

## **CAMPUS/COMMUNITY PLANNING COMMITTEE**

### **Minutes of May 21, 2021 Meeting**

#### **PRESENT**

Zac Bradt  
Michelle Bui  
Jorge Cortes  
Tawnee Gomez  
Bob Frazier  
John Hughes  
Jeff Kaplan  
Francisco Salinas  
Frank Silva  
Susan Taylor  
Cristy Winter

#### **ABSENT**

Janis Jenkins  
Joshua Kohn  
Stephen Dow  
Tarik Benmarhnia  
Ken Hall  
Marlene Shaver

#### **CAMPUS PLANNING STAFF**

Robert Clossin  
Raeanon Hartigan  
Adrienne Gallo  
Todd Pitman  
Elyse Sanchez  
Ginger Stout

#### **GUESTS/CONSULTANTS**

Vaughn Davies, Perkins Eastman  
Bryan Hooks, Facilities Management  
Steve Jackson, Resource Management and Planning  
Josh Kavanagh, Transportation Services  
Jason Kayne, Facilities Management  
Joel King, Capital Program Management  
Judy Ou, Perkins Eastman  
Ji Song  
Yen Vo, Perkins Eastman  
Yucel Guven, Perkins Eastman

#### **BUSINESS ITEM: APPROVAL OF MEETING MINUTES**

The minutes from the May 20th, 2021 meeting were unanimously approved without further comment.

## **INFORMATION ITEM - HEALTH SCIENCES WEST PLANNING STUDY UPDATE (Perkins Eastman)**

Hartigan shared the boundaries of the Health Sciences West (HSW) district which includes the area east and south of Gilman Drive and west of Villa La Jolla Drive, and the surface parking lots south of the VA property. The area was formerly called “School of Medicine Neighborhood” but is also home to the School of Pharmacy and the School of Public Health so to be more inclusive it is now called ‘Health Sciences West’. The area is approximately 72 acres and includes Open Space Preserve on the west and south edges. The first project being considered is planned south of Biomedical Research Facility 2 and will provide a multidisciplinary wet lab building.

The HSW Planning Study (Study) replaces the previous neighborhood study completed in 2000, and aligns with the 2018 LRDP and the Chancellor’s Strategic Plan. The Strategic Plan is the umbrella vision for all Campus planning documents ensuring Campus development remains student centered, research focused, and service oriented. Both the La Jolla Campus and Hillcrest Campus updated the Long Range Development Plans (LRDP) in 2018 and 2019, respectively. Additional studies and guidelines that align with it include Signage Standards, Open Space Master Planning Study, and Retail Strategy, among others. District planning studies provide detailed analysis and design guidelines for specific neighborhood areas. The recently updated Physical Design Framework summarizes planning documents and allow for a Chancellor Delegated Approvals process for facilities costing less than \$70k. LRDP’s specify the land uses and are in alignment with the Strategic Vision and have an associated Environmental Impact Report. HSW falls primarily within Academic land use. The LRDP highlights key planning principles, including the Open Space Preserve, physical connections between neighborhoods, bicycle and pedestrian connections, the Campus Loop Road, and academic corridors.

District planning studies are intermediate in scale and provide design guidelines for the development of these areas. The vision for the campus includes a connected university with a hierarchy of pedestrian and micromobility corridors including Rupertus Walk, Ridge Walk, Library Walk, and Health Sciences Walk. Several areas of campus include activation nodes which are currently lacking within the HSW district.

The HSW Neighborhood Planning Study will return to C/CPC at a later time for review by the Committee.

Vaughn Davies with Perkins Eastman provided an overview of the HSW study area. Alignment of the HSW with surrounding projects will be integral to its development. Currently, HSW buildings are often inwardly focused and this Study will attempt to develop cohesiveness. The public realm is dispersed and not always clearly defined or legible. The Study will provide guidelines to bring a unified identity to the buildings as well as create vehicular access and service access that is better defined and organized.

The Study team examined walking distances from the LRT stations, La Jolla Innovation Center, Theatre District, Rita Atkinson apartments, and Gilman Transit Center to enhance pedestrian and vehicular connections.

Goals and objectives of the Study include creating an engaging, integrated, and forward thinking district.

An early idea was rethinking how Medical Teaching Facility, which is in need of replacement, could be rethought and could the programs within be incorporated into new buildings surrounding a great quad. Davies shared an

illustrative showing connections to Library Walk, Revelle Plaza, and the City-owned bridge connecting to the future La Jolla Innovation Center.

Opportunity sites include the Gilman/Villa La Jolla intersection, east of Osler Parking Structure, along Gilman Drive on the west side, and several areas along Villa La Jolla. Potential enhancements between future east/west connections could be provided off the north/west spine through the district.

Conceptual building developments can support a robust mix of uses and should include a small café. Enhancing Library Walk through the neighborhood is an opportunity. Creation of a more urban experience with street frontages along Villa La Jolla was presented. Activating building facades and creating both indoor and outdoor activation spaces can help provide desired connections to the Pepper Canyon LRT station and to Triton Pavilion on the north side of Gilman Drive.

