



RDG...

PA

University of Oregon – Student Recreation Center
Workshop #7 – Schematic Design

Hello User Group Members...it's been awhile. We are looking forward to seeing you next week to both pick-up where we left off and engage you in determining where we are going. It should be fun...

Along with the Agenda for next week, you will find a few items pertaining to the following summary of work attached.

Schematic Design Drawings

Attached are the plans, sections and elevations that were produced after our last workshop in February and equivalent to those given to the cost estimators in early March.

Schematic Design Renderings

As you probably know, a group of students petitioned to place the projects back on a ballot for the Spring ASUO Election, which took place during the first week of April. Attached are these images which, along with the Schematic Design plans, were produced to assist in explaining the scope of the project to the voter's.

Cost Estimate Summaries

Two cost estimates were produced on the basis of the Schematic Design Drawings and additional narrative descriptions provided to the estimators. One estimate was prepared by the CM/GC for the project, Howard S. Wright Construction (HSW). The Independent Estimator commissioned for the project, Architectural Cost Consultants (ACC), prepared another estimate. Each estimate was reconciled with the other through a series of review meetings beginning March 12 and 13, and continuing through the next several weeks. We will share more detail about these at the meeting as needed.

Preliminary Scope Reduction Analysis

After reconciliation of the estimates, it is apparent that the Direct Construction Cost of the project as proposed is approximately \$5,400,000 over budget. Beginning on March 14 the Design Team has engaged the SRC Management Team in reviewing a number of Preliminary Scope Reduction Possibilities. These are the very real scope reductions that must be considered to bring the project in alignment with the budget. We will be sharing our recommendations at the meeting

Site Design/Bicycle Parking

Schematic Design work has continued within the 15th Street Designated Open Space as a means of meeting the Campus Planning policy for contributing to open space enhancements. In addition, bicycle parking space requirements have been clarified. Site development drawings related to the 15th street crossing and additional bicycle parking will be discussed at the meeting.





AGENDA

DATE	April 18 th , and possibly also April-20, 2012
LOCATION	University of Oregon – SRC Bonus Room

Wednesday, April 18, 2012

8:00am - Noon	Project User Group Meeting 7A – SSC, SRC PUG, SRC MGMT
8:00am	Opening Comments/Project Update (Gene Mowery)
8:10am	Student Steering Committee Comments and Questions
8:40am	Review User Group Agenda (Carl Sherwood)
8:45am	Review of Work since Workshop 6 – February: (Carl /Jack/Jeff) <ul style="list-style-type: none"> • SD Documents for Cost Estimating • SD Renderings for Student Referendum • Cost Estimates produced by CM/GC and Independent Estimator • Reconciled Cost Estimates = \$40,500,000+/- • Preliminary Scope Reduction Analysis evaluated with Mgmt. Group during Finals/Spring Break
9:15am	Review SD progress on Site Design/Bicycle Parking (Matt)
9:30am	BREAK
9:45am	Scope Reduction Analysis / Cost Reduction Strategies (Jack/Jeff/Carl) <ul style="list-style-type: none"> • Review supporting diagrams / Illustrations and discuss each item • Seek consensus on each item <i>Identify any additional information needed or conditions for approval</i> • Identify relative priority of each item
11:15am	Recap User Group Comments and Issues to be Resolved (Jack) <ul style="list-style-type: none"> • Seek (conditional?) Approval of Schematic Design • Discuss Recommendations to Campus Planning Committee
11:45am	Review Schedule for Completing Schematic Design – Wrapping Up all Work (Carl) <ul style="list-style-type: none"> • Submit Schematic Design Report • Obtain CPC Approval • Put all Work On Hold until start of Design Development
Noon	Adjourn



Wednesday, April 18, 2012

1:00pm – 5:00pm Design Team Work Sessions (Subject to Change)

Evaluate User Group feedback/direction
Refine Schematic Design
Refine Site Design
Review / Refine the Schematic Design Report
Prep for CPC Check-in Session

