

CAMPUS/COMMUNITY PLANNING COMMITTEE

Minutes of May 17, 2018 Meeting

Present

Ramona Ferreira
Lesly Figueroa
Russ King
Ken Hall
Tara Cameron (Co-Chair)
Sophia Hirakis
Shirley Meng (Co-Chair)
Keith Pezzoli
Ken Shaver (for Kim Carnot)
Joel Watson
Cristy Winter

Absent

Matthew Arrollado
Adrian Borsa
Neal Devraj
John Hughes
Marlene Shaver
Frank Silva
Charles Sprenger
Rand Steiger
Tal Golan
David Traver

Campus Planning Staff

Robert Clossin
Raeanon Hartigan
Lauren Kahal
Jennifer Mora
Todd Pitman
Elyse Sanchez

Guests/Consultants

Fred Besancon, Spurlock Landscape Architects
Mark Rowland, Capital Program Management
Landon Lay, Facilities Management
Michelle Perez, Facilities Management
Roland Bartsch, Capital Program Management
Will Longyear, MRY Architects

Business Item: Approval of Meeting Minutes

The minutes from April 19, 2018 meeting were approved unanimously with edits from Tara Cameron.

Action Item: University Center Urban Core (UCUC) Planning Study

The University Center Urban Core Planning Study has come before C/CPC previously and is being presented for endorsement. The Triton Pavilion will be the first project implementing a Progressive Design Build process. Since last October, the planning study has conducted over 100 meetings. The Triton Pavilion DPP will frame the selection of design and contractor team. The UCUC is at the heart of the campus; the campus “downtown”. The Chancellor, Joel King, and the planning team met to set a vision for the area early in the process. The Campus gateway with increased density set the tone for a transformation. The planning study balances preserving elements of historic significance and a cultural landscape with practical elements of connectivity that reinforce campus mobility and an increase in habitable outdoor spaces. From the UCUC, most people can traverse to many areas on campus in just 10 minutes. Strong north-south connections exist but are less obvious in the east-west direction, with the exception of Warren Mall. The UCUC has a strong legacy of celebrating the natural

environment, using landscape as a connector to help weave the campus together. Further definition of the Town Square and careful dimensioning of the Triton pavilion setbacks help form a visual connection from Gilman Drive to Price Center. Instead of matching Town Square setbacks, the area was restricted along Myers Drive in order to create a portal into a series of outdoor rooms, making the experience more pedestrian friendly and reducing the distance between the two elevations of the Triton Pavilion. The gateway will progress from the south along Myers Drive toward the north. A bridge spanning Myers Drive will protect the drop-off/pick-up area below from sun and rain. The arcade concept is reinforced and protects ground-level uses. The area is a “no-ride” area for bikes. In order not to compete with Geisel Library, the massing of new buildings would be in relationship to Center Hall. Except for Triton Pavilion, future programs are not yet established. Building heights of 4-6 stories would help increase stair use with elevators still available for ADA needs.

Sophia Hirakis expressed a concern for ADA parking near the campus core, noting that existing ADA parking would be displaced and that ground-level spaces are preferred by wheelchair users. Robert Clossin explained that the Triton Pavilion project would replace the displaced ADA spaces, and that the conceptual design shows 2 lanes for short term parking. A below-grade parking structure would also have an access point with an elevator near the pedestrian core. He noted the desire for an increase in ADA parking especially near the elevator or at ground level for the building design. Mark Rowland added that the project would accommodate no less than 1% but likely closer to 5% ADA parking, which is evaluated at the campus-wide level.

Triton Plaza would provide active ground uses, stepping back the highest floor to help with scale and massing. The landscape would be developed as a visual asset balancing pedestrian safety with a range of programs and performance uses. A large court defined by a vehicular turnaround east of Center Hall would accommodate emergency vehicles, ADA parking, and large charter buses. Rupertus Way would be closed to motorists except emergency vehicles. Rideshare vehicles would be directed to Myers Court or a new curbside area along Gilman Drive. A strong organization of trees in an east-to-west pattern will connect Pepper Canyon and the Light Rail Transit to the Grove and Ridge Walk, building on an existing inventory of Elm trees on Lyman Lane. Keith Pezzoli inquired about building a unified tree ecosystem. Todd Pitman replied that the trees in this plan would not compete with the other trees, and that diversity is desired. Trees were selected that perform well in San Diego and La Jolla, with an appropriate height for pedestrian scale. Matthews Quad would be preserved as a historical asset. The Chancellor’s Complex replacement site does not yet have a program but could be a large auditorium for activities such as TED talks. Lyman Lane and Rupertus Way continue to function as dynamic movement spaces.

