EAST CAMPUS
OPEN SPACE FRAMEWORK

UNIVERSITY OF OREGON

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Rowell Brokaw Architects
Development Policy Implementation
and Transportation Subcommittee

University Planning Office

Project Staff
Chris Ramey, Director and Architect
Christine Thompson, University Planning Associate
Adam York, Student

Consultant

John Rowell, Principal
Greg Brokaw, Principal
Howard Davis, Project Planner
Donald Corner, Project Planner
Chad Kirkpatrick, Staff
Melissa Goldman, Student Intern
Michael Fifield, Consultant

Rowell Brokaw Architects, PC
One East Broadway
Eugene, Oregon 97401
541 485-1003
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INTRODUCTION & ORGANIZATION

This study proposes a flexible framework and a set of design guidelines that can guide future construction of campus buildings, parking, recreation facilities, roads, pedestrian paths, and open spaces on the East Campus of the University of Oregon. The study is for “in-house” use of the University Planning Office. As such it is not adopted as university policy but is intended to inform the users, planners and designers of future development in the area during their design process.

The study methodology recognizes the importance of the planning traditions of the University of Oregon described in the Long Range Development Plan: the preservation and expansion of the open space system established by Ellis Lawrence, and the acceptance of an organic model for growth described in The Oregon Experiment. Methods included research and analysis of University Planning requirements, direct observation of the East Campus, and a series of East Campus growth simulations with University Planning Office Staff participation. The outcome is a structured framework for decisions without the rigidity of a static “fixed image” master plan.

The plan diagrams included in the study represent the results of several growth simulations that modeled a gradual development process. The diagrams record possible strategies and illustrate the principles of the framework, and are not intended to prescribe design solutions.

This document is organized into three sections:

I OVERALL FRAMEWORK

This describes the proposed large-scale organizational principles of the East Campus, and how it is intended to relate to the main campus.

II GUIDELINES

This describes how the design of specific elements is to be done in a way that supports the OVERALL FRAMEWORK, and that results in successful places at a local level.

III DESIGN AREAS

This describes particular issues regarding the principal places of the East Campus, and how the OVERALL FRAMEWORK and GUIDELINES are to be applied to the design and improvement of those places.

The individual parts within each section are organized in parallel, describing the open space network, the pedestrian system, buildings, and streets and parking.

When considering any particular project or place within the East Campus, it is important to be familiar with Sections and I and II in their entirety, and the part of Section III that pertains specifically to the place under consideration.
The Framework diagram illustrates four main components of the East Campus:

OPEN SPACE NETWORK  light gray
PEDESTRIAN NETWORK  white
BUILDINGS  black
STREETS & PARKING  line and hatch
Undesignated space  dark gray

The diagram is not a master plan. It is a record of the results of several growth simulations. These simulations were used to help generate and test the principles described in the overall framework and guidelines sections of this document.

Including the streets as open space, the overall amount of open space indicated exceeds the minimum required by the East Campus Development Plan (ECDP). The amount of open space shown within the blocks roughly corresponds to minimum requirements.

Building coverage shown in black corresponds to maximum coverage allowed in each analytical area.

The parking shown meets general University parking requirements and the parking requirements of the built-out East Campus. Specific parking lot locations are not as critical as the overall strategy of using alleys for parking.
OVERVIEW OF THE FRAMEWORK

This East Campus Open Space Framework is consistent with and elaborates on the 2003 Development Policy for the East Campus (ECDP) by providing specific features of an overall framework of open space, guidelines for the design of elements within that framework, and particular recommendations for design areas within East Campus. It is also consistent with the Long Range Campus Development Plan (LRCDP).

The Framework includes a few key ideas, which will allow the East Campus to continue to have qualities both of the main campus and of the neighborhood adjacent to it, while incorporating sustainable ideas of landscape:

• A new East Campus Quadrangle in the northwest area of the East Campus in the blocks immediately to the east of the Law School.

• In areas other than the East Campus Quadrangle, the retention of the existing grid of streets and alleys, along with the pattern of houses and mature street trees that presently exists in the neighborhood.

• The development of a stronger hierarchy in the street system, with east-west streets maintained as through streets, north-south streets turning into “green streets” accommodating primarily local traffic, and alleys maintained for service and access to much of the local parking.

• The development of a new kind of campus landscape that incorporates sustainable elements such as bioswales and native plants. These landscape features could follow the topography which moves from a high point at the southeast to a low point at the northwest.
Including the streets as open space, the overall amount of open space indicated exceeds the minimum required by the ECDP. The amount of open space shown within the blocks roughly corresponds to minimum requirements.
OPEN SPACE NETWORK

1 Variety of sizes and types of open spaces

Open spaces include quadrangles (to the east of the Law School), green streets, building forecourts, and smaller open spaces within blocks. These spaces are of a variety of sizes and shapes and will together provide a rich texture of outdoor spaces and activities. They will include spaces that are more open and others that are heavily planted, spaces that are larger and others that are more intimate, spaces that have very specific activities associated with them (building forecourts, community garden) and others that are more general in their purpose. In general, open spaces will be smaller than the traditional quadrangles on the main campus.

2 Continuous network of open spaces

Open spaces will form a continuous network: each defined open space will be connected to at least one other. This will avoid dead-ends and hidden spaces, and allow free and continuous movement through the area.

3 Streets as primary elements

The primary elements in the open space network are streets. These include “green streets,” Moss and Columbia, which will be transformed from their present car-oriented character into spaces that are primarily green and that include cars without giving cars dominance.
PEDESTRIAN NETWORK

4 Continuity of pedestrian network

The pedestrian network is the primary connector between different parts of the East Campus area, between the East Campus and the main campus, and between the East Campus and the neighborhood outside it. In order for this network to be continuous and connected, individual paths must always connect to other paths, and be visible to and from other paths. This will allow the paths to “knit” diverse areas together, and provide a common element to adjacent places that may be otherwise different from each other.

5 Many of the important and most used paths will be along streets

In some cases paths may diverge from vehicular streets, but in general the paths should not form a completely separate system.

