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1. INTRODUCTION

This report provides key design and development criteria for a new mid-rise mixed use facility located at the site of the former Sawyer Hall student residence within the University of Cincinnati’s Uptown Campus. The intention of these criteria is to define the key site opportunities and constraints in response to the evolving changes occurring within the campus and surrounding vicinity, and to align with broader campus plans and initiatives occurring beyond this specific project.

Under the direction of University Architect Mary-Beth McGrew, and Project Manager Dennis Funke, the process undertaken in preparing this report was based on the engagement and consultation of members of the senior administration, select faculty and staff, and student representatives. This allowed us to both confirm and expand on our thinking, resulting in a framework that identifies objectives to help realize an excellent facility, and that also facilitates discussion concerning the broader goals for the University of Cincinnati.
The key findings of this report are summarized below:

1. The proposed new facility is located at the terminus of an important view corridor originating from the Main Street pedestrian plaza, and as such warrants architectural and design excellence.

2. The redevelopment site is well-positioned to harness and foster surrounding pedestrian flows, but this is largely dependent on the size and footprint of the proposed building.

3. There is merit in establishing a transit hub in the eastern portion of the main campus that consolidates transit services serving the University of Cincinnati campus. The careful management of vehicular transit can contribute to further improving the pedestrianization of the campus.

This report is organized into the following main sections:

- **Existing Conditions:** Provides an understanding of the existing building uses, pedestrian flows, campus gateways, vehicular movements, and areas of change surrounding the site of the proposed new facility.

- **Policy Context:** Reviews the original proposals for redeveloping the campus' north-east quadrant, as discussed in the University of Cincinnati Master Plan (2000).

- **Opportunities and Constraints:** Explores the opportunities and constraints for achieving change as part of the Sawyer Hall redevelopment project.

- **Design Objectives:** Identifies a set of development objectives intended to take advantage of site opportunities and contribute towards broader campus goals.

- **Precedents:** Illustrates a collection of built projects and designs that support the key Objectives for the mid-rise, mixed-use facility.
2. EXISTING CONDITIONS

When examining the existing conditions of the Sawyer Hall redevelopment site, it is critical to appreciate the site’s relationship with the broader Campus Green open space, and the surrounding city streets and neighborhoods that connect with the University of Cincinnati.

The Campus Green covers a significant amount of land within the north-east quadrant of the campus, and is a major feature providing connectivity between local campus facilities and student spaces in the immediate area. It is intersected by local city streets that enter into and become part of the University of Cincinnati campus, including West University Avenue and West Daniels Street. These city streets link with surrounding city neighborhoods, including the student residences along Jefferson Avenue and the shops and restaurants located on Vine Street.

The purpose of this section is to assess the proposed new facility at a variety of scales in order to understand the patterns of connection, movement, and influence between the new facility and its surrounding areas, identifying how these relationships can be improved upon and how broader campus goals can be met.
2.1 OPEN SPACE

The Campus Green is the largest consolidation of open space located within the University of Cincinnati campus. Once the location of a major surface level parking lot, the creation of the Campus Green has resulted in the establishment of a vibrant new district and social gathering destination situated at the core of the campus.

Designed by landscape architect George Hargreaves in 1998, the Campus Green consists of distinct topographical and landscaping features that include braided intertwining pedestrian pathways arranged to be emblematic of the ravine that once traveled through campus. These pathways intersect their way throughout the open space, providing connections amongst the buildings that frame the Campus Green.

As the Campus Green open space is the site of a river and ravine that once traversed the University of Cincinnati’s campus, there is considerable variation in topographical grade between the Campus Green open space and the former location of the Sawyer Hall redevelopment. Owing to this topography,
the site of the proposed redevelopment is situated on an elevated plane that makes for a visually prominent location, particularly when viewed from the Main Street pedestrian plaza located at the heart of campus. The Main Street plaza provides a connection between the historic Academic Ridge District located in the southwest quadrant, towards the more modern facilities of the Campus Green District found in the northeast quadrant. The Sawyer Hall site thus merits a building exhibiting a contemporary design that complements the dichotomy between the University of Cincinnati’s historic and modern architectural themes.


