

## **CAMPUS/COMMUNITY PLANNING COMMITTEE**

### **Minutes of January 20, 2022 Meeting**

#### **PRESENT**

Manu Agni  
Michelle Bui  
Tara Cameron (For Jeff Kaplan)  
Jorge Cortes  
Vikki Cutri  
Bob Frazier  
Michael Holst  
Cristy Winter

#### **ABSENT**

Janis Jenkins  
Joshua Kohn  
Drew Hunsinger  
Richard Garfein  
Francisco Salinas  
Frank Silva  
Wendy Matsumura

#### **CAMPUS PLANNING STAFF**

Robert Clossin  
Rae Hartigan  
Todd Pitman  
Elyse Sanchez

#### **GUESTS/CONSULTANTS**

Anu Delouri, Government and Community Relations  
Bryan Hooks, Facilities Management  
Bryan Macias, Capital Program Management  
Kyle Fiddelke, OJB Landscape Architects  
Rob Meza, Facilities Management  
Jason Kayne, Facilities Management  
Ryan Bussard, Perkins & Will Architects  
Stephen Jackson, Resource Management and Planning  
Josh Kavanagh, Transportation Services  
Roland Bartsch, Capital Program Management  
Walt Kanzler, Capital Program Management  
John Hughes, Student Affairs  
David Damon, Perkins & Will Architects  
KK Clark, Clark Construction

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

The minutes from the October 21<sup>st</sup>, 2021 meeting were unanimously approved without further comment.

#### **ACTION ITEM – PEPPER CANYON WEST HOUSING (Perkins & Will/OJB)**

Ryan Bussard reviewed the location of the project southwest of UC San Diego Central Campus Trolley Station and Epstein Family Amphitheater. The project has evolved since a previous design over the course of 2021 in order to meet budget, square footage, and architectural parameters. The project would still have approximately 1,300 beds with a reduced square footage and is programmed primarily

for transfer students. Primarily 6 and 8-bedroom units, the massing steps up from the canyon to the tower forms.

The ground level floor program, including a café, event spaces, and courtyards, remain in the design. Student living spaces are located higher than ground level except along the far west. In order to increase activity and integrate with the public realm, a variety of spaces are located at the ground plane. Co-working, fitness, wellness, and game rooms are included. A 'social' kitchen serves as a place for student engagement, and lounges are embedded at the turn of each corridor. Outdoor terraces are provided at step-backs along the lower housing wings facing the canyon, and public-facing interior spaces use more glass fenestration. A differentiated color gradient across floors is used to enhance wayfinding.

On the exterior of the building architecture, the fins change color based on solar orientation, which causes them to look different from different angles. Bussard reviewed several renderings of the buildings. He said the building elements were simplified from the previous design but still maintain interest along the different elevations.

Kyle Fiddelke reviewed the project open space and landscape design. Pepper Canyon, which used to be more informally planted, will now be more defined under the Urban Forest Open Space Preserve planting palette. The tree palette at the Epstein Family Amphitheater is extended through the project site. Native wildflowers provide seasonal visual interest, and retaining walls are pocketed for creeping fig and other plantings to take hold. Solar studies have indicated where more shade-tolerant plants must be utilized. Fast growing, shallow-root plantings such as bamboo are used where utility lines make larger tree plantings infeasible.

The Light Rail Transit (LRT) contractors are finishing the construction in Pepper Canyon now, and the Epstein Family Amphitheater is also under construction. The "Rim Walk" trail along the east side of the canyon will provide a 16' width for high intensity bicycle and multi-use (currently under construction), while the western "Rim Walk" will be slightly less wide at 10 feet in width. Rustic trails will help connect through the canyon and areas on each side. Fiddelke reviewed the universal design/accessibility map. A bioretention basin at the bottom of the canyon will collect regional stormwater. Organically shaped pavers are located at thresholds with decorative concrete as a 'connective tissue' with the Stuart Collection piece, "Concordance," highlighted along the shared use path near the Trolley station. Opportunities for informal gatherings are provided with outdoor seating, lawn areas, and outdoor 'rooms' created by changes in grade and landscape materials. The south courtyard provides a hammock court, work tables, moveable seating, the social kitchen, and additional lawn areas. When complete, these elements will all contribute to a stronger public realm fabric with the Pepper Canyon West project.