6 Mostly orthogonal pedestrian network

Most pedestrian paths, even those that are not at the edge of streets, will be aligned in the same direction as streets: east-west, or north-south. This will reinforce the street network as the primary open space structure. It will also be compatible with regularly shaped building sites.
Building coverage shown in black corresponds approximately to the maximum coverage allowed in each analytical area.
7 Open space first, buildings second
In the East Campus area, as on the main campus, buildings are secondary to open space. This means that the placement of buildings must be done not independently, but with a clear understanding of how the buildings will contribute to the completion and coherence of open space that has been previously determined as a clear part of the open space system. If this is not done, the arrangement of buildings will cause the East Campus to be a loose collection of buildings, incoherently arranged.

8 Buildings are simple and rectangular in their overall form
To form positive outdoor space and use campus space effectively, the overall form of buildings should follow the existing orthogonal grid and lot shapes. Buildings may step in plan, but highly irregular or angular forms will create open space that does not reinforce the overall orthogonal pattern.

9 Buildings help define the open space of the streets
Buildings, along with trees, form the open space of the streets. Buildings should be placed along streets rather than toward the middle of blocks to help define the open space.

10 Large buildings enfront east-west streets
East-west streets (15th and 17th) are more car-oriented and busier than north-south streets. As a general rule, larger buildings will enfront these streets. This will reinforce the more public and visible character of these streets, and allow north-south streets (which are “green streets”) to maintain a quieter character.

11 Small buildings enfront north-south streets
North-south streets are “green streets” and are intended to have a slower, and more pedestrian-oriented character than north-south streets. Siting smaller buildings along these streets will help maintain this character.
HIERARCHY OF STREETS AND ALLEYS

12 East-west streets are primary streets ("campus streets")
These streets are expected to accommodate traffic between Agate and Villard Streets, and provide access to large parking lots, a possible parking garage and alleys. They are also calm, with traffic speeds reduced, to allow them to serve as important pedestrian routes. (Traffic east of Villard is to be discouraged.)

13 Internal north-south streets transformed into local, non-through streets ("campus green streets")
These internal East Campus streets—Moss and Columbia—act as significant green spaces in addition to providing access for local traffic. Traffic speeds may be reduced by restricting entries to streets, or narrowing them.

14 North-south streets are significant open spaces
Existing green areas between sidewalks and curbs should be expanded by reducing the width of pavement along internal East Campus local streets.

15 Alleys for service and parking
Existing alleys will remain in use for service and parking (they go north-south and therefore connect to campus streets rather than campus green streets). In most cases they should be dead ends that are 200 feet or less in length, giving access to the middle of the block. These use existing alley right-of-ways as much as possible. To keep university traffic on 19th to a minimum, alleys should connect to 17th Avenue and not run through to 19th Avenue.

Note: Streets are city-owned. The University should work with the City to implement the recommendations in this study. In some cases, the University may consider purchasing street(s) from the City to fully implement these recommendations.

DISTRIBUTED PARKING

16 Parking distributed in local lots, in spaces off alleys and on streets
Although some parking may remain in large lots and/or be concentrated in a parking garage, concentrated parking is discouraged in favor of distributed parking in small lots that are accessed off alleys and in small groups of parking spaces along streets.
17 General university parking

This may take the form of parking lots and possibly a parking garage for the use of the whole campus. Existing parking for the whole campus is to be consolidated, and the amount of such parking is not to be increased. Access to general university parking should be from 15th or 17th Avenues. Large parking lots or parking structures, if they exist, should be located so they do not break the continuity of the building and open space network. Larger lots should be broken down into smaller pieces separated by trees and other plantings.

18 Local parking

This parking serves nearby uses. It should be located along the alleys or in pockets just off the alley. It is shielded from view by buildings or plantings, so it does not compromise the quality of streets and the open space network.

19 Accessible parking

Some of the major buildings—of minimum area 10,000 SF—need dedicated parking easily accessible to their entry areas. Such parking may be located close to entrances, but still be shielded from entrance courts, open spaces and streets.

The parking shown meets existing general University parking requirements and the parking requirements of the built-out East Campus. Specific parking lot locations are not as critical as the overall strategy of using alleys for parking.
GUIDELINES

OPEN SPACE

PEDESTRIAN NETWORK

BUILDINGS

STREETS AND ALLEYS

PARKING
OPEN SPACE

1 POSITIVE OUTDOOR SPACE AT DIFFERENT SCALES

This is a reiteration of an important campus pattern. As a general rule, outdoor space should be positive and contained. This is true for a small entry court to a building, for a large green, or for a street or path. All sides of buildings should be understood as edges to outdoor spaces. Don’t make building edges so irregular and complex that they do not clearly form outdoor space boundaries. The whole side of a building should form an edge to an open space.

The definition, size and shape of open space should precede or happen at the same time as the design of buildings. For a building to participate in the definition of open space, the overall size and configuration of the space needs to be understood before or at the same time as the design of the building.

2 ACTIVE OPEN SPACES

Wherever possible, design open spaces for particular purposes or activities, rather than as general space. East Campus open space should have a more diverse set of activities than the main campus. Spaces might include tennis courts, basketball courts, gardens, orchards, play areas, as well as uses such as entry courts to buildings and sunny spaces. Larger spaces may include boulevards, larger land forms and water courses.
3  STREETS AS SIGNIFICANT OPEN SPACES

When streets are defined as campus open spaces, the green takes priority over pavement, and the rhythm of trees and buildings along the street should be preserved and strengthened in order to help form good positive open space.

To form positive open space the edges of streets should be defined as much as possible with buildings. Since coverage and density limitations restrict the length of street frontage that buildings can form, buildings along streets will necessarily be interspersed with open spaces. It is buildings and carefully formed open spaces that will together form the edges of streets.

To emphasize green space the driving lane of the street should be no bigger than necessary. The City—and the University, if it acquires these streets—should be encouraged to reduce the amount of pavement.
4 TREES AND BUILDINGS WORK TOGETHER TO FORM THE SPACE OF STREETS

As significant open spaces, streets need good spatial definition. Buildings and trees should be placed along the street so that there is always a strong edge to the space of the street. Allées of large trees are especially helpful to define streets as open spaces. New trees should be big when mature, and should enhance existing significant and potentially significant campus trees.

