

CAMPUS/COMMUNITY PLANNING COMMITTEE

Minutes of July 19, 2018 Meeting

Present

Adrian Borsa
Tara Cameron
Ramona Ferreira
Paul Geldbach
Ken Hall
Russ King
Randy Leopold
Marlene Shaver
Frank Silva
Joel Watson
Cristy Winter

Absent

Matthew Arrollado
Neal Devraj
Lesly Figueroa
Tal Golan
Sophia Hirakis
John Hughes
Shirley Meng (Co-Chair)
Keith Pezzoli
Charles Sprenger
Rand Steiger
David Traver

Campus Planning Staff

Robert Clossin, Director Campus Planning
Todd Pitman, Campus Planning
Ginger Stout, Campus Planning

Guests/Consultants

Joel King, Design and Development Services
Nicole Cheng, Capital Program Management
Carolyn Sheehan, Nanoengineering
Fred Besancon, Spurlock Landscape
John Fung, Mark Cavagnero Associates
Amy Hoffman, KTU+A
Larry Thornburn, Nasland
Chuck Morgan, Facilities Management

Business Item: Approval of Meeting Minutes

The minutes from June 21, 2018 meeting were unanimously approved.

Informational Item: 7th College Neighborhood Planning Study (SCNPS)

Todd Pitman briefed the Committee on the status of the 7th College Neighborhood Planning Study (SCNPS). The Planning Advisory Committee has met 5 times previously, and the project team presented to the Chancellor earlier in the week. The SCNPS is being presented to the Committee for information and comments, and will return to the Committee in the future for potential endorsement.

John Fung presented the 38 acre study site proposed to be a gateway into the south-west end of campus, located south of Revelle College, north and west of Theatre District, and north east of Scripps Institution of Oceanography. A future Detailed Project Program would include approximately 8 acres on the existing surface parking lots, P102 and P103. The SCNPS envisions housing for up to 2,000 beds, academic space, recreation space, and activated ground floor retail and community support spaces. Fred Besancon presented the Gehl Public Life assessment, which was completed on campus in collaboration with the assistance of an Urban Studies and Planning department. The assessment was three-fold: it counted pedestrian travel modes (walking, bicycling, and skateboard) at various campus locations, utilized intercept surveys to examine what campus

visitors and residents feel is working and what is missing, and lastly examined the architecture facing public spaces to look for ground floor engagement opportunities. The study looked at what students most desired in the available open spaces. Fung discussed the considerations of the SCNPS, including Stuart Art Collection pieces, parking, Historic Grove, connections to Ridge Walk, and the placement of Scholars Drive “Loop Road” through the site. The SCNPS examined reconfiguring the Loop Road to optimize the site for better accommodation of a housing community and creating nodes of activity along the east side of the future college, connecting to Ridge Walk. Parking is proposed in an underground structure with access on the north, south and west sides. Various sizes of open space from public to more private are being examined. Robert Clossin mentioned the proposed potential of infill housing at Revelle College and potentially expanding the Central Utility Plant that are within the study area. Fung discussed the potential for general assignment classrooms for shared use between Revelle College, 7th College, and Scripps. Part of the SCNPS is examining the retail/public space hubs and how to make these spaces work well for not only residents, but also community members visiting the retail amenities and the theatres. Consideration of protected bicycle and pedestrian pathways through the site, as well as connections to the future LRT, are high priorities.