Vehicular access to the project considers both daily use and more saturated special uses, such as move-in and move-out days. Service and emergency access will navigate a "woonerf-style" road, where non-vehicular pedestrian movements dominate. The shared use pathway, between Rupertus Lane and the trolley station, will also provide emergency access. Service access in each building is collected via an internal access path, and the Gilman Parking Structure is screened with Bamboo plantings. During move-in/move-out, a full vehicular loop that is otherwise closed by bollards will be opened up for ease of travel. The connector path will provide active pedestrian movement to the north. The timber log courtyard showcases a reuse of previously onsite trees for seating. The project has 6 upper level terraces; 3 with views of the campus, woonerf, and Gilman Parking Structure, and 3 with views toward

the canyon. Terraces are planted with drought-tolerant and low maintenance plantings, creating smaller outdoor rooms. Some terraces may be places to listen to amphitheater events.

Todd Pitman reviewed the Open Space Committee (OSC) comments to C/CPC:

1. Plant material and design - The OSC appreciated the efforts to provide a sustainable plant palette and asked that the design consider green spaces for engagement and experiential learning. This might include interpretative signage.
2. Maintenance - The OSC emphasized that the design presented will require ongoing maintenance to meet the vision and intent, and stressed the importance of low maintenance materials and easy access for facilities personal.
3. Safety & Lighting – The OSC shared concerns regarding safety and lighting due to adjacency of both the canyon and public transit at this location.
4. Bike and Pedestrian Circulation – The OSC acknowledged the complexity of circulation in and around the surrounding area, and asked that the team look closely at the design to minimize bike and pedestrian conflicts. If signage is required it should be consistent with signage used throughout the campus.
5. Bollards - The OSC emphasized the need for consistency when specifying bollards to maintain emergency and service access.

The OSC supports the Pepper Canyon West Housing Design.

Bryan Hooks asked about the height of the bamboo and noted that it tends to shed leaves, adding to ongoing maintenance around the parking garage.

Tara Cameron noted that students have complained about a lack of study spaces on campus, and had concerns about whether the project provided enough of these spaces, including on the terraces. Bussard explained the lounges are doubled in height for an open feel, which added to the amount of lounge space available through creative design.

The Committee discussed the western Rim Walk and the separation of housing and public spaces. Fiddelke noted the limited point of entry directly from the canyon. The groups also noted the dispersion of the bicycle racks in the project. The project setback of 60 feet from Gilman Drive also allowed for shorter site walls.

Jorge Cortes requested that the team assess the project with a lens that considers the pandemic, such as ventilation circulation, operable windows, shared-space designs, and outdoor spaces. The design team recognized the comment and noted that many of the shared spaces have outdoor complements, such as the social kitchen and fitness center and the buildings are naturally ventilated.

The Committee discussed access for package deliveries. Bob Frazier discussed the mail facility design considerations and the issues around package storage and long queuing for parcel pickup. Bussard showed the centralized mail package arrival location. The group discussed the need to further assess paths of travel, drop-off, and loading docks. Josh Kavanagh advised that there would not be commercial unloading on Russell Lane, and that vehicular access north of the new turnaround on Russell would be limited. Hartigan followed that a meeting focused on service is being scheduled to discuss the topic further and recommended providing a gate arm to manage vehicular access to the woonerf, otherwise private vehicle motorists will be tempted to drive on it. Bryan Hooks highlighted the ongoing need for

adequate service access, including storage space. Bussard noted the support spaces and offices programmed in the lower level of the buildings.

Robert Clossin appreciated the detailed rendered views that helped to conceptualize site. He also appreciated the diagram on universal accessibility. He noted that the project was aiming for LEED Gold and that the Regents had requested the project aim to be 100% electric.

Walt Kanzler suggested bringing more information on site lighting and materiality to the Design Review Board presentation. He also suggested coordinating with Rosalie Pham in CPM on the pathways and infrastructure required for the photovoltaics.

Anu Delouri praised the team for the thoughtful array of amenities and the sense of community and comradery propagated by the design.