Thursday, April 19, 2012

Design Team Work Sessions, continued

8:00am – 6:00 PM Design Team Work continued, as required

Friday, April 20, 2012

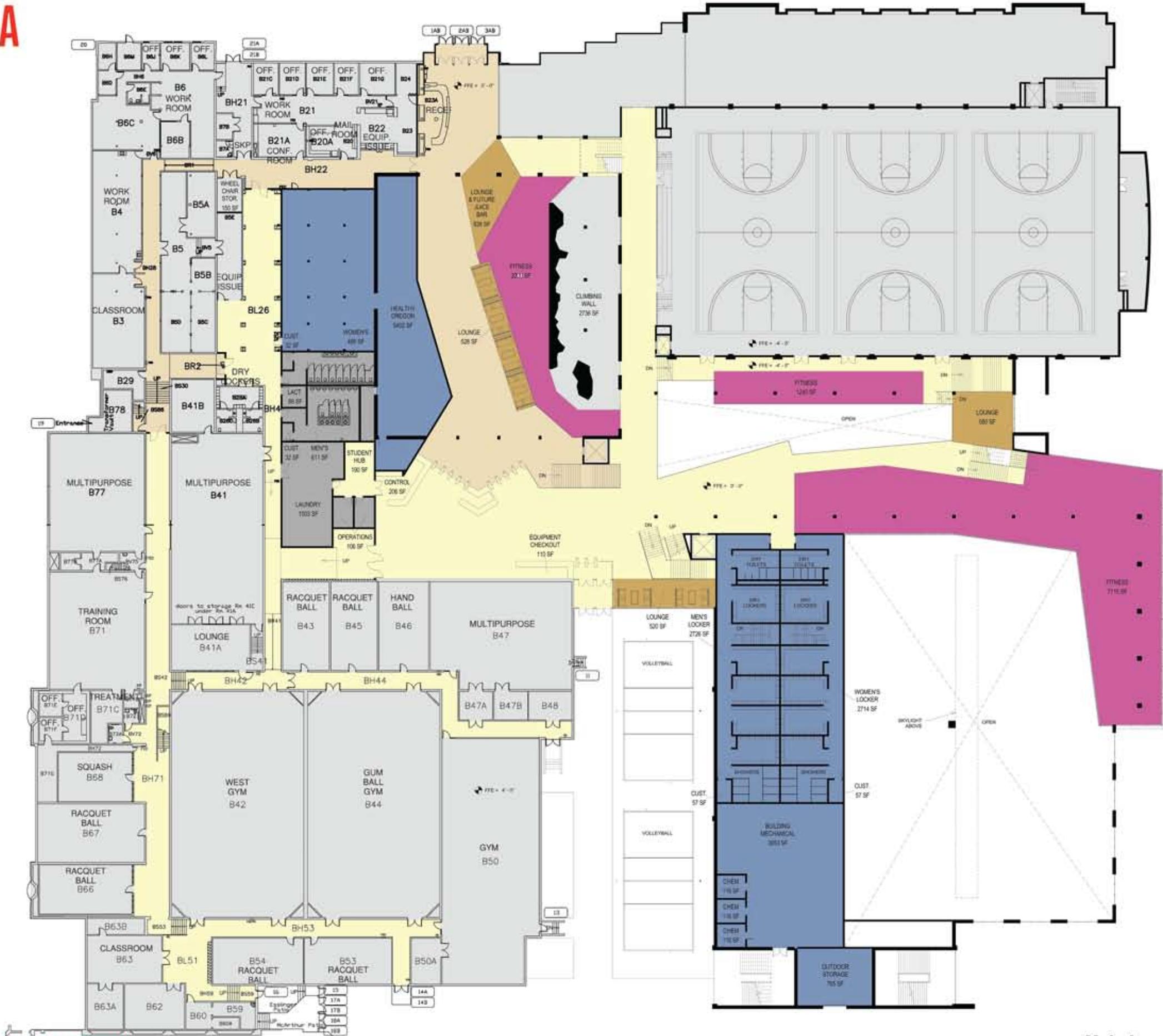
8:00am -11:00am Project User Group Meeting 7B – SRC SSC, SRC PUG, SRC MGMT

