

CAMPUS/COMMUNITY PLANNING COMMITTEE

Minutes of May 19, 2022 Meeting

PRESENT

Manu Agni
Michelle Bui
Tara Cameron
Jorge Cortes
Vikki Cutri
Michael Holst
Francisco Salinas
Cristy Winter

ABSENT

Bob Frazier
Richard Garfein
John Hughes
Drew Hunsinger
Joshua Kohn
Wendy Matsumura
Frank Silva

CAMPUS PLANNING STAFF

April Alarcon
Robert Clossin
Raeanon Hartigan
Todd Pitman
Elyse Sanchez

GUESTS/CONSULTANTS

Roland Bartsch, Capital Program Management
Nicole Cheng, Capital Program Management
Anu Delouri, Government & Community Relations
James Gabriel, HGW
Ken Hall, Scripps Institution of Oceanography
Bryan Hooks, Facilities Management
Stephen Jackson, Associate Vice Chancellor RMP
Walt Kanzler, VC RMP Office
Josh Kavanagh, Triton Auxiliary Programs and Services
Jason Kayne, Facilities Management
Chris Langdon, KTU&A
Mark Rowland, Capital Program Management
Matt Wells, HGW

BUSINESS ITEM: APPROVAL OF MEETING MINUTES

The minutes from the March 17th, 2022 meeting were unanimously approved without further comment.

Robert Clossin introduced April Alarcon to the Committee. Alarcon will take over administrative duties from Elyse Sanchez.

The Committee noted the excitement around the painted circles in University Center (Rupertus Lane) and commended those involved in the student designathons that led to that effort.

BUSINESS ITEM: Energy Park Expansion: ESIL/PIEBB (HGW/Jim Gabriel, Matt Wells; KTU&A/Chris Langdon)

Nicole Cheng introduced the design team and the Energy Park Expansion project proposed on East Campus, next to the trolley station and directly north of the East Campus Utility Plant (ECUP). The Energy Park Expansion will have grid and island connected energy systems, provide research opportunities, and provide flexibility for future projects. The site slopes from NE to SW and there is a grade difference between the site and the battery site to the east. The site was recently graded and there is not anything on site currently. Equipment will be brought in over time. The facility will have service access from the ECUP driveway located to the south. The main equipment will be located near the driveway for ease of access, while the building will be located at the northern portion of the site to create a buffer along the Energy Park from Campus Point Drive. There is a service road along the far west side, outside the site location, but still within the East Campus that has been accommodated for in the East Campus Study.

The landscape planting plan uses an urban transition palette. The landscape plan features primarily native plants and a few non-native, drought tolerant species near the station, all in the same palette. The planted buffer is already maturing. Overall, there is a small area for planting around the site; to the west, there are 3-4 Torrey Pines and accent shrubs, south of site are accent shrubs, east is BYD-Energy Storage, and north is the Campus Point Drive landscape buffer. Chris Langdon elaborated that hardscape elements are utilitarian in nature and asphalt is the primary paving material. The fence is a galvanized steel, angle iron picket fence, without the horizontal crossbars.

The project includes a small structure of 2,100 square feet (approximately 30-by-75 feet), 20 feet tall, lower scale, with a simple shed roof structure, aligning with other small-scale structures on campus, such as the I-5 Switch Station. Cast in place concrete walls with board form texture, include clearstory windows to bring natural light into the building. The team reviewed site massing with the Committee. The roof is a simple steel structure with a painted underside – very similar to I-5 Switch Station, with a “soft” fold near the shallow arch of the viaduct. The rooms are arranged in a linear fashion with doors that open to the outside, accommodating data collection and monitoring, energy storage, and staging and preparation for deployment.

Mark Rowland commented he likes the project presentation and asked if there is a building function requiring the 20-ft building height. Matt Wells explained that at low points, any structure should have 12-15 feet of clearance height for optimal functionality, coupled with the shape of the roof and thickness of the building, the ridge is at 20 feet, but most of the roof is lower than 20 feet.

Todd Pitman shared that this presentation was shared with the Open Space Committee (OSC) yesterday with overall support and no formal comments. Pitman commended the design team for improvements made to the planting plan along the northern site edge.

