

Form

It is formed by the two portions of the Living-Learning Center on the north and south, Earl Hall Complex to the west, and Walton Hall Complex to the east.

Pathways/Gateways

The western edge of this space is crossed by the Emerald Axis, an important north/south route in the area. The less defined pathway along the eastern side connects 13th Avenue to 15th Avenue via Beech Street. It serves as a designated bike route and provides service access.

Trees/Landscape

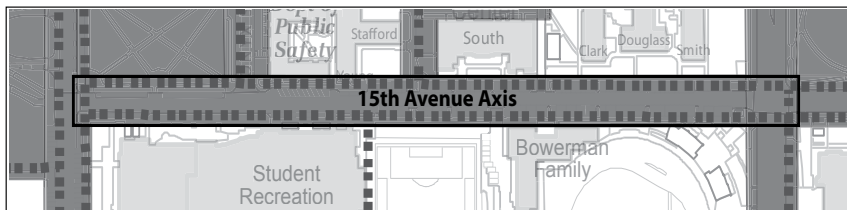
The area was designed to be sun filled and contains only a few small trees.

Opportunities and Constraints

If Walton Hall Complex is redeveloped or the ground floors of Earl Hall Complex are remodeled as classrooms, this green may become an important link between the west and east parts of the campus and eventually to the larger open-space framework on the green's east side. Efforts to enhance the pedestrian use of the pathway on its eastern edge connecting 13th Avenue and 15th Avenue are encouraged.

15TH AVENUE AXIS: UNIVERSITY STREET TO AGATE STREET

(See description in the Student Housing Design Area for the Agate Street to Villard Street portion of this axis, page 118.)



Current Use

This axis functions as a traditional street with two lanes of traffic, head-in parking, and heavily used sidewalks on both sides. It is a designated bicycle route, and bicycle traffic mixes with autos. It is an important connection to East Campus.

Form

At its western end the axis intersects with University Street. The western portion is formed on one side by the entrance terrace to the Student Recreation Center. Form is also given by the covered bicycle racks of the recreation center. To the north of the recreation center are the Straub Hall Green with large conifers that line the axis and the southern side of Straub Hall itself, which helps to form the northern edge of the axis. East of Straub Hall the axis is not particularly well formed but takes some form from the fencing along the recreation fields, the northern edge of the Bowerman Family Building, the Living-Learning Center, and Powell Plaza. Completed projects within the axis that are designed to enhance the pedestrian quality include identified pedestrian crossings, wider sidewalks, a gateway at the intersection of 15th Avenue and Agate Street, and head-in parking with planting islands.

Pathways/Gateways

The 15th Avenue Axis is an important pedestrian connection to East Campus. Although some improvements to the connection have been made, it is not well implemented. The gateway elements at the intersection of this axis with Agate Street provide a signal to those entering the university that they have arrived. This axis connects to an important pathway that crosses through the athletic fields in the Southeast Campus (Academics, Athletics, and Recreation) Design Area and terminates at 18th Avenue. (See page 113 for more information about this pathway.) It also connects to the pathways in the Emerald Axis and University Street Axis.

Trees/Landscape

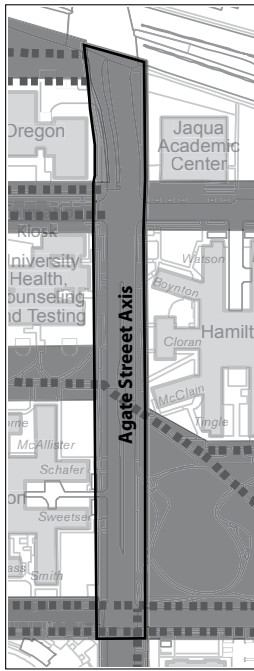
At its western end the large, mature trees in the Straub Hall Green line the axis. The axis will benefit as newly planted trees in the landscaped islands mature. (Refer to the *Campus Heritage Landscape Plan and Survey of Historic Buildings and Landscapes*.)

Opportunities and Constraints

Proposals in this area should preserve and strengthen the 15th Avenue Axis. As redevelopment occurs in this area and as the East Campus Area develops, the significance of this axis will grow. Over time the emphasis should shift from automobile use to pedestrian use with this shift beginning on the portion of the axis west of Earl Hall. The axis east of Earl Hall is likely to remain dominated by automobile parking for some time. Additional tree plantings are needed to help define the axis. Opportunities to better connect this axis to the 13th Avenue Axis should be explored and implemented as redevelopment of this Design Area occurs.

AGATE STREET AXIS: FRANKLIN BOULEVARD TO 15TH AVENUE

(See description in the Southeast Campus Design Area for the 15th Avenue to 18th Avenue portion of this axis, page 115.)



Current Use

Agate Street, owned by the city and classified as a minor arterial, is used heavily by autos and bicycles. Many visitors enter the campus by turning onto Agate Street from Franklin Boulevard.

Form

In addition to the typical street configuration (two lanes of auto travel with sidewalks), it is noted for its landscaped center median and striped bicycle lanes. Much of its form comes from its mature street trees. Buildings do not play much of a role in forming this space.

Pathways/Gateways

The intersection of this axis with Franklin Boulevard is the major auto entrance to the university campus. The pedestrian crossing midway between 13th Avenue and 15th Avenue is an important and needed element of pedestrian travel linking main campus to the eastern residential areas and entire East Campus Area; it also has been blamed for decreasing the efficiency of automobile travel on the street, which, in turn, has created additional traffic on residential streets as cars seek alternate routes. Recent improvements to the crossing design have mitigated some of these concerns. However, the functioning of the mid-block pedestrian crossing may be

addressed further as the city studies changes to the operation of the street. Pedestrian crossings at the intersections of 13th and 15th Avenues also are important.

Trees/Landscape

The Agate Street Axis has the character of a typical tree-lined street. It is lined in a formal arrangement with large-canopy deciduous trees consisting mostly of American sweetgums, scarlet oaks, and American elms interspersed with other deciduous trees. The canopy is enhanced by a tree-lined median between 13th Avenue and 15th Avenue.

Opportunities and Constraints

Proposals in this area should preserve and strengthen the Agate Street Axis and acknowledge the importance of the intersections at Franklin Boulevard, 13th Avenue (refer to the *University Campus East Gate Feasibility Study*), and 15th Avenue. Further enhancement of the axis through buildings and tree canopy is desirable to improve the appearance of the primary gateway to the university, to help connect East Campus to central campus, and to shade the street surface. The motorist's view of the pedestrian crossing should not be impeded. Refer also to the *2003 Development Policy for the East Campus Area*. (Refer to the Northeast Campus Diagnosis.)