5 CLEAR CONNECTIVITY OF OPEN SPACES

All East Campus open spaces should be connected with each other. They either open directly to each other, or open to streets which connect to other open spaces. Connections between open spaces are considered to be part of the open space network (see green paths). Any individual open space should not be hidden or so enclosed that its connection with adjacent open spaces is not clearly evident.
6 OPEN SPACES ALONG STREETS

In the limited high density residentialimited institutional and the low density residential blocks of East Campus, the streets themselves will be the largest public spaces. Additional green space will extend from the street into the block.

Designated open space adjacent to these streets will have the narrow end directly on the street to maintain the integrity of the street edge.

These spaces should not be cul-de-sacs, but should have outlets in the form of small public paths at the far end, or connections to alleys.

Pedestrian paths should skirt the edge of the open space rather than cutting through the middle, to ensure that the open space is useable for more than circulation.

7 OPEN SPACES WITHIN BLOCKS

Within blocks, open spaces should have strong connections on at least two sides to other open spaces or streets. Open spaces can connect directly or through a green path. It is especially important that open spaces within blocks have adjacent activity to make them feel safe and welcoming.
8  NEIGHBORHOOD LANDSCAPE CHARACTER

With the possible exception of the East Campus Quadrangle, East Campus should maintain and reinforce the existing landscape character of the neighborhood, which is less formal and more diverse than that of the main campus. Balance the campus with the liveliness of the neighborhood. Landscape elements should include large trees, allées of trees along streets, shrubs of different sizes, and an informal approach to plantings within open spaces.

9  NATIVE VEGETATION AND NATURAL DRAINAGE

When possible and appropriate, incorporate native plants and drainage swales. Employ sustainable landscape practices and promote and introduce rainwater treatment within the East Campus area itself.

10  GROVES AND ORCHARDS AS DEFINING ELEMENTS

Groupings of trees in the form of groves and orchards may be used to help define open spaces. Such strategies may be important when there is not enough building program to help give definition to the open space, or when there is a desire to incorporate such groupings of trees in a larger network of planted open space.
11 PLANTING STRIPS ALONG STREETS

To make the street feel like a campus open space, the path should be set back from the street curb. Access to street or to parking can occur at regular intervals while maintaining the visual continuity of the planting strip. Green strips should have plants other than grass, to help them act as buffers between the roadway and the paths to the side. These plants should not be so high as to prevent a visual connection between the roadway and the street.

The absence of a planting strip (above) emphasizes the cars and diminishes the potential for a street to act as a campus open space. The head-in parking (left) along Columbia Street is heavily planted, but a more continuous planting strip would make this path a stronger campus space.

This planting strip is interspersed with paths to allow free access to the street and creates a strong sense of green space for the pedestrian.
PEDESTRIAN NETWORK

12 PATHS AND GOALS

Within the idea of the overall continuity of paths, individual segments of paths should be identifiable, with a visible “goal”—a building entrance, a defined place where two paths meet, or an important landscape element.

13 PATH WIDTH

Wide paths are wide enough to allow two pairs of people walking in opposite directions to pass each other. These paths should be at least 10 feet wide.

Narrow paths are wide enough for two people to walk side by side. These paths should be at least 5 feet wide.
14 GREEN PATHS

Paths that connect open spaces are an important part of the open space network and need to have the character of the open space system. Make the connecting paths “green,” with trees, shrubs and grass to reinforce the continuity of the open space landscape.

15 PATH TRANSITIONS

Paths should be marked at places where meet other paths, change in direction, or meet streets at intersections. Where paths meet open spaces and other paths, a simple marker such as a pair of stones or a special plant may be appropriate to mark the intersections. Where a path meets a major street, the path should widen so that people can wait to cross the street. Consideration should be given to building paths out of different paving materials and patterns to mark the difference between them. Places where campus paths meet the neighborhood may be particularly important for such visible transitions.
BUILDINGS

16 BUILDINGS AS DEFINING ELEMENTS

In order for buildings to help enliven adjacent open spaces, building edges should have depth, windows, and activity behind them when they face streets and important open spaces. Arcades, porches, overhangs are architectural elements that help give the building edge depth and places for people to be at the edge of the building.

It is essential that all open spaces, including streets, have a sense of activity adjacent to them to make them feel lively and safe. Therefore, buildings that face on both streets and open spaces should be designed to have an active facade on each space.

17 BUILDINGS ON OPEN SPACES

In order to reinforce the clear shape of open spaces, the edges of buildings that enfront open spaces should be as simply shaped as possible, without unnecessary changes of plane.
18 BUILDINGS ON STREETS

In order to reinforce the space of streets, buildings should be taller on streets than on alleys or internal open spaces. Building fronts along streets should form a rough line, not stepping in and out so much that they destroy the sense of a single “street wall.” Street corners should be well defined with buildings.

The CCDC is very helpful to 17th Avenue, even though its main entrance is around the corner on Moss St. It is effective in helping to form the space of the street and of the pedestrian walk.

These diagrams show that new development can happen at a larger scale than existing buildings and still result in well-formed streets.
19 BUILDINGS EDGING THE NEIGHBORHOOD

Buildings that are built adjacent to the residential neighborhood should reinforce the perceived density gradient of East Campus. New buildings will be bigger than the nearby houses, but should form a graceful transition to the East Campus. New buildings in the Limited High-density Residential/Limited Institutional zone adjacent to the Low-density Residential zone should be designed with visible roof forms and more articulated massing compatible with existing houses in the Low-density Residential zone. New buildings in the Low-density Residential zone should be similar in massing and roof forms to existing, neighboring buildings in that zone.

20 DAYLIGHTING, VENTILATION AND MICROCLIMATE

Adjacent buildings should be sited far enough apart to allow for daylighting and adequate air movement. Building forms should be thin enough to allow for good natural light penetration, and building shapes should be configured to take advantage of prevailing winds for natural ventilation.

Buildings should be designed to create comfortable outdoor microclimates. For most of the school year, comfort requires exposure to sun and protection from the wind. In summer, shade and access to wind is required for comfort.