Roland Bartsch asked what will be in the area between P707 and the site. Wells confirmed that future street improvement will be restricted from taking up all the space. Raeanon Hartigan explained this area was graded with Bartsch’s project and that the site endorsement of this project required that landscaping in this area be included in the project scope. Cheng will work with the team to add this scope to the project

Clossin asked if the south-facing roof will create a glare for health patients using Campus Point Drive and/or from the adjacent elevated Trolley guideway. Jim Gabriel confirmed the roof material has a dull finish, as with the I-5 Switch Station, that should not be an issue.

Bryan Hooks asked if there will be a gate or any confusion as to which is actually a public entry point in this area and whether there should be bollards placed to indicate it is not an entry. Wells confirmed there is continuous landscaping and it will not look like an access point. Hooks added there are road medians along Campus Point Drive inhibiting any turns toward the Energy Park.

Hartigan explained that the project may have to go outside the boundary to ensure best management practices (BMPs) are accommodated. West side BMPs go to other landscaping towards the west, but probably not trees that would have to be later removed.

Comment to DRB Summary

1. The Committee asked that the space between P707 and the Energy Park be added to the project scope as outlined in initial project endorsement.
2. The Committee was supportive of design presented.

BUSINESS ITEM: Wayfinding/Signage Update (Todd Pitman)

Clossin introduced the Wayfinding/Signage Update as an effort requested by Vice Chancellor Matthews to review signage over the years to assess what is working and adjust what is not.

Pitman set the context for signage and wayfinding on campus; many people interact with signage, circulation evolves with continuous campus growth, and destination locations and names change. Building development over the last 5-10 years launched more robust wayfinding efforts. Many departments are involved in campus signage and wayfinding– not just one (Campus Planning, Facilities Management, Transportation, Campus Communications, Health, etc.).

Pitman explained ‘You Are Here’ maps are tricky to use in orienting oneself because these maps aim to cover large areas with great detail, they can easily be confusing or cumbersome to use. Moreover, people are very likely on their phones. The Wayfinding/Signage Update focuses on Vehicular Signage, Pedestrian Directional Signage, Digital Kiosks and Banner Updates, and Waypoints, Pedestrian Directional Signage updates, and advancing ADA improvements.

Tara Cameron asked if the project is going to change the orientation maps. Pitman explained that orientation maps used to show everything, but they change too often and are now looking to zoom into a more focused area; these maps will not change.

Cameron asked if the maps need to get updated every year or so. Pitman explained these maps will typically be reviewed for updates about every about 5 years.

Pitman highlighted the use of Digital Kiosks that provide greater detail for visitors and campus community, location-specific banners, and Waypoints (a phone based location app using QR codes). Banner updates will be informational and decorative; Josh Kavanaugh explained there is an agreement with University Communications and Marketing to have certain banners only in certain places to create one visual element and avoid signage pollution.

Pitman explained that it is challenging for people to use the fixed signs. Waypoints were created out of a student intern project to implement 250+ signs. These signs center the map on a handheld device and provide information on nearby resources and amenities.

The online Campus Map has a wayfinding feature that can recommend routes between points. Clossin shared that the feature needs some improvement but is still helpful. Kavanaugh clarified that maps in the Digital Kiosks are interactive but will not recommend walking paths.

Hooks inquired on the future of A-Frame signs and event signage: Can we use digital signage instead since A-frames are not always collected after the event? Kavanaugh hopes to eliminate A-Frame signage for events and activities with the digital expansion project. In the meantime, all A-Frames are now to be put out with owner info and expiration date. Currently working to replace these with permanent, temporary signage (steel plates built into the ground so a magnetic post can easily attach or detach) where digital wayfinding cannot capture.

Pitman noted that the University is looking to implement building addressing to the entire campus. This would be a three-year project. This effort will also call for some strategic road renaming, a huge effort that will include coordination with Google (although implementation of changes will not take effect in their systems right away); new standards for road naming are developing.

Bike and Pedestrian Signage and Safety is becoming more standardized with the “shark teeth” paint striping for bike paths to indicate the path is approaching high foot-traffic areas and exclusive rights-of-way for bikes and for pedestrians, but it is not always considered or used as intended.

Implementing Intuitive Wayfinding strategies can minimize the need for signage if done well. Pitman called on the examples of Library Walk characterized by its distinct paving and Ridge Walk now characterized with specific banners, lights, trees, and paving— where specific, intentional elements help visitors intuitively orient themselves.

