

June 15, 2004

MEMORANDUM

To: Campus Planning Committee (CPC)

From: Christine Taylor Thompson, Planning Associate

University Planning

Subject: **Record** of Campus Planning Committee meeting, June 9, 2004

Attending: Carole Daly (Chair), G. Z. Brown, Bethany Larson, Gregg Lobisser, Chris Loschiavo, Eugene Luks, Stephen Owen, Steve Pickett, Chris Ramey, Michael Stamm

Guests: Ron Bloom (Facilities Services), Phil Carroll (Facilities Services), Mark Foster (ZGF Architects), Larry Gilbert (CMGS), Tom Hicks (DPS), Tim King (Facilities Services), Bob Springer (Facilities Services), Rand Stamm (DPS), Fred Tepfer (University Planning)

Staff: Christine Thompson (University Planning)

**Agenda:**

**Living Learning Center - Schematic Design Follow-up**

**15<sup>th</sup> Avenue Auto Parking Plan**

## 1. 15<sup>th</sup> Avenue Auto Parking Plan

Background: Staff reviewed the applicable Long Range Campus Development Plan patterns and policies as summarized in the meeting mailing.

Fred Tepfer, University Planning, described the proposed parking plan, which is an outgrowth of the Living Learning Center project. Although the city has determined that no parking is required to meet city code, there are programmatic requirements related to the Living Learning Center, in particular during move-in days. The goal is to reconfigure the existing paved street to maximize required auto use, while radically changing its character to make it more campus-like.

Larry Gilbert, project landscape architect from CMGS, described the landscape design as depicted in the meeting mailing. The Sweet Gum trees on the north side of the street will be removed to accommodate head-in parking and a new sidewalk. The Sweet Gums are poor street trees because they are surface-rooted and cause significant maintenance issues. In addition, the trees are not ideally located to shade the paving. A variety of faster growing trees will be planted in new planters, spaced every nine parking spaces. The existing significant trees near Earl Hall will be protected by modifying the parking area as needed and using hand-placed concrete unit pavers. The south-side curb line will remain close to its existing location.

The parking meters will be removed to enhance pedestrian travel. In their place, DPS is researching a variety of pay station options, which will be spaced along 15<sup>th</sup> Avenue (six in total). In addition, the sidewalks will be widened from five to nine feet. However, a two-foot bumper overhang will be allowed to reduce the code-required parking-space length from 18 feet to 16 feet. The intent is to minimize required street paving while maximizing pedestrian sidewalk space. Traffic calming devices, including a raised crosswalk, planters with trees, and a constricted street entrance at Agate Street (as part of the upcoming Hayward Plaza Project), will further enhance the pedestrian environment.

The new parking and landscaping in front of the Living Learning Center will be constructed as part of that project.

The parking spaces will be nine feet wide, one foot wider than those on University Street, to resolve past maneuvering difficulties.

In addition, the project will replace existing street gutters and provide on-site drainage. Storm water will drain into the new south-side planters, which will be planted with native water-tolerant plantings.

Discussion: A member suggested repaving the street to resolve all existing drainage

problems. Larry said the street is generally in good condition, so partial re-paving will occur where necessary to address all current drainage issues.

A member expressed concern for the safety of people with disabilities (especially blind individuals) using a sidewalk with a two-foot bumper overhang. Fred said this design exists elsewhere and has not been a problem for pedestrians with disabilities because the sidewalk is plenty wide and car bumpers are at a level that will be detectable by cane-users. Larry added that most cars will fit into the 16-foot space without having to use the overhang.

Larry confirmed that adequate service access will be provided, in particular into the new Living Learning Center service drive. The street will be 24 feet wide, which is a standard street width.

Fred said the number of parking spaces will increase from 91 to 122, a total of 31 new spaces. Despite the increase in parking, however, the proposed design will reduce auto traffic through campus because cars will be able to back out of parking spaces and exit via Agate Street.

In response to a member's question, Larry said the existing cobra-head streetlights will remain, and some additional campus-standard pole lights will likely be installed in the future. Staff confirmed that 15<sup>th</sup> Avenue is identified as a Outdoor Lighting Walkway in the Campus Outdoor Lighting Plan, meaning that it is a prioritized area for pedestrian night travel. A member said this confirms that adequate lighting should be provided.

A guest from Facilities Services said they are researching lighting options. Preliminary analysis indicates that an additional four lights along the north side would address pedestrian lighting needs. In addition, pay stations should be adequately lit either internally or externally. He recommends that the required conduit be installed as part of the project to prepare for future installation of additional lights. A member said lighting needs should be studied and lighting installed to meet the requirements of a designated Outdoor Lighting Walkway as part of this project.