Main entrances located north sides of buildings are the least comfortable and should be avoided. Where buildings front north along a street, design the entrance to be part of a west or east-facing space to gain access to sunlight.
STREETS AND ALLEYS

21 CAMPUS BOULEVARDS (AGATE, VILLARD)

These major streets connect the campus with the community. Campus boulevards are wide and have a sense of gracefulness, with big trees, greens and broad walks. They accommodate a high volume of pedestrian and vehicle traffic. The sidewalk is separated from the roadway by a generous green strip. Parking is permitted if done in a way that does not dominate the space (see section on parking, below). If the street is wide enough, it should be divided with a green or “green islands” in its center.
22 CAMPUS GREEN STREETS (MOSS, COLUMBIA)

Campus green streets are internal campus streets and have a low volume of through traffic. The emphasis is on the green, which should be as wide as possible in comparison to the width of pavement. The street will have wide paths, traffic calming with peninsulas, and large trees and other plants. They are narrow where they meet streets and boulevards. Some parking may be permitted, carved out of the green, if done in a way that does not dominate the space.

Photo: Moss Street looking north

This street allows cars, bicycles and pedestrians to use the same open space comfortably. Pavement is kept to a minimum and vehicle speeds are slow. Parking is intermittent and does not dominate the street.

Photo: SW 25th Street, OSU campus

23 CAMPUS STREETS (15TH, 17TH)

Campus streets give access to green streets, alleys and parking lots. They have diverse uses along them, such as large buildings, entrances to alleys, parking lots, garages and some on-street parking. Like other streets, they should have traffic calming to keep vehicle speeds down. These streets should be designed to be asymmetrical, with pedestrian movement weighted toward the north side, to respond to the different microclimates on the north and south sides of the street.

Photo: 15th Avenue looking west

Photo: 15th Avenue looking west
24 CAMPUS ALLEYS FOR PARKING AND SERVICE

Alleys are intended to provide parking capacity and convenient service access, and also to be suitable for pedestrian use. They are paved and informal, designed for safe, slow traffic and a mix of uses. They should have no dead ends, but vehicular outlets in at least two places. Inside blocks, pedestrian paths and open spaces will link streets with parking areas that are on alleys.

Parking at the Graduate Village is directly off the alley accessible from 15th Street. The alley is paved, but it does not have curbs.

A double-loaded parking lot (below) connects the alley to Moss Street to make a convenient loop with no dead-end.
25 SMALL PARKING LOTS

Parking lots have no minimum size, but should be never exceed 32 cars without significant landscape separation. This size is based on the visually successful parking lot adjacent to Johnson Hall on the Main Campus and on the lot connecting the alley to Moss street north of the Graduate Village apartments. Parking lots should be planted to buffer them from paths, open spaces and streets. Trees should be planted at the perimeter of parking lots, and in peninsulas within rows of parking stalls. Tree peninsulas should occur at least every eight stalls.

Multiple small parking lots like the one above will have less impact, and will be more pedestrian-friendly than large lots. The consistent use of alley access will make them easy to find and use.

The lot adjacent to Johnson Hall (right) fits unobtrusively in the middle of the campus because it is not too big (30 stalls), and it is planted with hedges and trees to screen it from 13th street and pedestrian paths.

26 STREET PARKING

Parking along streets is convenient and should be accommodated in a way that is compatible with the character of the street type. Parallel parking is strongly recommended over head-in parking on all East Campus streets.

Although heavily planted, the head-in parking at the north end of Columbia Street prevents this from being perceived as open space. The south part of the same street, with parallel parking, has more potential to feel like campus open space.
On campus boulevards and campus streets, continuous stretches of parallel parking are acceptable, but parking should be set well back from intersections to allow good vision clearance at pedestrian crossings.

On campus green streets, parallel parking should be interspersed with generous green peninsulas to emphasize the dominance of the open space. Peninsulas should be introduced every four to five parallel parking spaces and should be twenty to forty feet long.

There should be a planting strip between the parking and the sidewalk on all streets.

27 ALLEY PARKING

Alleys provide access to small parking lots, but should also have parking directly along their edges. This should be in rows of head-in parking to maximize capacity. Trees should be planted where possible for shade and visual relief. The alleys should be used efficiently, but it is still desirable to have no more than eight parking spaces without a landscape break.

Five parking spaces are provided in the alley adjacent to this group of housing along Villard. A well-formed open space shared by the units with a path along its edge connects and unifies the cluster of buildings.
28 PARKING GARAGE

As the East Campus develops, the local parking demand, projected to be over 1000 cars at build-out, will begin to compete with the general university parking, now at 415 cars. A parking garage will be necessary to accommodate this demand without covering all available land with surface parking.

To be efficient, the parking garage is likely to be at least three stories and very large in plan. It must also connect directly to a through street to accommodate traffic. To mitigate the impact of the bulk and passive use, the garage should have other uses at its base such as offices, student organizations, etc. It should have planted edges on sides facing streets and open spaces. If possible, it should present its short edge to the street.

29 ACCESSIBLE PARKING

Buildings larger than 10,000 square feet should have accessible parking spaces located near the building. It is desirable to have some regular parking spaces for convenience as well. These can be small parking lots off alleys or street or alley parking. A building entry should be accessible and visible from the accessible parking.
DESIGN AREAS

INTRODUCTION AND RELATIONSHIP BETWEEN DESIGN AREAS AND ANALYTICAL AREAS

The Design Areas described below are the principal spatial entities of the East Campus. They are the places that give identity to the East Campus and which therefore must be developed and intensified. It is expected that new projects will be designed with a strong view toward the emerging quality of these places, as described below.

The emerging East Campus Quad at the center of the two city blocks between Agate and Moss, 15th and 17th, is one of these Design Areas. The others are the streets themselves, which are to be developed as places that have qualities both of the neighborhood and of the campus.

Alleys, although they are critical to parking and service access, are not regarded as Design Areas in this Open Space Framework study. They are minor spaces, and their detailed design will be contingent on other decisions made to support the integrity of the Design Areas as a whole.

All areas of East Campus, including the alleys, will be subject to the design guidelines described in the previous section of this study.

The Design Areas are different from the already-defined Analytical Areas. The Analytical Areas, which describe detailed projections for built area and open spaces, and which fit within the newly-defined zoning districts, overlap the Design Areas. The guidelines for Design Areas define how development in Analytical Areas shall occur to ensure the Open Space Framework is effectively implemented. Although this study focuses on the Design Areas, it includes a section at the end with brief discussions of what the implications are for the Analytical Areas.