Davies shared precedent images of active spaces, outdoor classrooms, and public events proposed as ideas for the HSW open spaces. Hartigan shared that area stakeholders mourn the loss of Club Med's large facility with the development of the Telemedicine Building, and express support for a new café with more seating that could be the heart of the neighborhood.

Circulation was studied including how service and loading happens. Comprehensive mobility discussions are ongoing to help prioritize pedestrians and bikes and studying future mobility opportunities. Coordination with the Gilman Drive Corridor Study team is ongoing to improve bike circulation along Gilman Drive and to implement traffic calming. Hartigan discussed the concept of a roundabout on Gilman near Osler Lane to create a better entry experience and to help shuttles turnaround.

Bob Frazier mentioned students would like to easily connect to the services and retail on the across Villa La Jolla Drive He suggests observing how students cross the intersections and the pedestrian bridge to identify needs. Hartigan suggested there are opportunities to enhance the intersection and meetings with HDH are scheduled to discuss options. Frazier mentioned there may be new dynamics now that Rita Atkinson houses undergraduates. Robert Clossin shared the La Jolla Innovation Center was approved by The Regents, and will be home to Extension and future Health Sciences spaces. The project will increase activity in the area. Hartigan shared with the LRT coming to the area, amenities here will likely increase.

The service network is divided north and south of Osler with the goal of minimizing service vehicles on the interior of the district. The Study team is looking at parking opportunities in the area. Potential exists for limited local parking near the proposed buildings.

Bryan Hooks thanked the team for considering improving service areas within the district.

John Hughes stated the Study is thoughtful and appreciates opening up the center of the district with a large quad that connects to University Center. Currently, the University Center looks at the 'back' of the medical center. Hughes asked for further explanation regarding the MTF location. Clossin shared the building is on the Campus' list of non-seismically compliant facilities, and the design does not support future research needs, therefore the recommendation is to remove the building and provide the needed program elsewhere. Jeff

Kaplan stated he supports removal of the building as long as the new sites maximize the development capacity of the district.

Joel King noted that ADA access is lacking in the neighborhood and asked if it had been studied. Hartigan noted that the team has identified areas that need to improve and will be noted in the Study, such as the ped bridge over Gilman Drive. King also noted that coordination between this Study and the Sanford Courtyard project should continue. Davies stated they're working with Spurlock.

This Study will be shared with the Committee for review and will return to Committee in the future for final endorsement.

**Business Item: Adaptive Traffic Signals (Robert Clossin)**

As part of the LRDP EIR, traffic impacts around campus were studied and one way to mitigate traffic impacts is to implement adaptive traffic controls. These actively track traffic patterns and adapt to allow for better traffic flow, which aids in lowering emissions. The Campus is working with the City and has identified 26 intersections; along N. Torrey Pines, La Jolla Village Drive, and Regents Road. The City is excited to get this work completed, and it's being funded by UC San Diego. The first phase will be at Regents Road and North Torrey Pines. These will be completed by the end of 2021. La Jolla Village Drive is anticipated to be completed by mid-2022. Coordination with Caltrans will happen for the I-5 and I-805 intersections.

Kaplan asked if Genesee Ave is included. Clossin stated only the identified roads have been committed to and the City would need to do the rest.

Manu Agni inquired if these will give priority to transit. Clossin replied, yes, La Jolla Village Drive was specifically chosen for this.

Kaplan wondered if these integrate with emergency vehicles and if they use camera systems. Clossin replied, yes, emergency and transit have priority and then personal vehicles and camera detection is the system used instead of detectors in the roadways. The system will be operated and maintained by the City.

Frank Silva asked if adaptive signals will be on campus. Clossin stated we'd like them to be used here. Josh Kavanagh said the university has acquired the software to control signals centrally and has identified a vendor that is compatible. Campus is working with the City to ensure the signals are networked with the City signals. The software program developed by Cubic Corp., called Synchro Green, was founded by a Campus alum.

**Business Item: Coastal Rail Trail (Raeanon Hartigan)**

The Coastal Rail Trail (CRT) is a City project connecting bike paths regionally between Oceanside to San Diego along various alignments. On Campus, the CRT connects at the bike path along I-5 and follows Gilman Drive from Voigt at the north to La Jolla Village Drive at the south. A one-way cycle track, sidewalk improvements, new street lights and modified traffic signals are proposed along the City's section of Gilman, south of Campus. Hartigan presented site plans and sections for the road segment being modified. A bike signal will be accommodated at the Gilman/La Jolla Village Drive providing 'No Turn on Red'. Vehicle drive lane widths will be reduced to provide buffered bike lanes on both sides of the street. On street parking will remain.

At the Gilman Drive/I-5 ramp, the bike lane will be moved to the outside, providing a buffer with curb and a new bike signal.

Frank Silva stated he appreciates the proposal.

Jeff Kaplan asked who is paying and Clossin responded it's the City. The proposed schedule includes the Mitigated Negative Declaration preparation which is occurring now and will be out for public review in late June. Construction is proposed to begin in spring 2022 through fall of 2023.

