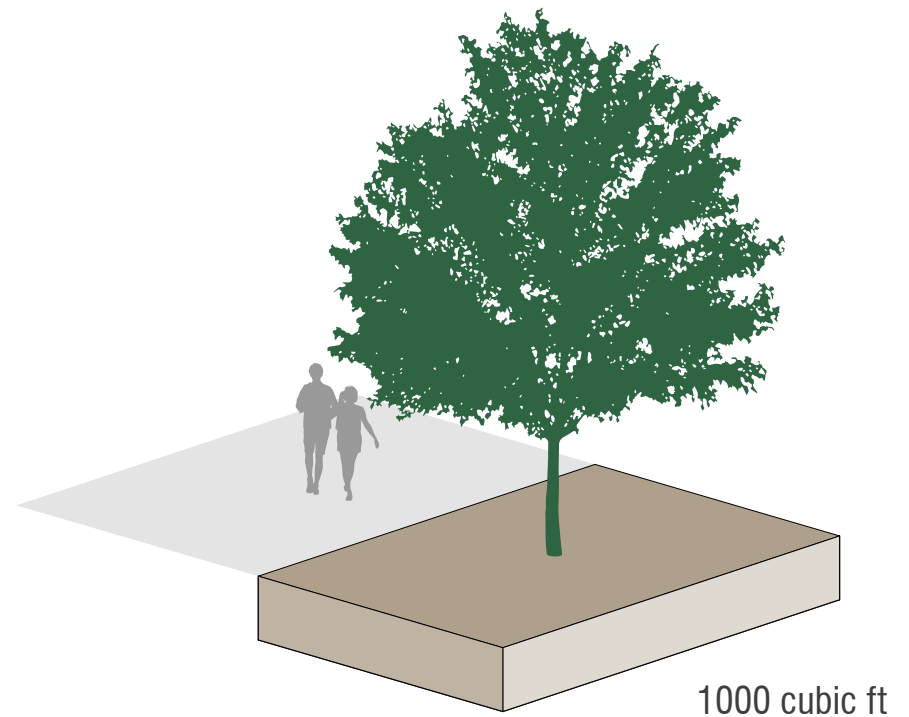
- Enlarge soil and planting areas
- Install low fences and planting to limit foot traffic in root zone
- Consider alternate surfacing options such as rubberized fill over exposed roots in constrained areas
- Avoid re-grading in root zones.
- If regrading is required, fill is preferred to cut
- Engage an arborist in review of design details and construction

Standards for new tree planting from James Urban, FASLA (author, "Up By Roots"):

- 1000 cf of loamy soil minimum, per medium-large canopy tree

Planting Recommendations for New Trees

- provide large planting areas with 24" average soil depth (for example a large tree would require an area about 8' x 62' or 15' x 34' in area)
- soil area can be shared between trees to some extent
- install load bearing soil cell systems (for example: silva cells and strata cells) under pavement to provide adequate soil volumes
- consider suspended pavements over soil areas to soil cell systems are not viable
- consider sand based structural soils for areas with no vehicular traffic



Planting Areas

Understory planting along 13th provides character and humanizes the scale of the street, while supporting natural systems.