ECDP pp 10-14
AGATE STREET BETWEEN 15TH AND 19TH

DEFINING CHARACTERISTICS

Agate between 15th and 19th is a main arterial that is a boundary between East Campus and the main campus. It has major, symbolically important University institutions along it, which have an external presence that is important to the University. Because there are such different kinds of development on either side of the street—buildings on one side, the athletic fields, tracks and stands on the other—the street needs trees on both sides to give it balance. Although Agate Street must function as a primary vehicular route, one must also feel a connection to main campus and to East Campus when one is on Agate Street.

OPEN SPACE

To better connect Agate Street to the East Campus open space network, the existing playground near the south end of the block (1) could be extended with an open space including a green path to Columbia Street. The open space could connect across Columbia Street as a continuation of the open space, possibly taking the form of a community garden.

PEDESTRIAN PATHS

The sidewalk (2) along the east side of Agate St., passing by Agate Hall and the Law School, is a significant pedestrian path for people walking between East Campus or the Fairmount neighborhood, and the main campus. This sidewalk should be wide and consistent in its design.
• Enhance the sidewalk area in front of Agate Hall (2). This area is visible at the east end of 18th Street, and may thereby help make a transition between 18th Street and the East Campus.

BUILDINGS
Buildings on this street should be large and front Agate with their longer facades. Setbacks can be larger along Agate than other East Campus streets. These attributes should be retained in order to maintain the significance of Agate Street as housing important campus institutions.

STREETS AND PARKING
The road network is dominated by Agate Street itself. In order to allow the street frontage to be dominated by major institutional buildings, entrances to parking and interior service roads and alleys should not be off Agate Street, but 17th and perhaps Columbia.

• If possible, pedestrian islands should be built on Agate between Franklin Blvd and 17th (3). This will improve pedestrian safety and strengthen the campus boulevard character of Agate Street.

• Reduce or eliminate parking at the corner of Agate and 17th (4). This is a prime location for a building that could reinforce both Agate Street and 17th Avenue.

• Plant more trees on Agate Street. To ensure a continuous row of trees on each side, don’t cut any trees down.

• Move Agate Hall parking from near 19th to the east of the alley behind Agate Hall (5).
THE EAST CAMPUS QUAD BLOCK

DEFINING CHARACTERISTICS

This is the heart of East Campus, although it is not at the geometric center. It is also a principal place of arrival, connecting the main campus to the East Campus. The pedestrian network radiates from within it extending outward to all of the East Campus. As a double block, it is unique in that it presents the opportunity for substantial open spaces that are away from the perimeter streets. Since some of the major open spaces are already in place, the network will have a looser pattern than that of the main campus, responding roughly to the radiating path system. The place gets its life from a diversity of outdoor activities in addition to buildings.

OPEN SPACE

The primary open space of this design area is the Law Center Green (1), which may be expanded. This green will become the center of the East Campus Quad. Other important open spaces are the Glenn Starlin Courtyard (2), the area around the Longhouse (3), and the areas to the north (4) and south of the Law School (5).

- Strengthen the open space connection between the main campus and the East Campus Quad. The open land to the north of the Law Center (4) preserves some visibility to the Museum of Natural History from Agate Street, and helps connect the Agate-15th intersection to the Glenn Starlin Courtyard (2). There is an option to expand the Law Center in this area, but the visibility and continuity of open space is important. (This may also not be the most efficient way for the Law Center to expand).

- The museum forecourt (2) needs to be re-designed so that it can better fulfill two conflicting roles: providing for outdoor activities at the entry of the museum, and making a strong, public connection from “Humpy
Lumpy” Park and 15th Avenue into the network of common spaces inside the double block.

- The Law Center Green (1) is already formed on three sides, although there is room for further interpretation to the south of the museum. The Law Center looks out on this green. The Longhouse anticipates use of the green for larger events. There is also a connection implied across the green, between the museum and the spirit door on the north side of the Longhouse. This connection should be maintained.

- The east edge of the Law Center Green (6) is defined by a significant grade change, but little else at present. This edge could be defined by a building or by different types of open space (orchards, tennis courts, paths or promenades) that extend further east and south.

- The open space shown in the framework diagram (above) is very large. This space should be subdivided by an orchard or trees that reduce the scale of the space and make it compatible with the scale of East Campus. Another option is to define two smaller open spaces by locating a building in the middle and along Moss Street. A third option is to build a larger building along Moss and retain the orchard or landscape feature in the middle. In any case, the open space should be well-defined and not be too large. All three options show how the very large open space may be subdivided into smaller spaces of reasonable size. The allowable building area for this analytical area should be reviewed to permit the definition of open space with buildings.

- The Longhouse, with its green roof and surrounding gardens, acts as an open space as well as a building. The facility will have a high degree
of autonomy and most of those coming to the block will experience primarily the landscape features. The Longhouse also has a high expectation of permanence. Accordingly, it will have more significant influence on the developments around it than might be expected from a relatively small building. Abutting developments must respect the spiritual character of this place.

PEDESTRIAN PATHS

This block connects to the campus through the northwest corner (7). There are significant pedestrian routes along Agate and 15th Avenue. In addition, there is a diagonal route that crosses Agate at the dorms and proceeds through the “Humpy Lumpy” toward the museum entrance.

- Make the path through the Starlin Courtyard (2) stronger. The museum forecourt is a critical node in the pedestrian network. The main trunk of all routes to the south and east must find a way between the Law Center and the museum. This could be done by reducing the size of the parking lot along the west edge of the courtyard and building a wide diagonal path to the west of the courtyard garden.

- The principal path through the East Campus Quad is diagonal, moving from northwest to southeast. Once the diagonal pedestrian routes reach the open space(s) at the center of the Quad Block, they fan out: east, south-east and south (8).

- All of these connections will grow in their importance as new facilities are added to the blocks beyond.

- The area in front of the east door to the Longhouse (9) should remain an important node, whether it remains as Columbia Street, or as a dedicated pedestrian space. This area may be a significant connection between Columbia Street and the Law Center Green.

- There should be an east-west connection in the block leading from Agate Street, south of the expanded Law Center, and finding its way toward Columbia Street (10).

BUILDINGS

Buildings that form the East Campus Quad have the dual responsibility of helping to give a clear identity to the green space at the center of the quad, and to give clear shape to the surrounding streets. Since the Knight Law Center, Museum of Natural History and Longhouse are already in place, this becomes particularly important for future buildings.