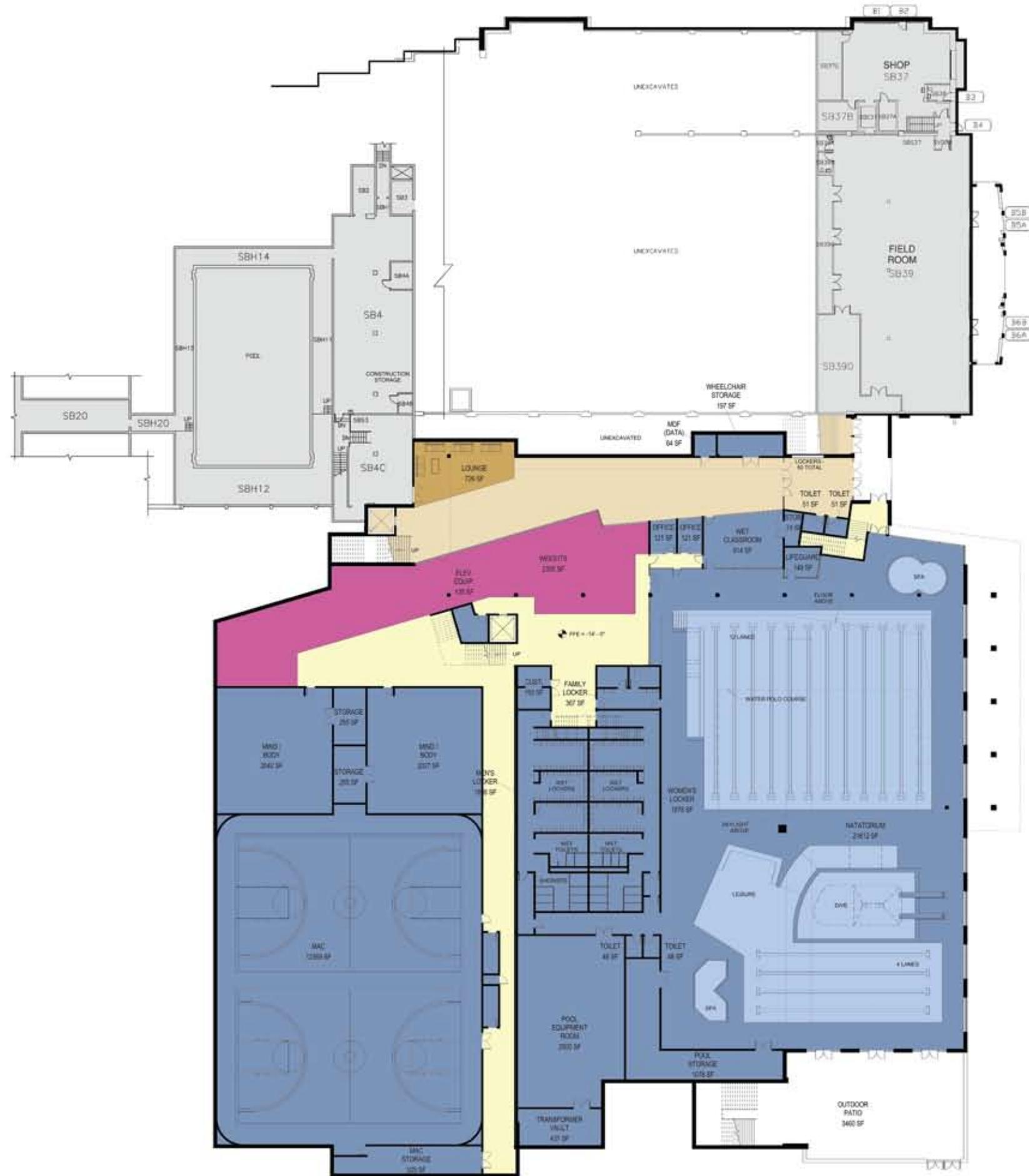
8:00am TBD (if required)