Joel Watson and the planning team discussed the bus plaza location. Part of the location was aimed at keeping large buses out of sight, which, in addition to lack of capacity, made a new turnout of Gilman Drive less desirable. Hartigan added that a new bus area on Gilman did not create the right urban setting. The bus zone near Center Hall would be utilized infrequently and would not have an impact on the classrooms. Watson elaborated on his suggestion to increase density as much as possible without compromising the pedestrian experience. The planning team agreed, and noted the 5-6 story range as the appropriate height. Rowland also noted this is not high-rise, but is in the same floor-to-area ratio (FAR) as UCLA’s and UC Berkeley’s student centers.

Pitman challenged the bike-free zone. The planning team explained that this area would require cyclist to walk their bikes. Textured paving would enforce this activity. Hirakis suggested a designated path for cyclists, referencing UC Davis’ discrete bike lanes. The planning team noted that other shared areas, over time, created a culture of courtesy. Hirakis also suggested more shade and areas in which to congregate in shade. Hartigan added that shade studies offered opportunities for shade and sun in different times of the year.

The Committee endorsed the planning study with none opposed.

Comment to Design Review Board: Ridge Walk Phase 1

Todd Pitman gave an overview of the new bike and pedestrian mobility elements in the project and introduced Fred Besancon from Spurlock Landscape Architects. The Ridge Walk projects will increase the legibility of the north-south path and create new spaces in which to engage student life. The design team analyzed the existing fabric and seek to maintain the individual college character. In Phase 1, the project will revitalize the area near Main Gym in Muir College, creating a new connection to the UCUC. Key goals include further defining the college nodes and activating them. From Sun God lawn to Revelle Plaza, the corridor is framed by architecture, creating smaller nodes. Mandeville creates an odd encroachment into Ridge Walk, but the plaza facing it could be further activated, adding bench-height raised elements that act as traffic calming. The Hump near the Original Student Center will remain. A Class 1 bike lane will connect to Peterson Hill, but will not be connected at the Hump and Mandeville.

Generally, there will be a 25-foot wide pedestrian path with an 8-foot wide vegetated area and an 8-foot cycleway. Cyclists will merge into plaza area, which will require extra courtesy. These will not be dismount zones. In existing plazas, historic paving patterns will be restored as needed. The cycleway itself will be asphalt to suggest “vehicular” use. Paving texture will be used to separate pedestrians from bikes. Existing building entries could be programmed as major gathering spaces, providing new retail options and outdoor classrooms. The open space site north of Bonner Hall will be developed into an informal amphitheater. Urey Plaza will provide smaller scale seating options. Charging stations could be located near the Biology building.

Bicycle parking could be located near building entries for highest utilization. Bike share needs will also be considered. The furniture palette would use decay and insect resistant wood for durability. It will also be adapted to each college’s specific palette. Sun God lawn would be extended into a portion of the surface parking lot at Faculty Club. Shade structures would be provided at the periphery. Pitman shared the comments from the Open Space Committee, which included encouraging more spontaneous and informal interactions and prioritizing pedestrians over cyclists.

Hirakis shared the bike culture at UC Santa Barbara, which has heavy emphasis on separated bike infrastructure, where pedestrians are not welcome and enter at their own risk. The design team expressed a different approach, where paving materials and truncated domes slowed the pace and additional courtesy is required. Rowland emphasized the need for a network of ADA paths that are better defined on campus. Besancon noted that the project is creating more accessible pathways including sidewalks and ramps. Pezzoli inquired about permeable paving and stormwater management. The design team shared the strategies to filter water locally. Hirakis suggested the design team consider how cyclists would exit the segregated path.

The Committee had the following comments for the Design Review Board:

1. Further address the bike crossing points and potential conflicts
2. Demarcate accessible areas
3. Continue to study stormwater permeability
4. Keep the character of the Grove consistent with the Historic Grove, which is primarily asphalt and bark.

The Committee endorse the Open Space Committee comments and the project site.

Action Item: San Diego Supercomputer Center Energy Infrastructure

Elyse Sanchez presented the site for chilled water cooling infrastructure to be located west of Voigt Drive in the North Campus Neighborhood and adjacent to the San Diego Super Computer Center (SDSC).

With its robust information technology infrastructure, the SDSC requires a significant amount of energy, specifically chilled water from the Central Utility Plant, to operate. Facilities Management conducted a study that determined a dedicated cooling tower at SDSC to handle process cooling loads would result in significant energy savings of up to \$250,000 per year. The site also considers area for a second tower should the SDSC expand to full capacity.