2.2 BUILDING USES

The Campus Green District is framed by a number of facilities that are joined together by the Campus Green open space, which integrates much of the activity occurring between these uses.

The now vacant site of the former Sawyer Hall student residence building forms a portion of the Campus Green’s eastern edge in addition to the Scioto and Morgens Hall residences, which were collectively referred to as the “three sisters” on campus. The Morgens Hall and Scioto Hall residences are presently undergoing a major renovation that involves a re-cladding of their exteriors to incorporate a glass facade that will provide an updated aesthetic to both buildings. The proximity of these existing high density student residences with the Campus Green open space will ensure that the broader district remains consistently active and well-used.

In addition to the residence halls located on the east, the Campus Green District also connects with a number of other academic and student residence facilities, including the Lindner School of Business, Langasm Library, Engineering Research Center, and Myers Alumni Center towards the west, and the Campus Recreation Center (CRC), Armory Fieldhouse, French Hall, Student Residence Hall, Schneider Hall, and Turner Hall towards the south. Many of these facilities have either recently undergone renovation, or are being planned for renovations shortly.

In addition to the redevelopment of the Sawyer site. Other current initiatives include redevelopment of the Fifth Third Arena and the Meyers Alumni Center.
Existing Campus Building Uses & Pedestrian Connections

Redevelopment Initiatives

Campus Green District

Academic
Retail
Recreation
Administration
Service
Student Housing

Langsam Library
Burnet Woods
Lindner Hall
Myers Alumni Center
Campus Recreation Center
Armory Fieldhouse
French Hall
Daniels Hall
Turner Hall
Schneider Hall
PEER
60 West Charlton
Sheakley Athletes Center
Corryville Catholic School
Old St. George Church
University Plaza
Environmental Protection Agency
Corryville Public Library
Marge Schott Stadium
Edwards Center
Calhoun St
William Howard Taft Rd
Corry St
Charlton St
Daniels St
Oak St
Donahue Ave
Stetson St
University Ave
Daniels St
Charlton St
Corry Blvd
Corbett Dr
Campus Way
Woodside Dr
Campus Green Dr
Clifton Ct
Commons Way
Dennis St
Champions Ave
Rochelle St
Jefferson Ave
Vine St
Auburn Ave
Vine St
Glendora Ave
Vine St
McMillan St
University Park Apartments
Gettler Stadium
Nippert Stadium
Rhodes Hall
Student Life Center
Tangeman University Center
Geology Physics Building
Braunstein Hall
McMicken Hall
University Pavilion
Teachers College
Van Wormer Hall
Corbett Center
For Performing Arts
Dieterie Vocal Arts Center
Mary Emery Hall
Calhoun Hall
YMCA
MarketPointe at Siddall
Memorial Hall
Blegan Library
Engineering Research Center
Rieveschel Hall
Aronoff Center
Wolfson Center
Old Chemistry Swift Hall
Fifth Third Arena
University Avenue Garage
Central Utility Plant
Procter Hall
University Hall
The Vontz Center for Molecular Studies
Marriott Kingsgate Conference Center
Scioto Hall
Morgans Hall
Varsity Village Dr
Scioto St
Campus Green
Medical Campus
University Commons
Medical Campus
University Commons

Existing Campus Building Uses & Pedestrian Connections
2.3 MOVEMENT

2.3.1 PEDESTRIAN FLOWS

Primary flows of pedestrian traffic includes students and staff traveling to and from the Scioto residence halls, commuters walking to and from their parked vehicles at the University Avenue parking structure, and pedestrians moving between the main west campus and the University of Cincinnati Medical Campus (located north of Martin Luther King Drive and east of Vine Street).

Another significant source of traffic stems from the Main Street pedestrian retail plaza, which runs through the heart of the campus between the historic Academic Ridge District on its southwestern periphery and the Campus Green District on its northeastern periphery. Main Street provides connection to a number of major uses that generate significant activity, including the Nippert Stadium, the Steger Student Life Center, and the Tangeman University Center.