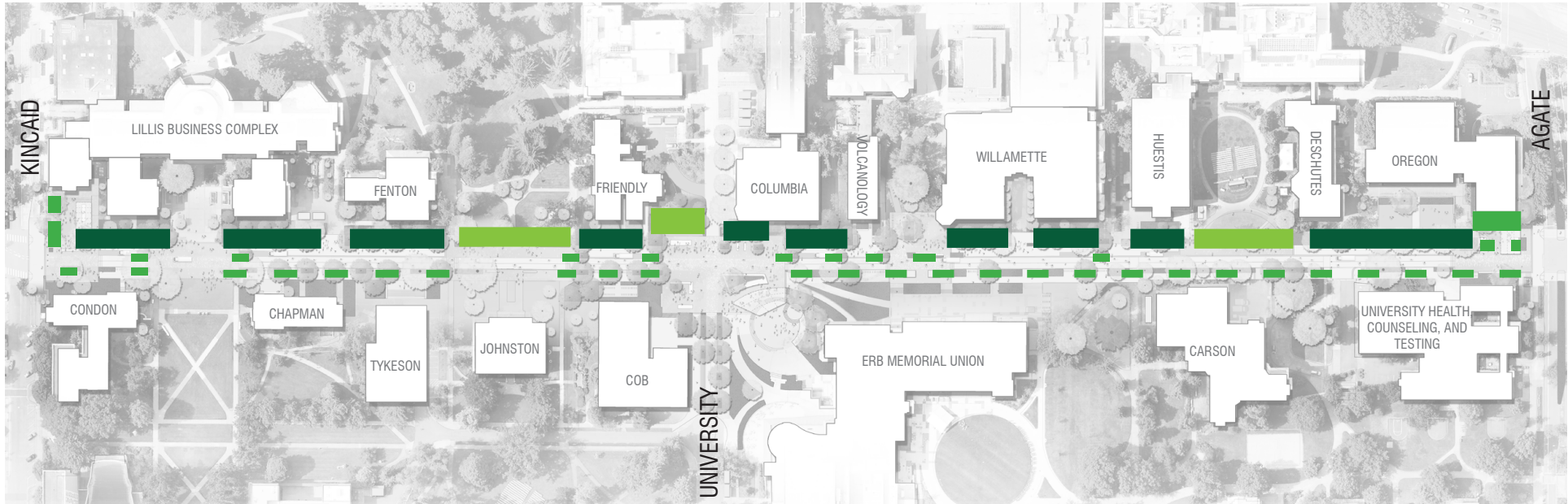
The University of Oregon has a rich palette of planting that includes many horticultural and naturalized areas.

A unified band of understory planting could become a key character defining element of 13th. These planting areas will provide a backdrop for communal seating edge and seating nooks along the street, encouraging students to linger and would have the dual benefit of providing a large volume of planting soil for new and existing trees. Some planting areas could also provide storm water quality treatment and flow control.



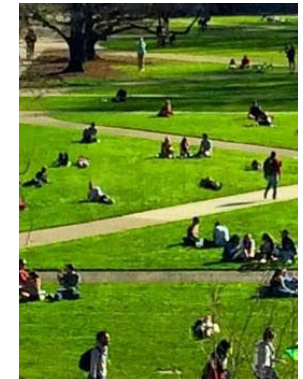
design considerations & next steps

- Create large areas of understory planting along the north side of 13th to create an immersive environment that is pleasant to walk along and sit near
- Select a mix of species to be used throughout 13th to create continuity
- Place areas of understory planting beneath new trees so that both can benefit from large soil volumes
- Select plants that are native and climate adapted, and that support pollinators and habitat
- Select plants that provide storm water quality treatment where appropriate
- Limit plant height to 3', and keep small trees pruned to a minimum height of six feet at the lowest branches. Maintain safety and visibility of buildings, entryways, and connecting pathways.
- Select evergreen, tidy and urban tolerant, species for tree pits on the south side of 13th.



Planting Concept

- naturalized planting area, north side
- understory planting in street
- new / expanded lawn