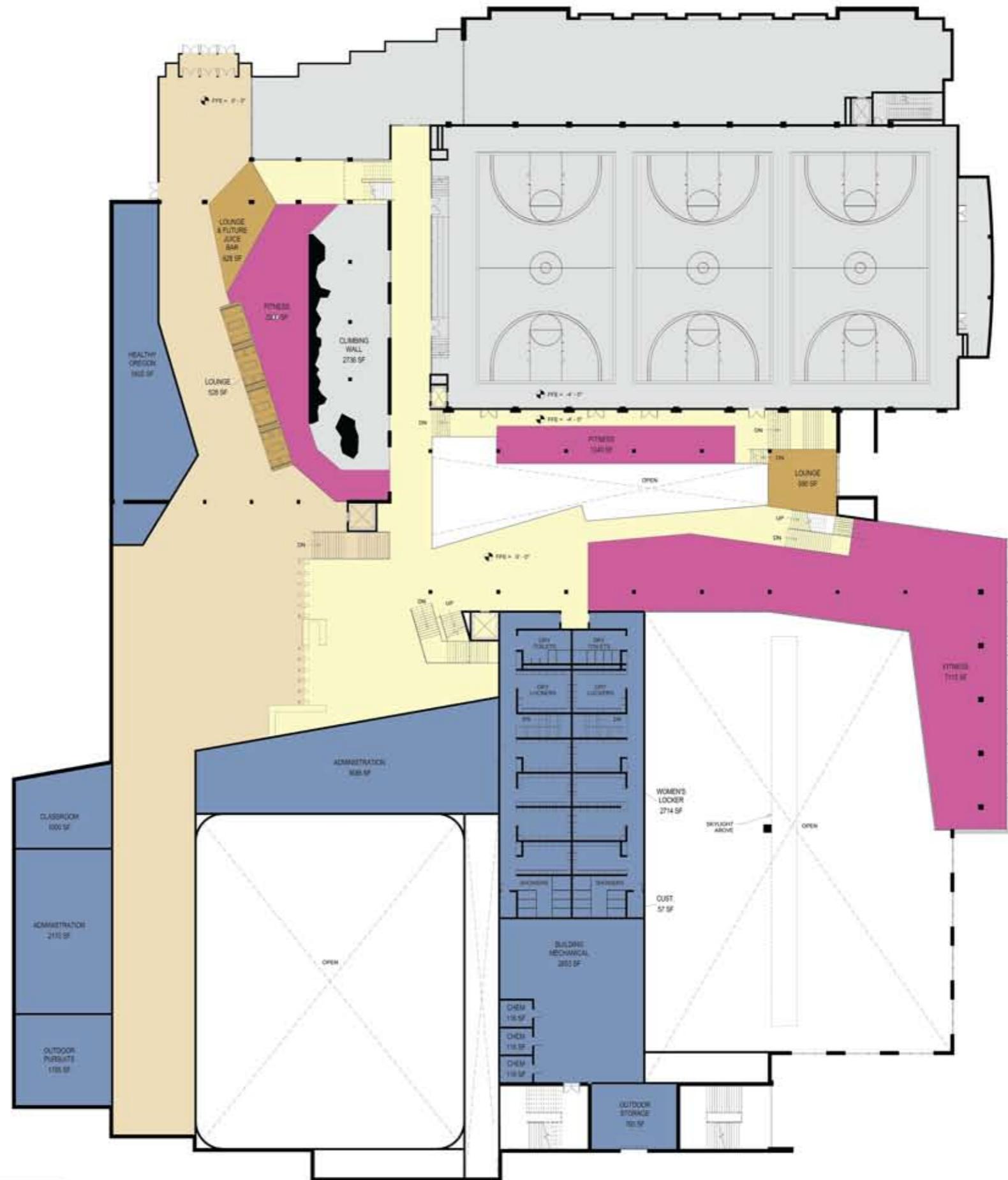
WORKSHOP OBJECTIVES

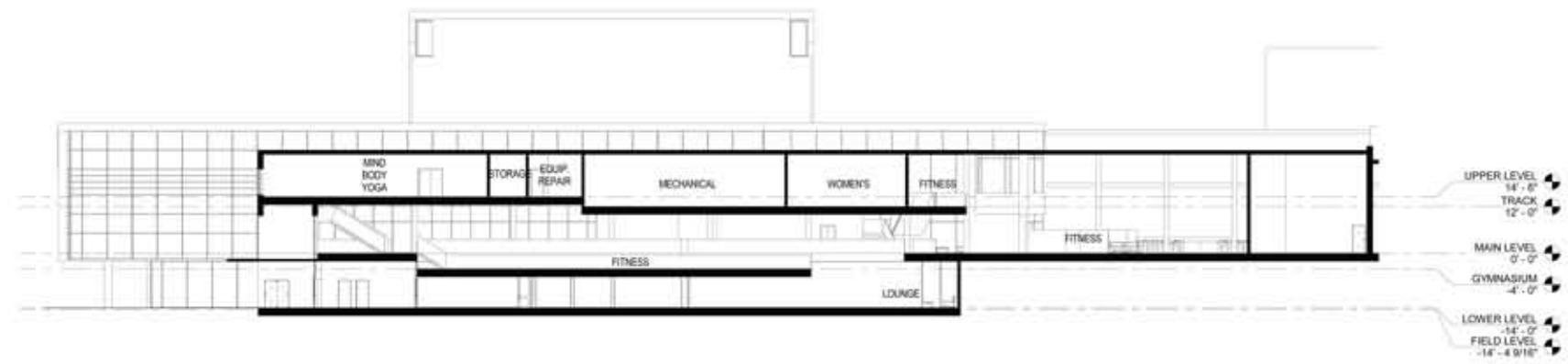
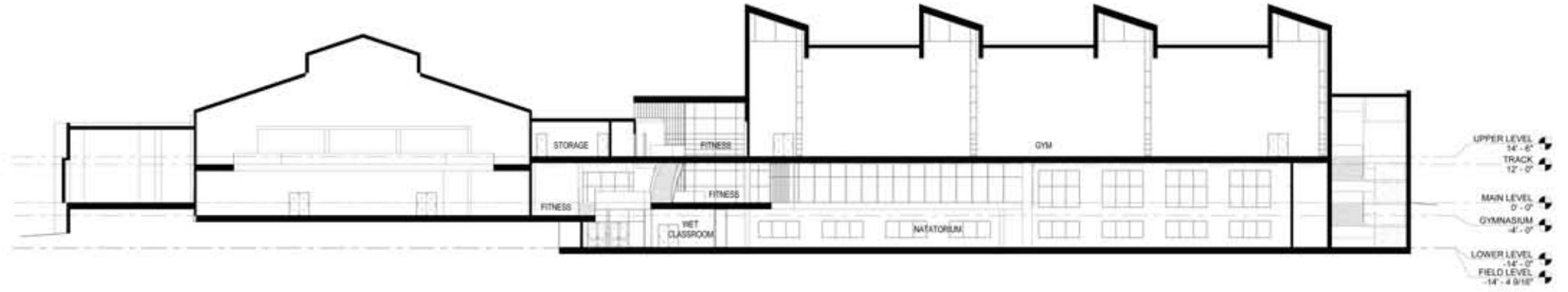
- Review / Adjust / Confirm Schematic Building Design
- Review / Adjust / Confirm Schematic Site Design
- Confirm Project Budget
- Prepare for CPC Review
- Prepare to put all Work on Hold until Design Development