An objective of the Precinct Plan is to reinforce key pedestrian connections between activity areas.
2.3.2 GATEWAYS

The University of Cincinnati’s north-east quadrant contains a number of well-used primary gateways into campus, establishing this area as a major point of connection with the broader community. Martin Luther King Drive West binds the north end of the Campus Greens District, which accommodates heavy amounts of vehicular traffic moving east and west. The eastern edge of the campus is bound by Jefferson Avenue, which consists primarily of detached residential units including a number of privately owned student residences. The rest of the Uptown Campus extends through the areas south and west of the Campus Green District.

The eastern gateways into the University of Cincinnati and the Campus Green District are unique in that they provide an interface where the historic street grid intersects with the campus. For example, the West University Avenue entrance off of Jefferson Avenue is a major gateway into campus, and extends its way into the fabric of the campus as a pedestrian-only street with an uninterrupted view corridor terminating at the Engineering Research Center building. West Daniels Street also provides access into this quadrant, connecting with Commons Way which loops up to join with University Avenue. Although not considered a primary gateway, Scioto Street is narrow lane way from MLK that provides access to the University Avenue parking structure, and additionally acts as a service lane for the adjacent student residence buildings.

For pedestrians entering from Martin Luther King Drive, the Campus Green is a main entry point made up of wide vistas and numerous walking paths that offer visual and physical connections into the university grounds. Access from MLK is likewise available for commuters via Campus Green Drive with parking available at the Campus Green Garage and Alumni Center outdoor parking lot. Movement across the MLK-Jefferson-Vine intersection is necessary for students crossing between the east and west campuses, and is compromised by the high vehicular capacity of these thoroughfare roads. The navigation of this problematic connection involves the crossing of six lanes across Martin Luther King Drive, followed by another nine lanes across Vine Street, making for an uncomfortable and unsafe pedestrian experience for students.
Primary Pedestrian Flows

Main Street Plaza

Activity Areas:
- Calhoun Neighborhood Center
- Vine Neighborhood Center

Existing Pedestrian Circulation Network

Pedestrian Barriers

Key Pedestrian Connections to be Established

Primary Pedestrian Flows

Pedestrian Gateway
2.3.1 CAMPUS TRANSIT

The primary transit service available to the University of Cincinnati include the university operated UC Transportation Services, which offers shuttle bus service to both on and off campus locations to key neighborhoods and destinations throughout Cincinnati. The City of Cincinnati’s METRO bus service also operates a number of bus routes adjacent to the university, including stops at the intersections of West University and Jefferson, and West Daniels with Jefferson.

The City of Cincinnati is currently in the midst of constructing a new streetcar line that runs throughout the downtown core. A second phase called the ‘Uptown Connector’ has been proposed, which would include an extension of the downtown LRT line to the University Plaza located at Vine and Corry Street.

All options currently being considered terminate at the University Plaza, and do not include any further extension into campus. The development of the Uptown Connector phase of the project has not yet received Council approval or funding commitments from the City of Cincinnati.

Although the streetcar initiative does not directly impact the planning and design of the Sawyer Hall redevelopment site, the potential for connecting to and interacting with this initiative is a significant opportunity for the University, informing the evolution of the eastern portion of the Uptown Campus.
2.4 CORRYVILLE & CLIFTON HEIGHTS REVITALIZATION

Calhoun Street, located in the Clifton Heights neighborhood, has recently experienced considerable reinvestment with the construction of the Calhoun Street Marketplace mixed use development, providing a strengthened retail corridor for the local community that draws in students from the University of Cincinnati campus. The project was largely successful, bringing in new shops, restaurants, and residences that have made Calhoun a vibrant and active retail corridor.

This investment is now being directed towards Vine Street, where a new mixed use development comprised of rental units and retail spaces is contributing to the revitalization of the corridor. As a result of this new development, many shops and businesses are returning to Vine Street and are steadily occupying the once empty storefronts. Vine Street, being the retail, commercial, and entertainment heart of the Corryville neighborhood, is a pedestrian oriented strip located one block east of Jefferson Avenue that consists of a mix of uses found in two to four story buildings positioned along a consistent urban frontage.