- Any future building to the east, abutting the green, must be one that can take advantage of this prominent location. There must be significant entrances facing the Law Center and contributing to the life of the green.

- Any future building to the north, facing the green and 15th Avenue, must help form the green in the center of the quad, and contribute to the design of 15th Avenue (11).

- Any future building to the south, facing the green and 17th Avenue, must
DESIGN AREAS

help form the green in the center of the quad, and also contribute to the design of 17th Avenue (12).

• Expansion of the Museum of Natural History has the opportunity to create a more interesting face toward the green just to the south. Creative opportunities for expansion may exist in front of the building, which could help to clarify that critical node in the open space network.

• The southwest part of this design area has significant development potential because it fronts on Agate Street and 17th Avenue, and has good service access from Columbia or the mid-block alley (13). Because new buildings located here will be large, there will be significant open spaces between them. Nevertheless, the frontage on Agate must be well defined. There must be a strong corner and a building front on 17th Avenue. Although large, a building in this location should signal a change from the scale of Agate Street to the diminishing scales toward the east. Consideration should be given to preserving this site for uses that can exploit the full development potential in a coherent building group and that require significant vehicular and/or public access.

STREETS AND PARKING

The conservation of significant building areas in the south part of this area, the creation of pedestrian routes, and the further development of the public open space that defines the Quad Block may reduce reliance on the alley between Agate and Columbia. At the same time, Columbia Street north of 17th will remain (14), and should be developed as a principal access to the Law Center Green, at the center of the East Campus Quad Block.

• The museum forecourt and the adjacent parking lot occupy a critical node in the pedestrian and open space networks of the East Campus. Accessible parking for the museum is an asset, as is the service access (mail, etc.) to the administrative offices of the Law Center. But this may be less important than strengthening the open space connection between 15th and the interior of the Quad Block.

• A certain amount of convenience parking and service access at the south end of the Law Center must be maintained, even after the building grows outward in this direction. New developments at the south will also require service (15).

• Where it terminates at the East Campus Quad Block, Columbia Street should end with a turnaround and marker.
COLUMBIA STREET AND MOSS STREET

DEFINING CHARACTERISTICS

Columbia Street and Moss Street are campus green streets that emphasize pedestrian movement over car movement. Both streets transition from the neighborhood to the south to campus to the north, going from single family residential to institutional uses. The emphasis should be on the character of the open space and on the paths. These streets are linear greens with a road in them, rather than roads with greens alongside them.

The north end of Columbia Street terminates at the middle of the East Campus quad. It provides street access to the middle of the quad and should be marked as an arrival point to significant campus open space.

The part of Moss street between 15th and 17th forms the boundary between the East Campus Quad and the block to the east which helps form an edge of East Campus. In this block, the street may be either an edge to the internal open space of the East Campus Quad, or it may continue the character of Moss Street to the south.

OPEN SPACE

As campus green streets, Columbia and Moss Streets will become significant campus open spaces. The current street profiles and 10 foot zoning setbacks result in a width of nearly 100 feet from building face to building face. Within these spaces there could be a double row of street trees on each side with a generous sidewalk/promenade between them. The strength of this green buffer would make a graceful transition between the coarse grain (large footprint) institutional development on the west side of the street and an intermediate to fine grain to the east.
• Any open space within the block should have a public connection to the street.

• The strip of low density residential land at the south edge of East Campus could be developed as a community garden (1). This could act as neighborhood amenity, but should not create a gap in the continuity of Columbia or Moss Streets. Trees could be used to help define the street space in the absence of buildings in this area.
**PEDESTRIAN PATHS**

The primary pedestrian paths will be along the streets themselves. At least one side of the street should have a wide path.

- There should be narrow paths through the blocks to the east and west of Columbia and Moss Streets, sometimes associated with small open spaces that extend the open space of the street. These serve alley parking and connect through to Villard Street and Agate Street (2).

- North of 15th, maintain the east-west path (3) from the East Campus Graduate Village to the Humpy-Lumpy, which is an important connector that helps give continuity to the overall campus path system.

**BUILDINGS**

In general buildings on these streets should be oriented to the street to support the neighborhood-like street network. They should form a strong perimeter around the adjacent blocks with secondary uses tucked inside the blocks.

- Bigger and bulkier building massing should be located toward 17th. South of 17th massing should decrease height and bulk.

- Major buildings in the institutional zone should front onto 17th Avenue and have entrances onto 17th. Setbacks on 17th should be the minimum 10 foot required setback. Buildings present secondary frontages on Moss and Columbia.

- On Columbia and Moss buildings should have the minimum 10 foot setback. For solar access, most buildings in the center of the blocks should be elongated east to west.

**STREETS AND PARKING**

As campus green streets, Columbia and Moss Streets should have slow, non-through traffic that serves only local uses. They are local streets with university traffic encouraged to return to 15th and 17th rather than exiting through the residential neighborhood at 19th.

- The broad green strips should be developed as significant open spaces with trees, native plants and bioswales.

- Parallel parking along these streets can occur if done in a way that is compatible with the campus green street character.

- Alleys in the block south of 17th load from 17th and do not continue to 19th. They have outlets, which may be combined with small parking lots, to Moss close to 19th (4).

- There should be traffic slowing at the ends of the street. At the 19th Avenue end, signage that discourages campus through-traffic should be considered. Entrances to the street from 17th should be narrowed (5).

North of 17th, Columbia Avenue should continue past the east entrance of the Longhouse to terminate at the south edge of the Law Center Green, with a significant marker and turnaround where it meets the green.
For much of its length within this area, Moss Street is a boundary between the Institutional zone to the west, and the Limited High-density Residential/Limited Institutional zone to the east. There may be buildings of different scales along this street. Alternatively, the west side of the street in the middle of the block between East 15th Ave. and East 17th Ave. may be left open, allowing buildings on the east side of the street to form an edge to the East Campus Quad (6).

- In either case there may be an asymmetry to the street. In order to maintain the street as a clearly defined open space, it should maintain a row of trees and associated green areas on each side that support the definition of the street as a coherent space.
EAST 15TH AVENUE

Photo: 15th Avenue looking west

OPEN SPACE

As an important access street, East 15th does not act as a significant open space in the same way as Moss and Columbia do. However, through its connections to those streets, to the East Campus Quad, and most importantly to the main campus, the street will play an important role in providing access to other important open spaces.