A guest from DPS said they hope to move in the direction of using more pay stations elsewhere on campus. Replacing meters is desirable because they are unattractive, cause substantial maintenance problems, block pedestrian travel, and are not versatile. He acknowledged that pay stations are rather expensive to purchase, but overall, they should be more cost effective.

A member suggested using the paved parking area for a shared used, such as a basketball court, during low-use times (e.g., weekends and evenings). A guest from DPS said parking spaces along 15<sup>th</sup> Avenue are heavily used seven days a week from 8:00a.m. to

6:00 p.m. In addition, many are used in the evenings by visitors attending special EMU events or using the Student Recreational Center. Overnight parking is also common, although this is not legal. A guest from Facilities Services said these parking spaces would not work well for a basketball court because they are sloped and located in a street. Another member noted that a multi-use parking area is a good idea, but not on 15<sup>th</sup> Avenue for the reasons stated. Perhaps the concept could be considered for other more appropriate campus locations. Members and guests suggested looking at the Johnson Hall parking lot or the dead end portion of 14<sup>th</sup> Avenue north of Earl Hall. Another member suggested setting a time to discuss the concept at later meeting.

Fred said it would be possible to conduct a modest review of multiple-use possibilities in the near vicinity if desired. A guest from DPS said the concept is complicated because one must consider the associated liabilities. He used the existing Bean parking lot basketball courts, which are temporarily being used for auto parking, as an example of how difficult it is to provide a safe environment for two conflicting uses.

In response to a member's question, Fred said no other raised crosswalks are planned mid-block. A member added that this is intentional to discourage jaywalking.

Larry clarified that the proposed new trees will provide desired species diversity on campus.

Action: The committee unanimously agreed that the proposed 15<sup>th</sup> Avenue Parking Plan schematic design is consistent with the Long Range Campus Development Plan and recommended to the president that it be approved subject to the following conditions:

1. Study the lighting needs along 15<sup>th</sup> Avenue and install lighting to meet the requirements of a designated Outdoor Lighting Walkway.
2. Conduct a modest review of multiple-use possibilities in the near vicinity (e.g., using parking areas for recreational needs during low-use times).

## **2. Living Learning Center - Schematic Design Follow-up**

Background: Staff reviewed the applicable LRCDP patterns and policies as described in the meeting mailing.

Fred introduced the project explaining that, in addition to changes resulting from CPC conditions, changes to the building's size and roof form resulted from project scope adjustments. All of these changes are part of the CPC's current review. The Tennis Court Replacement Project will be presented to the CPC at a later date.

Fred described the bike-parking plan showing the bike parking locations. Bikes and pedestrians will share the service drive. The DPIT subcommittee approved a bike route through this drive at its last meeting (May 5, 2004), although it did not review the proposed design.

Larry described the changes to the landscape plan. The proposed new trees along the Earl north-south designated axis have been eliminated to ensure open sunny spaces. The existing trees adjacent to Earl already provide a substantial amount of shade. Four new trees to define the corners of the new quadrangle and some smaller trees to define building entrances still will be planted.

Larry said there is one possible site for a basketball hoop--in the new east entry court. Mark Foster, project architect from ZGF Architects, said it might be possible to add a second basketball court near the northeast corner of the new quadrangle along the service drive. However, Larry and a guest said this site is not recommended due to a sloping surface and close proximity to rooms and critical plantings.

Mark reviewed the building design changes as shown in the meeting mailing drawings. The building size has been reduced from 135,000 to 120,000 gsf (resulting in a .936 FAR). This addresses an earlier CPC concern about increased density in the area. Space reductions are from the basements, upper floors of the north building's east elevation, and west wing of the north building.

In addition, the roof form has been changed from flat to pitched. Also, the south building has been revised to include a fully enclosed porch gallery serving as the 15<sup>th</sup> Avenue entrance.

The north building has upper-floor public spaces that project outwards as glass bays towards the EMU promenade and help define the entrances. The main public entrance is in the west wing and has been better defined by a new, large entry court. One of the east wing entrances is defined by a walkway lined with trees and the other by a court with steps. In addition, canopies and paired columns help define the entrances. The columns are designed to relate to those at existing residence halls, but the design is enhanced.

Discussion: In response to a member's question, Fred said there will be 20 bike-parking spaces on the north side of Straub and Earl Halls.