Commonly referred to as the ‘Short Vine Corridor’, the segment of Vine between Corry Street and MLK was once part of the thoroughfare that runs north-south through the City of Cincinnati, which now instead diverts to Jefferson Avenue for the portion adjacent to the University of Cincinnati. Short Vine begins as a four lane road south of MLK, and further reduces down to two lanes past West Daniels Street. Accordingly, the lot sizes become smaller, the parcel fabric becomes more fine-grained, and the sidewalks become wider south of Daniels Street, making the corridor more appealing and comfortable for pedestrians.

Vine Street terminates at Corry Street, where the now defunct University Plaza Shopping Center is currently located. The decrepit plaza was purchased by a local developer in 2008 who has discussed plans for the large scale retail redevelopment of the site. In addition to contributing towards the continued revitalization of Corryville, this would also offer the opportunity to restore the former alignment of Vine Street and improve traffic flow throughout the corridor.
The retail programming of the Main Street plaza was specifically designed as not to conflict or compete with the growing retail districts located along the Short Vine Street and Calhoun Street corridors. As such, these three districts serve as strong complements to each other, together forming a ‘ring’ of pedestrian oriented retail activity that serves to improve the relationship between the campus and the surrounding neighborhoods.
3. POLICY CONTEXT

3.1 CAMPUS MASTER PLAN

The University of Cincinnati Master Plan (first created in 1991 and updated in 1995 and 2000, with an overlay appended in 2004) provides a blueprint for realizing the implementation of new buildings and facilities, defines the relationship between the various campus spaces, and locates the University of Cincinnati within the wider context of the community and the city as a whole.

When reading the Campus Master Plan, it becomes apparent that not all of the broader objectives have been carried out as per the specific guidelines initially described due to any number of reasons. However, as discussed later in this report, many of the overarching ideas behind these objectives still hold true today, with possibilities for reconsidering them through alternative means.

The Master Plan recognizes the difficulties created by the “three sisters” residence halls and the University Avenue parking garage, due to the physical and visual obstacles they form between the east and west campuses. This obstacle manifests itself in terms of the poor pedestrian experience and lack of integration or relationship between the two campuses.

To address this issue, the Master Plan describes the intention to bury the northern half of the parking garage and to redevelop the residence halls for lower height and density. The objective would be to open up opportunities for improved physical and visual connections between the east and west campuses by creating new tree-lined pathways and pedestrian crosswalks to overcome the crossing of Martin Luther King Drive, Vine Street, and Jefferson Avenue (see Figures 1, 2, and 3). Achieving this would require the completion of the proposed Martin Luther King Jr Drive, Vine Street, and Jefferson Street intersection reconstruction in order to eliminate the diversion of Vine Street’s thoroughfare traffic to Jefferson Avenue, effectively reconfiguring the intersection from a 5-way into a 4-way stop. Work on the MLK-Jefferson-Vine intersection reconfiguration is yet to have commenced.

Since then, the University of Cincinnati has instead opted to re-clad the Morgens Hall and Scioto Hall buildings, and has since demolished Sawyer Hall for it to be redeveloped as a new mixed use residence. With this decision, the plans for improving connections between the east and west campuses by creating new pedestrian connections becomes less probable for the time being, but remains an option in the future if improvements are made to the MLK-Jefferson-Vine intersection.

Thus, the challenge today is to realize the broader objectives identified in the campus Master Plan within a new pattern of development that reflects the continued existence of the University Avenue Parking Garage.
Campus Green residences after demolition with new pathways to East Medical Campus

Previously conceived connections between east-west campuses.

Campus Green Housing in 2000 (buildings proposed to be demolished outlined)
The City of Cincinnati’s Comprehensive Plan identifies the Corryville and Clifton Heights neighborhoods surrounding the University of Cincinnati campus as “Urban Neighborhoods”, described as single and semi-detached row house buildings located near walkable business districts connected through a network of small to medium sized neighborhood blocks. The Plan recognizes that these areas are already established pedestrian scaled main streets surrounded by residential communities, and identifies them as locations to focus revitalization efforts, which may include investments in new civic infrastructure or enhancements in neighborhood walkability and connection with the wider community.