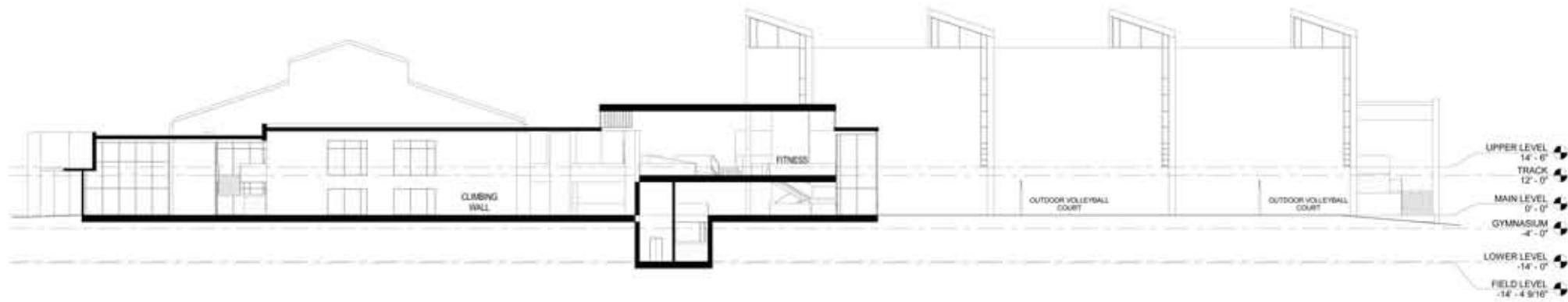








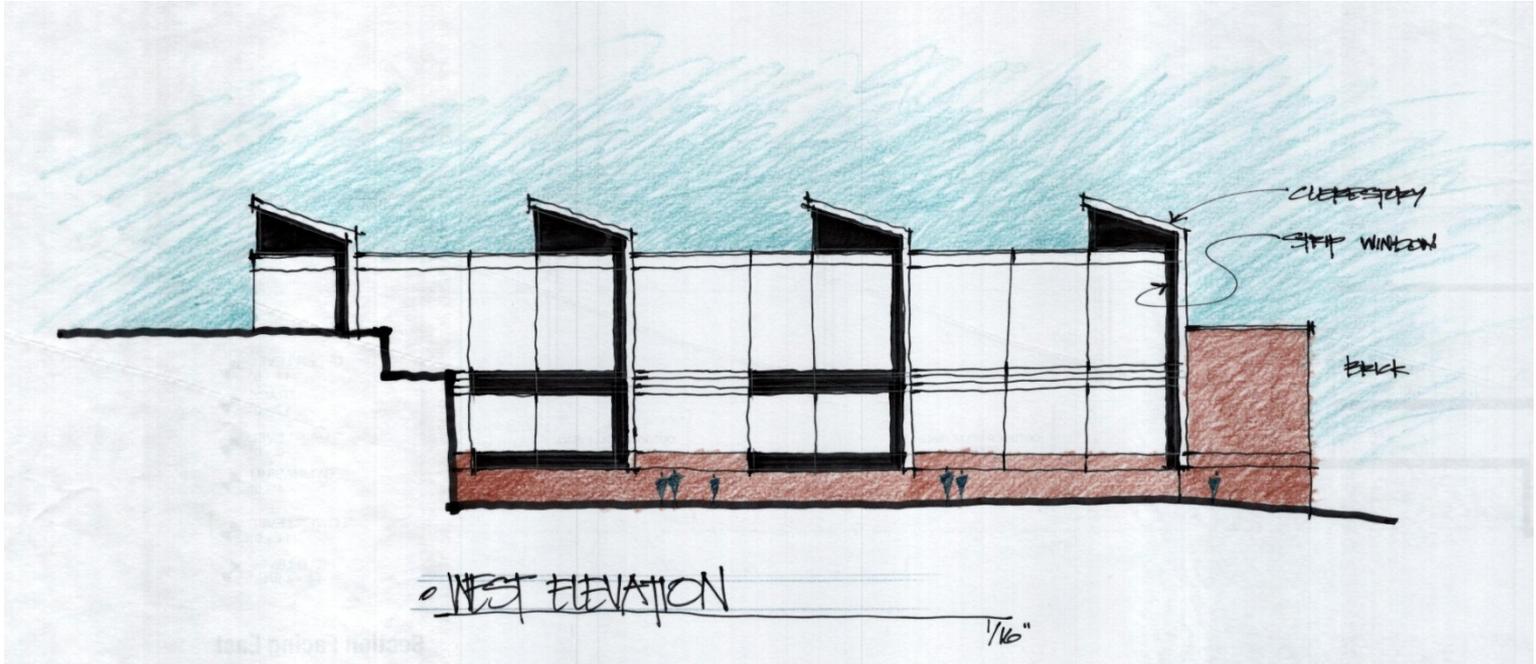




Elevation



Elevation







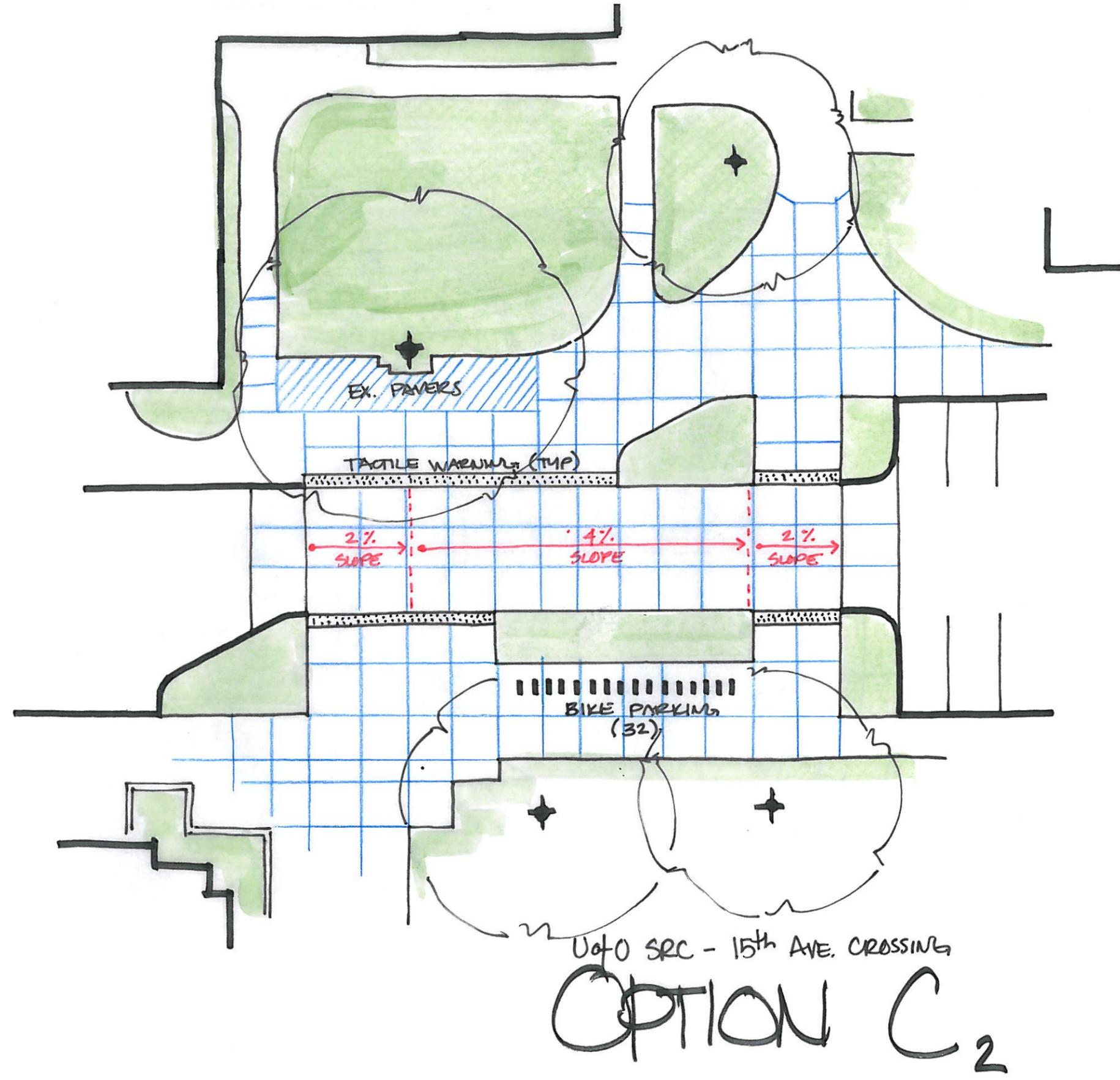












15th Street Crossing

SRC Bicycle Parking Requirements

(per Email 3/9/12 – from Emily Eng)

Total Required: 250-255 spaces

Of these spaces:

- 150 are required to be covered, leaves 80 open (230 total spaces general bike parking)
- 20-25 are required to be secure

Existing Spaces:

Currently the SRC has 146 spaces. The breakdown is below. The attached map shows the locations. I also attached the inventory for that area, for your reference.

- 88 covered (56 in area G1, 32 in area G4)
- 49 open (14 in area G2, 35 recently added on 15th Ave near front entrance)
- 9 secure (inside service entrance)

This means the SRC expansion & renovation project is required to provide 104-109 spaces in addition to what's existing (breakdown of additional: 62 covered, 30 open, and 11-16 secure spaces)