Fred explained that the proposed steps along the heavily used pedestrian EMU Promenade are to discourage bike traffic. DPS has noted continual conflicts between bicyclists and pedestrians in this area. Fred confirmed that a convenient accessible route is provided along the entire promenade. Service vehicles can use service routes on nearby roads to

access buildings in the area. A member noted that catering uses the promenade as a service route and suggested that they be consulted.

In response to a member's question, Mark said the bike shelters will be enclosed with tall, iron fencing similar to the Onyx Bridge bike enclosure. The metal deck roof will be similar to Walton bike-shelter roofs but corrugated with a slight hip shape.

A member expressed concern that only one of the four existing basketball hoops will be replaced. Members and guests had varying opinions about how often the existing basketball courts are used. A member said the demand will likely increase when new residents move into the area. Members and guests discussed other possible locations, such as the Walton Hall service drive or the 14<sup>th</sup> Avenue dead end. A DPS guest noted that 14<sup>th</sup> Avenue is regularly used for disabled-resident parking.

In response to a member's question Mark and Fred said window shading will be provided where necessary. Horizontal screens will be provided on the south side, and external shade screen options for portions of the west side will be researched. A member said the building is in a prominent campus location making it important to address shading needs as part of the building design rather than leaving it to students to address (e.g., aluminum foil covering windows, as seen in other residence halls). Mark assured the committee that shading will be addressed where needed.

In response to a member's question, Mark said the project size was reduced to meet budget limitations. A 25-seat classroom (one of the three) and 20 resident rooms were removed along with some hallway and basement space. The remaining "learning" space is two 800 sf classrooms and one multi-use room, which has a flat floor, two teaching walls, and no fixed seating but the capacity to seat 150 using temporary seating. Fred added that according to the Classroom Committee, the multi-use room is a desired size and configuration for teaching.

A member expressed concern about the loss of the already limited learning space, noting that the project's location was justified by the need to be in close proximity to the academic core due to the "learning" component. A guest from Housing said the removed classroom was connected to the dining room; it was not a formal classroom. There were concerns that it would not function well and so its removal is not as significant. He added that a lot of learning will happen outside of the classrooms, for example in the café and in the proposed future classroom in Earl Hall. Mark added that options are limited since classrooms need to be on the ground floor and space is limited. Ground floor residence rooms have already been limited to 6. Fred added that the "learning" and "living" spaces were reduced at a 1:3 ratio.

A member was concerned that the proposed raised planter in the center of the new west

entrance plaza would limit flexible use of the space. Larry said, although the plaza is generous in size, it is not designed to serve as a multi-use space due to anticipated heavy pedestrian traffic. Its primary purpose is to accommodate the pedestrian traffic and mark the public entrance of the Living Learning Center. The planter was placed in the center as an "eddy" to heavy pedestrian traffic flows along the outside edges.

Members and guests contemplated the benefits and disadvantages of a central seating planter. They discussed other options, noting the importance of providing places for students to gather where they are most inclined to go.

A member noted that the high windows on the first floor of the north building's east façade seem out of scale and create a stark, blank wall near a primary building entrance. Fred and Mark said the bike parking enclosure will mostly block this façade. Foundation plantings will further soften the view.

A member supported using enhanced columns at the new entrances, noting that the existing residence halls column design is not appropriate.

In response to a member's question, Larry said the existing map station will be reinstalled at the northwest corner of the new west entry plaza. He confirmed that it will not impose on the EMU lawn area.

Larry said lighting needs will be met with standard light poles. Some existing lights will be repositioned and additional lighting will be added where necessary. Mark added that the bike shelters will be internally lit.

Action: The committee agreed, with nine in favor and one abstention, that the revised Living Learning Center schematic design is consistent with the Long Range Campus Development Plan and recommended to the president that it be approved subject to the following conditions:

1. Continue to research and identify options to add more basketball hoops.
2. Continue to explore and determine the best seating design solution for the west entry courtyard design.

*Note: The earlier condition requiring replacement of the tennis courts and preparation of a schematic design for CPC review will be addressed at a future meeting.*

Please contact this office if you have questions.

cc. Ron Bloom, Facilities Services

Phil Carroll, Facilities Services

Mike Eyster, Housing

Mark Foster, ZGF

Tom Hicks, DPS

Larry Gilbert, CMGS

Becky Goodrich, Straub Building Manager

Tim King, Facilities Services

Anne Leavitt, Student Affairs

Steve Nystrom, Eugene Planning

Bob Springer, Facilities Services

Rand Stamm, Public Safety

Fred Tepfer, University Planning

Nancy Wright, Housing (DAG chair)