- Open up views to and through the Glenn Starlin Courtyard (1).
- Plant trees along 15th Avenue east of Moss.
- The open space (2) associated with the Graduate Village may be expanded to connect it to 15th Avenue, linking it more strongly with the overall open space system of East Campus.

PEDESTRIAN PATHS

The principal pedestrian path is along 15th Avenue itself. This path intersects some other important paths, including those that lead into the East Campus Quad to the south of the street, and particularly the entrance to the Glenn Starlin Courtyard.
• There should be a wide campus path along the north side of 15th. This will help give the street a sense of importance, and mark it as an important approach to the main campus, helping to connect East Campus to the main campus.

• Mark important path intersections along 15th Avenue.

**BUILDINGS**

As a street located close to the Main Campus, 15th Avenue should be expected to have significant buildings along it, particularly toward its west end. The north edge of the East Campus Quad presents the most significant opportunity in this regard, in the location of the existing basketball courts to the west of Moss St (3). There is also opportunity for redevelopment of the properties in the new Limited High-density Residential/Limited Institutional zone, between Moss and Villard (4).

• The next project east of the museum should contribute to an active street edge (5).

• If the Museum of Natural History is extended to the east, consideration should be given to giving its north facade windows and other means of helping to enliven the street.

• The buildings on the north and south sides of the 15th Avenue at the intersection with Villard Street should be replaced with ones that are somewhat larger to help define the entrance to campus (6).

**STREETS AND PARKING**

The east end of 15th Avenue (Villard and 15th) has been designated as a campus entrance and the other end connects to Agate Street and meshes with the vehicular system of the main campus. At the same time, the street must serve pedestrians and be an attractive approach to the campus from the east.

• The street should be planted symmetrically with trees to mark its importance in leading to the main campus.

• Narrow 15th Ave at Villard to slow traffic and mark this campus entry (6).
DIVINING CHARACTERISTICS

This is an active campus street, with green space and diversity of auto and pedestrian use. It is a working street, having to serve many purposes but still feel like part of the campus. The street may have some of the character of 13th Ave. between Emerald and Agate. It is informal, can accommodate service uses as well as more formal building fronts and entrances. Not all sides are necessarily equal in their purpose or design.

East 17th is intended to be an access street, with access to alley parking and possibly a parking garage. The street will be flanked by buildings that decrease in height and bulk moving east. The street will provide easy visibility to the functions that front on it.

OPEN SPACE

As a campus street, East 17th needs to have shade trees and maintain green areas where possible.

- The open space network inside the blocks to the north and south of 17th needs to reach 17th either as a linked open space or as a path (1).
• The street trees bring continuity to the three blocks but the species selected should recognize that on the Agate St end, the green strip is narrow and the building fronts should be relatively close to the sidewalk.

• To maximize land use, the street setbacks along 17th should be kept to a minimum.

**PEDESTRIAN PATHS**

The path system along 17th Avenue should have good connectivity to the campus path system. These paths will link what are likely to be relatively large buildings, particularly toward the west end of the street within the East Campus area.

• Linkages from the paths along the street to other paths may be particularly important along Columbia Street to the north, and in the middle of the block between Columbia and Agate, where there may be an important link to the East Campus Quad.

• There should be a wide path along at least one side of the street.

**BUILDINGS**

Both sides of 17th Avenue between Agate and Moss are in the Institutional zone, and present opportunities for new buildings of significant size. These sites are significant because they help form the street hierarchy, and are among the few remaining institutional building sites. These buildings should be designed in a way that supports 17th Avenue as a busy and vital campus street (2).

• Major buildings along 17th in the Institutional zone should front onto 17th Avenue. Setbacks on 17th will be minimum. Buildings present secondary frontages on Moss and Columbia.

• At least one building that is along 17th Avenue should have its main entrance on 17th Avenue. This will help to generate pedestrian activity along the street.

• Toward the east, the street wall should begin to break down. In the block between Moss and Columbia, there should be an active building front on at least one side of the street, with entrances facing 17th.

• In the block between Moss and Villard, building orientations to the north-south streets will be become more likely (especially facing Villard). However, at least one building on each side should face 17th. The child care center (3), although its entrance faces Moss St, maintains a significant and positive presence onto East 17th Ave. Its entrance is visible from 17th and its massing presents a modest and pleasant aspect to the street.
STREETS AND PARKING

• Narrow 17th Avenue at Villard to slow traffic and help mark the entrance to the East Campus.

• Narrow entrances to Moss and Columbia from 17th.

• Design alleys in blocks to the south so they do not continue through to 19th Avenue. They should be entered from 17th Avenue, and discharge onto Columbia St.

• A major parking structure or lot may be accessed directly from 17th.

• There may be parallel parking along 17th. This will help to slow traffic, and maintain the parking count.
THE WEST SIDE OF VILLARD STREET

DEFINING CHARACTERISTICS

This is a historic neighborhood boulevard that should maintain a single-family character on both sides south of 15th. The houses on the university side should get improved and maintained at a higher level, or replaced with buildings of a similar size.

BUILDINGS

Maintain the integrity of the houses along the street as much as possible south of 15th. They should not be removed or replaced. Since these houses represent a principal face of the University toward the neighborhood, they and their front gardens should be maintained at as high a standard as possible.

• At the northwest corner of Villard and 15th (1), buildings may be replaced with larger ones that help define the campus entrance.

• The house on the southwest corner of Villard and 15th (2) may be replaced with a larger building of residential character, but more strongly defining the campus entrance.

PEDESTRIAN NETWORK

To help connect East Campus with the neighborhood, bring pedestrian paths through to Villard mid-block (3). These paths should be modest, located in between houses, connecting to Moss Street and open spaces that are along the east side of Moss Street.
IMPLICATIONS FOR ANALYTICAL AREAS

AA 51: This analytical area is important in helping make the transition between the neighborhood and East Campus.

The area can accommodate some increase in coverage that will be helpful in reinforcing the campus entrance at 15th and Villard. The buildings along the north side of 15th may be replaced with larger buildings that help to form the northwest corner of 15th and Villard and the street edge along 15th. The green space associated with the Graduate Village may be expanded and connected to 15th Avenue.