Zac Bradt stated in the chat if it'd be possible to get the City/MTS to replace one drive lane on the northern section of Gilman with a bus only lane for the 201/202 routes.

Kaplan mentioned this segment of Gilman is heavily used and asked if Campus is coordinating with the City to mitigate impacts. Phasing and construction has not yet been discussed.

Jason Kayne inquired if all parking was being removed. Hartigan stated that on street parking will remain, however a few spaces will be removed to accommodate line of sight issues at driveways.

Kaplan asked if this project will return to Committee for an update. Hartigan stated UC San Diego will provide comments to the MND and if anyone would like to share comments with her, she'd include them with the MND comments.

#### **Business Item: Fire Station Update (Raeanon Hartigan)**

The City identified gap areas in fire service response approximately 10 years ago. The north end of campus was ranked 8th out of 19 in deficient areas. UC San Diego committed to transfer land and provide funding for the construction of a new station, which the City will equip and operate. The proposed station is approximately 13,000 GSF with a standard crew of 9-12 people working 24 hour shifts. In February 2016, C/CPC endorsed the fire station site, located at north campus, west of the tennis courts. The site is approximately 0.8 acres and will displace one tennis court. The site slopes from North Torrey Pines Road to North Point Lane. Utilities will be pulled from North Torrey Pines Center.

In 2021, the City selected a design/build team via a public voting process. Miller Hull and Level 10 won with their design. The City will prepare CEQA and Coastal approvals. Campus will work with the City on the final project design to integrate it into the campus. This design will be shared with DRB and C/CPC. The concept is a two-story station nestled into the hillside. The boundary of the site may need slight adjusting to accommodate the fire apparatus turning radius.

Kaplan inquired if noise control has been considered. Hartigan stated a dedicated traffic signal will be placed so sirens and lights don't need to be turned on right away, according to the City of San Diego fire staff at the time of site selection.

## **Business Item: Transportation Services General Update (Josh Kavanagh)**

During the pandemic, Transportation Services backed off enforcement of Pick-up/Drop-off (PUDO) areas, but moving towards making the entire campus an exclusion zone between 7am-7pm. TS has been working with TNC companies to deploy the technology.

A digital wayfinding system has been identified and TS expects to deploy the first 5 systems over the summer. Twelve additional digital kiosks will be deployed by the first rider of the LRT in November, and approximately 20 more over the course of the next year. Opportunities to share information and advertise events throughout nearby neighborhoods will be available to various groups. The campus map will be interactive and within a year it's anticipated to move to a map utilizing a GIS platform. An events feed will provide info on surrounding events that coordinates with [calendars.ucsd.edu](https://calendars.ucsd.edu). The kiosks can provide localized information about the surrounding neighborhood. A QR code will display on the bottom to see all events on campus. Points of interest can also be displayed, including Stuart Art Collection pieces, and dining facilities. Bryan Hooks inquired if these will help reduce the quantity of signs on campus.

An additional tactical wayfinding effort is underway to provide 'Way Points' on campus on existing light posts, which consist of QR codes that will direct to the campus map location that the point is at, and can be utilized for wayfinding. The proposal is to provide between 200-300 of these points on campus by fall quarter. Part of the push for these is to create a non-visually intrusive wayfinding system for visitors. The QR codes are capable of redirecting users to wherever

Jeff Kaplan inquired if the Way Points have been proposed on East Campus. Kavanagh has not yet shared with East Campus but the intention is that this system is implementable anywhere that is served by Campus Bird map today.

Tawnee Gomez was supportive and thought the digital kiosks are a great idea. She inquired if campus groups would need to pay to advertise. Kavanagh responded that yes, programs would pay reasonable rates to advertise.

Jason Kayne asked how people will know where to find the Way Points. Kavanagh stated the idea was very recent and initial thoughts are to utilize light poles. No new poles are proposed with the project and no new obstructions to the field of vision. They're proposed to be at a standard height with coloring that makes them stand out. Clossin asked if the colors could be subtle. Conversations are still to be had regarding how they're implemented and what exactly they look like. One thought was to utilize University colors. These are a tactical use so can be easily removed or changed if not successful at first.

Kavanagh asked the group to provide recommendations for locations to be featured as destinations within the map app.

Updates regarding Electric Vehicle (EV) charging stations include current quantity of 260 L2 and 4 L3 (DC fast chargers) are on campus, and by June 2022 it's expected to have 390 L2 and 28 L3; by January 2024 TS expects 570 L2 and 36 L3. Campus gains 8 new EV commuters for every EV charger installed. New chargers balance the charging load and can time the charging activity to a time with surplus energy in the grid.

Joel King announced his retirement and asked to leave the Committee to retain stewardship responsibilities for following the five principles outlined in the 1989 Master Plan, and reaffirmed through the campus LRDP and Strategic Plan.

This item concluded the meeting.

Respectfully Submitted,

A handwritten signature in black ink that reads "Ginger Stout". The signature is written in a cursive style with a large initial "G" and a long horizontal stroke at the end.

Ginger Stout  
Associate Planner