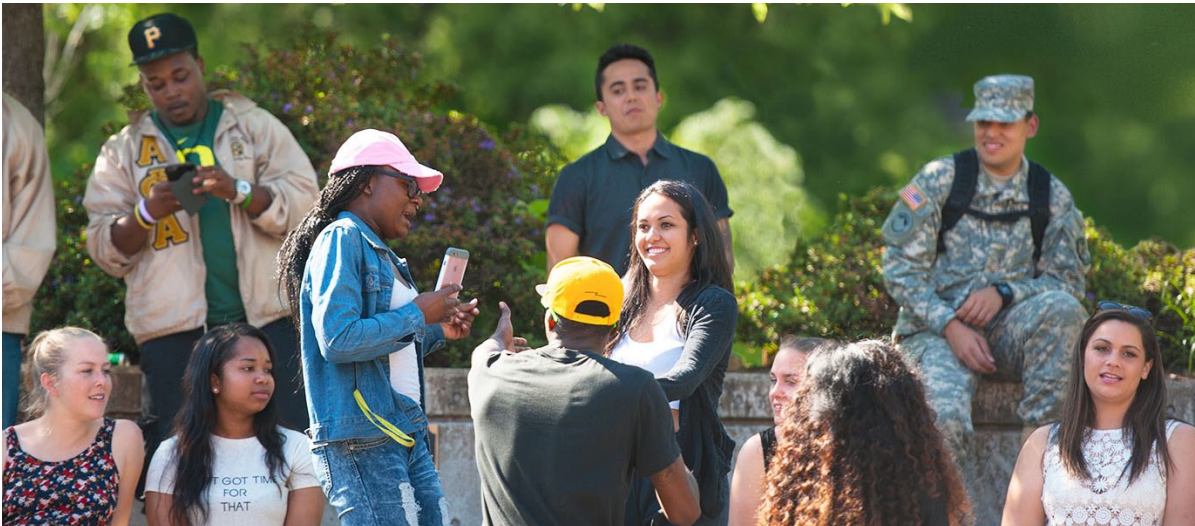


Social Space and Site Elements

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

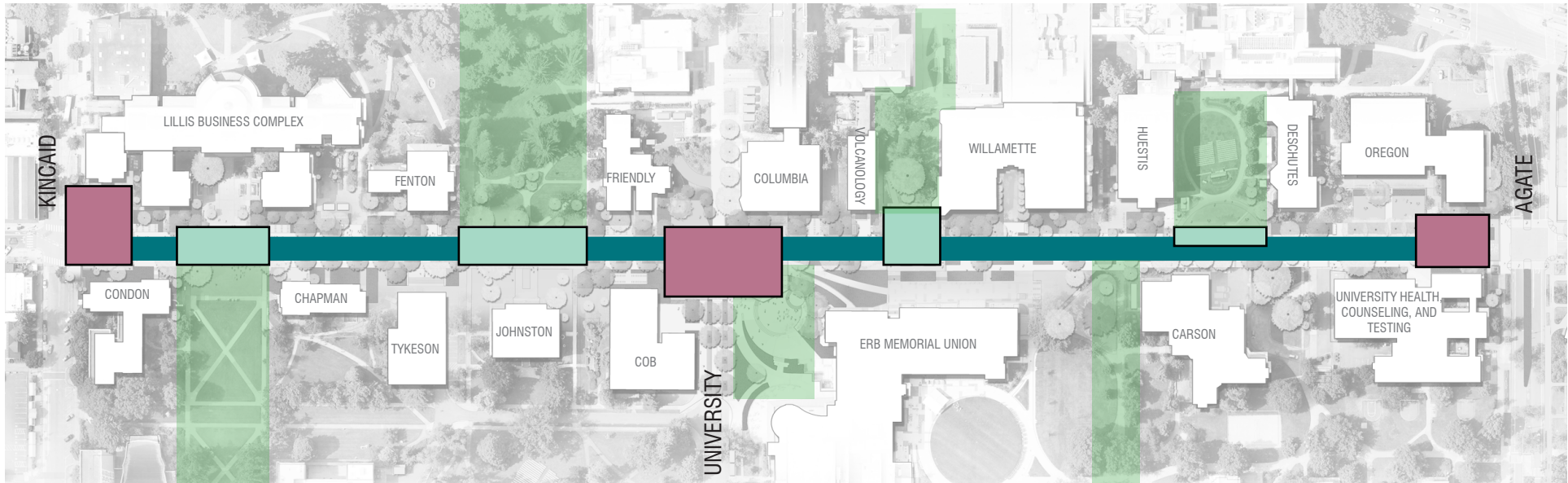
The design of Thirteenth Avenue emphasizes places to sit, gather, and take part in the public life of campus. A cohesive set of design elements and furnishings support the social uses of the street and its plazas. These elements are intended to provide consistency, along the length of 13th, in design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

