CAMPUS/COMMUNITY PLANNING COMMITTEE

Minutes of November 21, 2019 Meeting

PRESENT

Manu Agni
Adrian Borsa
Tawnee Gomez for Tara Cameron
Jorge Cortes
Robert Frazier
Tal Golan
Ken Hall (co-chair)
John Hughes
Susan Narucki
Elizabeth Owen
Francisco Salinas
Marlene Shaver
Cristiana Winter
Petia Yanchulova

ABSENT

Jeff Kaplan
Keith Pezzoli
Frank Silva
Rand Steiger
David Traver

CAMPUS PLANNING STAFF

Robert Clossin
Ginger Stout

GUESTS/CONSULTANTS

Joel King, Design and Development Services
Todd Pitman, Campus Planning
Bryan Hooks, Facilities Management
Jason Kayne, Facilities Management
Raeanon Hartigan, Campus Planning
Elyse Sanchez, Campus Planning
Brian Macias, Capital Program Management
Kyle Schertzing, Safdie Rabines Architects
Kyle Fiddelke, OJB
Ricardo Rabines, Safdie Rabines Architects
Anthony Penna, NSAD IPAL Shadow

BUSINESS ITEM: APPROVAL OF MEETING MINUTES

The minutes from the October 17th, 2019 meeting were unanimously approved without further comment.

BUSINESS ITEM: VOIGT TRANSIT OPERATIONS CENTER (PARKING STRUCTURE) UPDATE (ROLAND BARTSCH)

Elyse Sanchez introduced the project. The project was at C/CPC previously at concept design and the Committee requested it return. The Design Review Board reviewed the project and had the following comments: consider the proposed façade treatments, be considerate of the proximity to the freeways edge, and consider the location of bicycle parking and storage for those accessing West Campus.

Roland Bartsch informed the Committee that the project has been presented to the Chancellor twice and to DRB since the last C/CPC presentation. The project site is located on parking lot P701 on East Campus, along Voigt Drive. Challenges considered for the project include creating a home for the Campus Shuttle fleet, the proximity to Triton Ballfield, improvements to bike connections to west campus, and understanding the bulk and scale of the parking structure along the freeway. One of the short term goals of the project is to help alleviate parking issues on west campus due to ongoing campus growth.

Bartsch shared the proposed site plan which included the structure situated on the south side of the project site, showing the emergency access road connecting to the south of Triton Ballfield to Campus Point Drive, shuttle parking and access on the north side of the structure, and two lanes for vehicles exiting onto Voigt Drive. Elevators and stairs are proposed on both east and west sides of the structure and the east stairway would connect to a pedestrian bridge that crosses over vehicle traffic entering the structure. A bike hub is anticipated within the project, but a location has not yet been identified.

The site's hydrology flows from north to south. The planting palette will include drought-tolerant plantings. Shuttle bus parking would be on the ground floor, with space for approximately 40 shuttles. The Shuttle Services office will be housed within the south side of the structure. Screening along the south side of the structure is anticipated to be perforated metal offering views to the interior vehicle ramps. Perforated metal screening is proposed for the west side, and a folded metal mesh screen is proposed on the southwest corner. No screening is proposed on the east side of the structure. Bike racks are proposed on the east side, proximate to Triton Ballfield. One level of parking has been removed since the previous presentation, reducing the parking from 1,800 stalls to approximately 1,500 stalls. This was to address bulk and scale of the structure.

A sidewalk is proposed along the west side of the site between the structure and Voigt Drive to aid those accessing west campus. A new shuttle stop is proposed at the intersection and a pedestrian crossing would be evaluated if shuttle stops will be provided on both sides of the street.

Bartsch shared videos from north and south bound I-5 of renderings of the structure with UC San Diego branding on the side. Susan Narucki questioned the size and location of the branding. Bartsch explained further discussions with the campus architect and leadership will take place regarding the size, colors, and location of any branding. Tal Golan shared that planning for and providing parking is a double edged sword and questioned if the University should be more forward-thinking to prepare for autonomous vehicles. Robert Clossin shared the Long Range Development Plan (LRDP) looks ahead to add approximately 15,000 students/staff/faculty, and the existing surface lots are future development sites. This structure will benefit when those surface lots are taken offline. Bartsch explained this location is proximate to the Health Sciences and could be a shared structure, potentially connected through a future bridge. Electric vehicle charging would be provided with potential to

expand to 10% more EV stalls. Programmatic needs will determine how the structure is allocated and for which permit holders.

The bike hub may be an enclosed structure with a roof that requires a key card to access, but the design is still being worked through. The parking spaces within Hopkins Parking Structure are being reallocated to help with the closure of nearby lots, per Josh Kavanagh. Athletics has been actively involved in the project design given proximity to the baseball stadium.