The Committee submitted the following comments to the Design Review Board:

1. The Committee requested that site lighting and hardscape materials be further studied, with a focus on safety and maintenance.
2. Photovoltaic conduit should be coordinated with Rosalie Pham in CPM.
3. The Committee appreciated the inclusive approach to universal design with regard to accessibility, the thoughtful integration of amenities, and the focus on encouraging a sense of community with the design.
4. The Committee requested service access and controls be further coordinated with stakeholders, including Transportation Services and Facilities Management.
5. The Committee requested facilities storage and mail/parcel storage needs be further coordinated with stakeholders, including but not limited to Facilities Management and Housing, Dining & Hospitality.
6. The Committee suggested the design team consider maintenance in plant palette selection, specifically when selecting bamboo.
7. The Committee suggested the design team consider maximizing student study space and ensure adequate bicycle/micromobility parking.

### **ACTION ITEM – East Campus Loop Road Improvements (Elyse Sanchez)**

Elyse Sanchez introduced the project site and scope. The project would consist of widening and realigning Health Sciences Drive, Medical Center Drive, and surrounding areas in order to improve access and create future building parcels. The project would implement a critical circulation enhancement that was identified in the 2018 Long Range Development Plan and associated East Campus Planning Study, finalized in 2021. The project's budget is estimated to be \$40M.

The project would realign the primary and secondary road circulation from Regents Road in order to support the following goals:

- Create a more direct, intuitive path of travel for patients and emergency vehicles
- Improve wayfinding for first-time visitors
- Provide a direct path for service vehicles to loading docks
- Reduce potential for vehicular/pedestrian conflict

The project site is consistent with the road alignment depicted in the 2018 LRDP Land Use Plan. LRDP goals included providing intuitive patient access to healthcare facilities and strengthening public entries, such as at Regents Road, with landscaping and signage that increases ease of navigation through the campus. Vehicular traffic would arrive from both the newly realigned Campus Point Drive and Regents Road. Visitors and emergency vehicles going for the medical facilities would primarily keep to the north, while service vehicles would primarily keep to the new southern road. As part of the East Campus Planning Study vision, the existing Health Sciences Drive would be converted to a pedestrian mall, connecting to and extending Health Sciences Walk, and anchoring its eastern terminus.

The project will employ the landscape and streetscape guidelines provided in the East Campus Planning Study, which use planting palettes for intuitive wayfinding and provide wellness opportunities through access to the surrounding natural canyon features. Sanchez provided examples of the street sections from the Study. She also noted that the project would introduce new traffic signals at the new intersections, which would provide better traffic flow and safer street crossings. In anticipation of this future road concept, the Athena Parking Structure included a vehicular entry at the northeast corner, currently closed with bollards. This entry would open when the southern entry on Health Sciences Drive closed. The Medical Center Modular buildings may require removal or modification as part of the road alignment and Athena Parking Structure entry. The project will also study any potential impacts to the Transportation Trailers and the Jacobs Medical Center drop-off loop. Implementation will be carefully phased into to minimize disruption to the surrounding building occupants and UC San Diego Health. Close coordination with other upcoming projects, including the Viterbi Family Vision Research Center, Shiley Eye Center Renovation and Science Research Park is already underway.

Surface parking permanently displaced is approximately 500-600 spaces. Recent surface parking restorations and future surface parking additions will help to balance the overall parking supply impact. The project will consider aesthetics/visual resources, water quality, and hydrology in environmental review.

The Committee discussed the project impacts. Tara Cameron asked about the potential impacts to the Medical Center Modular buildings 1 & 2. Roland Bartsch, the Project Manager, would be investigating that as part of the project. John Hughes noted that the surface parking on East Campus was historically student parking, which has been replaced west of Interstate 5, though challenging to access. He thanked Josh Kavanagh for keeping students in mind. Kavanagh replied that the project would not result in a large loss of student parking and also noted the hope for the Voigt Transit Operations Center (VTOC) construction on the horizon. Clossin also noted the road alignment provided the final development parcels for the Science Research Park. Bryan Hooks asked if the project irrigation would use reclaimed water. Bartsch noted the intent to use reclaimed water, and would study its feasibility.

The project was presented for information and potential action for site endorsement. The project would return with additional configuration and phasing when available. The Committee endorsed the site with no objections.

This item concluded the meeting.

Respectfully Submitted,



Elyse Sanchez