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





design considerations & next steps

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



Public Life Zones on 13th

-  street
-  active plazas
-  formal plazas



STREET SEATING



COMMUNAL SEATING EDGE

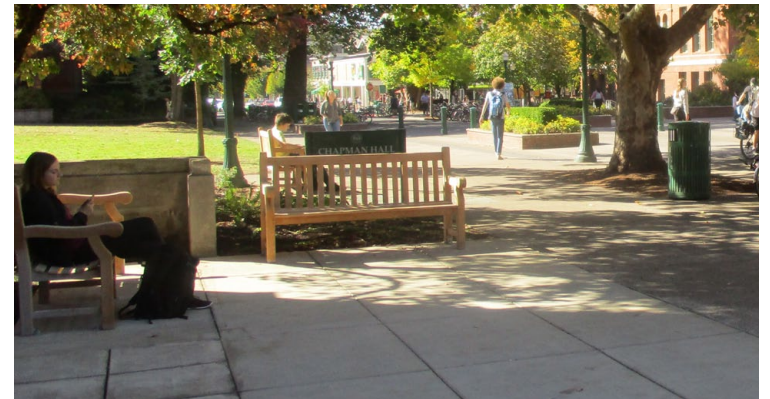
A primary component of Thirteenth Avenue design elements is a linear seat on the north side of the street. Backed by planting, south-facing, and looking out across all the movement of the street, it offers a special place to see and be seen.

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



SEAT WALLS

Low concrete walls define space and circulation and provide informal places to sit or perch. Where planting and trees occur over existing utility tunnels, a retaining wall that creates adequate soil depth also provides seating.



CAMPUS BENCHES

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

PLAZA ELEMENTS



SITE FEATURES FOR CAMPUS LIFE

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

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

MOVABLE FURNISHINGS & TEMPORARY INSTALLATIONS

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

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



University of Wisconsin's iconic Terrace tables and chairs (left)

Lounge chairs at Diablo Valley College (top)

Student design project at Cornell University (middle)

Loose chairs at Harvard University (bottom)



Canopies

Structures that provide protection from the rain and wind invite people to spend time on 13th all year.

The conceptual design integrates two types of canopies to extend the use of 13th.

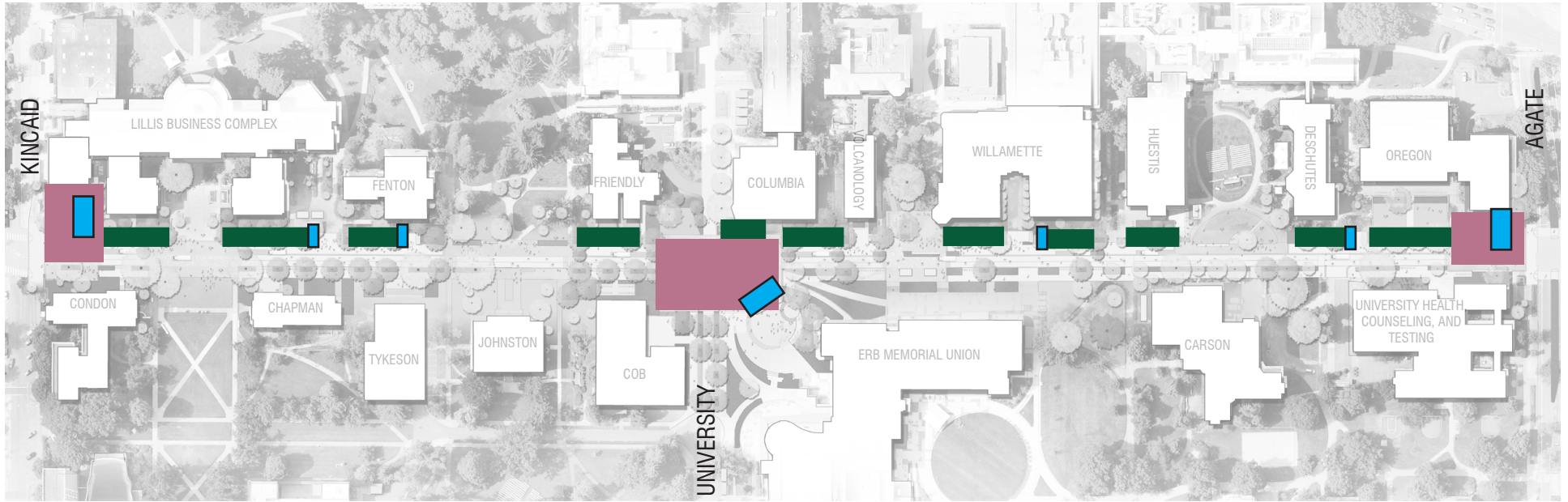
At active plazas—Kincaid Plaza, Agate Plaza, and Campus Heart—large social pavilions serve as social meeting points and covered areas for seating and activities. These are conceived as simple but prominent architectural structures, integral features of the plazas where they sit. They should be designed both to be comfortable spaces and to frame views of campus landscapes and buildings, day and night.