BUSINESS ITEM: MTS BUS STOP AT VILLA LA JOLLA SOUTH (RAEANON HARTIGAN)

Rae Hartigan presented the proposed MTS bus stop to be located on the east side of Villa La Jolla across from the VA entrance. Per an agreement with MTS, the University will provide a shelter at this location in exchange for MTS taking over the Arriba Shuttle route. The project is expected to take 10-12 weeks to complete and is scheduled to begin over winter break. Villa La Jolla would be widened by 10-12 ft, and stairs leading up to the Health Sciences West Neighborhood (previously referred to as the School of Medicine Neighborhood) would be reconfigured as part of the project. Pine trees would be removed and replaced with Torrey Pines. The University provided a concrete bus pad on the east side of Villa La Jolla earlier in the year. The shelter is expected to be similar to other MTS bus shelters. Electronic signage is not part of the project. This bus stop location will assist in reducing congestion and improving timing of MTS buses. The existing number of vehicle travel lanes will remain and a bus turnout will allow through traffic to continue.

COMMENT TO DRB: PEPPER CANYON AMPHITHEATER & PUBLIC REALM SCHEMATIC DESIGN (SAFDIE RABINES/OJB)

Bryan Macias introduced the project and described how this is connected to several projects in close proximity. Kyle Fiddelke described how the public realm of Triton Pavilion, Pepper Canyon West Housing, Rupertus Walk, and the Pepper Canyon Amphitheater are interconnected and being designed in coordination with each other. Ricardo Rabines shared the site plan. Included in the project are restrooms on the north and south east sides of the site, restoration of the facades of the Visual Arts building, a proposed Stuart Art Collection piece by Ann Hamilton would be incorporated into Rupertus Walk at the south end of the Amphitheater, the trolley plaza area and the shuttle turnaround on the east side of the now under construction Design and Innovation Building.

The amphitheater is designed to hold 1500 people for ticketed events, 500 of which with seat backs. A mounded lawn can accommodate an addition 1500 people for larger events for a total capacity of 3000. All areas will be available to the campus community on a daily basis during non-ticketed events. Support facilities are located at the southwest corner with access provided along the west side. ADA seating nooks are provided at ground level. It is anticipated that up to 60 large events per year would occur at the site. Potential exists to provide moveable seating directly in front of the fixed seating. A grab and go kiosk is proposed to be located along Rupertus Walk. A removable shade structure is proposed to cover the 500 fixed back seats. The amphitheater shell is proposed to be attached to the wall with no columns, and could be lit at night.

Bob Frazier inquired about the proposed strips of lawn between the upper and lower seating areas and how maintainable those will be. Fiddelke explained a mixture of grasses and soils will be determined to keep maintenance minimal. Susan Narucki asked if noise at nearby buildings has been examined and if the space can be utilized as an unamplified space. Rabines explained the speakers can be modified to control the areas of sound and some areas will have embedded speakers. A dedicated staff person will assist students who wish to use the space and the equipment.

Todd Pitman shared the comments received during the Open Space Committee (OSC) presentation. OSC comments included:

1. Consider circulation from the south for bikes and pedestrians coming from Pepper Canyon West Housing;
2. Consider management and programming of the space, with a focus on maintenance. The plants used will need to be resilient considering the foot traffic and the shade from Pepper Canyon West Housing.

Joel King commented that Lyman Lane needs to remain a desired path with an open access, and it should remain a student centered space. Tal Golan inquired if noise from the freeway will impact this area. Studies have shown there is no impact and it is anticipated no noise impact will come from the trolley stop either. The Visual Arts building will experience mild acoustical impacts from a 3,000 person event. A wall will separate the sound from the future Pepper Canyon West Housing. Bryan Macias mentioned PC West is considering double paned operable windows. King suggested shows will have a cut-off time as to not disturb students living proximately.

Bike parking is being considered along the shuttle turnaround. Bryan Hooks inquired if thought had been given to limit skateboarders throughout the area. The Committee discussed the use of concrete and wood pavers and the design of the benches pertaining to skateboard use. The pavers in many locations will be emergency vehicle rated. Elizabeth Owen pointed out the wooden seat backs might retain moisture due to the local microclimate. Fiddelke mentioned wood is more thermally comfortable and dew will be a possibility. The restrooms are all proposed to be gender inclusive but are still being designed. Ancillary areas around the amphitheater could be used for food truck parking during events.

This item concluded the meeting.

Respectfully Submitted,

Ginger Stout
Associate Planner