Placemaking strategies will also be utilized in this effort. The Gilman Bridge signage is a prime example of placemaking: visitors immediately know where they are and can infer the purpose and uses of the environment.

Vikki Cutri asked if the Scripps Institution of Oceanography is included in this effort. Pitman confirmed they are included. Scripps is included in addressing, street signage, and vehicular signage efforts. Kavanaugh confirmed there are plans to add digital signage to Scripps as well.

La Jolla Health medical campus is undergoing a Wayfinding Assessment to determine how to program signage. Pitman acknowledged there is not a one-size-fits-all solution. Important considerations for signage on the medical campus include: patients are often sick, less mobile, and arrive at all hours. The effort is considering an airport-approach, where signage highlights gates and destinations. The goal is to implement effective wayfinding to guide visitors all the way from off-campus, to parking, to their office appointment.

The Hillcrest Signage and Wayfinding Master Plan is also looking to standardize wayfinding and create a sense of place in the Hillcrest medical campus as it is redeveloped over time. The medical campus has a different context to consider, characterized by its more urban environment.

Clossin concluded the presentation acknowledging the many layers to signage at UC San Diego.

Walt Kanzler noted that bigger projects with retail included have a different process where signage guidelines are established with the project and shared with Real Estate, then continue review with Campus Planning and other key departments.

BUSINESS ITEM: Voigt Electric Mobility Hub Update (Josh Kavanaugh)

The Voigt Electric Mobility Hub (VEMH), formerly Voigt Parking Structure/Voigt Transit Operations Center, will be at parking lot P701 next to Triton Ballpark. The most recent design is one less floor on the structure than the Committee had previously seen, and has expanded bike parking in response to fine-tuning value engineering. The structure would now accommodate approximately 1,150 parking spaces.

UC San Diego applied for the US Department of Transportation Rebuilding American Infrastructure with Sustainability and Equity (RAISE) Discretionary Grant program to successfully create the mobility hub. Online at <https://voigtelectricmobilityhub.ucsd.edu> is grant information, links, and UC San Diego's application.

The mobility hub will feature an operations center, a facility for the Triton Transit Driver Training Center— who have a graduating transit driver workforce more diverse than industry averages. The project includes a solar veil, solar rooftop, secure bike parking, class IV bikeways (physically separate/protected) from Genesee Ave to Matthews Ln, EV charging for up to 400 vehicles, transit overhead fast chargers at 450 KW for Triton Transit and available to MTS, and school districts, bus depot charging and parking.

Development of the mobility hub will include a new traffic signal with transit priority signaling (TPS) that is adaptive to off-campus signals. A Bike Barn will be included at Central Campus Station with class IV connections to Franklin Antonio Hall, the new Northpoint Loop (soon to be Hopkins Drive), and Gilman Drive.

Kavanaugh concluded the presentation acknowledging the big impact of infrastructure grants and the big opportunities ahead for UC San Diego. There are two more applications due at the end of May. Subsequent grant submissions will include more electric buses— electric buses have already been ordered for Scripps.

Ken Hall noted he is glad the height has come down and asked if the planned parking for Pepper Canyon Housing is included in order to have a stronger grant application, since it is quite far from Pepper Canyon. Kavanaugh explained that upper division and transfer students could utilize the structure as well as students eligible to bring a car onto campus (first and second year resident students are not allowed a car on campus). Clossin added that creating this parking will relieve displacements from future East Campus development that occur on existing surface parking lots.

Hall asked if bike parking will be free. Kavanaugh confirmed that bike parking will be free for UC San Diego affiliates; access will be linked to a UC San Diego ID.

Kavanaugh concluded this business item sharing that grant awardees will be notified in August and reassured there is momentum for this project and multiple paths to completion if grants are not awarded to UC San Diego. Kavanaugh expressed the importance of getting this project done to support future work. The project is scheduled to begin Fall 2023 and be completed by Fall 2024.

This item concluded the meeting.

Respectfully submitted,

A handwritten signature in black ink, reading "April Alarcón". The signature is written in a cursive style with a large initial 'A' and a long, sweeping underline.

April Alarcón
Associate Planner