AA 52: This analytical area is a prime location for both building (on Moss Street) and for parking (off the alley between Moss and Villard). As part of the Limited High-density Residential/Limited Institutional zone, some of the one-family houses along Moss Street may be replaced with larger buildings, similar in scale to the new child-care center that is at the southern end of this area.

In order to support Moss Street as a campus green street, the buildings and smaller open spaces within AA 52 should be weighted toward the street, and parking concentrated along the alley as much as possible. Weighting buildings toward Moss St may also help make the connection to the Institutional zone across the street.

To support 15th Street as a campus street, buildings at the northwest end of the area should front directly on 15th Street.

AA 53: In order to support Moss Street as a campus green street, the buildings and smaller open spaces within AA 52 should be weighted toward the street, and parking concentrated along the alley as much as possible. The alley should not continue through to East 19th St., however, but can have an outlet onto Moss Street.

AA 53 also presents an opportunity for a significant building, perhaps similar in scale to the new child-care center, at the southeast corner of Moss St. and East 17th Ave. Such a building would help reinforce East 17th Ave. as an active and pleasant street.

The southern end of AA 53 is a place of transition between the Limited High-density Residential/Limited Institutional zone and the Low-density Residential zone, and may face an open space off Moss Street that is part of the Low-density Residential zone (in AA 57). Any new building facing this open space should be staggered or otherwise “softened” along its southern façade.
AA 54: Along both Moss and Columbia Streets, buildings in AA 54 should be weighted toward the street and work together across the street, to help reinforce the street as an effective campus open space.

As is true of AA 53, the southern end of AA 54 is a place of transition between the Limited High-density Residential/Limited Institutional zone and the Low-density Residential zone, and may face an open space off Moss Street that is part of the Low-density Residential zone (in AA 58). Any new buildings facing this open space should be staggered or otherwise “softened” along its southern façade.

AA 55: AA 55 is important in helping to make the transition to the neighborhood. The buildings along Villard Street should be carefully maintained and upgraded. The building at the corner of 15th and Villard may be replaced with a somewhat larger one that should work with another new building on the opposite corner, in AA 51, to help form a graceful entrance to the East Campus from the neighborhood.

AA 56: Like AA 55, this area is important in helping to make the transition to the neighborhood. The buildings along Villard Street should be carefully maintained and upgraded.

AA 57, AA 58 and AA 59: As part of the Low-density Residential zone, these areas help make the buffer between the East Campus and the neighborhood. They may have residential-scale buildings on them or work together as part of a green buffer between the campus and the neighborhood. If they are transformed into green space, this may contain a green path that begins at the playground on Agate Street and continues through the blocks to Villard Street.

AA 71: This analytical area, designed to protect the future interests of the museum, needs revision. It overlaps the large open space behind the Law Center that is no longer a realistic site for future museum construction, since any expansion to the Museum of Natural History is likely to happen to the east, in AA 72.

AA 72: AA 72 comprises a significant part of the new East Campus Quad Block. Its north and south ends offer significant opportunities for buildings, while the middle of the area, to the east of the Longhouse and the Law School, should be largely maintained as open space to form the middle of a quadrangle-like space.

Of all the Analytical Areas in East Campus, AA 72 represents the
most significant opportunity for construction of new buildings of institutional scale. These buildings will support the idea of a campus quadrangle if they are at the north and south sides of the area, facing East 15th Street and East 17th Street, leaving the center as a large open space.

Relocating the warehouse, and removing the smaller buildings at the northwest corner of Moss and 17th provides a major building site within the Institutional zone. A building in this location could help reinforce East 17th Ave, and also help form a large open quadrangle in the middle of the quad block.

AA 72 also represents one of the most significant opportunities for a parking garage in East Campus. However, strong consideration should be given to locating a parking garage that will serve the East Campus and Main Campus elsewhere—either on the Williams Bakery site if that site is developed for a new basketball arena, or on other land that may be used or acquired by the University for this purpose, perhaps along Franklin Boulevard.

If a parking garage is located in this area, the ground floor space on the street should have other uses that can contribute to the life of the street.

AA 73: This area may need to accommodate an addition to the Law School. Also, the buildings housing the ROTC programs, LERC, and the firehouse may not represent the highest appropriate density to support Agate Street as a significant street with important institutional uses.

AA 73 fronts East 15th Street to the immediate north of the Knight Law Center. When it was designed, the Knight Law Center was pulled back from the street partly to maintain visibility to the Natural History Museum, and that visibility should be maintained rather than using that space for a possible expansion.

AA 73 presently meets East 17th Avenue with buildings that are smaller than the institutional zoning allows, and which the higher-density idea of the northwest area of East Campus would suggest. In addition, the Olum Center is a relatively new building, and it might be difficult to replace it soon. Likewise, the city fire station, although on University land, is well established at the corner of Agate and 17th.

Nevertheless, the southern end of AA 73 remains a very attractive site for a larger building, as it could help reinforce Agate Street as a street with symbolically important University buildings, as well as help establish the 17th Avenue as a street with an active, mixed character.
AA 74: AA 74 contains significant potential for new institutional buildings. In order to improve the character of Agate Street as a significant street with public exposure to the campus, the parking in at least one of the parking lots next to Agate Hall should be moved to locations consistent with this plan, and the resulting space considered for new institutional buildings.

With Agate Hall and possible additional building(s) along Agate Street, AA 74 may have a good part of its lot coverage along Agate Street. But in order to reinforce Columbia Street as a significant campus open space, there should be sufficient building and small open spaces on the west side of Columbia Street to help give definition to the street along its edge.

The northern end of AA 74 is similar to the southern end of AA 73. Within the Institutional zone, the present parking lot and houses might be replaced with a larger building or buildings that would reinforce Agate St. as well as East 17th Ave.

AA 75: The northern end of AA 75, presently occupied by several smaller houses, provides an opportunity to strengthen East 17th Ave. with a larger building or buildings within the Institutional zone. Such a building should also work together with AA 53 across Moss Street, and AA 74 across Columbia Street, to help reinforce these streets as effective campus open spaces.
Simulation 1
Simulation 2