Besancon described extending Ridge Walk south through 7th College and the Theatre District by adding planting, furniture, protected bicycle paths, and buffers between vehicles and pedestrians. The intersections of North Torrey Pines Road/Expedition Way and North Torrey Pines Road/Torrey Pines Road are being examined to create safer and better flows for all types of traffic. Adrian Borsa mentioned the opportunity to connect the bicycle path between the Central Utilities Plant and the Revelle College Provost office to University Center. Ken Hall suggested adding a shuttle turnaround at this location for shuttles to and from Scripps. The consultants will look into that. Chuck Morgan inquired if the expansive lawn south of Galbraith Hall is included in programming for the residential portion of 7th College. Besancon verified the area is being looked at for integrated uses but is not planned for development. Cristy Winter asked if parking is shared with the Theatre District, and how many spaces will be lost. Fung mentioned 400 net new spaces would be added to the current parking inventory through below grade parking, and Clossin mentioned the allotment of the parking is a future decision not part of the SCNPS. Ramona Ferreira inquired about parking for existing daily use, plus bringing in outside cars to the proposed retail amenities. Besancon said the idea is that visitors will emerge at the retail area and parking use will be comingled. Tara Cameron asked if the Gehl study included counts during a theatre performance, which it did not, and Clossin mentioned the times of theatre use are typically not at peak parking. Russ King asked that consideration be given for the parking needs for an influx of 2,400 net new people, as well as considering traffic flow during peak afternoon vehicle arrival and ride-hailing vehicles utilizing parking aisles. Joel King added that consideration be given for future underground parking needs and consider potential changes in future transportation modes.

Action Item: I-5 Electrical Switching Station

Amy Hoffman gave an overview and presented the I-5 Switching Station project, located north of Voigt Drive near the Campus Services Complex in the eastern landscaped slope of the P510 surface parking lot. The switching station is proposed to be located in the slope of the hillside close to Greenhouse Lane with the entrance at street elevation. The roof would be made of steel with lifts towards the north to allow stormwater to flow south towards the vegetated areas of the parking lot. The building would house switching gear and would be cast in place concrete. Two parking lot designs were introduced: the first design would reduce the number of parking spaces from 78 to 62, with a loss of 16 spaces due to the inclusion of bioswales and biobasins within the lot; the second design includes permeable paving and the addition of a drywell, which reduces the need for bioswales and reduces the number of parking spaces lost to 10. Larry Thornburn mentioned the team looked at installing a drywell at the site which could incur significant costs. Hoffman explained permeable pavement requires regular upkeep and total replacement within approximately 5 years. Clossin asked for

clarification about building access, and Thornburn mentioned a garage door would be at the end of a driveway to allow for swapping out gear. The building would be unmanned, and after construction is completed access would only be required about once a year. Natural light would be let in through clearstory at the tops of the walls below the tilted roof. The project would rebuild the existing stairway from P510 to Greenhouse Lane for ease of flow. The Stuart Collection art building is near the site and will remain. The roof tilts towards a bioswale on the south side of the proposed building. The building will shield any equipment noise. The existing slope is mostly Acacia and the project will match this existing plant palette. Marlene Shaver asked if trenching will be required to Gilman Drive, and Cheng verified trenching will need to occur across Voigt Drive to eventually be able to connect to the East Campus Switching Station across Voigt Bridge. The project is anticipated to go out for bid Summer 2019 and begin construction next August or September 2019. Joel King suggested to look at aligning of the trenching with the regional transportation plans. Cheng mentioned the has yet to look at the cost of adding a drywell. A geotechnical study would be required before adding a drywell, and the cost would correlate to the depth of the drywell. A cost analysis would need to be done and considered by Facilities Management. Clossin mentioned the site is located within the Coastal zone and would require a permit from the Coastal Commission. Cheng mentioned the construction is anticipated to take 15 months and would attempt to minimize parking impacts from construction staging. The project would restore the landscaping affected by construction. Ken Hall asked what the square footage of the roof would be, and it would be approximately 4,000 sq/ft. During construction, the stairway leading from P510 to Greenhouse Lane will be closed but there will still be access from the surface lot down to Greenhouse Lane. The Committee had the following comments for DRB: consider the overall site drainage during design and architectural details such as roof shape; minimize through design the parking impacts during construction and after project completion; and coordinate construction and trenching with Regional Transportation Projects in the area.

This item concluded the meeting.

Respectfully Submitted,



Ginger Stout
Associate Planner