13TH AVENUE CONCEPTUAL DESIGN

Project Advisory Group Meeting 2
PROJECT SCHEDULE

analysis & opportunities
- analysis
- PSPL survey

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

final report
- draft report
- final report
SITE ANALYSIS
**AXES** serve primarily to interconnect other open spaces on campus.

**REFERENCES**
- UO Campus Plan
TREE CANOPY

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

REFERENCES
- UO GIS
- site observations
- UO Landscape Resource Survey
TREES TO BE CONSIDERED FOR PRESERVATION

REFERENCES
- UO arborist evaluation

NOTE: ALL TREES OUTSIDE PROJECT BOUNDARY TO BE PRESERVED
BUILDING USES

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

REFERENCES
- UO Framework Vision Project
HISTORIC SIGNIFICANCE - BUILDINGS

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

REFERENCES
- UO CPFM Historic Surveys
HISTORIC SIGNIFICANCE - LANDSCAPES

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

REFERENCES
- UO CPFM Historic Surveys
SUN & SHADE SEPTEMBER 21

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

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

REFERENCES
- UO GIS (building model)
SUN & SHADE JANUARY 15

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

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

REFERENCES
- UO GIS (building model)
SUN & SHADE MAY 1

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

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

REFERENCES
- UO GIS (building model)
SLOPES

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

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

REFERENCES
- site observations
CHANGING EDGES

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

REFERENCES
- UO Framework Vision Project
- UO project information
UHCTC EXPANSION

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

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

REFERENCES
- UO GIS/CAD
EXISTING STORMWATER

- Storm main
- Catch basin
- Stormwater flow direction
- Existing or under construction stormwater facility
STORMWATER OPPORTUNITY

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

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

REFERENCES
- UO GIS
- site observations

REFERENCES
- UO GIS
- site observations
SERVICE & DELIVERY VEHICLE ACCESS

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

REFERENCES
- UO GIS
- site observations
CAMPUS BIKE ROUTES

- 13th is a bike thoroughfare linking several campus routes

REFERENCES
- UO GIS
PEDESTRIAN ROUTES

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

REFERENCES
• UO GIS
ACCESSIBLE ROUTES

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

REFERENCES
- UO GIS / Campus Map
SHUTTLE SERVICE

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

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

REFERENCES
• UO Online Map
VEHICLE PARKING & LOADING STALLS

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

REFERENCES
- UO GIS / Campus Map
BIKE PARKING

1,738 bike parking spaces

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

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

• 1 strong threshold, 3 weak/vague
• Gateway to campus?
• Gateway to campus core?
13th changes from end to end. Multiple attributes make the west end of 13th more social, active, and appealing than the east end.

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

The vehicular functions of the street dominate its space and character, even when they aren’t active. Vehicular access, parking and loading are necessary, but the space allocated to them constrains the other uses and physical character of the street. It has a complicated set of patterns and rules that are hard to follow.

13th is a thoroughfare and crossroads. Many people come together here, but the corridor lacks clarity in terms of both ways to move and places to stay.
PUBLIC LIFE ANALYSIS
GROW THE CAMPUS HEART
CAMPUS HEART
SCALE COMPARISON

13th

Lillis Complex / Memorial Quad

Campus Heart
REDUCE THE IMPACTS OF VEHICLES
13TH TODAY

sidewalk

road (between curbs)

sidewalk
CONCEPT 1

**Restricted access**, one way westbound

- Reduces number of vehicles on 13th
- Increases pedestrian-oriented zone
- One way simplifies vehicle movement

*Allow service, deliveries, shuttles, ADA and authorized personal vehicles.*
CONCEPT 1 IN CONTEXT
CONCEPT 1 OPTION

Close University to service and delivery vehicles*

- Campus Heart becomes pedestrian-only space
- Eliminates left turns across 13th

* Maintain emergency and shuttle access as needed
CONCEPT 1 OPTION IN CONTEXT
CONCEPT 2

Turnaround with restricted* one way westbound

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

*Allow service, deliveries, shuttles, ADA and authorized personal vehicles.
CONCEPT 2 OPTION

Close University to service and delivery vehicles*

- Campus Heart becomes pedestrian-only space
- Eliminates left turns across 13th

*Maintain emergency and shuttle access as needed
CONCEPT 3

Allow two way movement (some times of day)

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

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

7 loading spaces
6 service spaces
FLEXIBLE ZONES INSTEAD OF DEDICATED STALLS
FLEXIBLE ZONES INSTEAD OF DEDICATED STALLS

Occidental Mall, Seattle
REORGANIZE THE STREET FOR ALL ITS USES

- peds
- vehicles & bikes with peds
- peds
DIFFERENT SPEEDS
DIFFERENT DIRECTIONS
• Very flexible for large events
• Allows freedom of movement in all directions
• Maximizes interactions / more conflict possible
• Requires awareness & good behavior
• Organized: 3 zones including pedestrian-only and dedicated space for faster-moving modes (“wheels”)
• Use could differ / zones could flex throughout the day
SPLIT LANES FOR WHEELS

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