The project would include one cooling tower unit with a screen enclosure and associated utility work. The equipment would rest on a concrete pad of approximately 1,200 square feet with a screen enclosure that would align with the approximately 35-foot setback of Hopkins Parking Structure from Hopkins Drive.

As the cooling tower would solely serve the SDSC, close proximity to the building is required. The site surrounding the SDSC is highly constrained with Hopkins Parking Structure to the south, Social Sciences Building to the west, RIMAC to the north, and Hopkins Drive to the east. Several site options were initially studied including south of SDSC West, north of SDSC east, north of SDSC West, and the roof of SDSC West. Due to the constructability, construction and operating noise, and expense associated with these sites, a southern site nearest the Hopkins Parking Structure was studied in further detail. While more visible from Hopkins Drive, this site was furthest from occupied buildings, resulting in the least noise impacts while remaining close to existing utility connections.

The proposed site is approximately 3,200 square feet on the north side of the Hopkins Parking Structure. It is currently occupied by a 400 square foot concrete pad that holds a temporary battery storage container. This unit is scheduled to be decommissioned and removed in advance of this project. On the west and east sides of the concrete pad are relatively flat areas of wood mulch. East of the concrete pad are two large Torrey Pines, one of which may be removed due to this project. The concrete pad would grow to the east and south to hold the new equipment. The cooling tower and screen enclosure would be approximately 25-feet in height, and approximately half the height of Hopkins Parking Structure from grade. The screen enclosure would be painted and characterized to reduce apparent mass and blend with the Hopkins Parking Structure. A 10-foot setback from the Hopkins Parking Structure would be maintained for fire safety.

The Committee discussed the massing of the equipment enclosure, stating that the screen wall seemed rather tall. Rowland suggested that the screening could be below the cooling tower height to help reduce bulk and mass. The Committee endorsed the site.

Action Item: 2018 Long Range Development Plan (LRDP)

Robert Clossin reviewed the Committee's comments that had been collected and summarized in a spreadsheet. Some of the comments included a more robust discussion on UC San Diego Health and the bus and shuttle routes. The increase in student applications, which has doubled, was also added as an important detail. Other comments addressed energy codes, reference to MTS, and the new bike infrastructure at Genesee Avenue and the I-5. Circulation and people movement was addressed further including the issues surrounding parking on campus. Hirakis added that public transit in San Diego overall is challenging and a contributing factor to commuters' lives. Parking allocations were not addressed but would be included in some detail at the level of Neighborhood Planning Studies. The parking ratios were addressed as it relates to the LRT.

The Committee discussed addressing on-campus staff housing and La Jolla Del Sol couples and family housing. The increase of housing is in alignment with the increase of the undergraduate to graduate student ratio of 4:1. Part of the growth in undergraduate is related to the overall capacity of the campus, which can host eight colleges of 4,000 students each. This is consistent with other peer universities. Childcare was also discussed, and studies are underway to look at additional locations on campus. Mental health and wellness was elevated as an important topic. CAPS locations in the Mesa Housing Neighborhood could be established. The Healthy Campus Network commissioned a consultant to review the LRDP for language inclusive of Health in All Policies guidelines.

Hirakis suggested increasing the reference to the international student population and their contribution to the campus. That student population is capped at a particular threshold but also adds to the campus diversity and cultural expression. She emphasized the importance of creating a welcoming environment for these students. Though programmed for the new Triton Pavilion, the International Center is currently lacking a centralized home. Additional language that emphasizes the long history of international collaboration would be welcomed. Clossin agreed with the comments but reminded the Committee that high levels of detail were not appropriate for the LRDP. Hartigan suggested including it in the Diversity and Inclusivity discussion in Chapter 2.

The Committee further discussed comments on accessibility and housing in SIO. Accessibility is supported in the document and is required by law, but additional objectives and principles also support it. The Committee felt strongly about including graduate housing where the Coast Apartments currently stand.

The Committee members in favor of endorsement at that time included Lesly Figueroa, Keith Pezzoli, John Hughes, and Marlene Shaver. Joel Watson had additional questions pertaining to the "No Net Loss" policy and the Open Space Preserve. Shirley Meng voiced concern on sustainability goals and the path to achieve them. Ken Hall agreed and supported flexible language on the topic. Clossin noted a greenhouse gas (GHG) strategy would be included in the Environmental Impact Report (EIR). The discussion changes would be integrated and returned to the Committee for a final back check review.

This item concluded the meeting.

Respectfully Submitted,



Elyse Sanchez
Associate Planner