Small shelters provide weather protection over seating areas at the north edge of 13th. Off to the side of primary circulation and set against naturalized planting areas, these quiet shelters offer a more serene place to get out of the rain. Their design should be understated and inconspicuous, integrated with their landscape setting.



Together, the canopies along 13th ensure that a comfortable shelter is never more than a minute's walk away. In all weather, they encourage people to stop and stay and reinforce this use of the street.

design considerations & next steps

- Provide functional and comfortable shelter from rain and wind throughout the corridor. Support the social uses of 13th by accommodating them year-round.
- Social pavilions should be prominent architectural structures that reflect the scale and aesthetic qualities of active plazas and 13th in general.
- At social pavilions, provide lighting and infrastructure for activities and small events.
- Quiet shelters should be understated and related to the design and quality of adjacent naturalized planting areas.
- In future design phases, develop social pavilions with the design of plazas.
- Through a future design phase, develop a basic design for smaller “quiet shelters” that can be modified to fit each installation.
- Designs and materials should be timeless and contextual, complimenting the corridor’s old and new buildings, open spaces, and the University of Oregon campus in general.
- Preserve and frame views. Do not impose on or detract from building facades.



Canopies on 13th

-  social pavilions
-  quiet shelters

social pavilion at active plazas



quiet shelter at seating nooks



Bike Parking

Convenient, well-functioning bike parking is an essential element of making Thirteenth Avenue a welcoming place for bicyclists.

People biking constitutes a large percentage of movement on 13th, and the conceptual design will make the corridor a better place to ride a bike. However, all these bikes need a place to be stored while their riders are going to class, socializing, meeting with a student group, or studying.

The university must meet both the university's Bicycle Management Program requirements for the number of bike parking spaces provided, and the spirit of this requirement by providing types and locations of parking that meet bicyclists' needs.

existing wave-style bike racks on 13th



design considerations & next steps

- Maintain the existing campus bike rack standard, a simple inverted-U rack.
- Remove existing wave-style racks and replace with the inverted-U style as it better supports bikes, making them less likely to fall over.
- Refer to vendor and industry standards (Association of Pedestrian and Bicycle Professionals) and guidance for appropriate rack spacing in lines of racks and corrals.
- Covered bike parking is essential in the Pacific Northwest environment. Shelters must cover racks and the full extents of any bicycle parked to those racks. The size of canopies should be dictated by the footprint of racks with appropriate spacing, and racks should not be spaced more tightly in order to have a smaller canopy.

bike parking corral concept



campus bike rack standard



existing bike parking shelter



Lighting

A clear and consistent lighting strategy ensures that activity, comfort, and safety continue after dark.

Thirteenth Avenue should be safe and well used day and night. To uphold the vision of 13th as both a primary axis of movement and a place for people to spend time and gather, a sound strategy for lighting the corridor is needed to provide adequate functional light levels and a high quality of light.

