

CAMPUS/COMMUNITY PLANNING COMMITTEE

Minutes of February 17, 2022 Meeting

PRESENT

Manu Agni
Michelle Bui
Tara Cameron (For Jeff Kaplan)
Jorge Cortes
Vikki Cutri
Richard Garfein
Bob Frazier
Michael Holst
Drew Hunsinger
Francisco Salinas
Frank Silva
Cristy Winter

ABSENT

Joshua Kohn
Wendy Matsumura

CAMPUS PLANNING STAFF

Robert Clossin
Adrienne Gallo
Raeanon Hartigan
Elyse Sanchez

GUESTS/CONSULTANTS

Michael Hogan, Facilities Management, Landscape Services
Jason Kayne, Facilities Management and Fleet Services
Anu Delouri, Government and Community Relations
John Hughes, Student Affairs
Walt Kanzler, Capital Program Management
Josh Kavanagh, RMP Auxiliary Programs and Transportation Services
Nicole Cheng, Capital Program Management
Stephen Jackson, Resource Management and Planning

BUSINESS ITEM: APPROVAL OF MEETING MINUTES

The minutes from the January 20th, 2022 meeting were unanimously approved without further comment.

BUSINESS ITEM: University Center Tactical Mobility and Placemaking Plan (Raeanon Hartigan)

Raeanon Hartigan introduced the project context. With the Trolley opening, Rupertus Lane presents a gap in pedestrian and micromobility to the west and into University Center. Trolley users do not fully arrive to a safe or intuitive pathway, and with the upcoming surrounding projects Pepper Canyon West Housing and Triton Center (previously Triton Pavilion) still a year or more away from implementing permanent improvements in the area, the university has moved forward with a “tactical urbanism”

approach. Tactical Urbanism, a strategic, short-term, and often lower-budget approach to public realm improvement, has been increasingly popular during the pandemic as a way to quickly and cost effectively implement solutions in the built environment. Examples include the dining parklets in the street outside restaurants and painting streets usually to remove or reduce vehicular traffic in an area. While temporary, tactical urbanism should always be coordinated with a team of experts to ensure safety. The 2020 Urban Design Challenge brought forward several ideas from student teams that were then vetted and formalized by subject matter experts. Every student team advocated for closing Rupertus Lane to vehicular traffic, painting the streets with vibrant colors, and providing tables and chairs to activate the area. The final design, based on these ideas, will be in place for approximately a year.

The University Center Tactical Mobility Plan has several components to increase safety, comfort, and activity along the corridor between Library Walk and the UC San Diego Blue Line Central Campus Trolley Station. Rupertus Lane would be closed to all vehicles only while Russell Lane, north of Rupertus would be accessible to service and authorized vehicles only. P412 parking lot users would maintain access. Large crosswalks would delineate the accessible crossing to support universal design and warn travelers where pedestrian conflicts could occur. Wayfinding kiosks would be installed. Fire lanes and commercial loading areas would be designated with appropriate markings, and magnetic bollards would be in place where needed. Rupertus Lane will undergo a spirited transformation into a “Street Plaza”, where large circles would be painted on the ground to help designate the limited vehicular area. A “painting party” on March 28 and 29, 2022 would allow university students, staff, and faculty to participate in creating the paint circles on the ground. This inclusive approach has successfully been implemented in Portland, Oregon for over a decade. Portland and New York subject matter experts were consulted for this project, who recommended a simple design for an area of this size because it relatively inexpensive, quick, inclusive and maintainable. When complete, tables and chairs would be provided in the new space.

Triton tour buses have already been relocated to Matthews Lane, and the vehicular turnaround at Rupertus and Russell is complete. A “smart” gate at the turnaround will be added to better manage service vehicle access. During Spring Break, Lyman Lane will get repaved and a slurry seal will be completed on Russell Lane north of Rupertus Lane to prepare it for paint and create a smoother and safer surface for all travelers. In Fall 2022, when the Epstein Family Amphitheater and shared used pathway with the “Concordance” Stuart Collection piece is complete, P405 North will no longer be construction staging and its use can be revisited.

Manu Agni asked if Trolley users had to detour around the Structural and Mechanical Engineering building until the “Concordance” pathway is complete in Fall 2022. Josh Kavanagh replied that solutions are still being studied around that pathway and detour, and more information would be available by Spring Quarter, noting that Concordance completion has unfortunately been delayed by supply chain issues with the pavers.

Jason Kayne praised the project’s great ideas and asked if there would be any vehicular turnaround provided on Myers Drive. Kavanagh and Hartigan explained that Since Triton Center construction would redevelop the area soon, it didn’t make financial sense to build a turnaround. The turnaround on Russell Lane is part of the Triton Center public realm design so the decision was made to building it now. The area would be treated more like a parking lot than a road, with “No Outlet” signage posted at the

entrances. Kavanagh noted the area should have less vehicular traffic since Visitor parking is being removed, with the exception of accessible parking stalls.

Richard Garfein brought attention to congestion at the Gilman Drive and Russell Lane intersection. Kavanagh noted that the non-standard, short distance between the intersection and the one at Villa La Jolla Drive impacts the efficiency of the signals. It has recently been changed from flashing red to a regular signal. Historically, this intersection did not have a dedicated turning movement, and therefore left turns created a pedestrian conflict and reduced efficiency. To complete intersection improvements, new signal heads are required, but are delayed due to supply chain issues. Garfein inquired about the destinations of the traffic in that area, to which Kavanagh replied most are headed towards East Campus and Mesa Housing. New shared bicycle facilities on Gilman Drive would also help with through traffic. Robert Clossin also suggested that the intersection will be studied for future improvements with the future Health Sciences buildings in the area and removal of the entrance to parking lot will increase the efficiency of the intersection.