Although the Sawyer Hall site is not located directly within either the Corryville or Clifton Heights neighborhoods, the ongoing revitalization occurring in both areas represent opportunities that can be leveraged by the University of Cincinnati to improve relationships between the campus and surrounding communities. As these neighborhoods are quite walkable already, improved pedestrian connections from within campus to these communities will increase the ease of access to shops and restaurants for students. This in turn will also increase foot traffic into these commercial districts, contributing to the revitalization taking place in these neighborhoods.
4. OPPORTUNITIES & CONSTRAINTS

4.1.1 SETBACKS & ALIGNMENT

The original Sawyer Hall residence building consisted of a relatively small building footprint, but was able to accommodate greater densities due to the building’s height. The ‘slab’ style tower was surrounded by landscaping and thus did not fully extend out towards adjacent pedestrian pathways. The current redevelopment of the site has proposed to incorporate a mid-rise building design, which would accommodate density by extending the building’s footprint outwards instead of upwards. This particular design will be an effective layout for creating comfortable pedestrian realms with human scaled buildings that are most successful when located directly adjacent to sidewalks, pathways, and streets.

To a large degree, the design of the new building will be influenced by the setbacks and alignments from the key edges and frontages that surround the redevelopment site. Building to the established frontage line would ensure that the new development would align with Scioto Hall and the University Avenue garage, as did the original Sawyer Hall residence building. However, due to the
size and configuration of the proposed uses (yet to be determined), the desire to engage with external pedestrian routes, and the overall magnitude of the entire project, there may be a benefit to expanding the building footprint beyond the established frontage line to the potential frontage line.

- West: The north-south pedestrian pathway and fire lane located directly west of the Sawyer Hall site creates a strong edge between the new building and the Campus Green open space, and provides an important pedestrian connection from Martin Luther King Drive into the campus. Although the western edge offers some area for expanding the proposed facility’s building footprint, any encroachment into the adjacent pathway will impact the north-south movement of pedestrians through the Campus Green open space, as obstruct part of the views looking south from Martin Luther King Drive into the campus and alter access for emergency services.

- East: Scioto Street comprises the eastern frontage of the redevelopment site. Scioto continues to be used today for both providing vehicular access to the adjacent parking structure, as well as acting as a lane way that will service the proposed new facility in addition to the existing residence halls. Thus, any new development will be constrained by Scioto Street, as little room is available for modifying the building footprint along the eastern exposure without impacting movement along this lane way.

- North: The existing Scioto Hall residence facility, currently undergoing a renovation process, neighbors the proposed new facility along its northern frontage. Scioto Hall thus represents a hard boundary constraining expansion along the redevelopment site’s northern edge.

- South: The southern edge of the redevelopment site is formed by West University Avenue and the existing transit shelter stop. There is currently plenty of open space between the footprint of the former Sawyer Hall residence building and University Avenue, offering some flexibility with respect to expanding the new facility’s footprint.
Due the recent redevelopment efforts occurring on the Short Vine corridor and the addition of new student residences on Jefferson Avenue, strengthened east-west connections and improvements to the West University Avenue gateway would increase the campus’ relationship with the transitioning Corryville neighborhood, allowing students and staff to access the retail and entertainment district that is re-emerging in this area. An improved east-west connection along West University Avenue together with the improvement of Vine Street would also provide an alternative pedestrian route between the University of Cincinnati’s east and west campuses, avoiding the problematic route that involves navigating the heavy automobile traffic of the MLK-Vine intersection.

Again, the degree to which the proposed new facility is able to facilitate the improvement of surrounding pedestrian flows will be largely dependent on the size and magnitude of the building footprint and the degree of influence it has on adjacent boundaries. A building footprint that extends close to West University Avenue, combined with an open and inviting design that draws users into the site will create a more pleasant and engaging experience for pedestrians.
4.1.3 VIEW CORRIDOR

Due to the high elevation level of the former Sawyer Hall site, combined with the relatively low elevations and wide expanses offered by the Campus Green open space, the proposed new facility will benefit from significant visual prominence. For students walking east through the Main Street pedestrian plaza and arriving at Campus Green, the location of the new facility at the former Sawyer Hall site is situated at the terminus of the prominent Main Street view corridor. At present the western terminus of this important view is the iconic and historic Tangeman University Center while the void of former Sawyer Hall occupies the opposite end. The proposed mixed-use building will be visible from the far distance and will create a strong visual anchor point for the north-eastern quadrant of the University of Cincinnati campus.
A summary of the key messages heard during the consultation meetings are provided here:

- University/Jefferson is a natural gateway into campus, both visually and functionally.