Lighting should be based on campus standards, adapted as needed to define the street and plaza spaces of the corridor and tie them into the larger campus lighting plan. A comprehensive lighting strategy for all of 13th should be developed through a future design phase, subsequent to detailed design of any part of the corridor.



design considerations & next steps

- Illuminate the street to accommodate circulation and social uses and foster a sense of safety and quality on 13th.
- The lighting design showcase the corridor and its surroundings.
- Through a future design phase, develop a schematic lighting design for the corridor that establishes photometric guidelines, light standards, and typical layouts for lighting along the corridor including plazas.
- Light standards should be based on existing campus standards.
- Lights should be outside the functional circulation areas of the street, to keep the whole paving surface clear and to frame the corridor.
- Provide pedestrian scaled lighting on both sides of street, below the canopy of mature trees.
- Consider a taller pole lights at plazas to reflect the change in scale and use.
- Consider supplemental lighting to define space and highlight features within plaza areas and along the corridor.

Infrastructure for Programming

Access to power, data, water, and storage supports activities and events on 13th.

Thirteenth and adjacent spaces have historically been used for large events such as the ASUO Faire and ESPN College Gameday. To expand the use of 13th for a range of active programming, the design of the street and plazas should incorporate a robust and flexible infrastructure of power, data, and water supply that allows for “plug and play” utilization that makes programming easier to plan, implement, and sustain. Additionally, storage for regularly used equipment may be beneficial.

The intent of infrastructure for programming is to maximize the utility of 13th for many possible uses. To do so, further study is required to identify specific programming scenarios and infrastructure needs.



design considerations & next steps

- Provide flexible infrastructure that supports a wide range of activities, events, and installations by making them easier to plan, implement and sustain. Some examples are:
 - *ASUO Faire*
 - *occasional large campus events in plazas*
 - *performances, movies, and other entertainment in plazas and adjacent open spaces*
 - *free speech and tabling*
 - *decorative lighting and projections*
 - *temporary art and design installations*
 - *impromptu uses by campus community*
- Consider infrastructure for power, data, water, and storage—as well as future needs and emerging services.
- Through a future study, engage campus staff to develop a comprehensive list of programming scenarios and infrastructure needs.
- Develop a schematic infrastructure plan for the corridor to establish guidelines and standards for future phases of design.

TEMPORARY & SEASONAL PROGRAMMING



outdoor movies and screening (above)



seasonal lighting (top right)

ESPN College GameDay on Memorial Quad (bottom right)

EXAMPLE: ASUO FAIRE



Alternate ASUO Faire Plan

-  tent/stand setup zone (total capacity comparable to existing ASUO Faire)
-  supplemental/additional setup area

Currently, the annual ASUO Faire takes place on 13th between Memorial Quad and University Street (Campus Heart); tents and stands are set up on both sides of street.

In an alternate setup enabled by the proposed conceptual design, above, roughly the same number of tents and stands are located on the north side of the street only (zones with a dashed outline indicate supplemental areas). This plan extends the event from Kincaid Plaza to Campus Heart, inviting the Eugene community in at the campus edge. It takes advantage of the continuous flush paving design and leaves more free space for pedestrians to circulate on the south side of the street.

This is just one example of alternate programming scenarios that should be developed and assessed with the university, in preparation of an infrastructure plan for the corridor.

Campus Gateway Element

A new gateway element marks the edge of campus.

Today, some campus entrances are marked by minor features (signs, pylons) but do not have the stature needed to welcome visitors and signal arrival at the University of Oregon. As an important axis spanning campus, Thirteenth offers two prominent points of arrival at Kincaid and Franklin (a third point of arrival is close by at Agate and Franklin) and the conceptual design provides the opportunity to express these campus entrances with significant design elements.