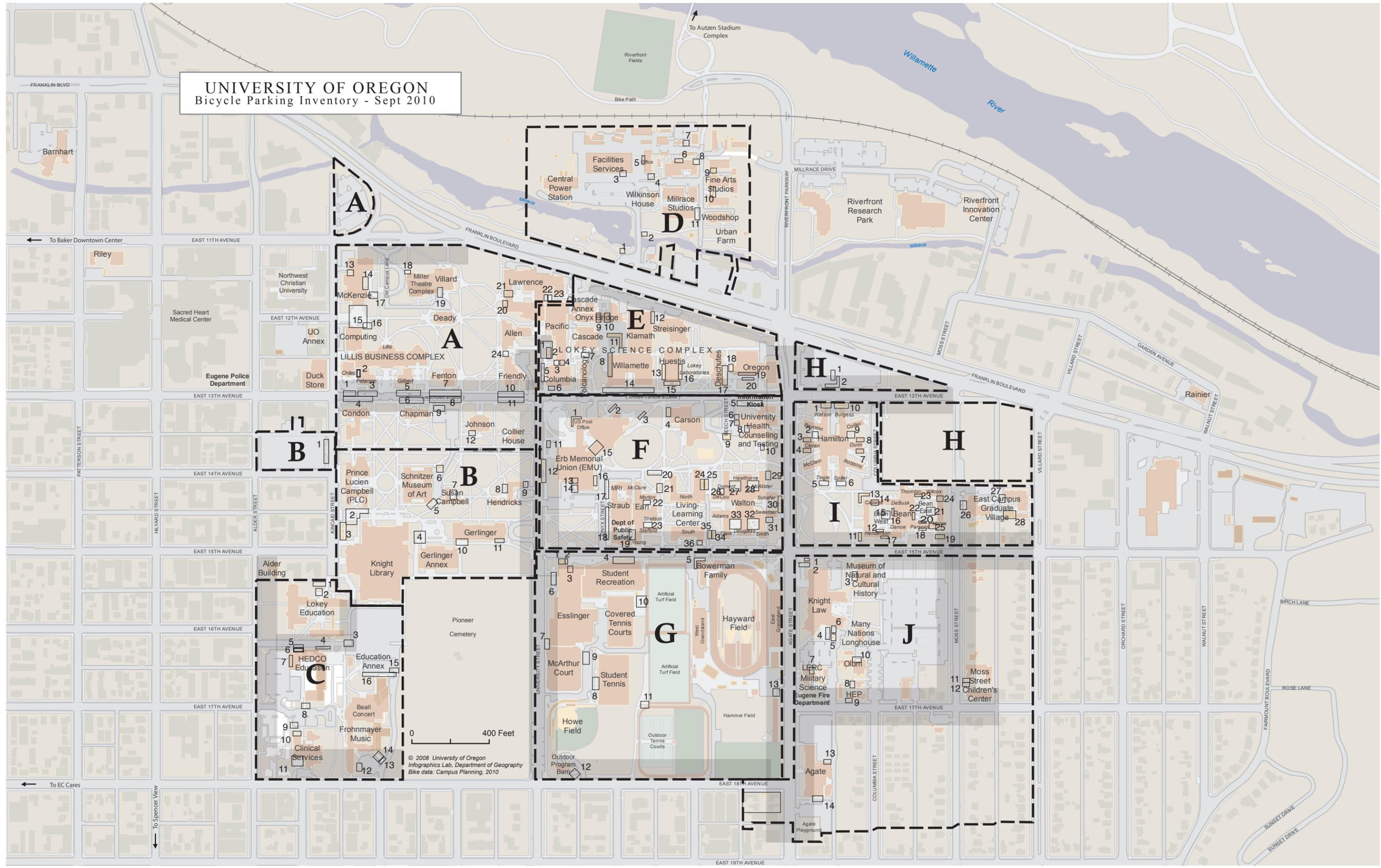
Spaces by Field 1 are not included in the counts above because they technically don't serve SRC users right now and are extremely underused. These will need to be replaced, but probably not 48 spaces (20 would be sufficient).

Location considerations:

- Should be convenient to the major entrances and along the desire path (ideally on the route to the entrance, not past it, causing people to back track. If there's a little backtracking, that's ok, but not if it's too far)
- Should be in locations where people feel it is safe to park their bikes, for the bikes and for themselves (i.e. places where there are "eyes on the street")
- When increasing capacity of existing covered areas, focus on NW corner of SRC (Area G1) on 15th Ave. The covered parking further down doesn't get as much use because it may be perceived as too far from the main entrance. We can always increase capacity later on if necessary.
- Allow for places to add bike racks or more capacity in the future (Area G1 on 15th ave could be one of these places)

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Bicycle Parking Inventory - Sept 2010



© 2008 University of Oregon
 Infographics Lab, Department of Geography
 Bike data: Campus Planning, 2010

		covered	commuter	secure	residence hall	Short Term	Short Term Covered	Commuter	Secure	total # for area	Note
G	1 SRC NW 15th	covered	✓	✓					56	56	
G	2 SRC 15th NW uncov.					14				14	
	SRC 15th Ave West					35					Recently added
G	3 Student Rec Ctr Interior				✓				9	9	
G	4 SRC 15th East	covered	✓	✓					32	32	
G	5 Bowerman Building		✓	✓					21	21	
G	6 Esslinger NW University St.					90				90	
G	8 Tennis W					24				24	
G	9 Mac Court NE					6				6	
G	10 Rec Center E					48				48	
G	11 Turf Field SW					8				8	
G	13 Hayward E					8				8	