- Congestion is a concern on some locations of campus, with conflicts between automobiles, transit buses, and pedestrians. This is especially true for University Avenue.

- There is a desire for an enclosed transit shelter that allows users to comfortably wait for the bus, and is located in proximity to the student residences.

- The new facility should extend into the Campus Green landscape, creating an ‘outdoor living room’ feel that contrasts to the present formality of the Campus Green.

- There is some interest in the consideration of additional density on the site beyond the mid-rise format, although many laud the benefits of an urban mid-rise building design for this site.
5. CAMPUS PLANNING & DESIGN OBJECTIVES

OBJECTIVE 1: DESIGN THE SAWYER HALL SITE AS THE FUNCTIONAL AND VISUAL ANCHOR FOR THE CAMPUS’ NORTH-EAST QUADRANT

The University of Cincinnati has a record of architectural and design excellence, with a number of signature buildings designed by world-renowned architects found throughout the campus. Due to the location of the Sawyer Hill site being at the terminus of a significant view corridor from Main Street, excellent architectural design is again warranted. This view corridor is also important in that Main Street acts as a connection between the original historic quarters of the Academic Ridge District, and the modern architectural styles of the buildings located within the Campus Green District. The Sawyer Hall redevelopment thus offers the opportunity for creating a visual landmark that embodies the new and contemporary facets of the University of Cincinnati’s evolving campus. This will also have the benefit of beautifying a part of campus that is otherwise aesthetically unremarkable and does not complement the beauty of the Campus Green’s scenic landscape.

With the proposed new facility intended to be programmed in part to provide dining options for University of Cincinnati students, the building will function as a major anchor drawing users into the north-east quadrant of the campus. The programming of the facility will thus play an important role in the ability for the building to both attract and direct activity into and throughout the surrounding area.

CAMPUS DESIGN & DEVELOPMENT CRITERIA

1. Orient the building’s western exposure to respond to the view corridor from the Main Street pedestrian plaza looking east towards the site, while also diminishing the presence of the University Avenue parking garage.

2. Excellent architectural design will help draw pedestrians in and enhance the visual character of this corner of campus, and contribute to the legacy of architecturally significant buildings at the University of Cincinnati.

3. Program and design uses within the new facility such that the building acts as a major anchor activating the north-east quadrant of the campus, including food services, community space, meeting rooms, and other places to congregate. Consider improving student comfort by including lounge space, practice studios, study rooms, or bicycle lockers.
OBJECTIVE 2: INTEGRATE THE DESIGN OF THE SAWYER HALL SITE WITH THE IMPROVEMENT OF PEDESTRIAN FLOWS

The redevelopment of the Sawyer Hall Site creates an opportunity to connect several of the key pedestrian routes on campus with the pedestrian corridors that are emerging surrounding the University. However, the capacity for responding to these pedestrian flows will largely be influenced by the size and extent of the proposed new development’s building footprint.

To understand the importance of the Sawyer Hall redevelopment location in regards to surrounding pedestrian flows, consider that the site is situated at the junction of:

- Pedestrians arriving via the Main Street plaza located at the center of campus;
- Pedestrians traveling to and from the Scioto Residences, the University Avenue garage, or traveling towards the University Medical Center via Martin Luther King Drive;
- Pedestrians moving north/south along Commons Way towards other campus buildings or the Calhoun Street retail corridor;
- Pedestrians traveling east/west to the Vine Street corridor or the student residences on Jefferson Avenue.

The building footprint and frontages taken on by the final design of the proposed new facility will impact the relationship that the site has with its surrounding area. Taking this into consideration, it would be favorable for the proposed redevelopment to consider extending the original Sawyer Hall building footprint to form a new frontage in close proximity to West University Avenue and to the Campus Green open space in order to strengthen key pedestrian connections throughout these areas.