Through the conceptual design project, the university expressed a desire for a standard campus gateway element located at each entrance to the campus core. A future study should explore design concepts for this feature.



design considerations & next steps

- Through a future design phase, develop a campus gateway element standard that can be applied to all core campus entrances.
- Designs and materials should be timeless and contextual, complimenting the university's old and new buildings and the campus in general.
- The scale of gateway elements should be impressive, prominent, and visible from multiple approaches. It should reflect the university's prestige without dominating adjacent buildings.
- Recognize arrival experiences for people traveling by foot, bicycle, and automobile and consider the similarities and differences between them.
- Consider landscape treatments that are unique to each site and expand the presence of the gateway feature.
- Consider variations within a basic design framework that is consistent across campus.



Campus Gateway Elements

6. IMPLEMENTATION

CONTENTS

6A. Phasing Concept	134
6B. Construction Phasing	136
6C. Utility Coordination.....	138

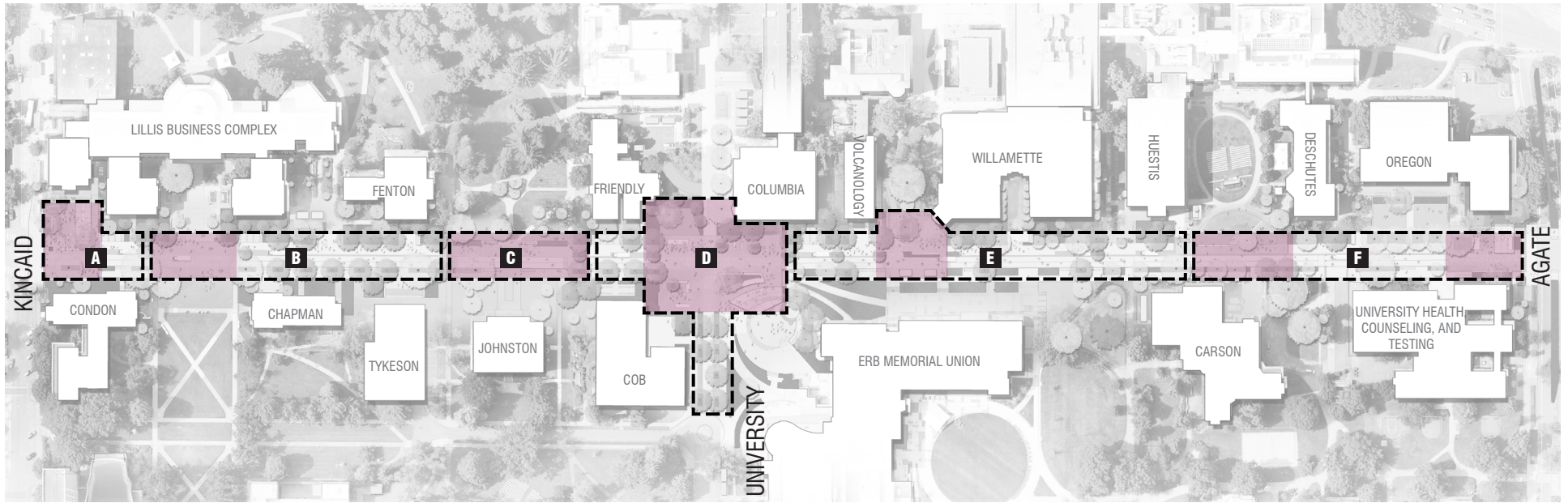
6A. PHASING CONCEPT

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

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

considerations and next steps

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



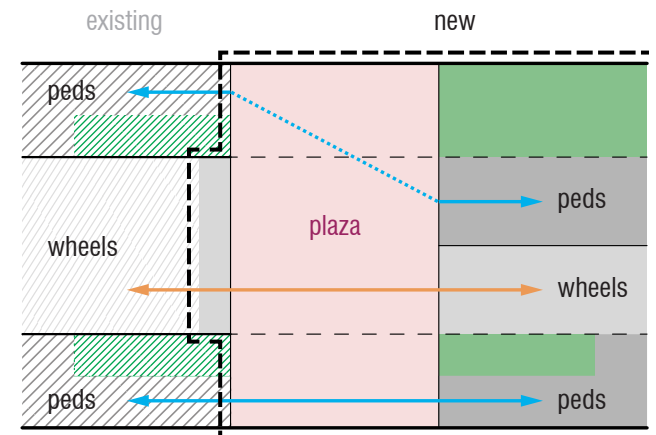
Conceptual Phasing Plan

A	B	C	D	E	F
\$2.58 - 2.71 M	\$3.55 - 3.73 M	\$1.26 - 1.32 M	\$5.96 - 6.26 M	\$5.00 - 5.25 M	\$4.91 - 5.16 M
23,000 sf	42,000 sf	18,000 sf	60,000 sf	53,000 sf	51,000 sf