Tara Cameron asked about future plans for surface parking lot P405, north of Building 409. Hartigan noted it is currently used for construction staging for the Amphitheater through Fall 2022, its use would be reevaluated at that time. Construction logistics needs of Triton Center will need to be considered at that time as well. Cameron asked about the widths and uses of the paths on either side of Pepper Canyon. The west path will be part of the Pepper Canyon West Housing project, spanning approximately 10 feet in width and universally accessible – and a standard width for a shared use path. The housing project will also create a woonerf-style street that would offer another connection. The 16 foot wide east path will be available in approximately a month, helping to connect the micromobility users crossing the Gilman Bridge to University Center.

INFORMATION ITEM: Energy Storage Innovation Lab (ESIL) and Power Islanding and Electrical Equipment Building (Raeanon Hartigan)

Raeanon Hartigan introduced the project team, Nicole Cheng as the project manager and Jorge Cortes from the Jacobs School of Engineering, and the project context. The ESIL has historically been located on East Campus, and was displaced with LRT construction and Campus Point Drive realignment. The ESIL site in May 2020 was smaller than today due to the Campus Point Drive realignment, but would expand to approximately 14,000 SF. This project would expand the previous ESIL site and increase its power supply, from 400A service to 2500A service, to accommodate current and future planned energy storage research. The Power Islanding Building is part of a \$39 million National Science Foundation grant awarded to the JSOE for energy research. The ESIL project budget is estimated to be \$2.5 million. The Power Islanding Building is estimated to be \$5 million.

Phase 1 of the project is the construction of the ESIL which includes a 2500A distribution system tied to the campus 12kV loop, with a Medium Voltage SF6 switch, transformer and switchboard; and power supplies for battery systems. The equipment will be sited on a new asphalt “equipment yard” enclosed with chain link fencing that would provide enough room for all future equipment. Phase 2 would construct the Power Islanding Building on the north side of the ESIL equipment yard.

Jorge Cortes explained the DERconnect (distributed energy resources) system. DERConnect will serve as a national testbed for autonomous energy systems, distributed control algorithms, and electric vehicles, solar power inverters, smart buildings, and battery energy storage systems. The approximately 2,500

square foot, one story building would house a server, electrical equipment, simulators, and battery storage allowing it to be remotely accessed and islanded from the power grid to simulate actual grid conditions and grid emergencies, and to conduct specialized testing. The proximity to the East Campus Central Utility Plant and microgrid allows for potential synergies and testing of transitional technologies.

The DERConnect project requires upgrading mechanical control systems for remote control and monitoring and installing meters for loads monitoring in nine buildings: Center Hall, Pepper Canyon Hall, Student Services, Prebys Music Building, Rady Otterson Hall, Rady Wells Fargo Hall, Galbraith Hall, Mandeville Center and Geisel Library. It also requires installing lighting control devices for remote control on all the building except for Galbraith Hall and Geisel Library.

ESIL construction is expected to occur between now and March 2023, while the Power Islanding building is expected to occur March 2023 through March 2024. The site has been graded already due to the adjacent Trolley construction, and is still currently used for construction staging. Due to proximity to the Trolley guideway, the San Diego Metropolitan Transit System (SDMTS) has required a 5-foot setback from the guideway “dripline”, per the pending easement agreement. Additionally, the project design will need to be reviewed and permitted by SDMTS, which may result in additional requirements or site modifications to accommodate stormwater basins and other required site needs. Initial plans have been submitted.

The western edge aligns with the service road, which is a future access road in the East Campus Planning Study (ECPS). Appropriate setbacks including additional landscaping setbacks are included in the design. The project team will coordinate with surrounding projects to maintain a cohesive design.

Walt Kanzler inquired what exactly would be in the Power Islanding Building and how long it would be there. The team noted that it would not be an occupied building, but would have researchers entering and exiting while conducting experiments.

Kavanagh inquired if there will be more projects at the site. Nicole Cheng responded that the ESIL is a shared site, and while the building would house equipment, the site would continually have items coming and going. Kayne asked if the site would be gated, and Cheng would follow up to confirm.

John Hughes noted no concerns from Student Affairs perspective.

Clossin noted the project was at the Committee for site endorsement, and while the design is still evolving, it would return for Schematic Design review.

Hartigan noted consistency with the 2018 LRDP and 2021 ECPS, with the site remaining and considering service access in the study. The project would process a CEQA exemption and supports UC Sustainable Practices directly through its research.

Cortes clarified when the service access road would be constructed, and Hartigan replied that it would occur with future building development on P707, the timing of which is unknown.

The Committee endorsed the site with one abstention (Jorge Cortes).

Clossin noted that next month the Committee would review the Marshall Living Learning Neighborhood (Ridge Walk North LLN), and the Triton Center to Regents in March for extension of P funding.

This item concluded the meeting.

Respectfully Submitted,

A handwritten signature in black ink that reads "Elyse Sanchez". The signature is written in a cursive style with a prominent loop at the end of the last name.

Elyse Sanchez