Creating a successful pedestrian-oriented development at the Sawyer Hill site complete with active grade level commercial uses would strengthen the connection between the Main Street plaza and the Vine Street entertainment district, improving the relationship between the campus and the neighboring Corryville community.
4. Locate and site the proposed building such that it frames and responds to both east-west and north-south pedestrian flows. Where possible, extend the building footprint to create a continuous building frontage located directly adjacent to existing pedestrian pathways in order to enhance the pedestrian experience.

5. Program grade-level spaces with active uses (restaurants, cafés, student lounges) to encourage interaction with pedestrians. Make use of transparent material at grade level to allow visual connection into lobby areas from outside, creating for an open and inviting atmosphere contributing to activating the Campus Green open space.

6. Consider widening sidewalks, creating new gathering spaces and seating areas, and installing pedestrian scaled lighting fixtures along West University Avenue, in order to increase pedestrian comfort and to reinforce the campus’ connection with adjacent neighborhoods.

7. Main entrances should be directly accessible from major east-west and north-south pedestrian pathways, and should ensure the ease of traffic flow into and out of the building from the Campus Green area.

8. Scioto Lane’s primary purpose is to accommodate service vehicles for food service and retail uses, and University Avenue parking garage access. However, it should be improved so as to support pedestrian movement as well.

9. Landscaping surrounding the development can be used to enhance the beauty and aesthetic of the facility thus actively engaging the Campus Green, but should not obstruct views of the building or become a barrier for pedestrians.
**OBJECTIVE 3: DEFINE THE SAWYER HALL SITE’S CONTRIBUTION TO A TRANSPORTATION HUB**

The Master Plan recognizes that the presence of vehicular traffic moving through the campus can hinder and conflict with the University of Cincinnati’s goals of increasing the pedestrian atmosphere of the campus. Roadways and surface parking lots on campus represent costly lost opportunities to create truly great campus spaces. As such, the University has indicated their intention through the Master Plan to minimize surface parking spaces and the presence of vehicles throughout campus over time.

The significant amount of traffic entering campus through the West University Avenue gateway poses conflicts between automobiles, transit, and pedestrians. Through conversations with the University, staff, and students, the desire for a transportation hub strategy designed to consolidate transit services and alleviate congestion on University Avenue was identified as a high priority.

Being located directly adjacent to University Avenue, the redevelopment of the Sawyer Hall site represents an opportunity to define its contribution relative to a future transportation hub. This transportation hub has the potential to further reduce the need for personal transportation to access the University of Cincinnati, thereby improving the overall pedestrian experience. A location along the eastern expanse of the main Uptown Campus also allows for the integration with future potential higher order transit improvements being considered by the City of Cincinnati adjacent to the University.

**CAMPUS DESIGN & DEVELOPMENT CRITERIA**

10. Work with transportation agencies serving the campus to define and position a transit hub on campus, and to reduce congestion on University Avenue. This can include UC Transportation shuttle bus service, and intercity transit operators Greyhound, Megabus, GoBus, and Baron’s Bus. The City of Cincinnati’s METRO bus service focuses on rapid and frequent service, and thus will likely continue to stop along Jefferson Avenue for improved efficiency.

11. Design a transit shelter to provide weather protection. The shelter may be incorporated into the design of the proposed new facility, or be located in close proximity. Create an inviting and well demarcated shelter and waiting zone that contributes to the beauty of campus. Do so in a manner that promotes interest in transit usage and reinforces the role of transportation services.

12. Consider the relocation of the Zipcar automobile lot to spaces located on West University Avenue, Scioto Lane, or the West University Parking Garage. Commuters participating in Rideshare Ohio campus carpooling programs may be given designated parking spaces within the University Avenue parking garage.
6. CAMPUS DESIGN PRECEDENTS

PRECEDENT: EXTERIOR CAMPUS SPACES

Exterior campus spaces have the capability to service a diverse campus population and their unique needs. The design of successful outdoor spaces act as ‘rooms without walls’ to host a range of interactions such as intimate conversations, quiet study sessions and large, lively gatherings at Game Day.
PRECEDENT: TRANSIT HUBS