Interim transitions

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

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



6B. CONSTRUCTION PHASING

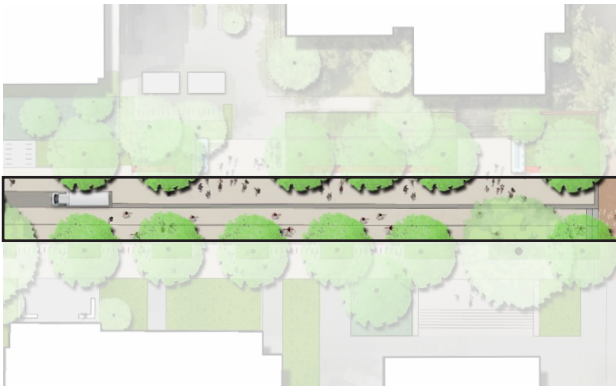
1 existing curb line /
existing and proposed
flow line for storm water



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

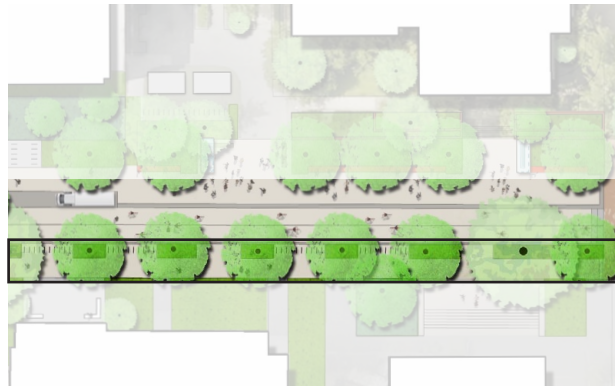
- Planting/amenity (seating and bike park) zone on the north side
- Pedestrian zone and bikes/wheels zone in the center
- Pedestrian zone and planting/amenity zone on the south side.

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



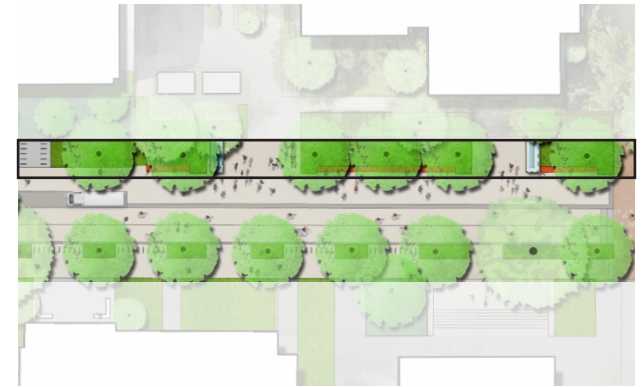
PHASE 1

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



PHASE 2

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



PHASE 3

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

6C. UTILITY COORDINATION

Streetscape improvement projects typically include utility work in advance of surface improvements construction. It is advantageous to include utility infrastructure distribution and service lateral construction with a streetscape project. This might mean that utility projects that extend through the Thirteenth Avenue corridor become part of the project even when those utility improvements are not related to or required for the streetscape project.

Facilities and Central Power Station staff should be consulted during the design of a streetscape project. Campus infrastructure projects are on-going. Early coordination with campus staff is essential in order to avoid conflicts with other campus improvement projects.

In addition, new buildings and renovations along 13th should be designed to include frontage improvements on 13th. New or renovated buildings on 13th could potentially include funding for improvements to 13th.