Most university campuses are significant nodes of transportation. Facilitating such volumes of movement on campus requires careful coordination and planning to deliver a system of transit components such as shelters, signage and roadways. The provision and design of such components can be done so in a manner that reinforces a campus identity and promotes sustainable transportation.
**PRECEDENT:** STREETSCAPES

Streets and pathways are perhaps the most public spaces on campus. These interstitial spaces have a role that extends beyond the movement of people and vehicles - they are central to campus life and activity. Especially on pedestrian-oriented environments such as campuses; streets must be shared, multi-functional and green.
To keep a campus functional and efficient a well-connected service network must be provided. In spaces where the pedestrian realm and building servicing overlap, the functions of the latter must not be a detriment to safety and ease of movement.

Parking garages are a necessary service for large campuses. They support those who work, live and study on campus and service large events. As a result of their functional nature, most parking garages go unnoticed or even compromise the beauty of their surroundings. With the application of innovative building technologies parking garages can enhance and engage their environments.
PRECEDEnt: BUILDING-LANDSCAPE RELATIONSHIPS

Buildings that sit within a landscape tend to reinforce the separation between interior and exterior spaces. A more holistic approach to building-landscape relationships is the melding of structure and ground by use of extensive glazing, sensitive responses to grade differences and engaging significant views.
7. SUMMARY OF DESIGN & DEVELOPMENT CRITERIA

In summary, the following provides a consolidated list of criteria for the design and development of the new facility to be located at the former site of the Sawyer Hall residence building:

1. Orient the building’s western exposure to respond to the view corridor from the Main Street pedestrian plaza looking east towards the site, while also diminishing the presence of the University Avenue parking garage.

2. Excellent architectural design will help draw pedestrians in and enhance the visual character of this corner of campus, and contribute to the legacy of architecturally significant buildings at the University of Cincinnati.

3. Program and design uses within the new facility such that the building acts as a major anchor activating the north-east quadrant of the campus, including food services, community space, meeting rooms, and other places to congregate. Consider improving student comfort by including lounge space, practice studios, study rooms, or bicycle lockers.

4. Locate and site the proposed building such that it frames and responds to both east-west and north-south pedestrian flows. Where possible, extend the building footprint to create a continuous building frontage located directly adjacent to existing pedestrian pathways in order to enhance the pedestrian experience.

5. Program grade-level spaces with active uses (restaurants, cafés, student lounges) to encourage interaction with pedestrians. Make use of transparent material at grade level to allow visual connection into lobby areas from outside, creating for an open and inviting atmosphere contributing to activating the Campus Green open space.

6. Consider widening sidewalks, creating new gathering spaces and seating areas, and installing pedestrian scaled lighting fixtures along West University Avenue, in order to increase pedestrian comfort and to reinforce the campus’ connection with adjacent neighborhoods.

7. Main entrances should be directly accessible from major east-west and north-south pedestrian pathways, and should ensure the ease of traffic flow into and out of the building from the Campus Green area.

8. Scioto Lane’s primary purpose is to accommodate service vehicles for food service and retail uses, and University Avenue parking garage access. However, it should be improved so as to support pedestrian movement as well.
9. Landscaping surrounding the development can be used to enhance the beauty and aesthetic of the facility thus actively engaging the Campus Green, but should not obstruct views of the building or become a barrier for pedestrians.

10. Work with transportation agencies serving the campus to define and position a transit hub on campus, and to reduce congestion on University Avenue. This can include UC Transportation shuttle bus service, and intercity transit operators Greyhound, Megabus, GoBus, and Baron’s Bus. The City of Cincinnati’s METRO bus service focuses on rapid and frequent service, and thus will likely continue to stop along Jefferson Avenue for improved efficiency.

11. Design a transit shelter to provide weather protection. The shelter may be incorporated into the design of the proposed new facility, or be located in close proximity. Create an inviting and well demarcated shelter and waiting zone that contributes to the beauty of campus. Do so in a manner that promotes interest in transit usage and reinforces the role of transportation services.

12. Consider the relocation of the Zipcar automobile lot to spaces located on West University Avenue, Scioto Lane, or the West University Parking Garage. Commuters participating in Rideshare Ohio campus carpooling programs may be given designated parking spaces within the University Avenue parking garage.