

CAMPUS/COMMUNITY PLANNING COMMITTEE

Minutes of August 15, 2019 Meeting

PRESENT

Manu Agnihotri (AS Rep)
Adrian Borsa
Tara Cameron
Luis Legaspi (for Ramona Ferreira)
Ken Hall
David Hickman
John Hughes
Jeff Kaplan (co-chair)
Russ King
Marlene Shaver
Frank Silva
Joel Watson
Cristy Winter

ABSENT

Neal Devaraj
Tal Golan
Keith Pezzoli
Charles Sprenger (co-chair)
Rand Steiger
Andrea Tao
David Traver

CAMPUS PLANNING STAFF

Robert Clossin
Ginger Stout

GUESTS/CONSULTANTS

Joel King
Josh Kavanagh (by phone)
Steve Jackson
Brent Newby (McCarthy)
Eric Naslund (Studio E)
Neil Hadley
Alison Buckley
Jennifer Mora
Todd Pitman
Elyse Sanchez
Ross Kunishige
Roland Bartsch
Carolyn Sheehan
Mark Rowland
Yu-Ju Liu (Spurlock Landscape Architects)
Lorie Tang (Spurlock Landscape Architects)

BUSINESS ITEM: APPROVAL OF MEETING MINUTES

The minutes from the July 18th, 2019 meeting were unanimously approved without further comment.

BUSINESS ITEM: GROVE STORMWATER IMPROVEMENTS (SPURLOCK LANDSCAPE ARCHITECTS)

Todd Pitman introduced the background behind the Grove Stormwater Improvement project. The project was already presented at this month's Open Space Committee. Ross Kunishige is the project manager and shared that the project received grant funding for water use reduction and water quality improvements. Yu-Ju Liu, from Spurlock Landscape Architects, presented the location and existing conditions of the project. The site lies between the east side of Mayer Hall and Gilman Drive. The two main goals for the project are: first, to create an educational garden, to slow and treat stormwater, to reduce irrigation use, and to increase permeable surfaces; and second, to restore the Historic Grove and retain the three existing coral trees. The project would capture stormwater from the existing asphalt and nearby rooftops and direct it through a new stormwater basin. A decomposed granite pathway is proposed in order to maintain circulation through the site. The project would expand the concrete paving on the west side of Gilman Drive to create a bus shelter and a bus cutaway. An ADA pathway would be incorporated to access the bus stop. The concept is to create an area with a rustic character to complement the Historic Grove. Due to grading impacts 10 Eucalyptus trees would be removed, and 32 would be replanted. The amount of existing turf would be reduced and drought tolerant plants would be planted. Students utilize the existing turf while waiting for bus arrivals, so the turf will remain in a reduced amount for this purpose. The project would reduce the amount of paving by 2,500 sf within the Historic Grove.

Pitman shared the Open Space Committee comments, including: 1. consider the desire line from the Theatre District/upcoming Future College to the Price Center area, examine circulation, and define a pathway; 2. Consider bringing grove plantings towards the edge of Gilman Drive; 3. Explore the underground utilities to determine conflicts with tree planting.

Tara Cameron asked for clarification regarding where the ADA pathway is placed, since the pathway leading from the west is steep. The Committee discussed that the Eucalyptus trees would be planted on the west side and possibly the east side to avoid leaf litter within the central stormwater basin. The sidewalk along Gilman Drive will be expanded 5 ft beyond the bus shelter. The Committee discussed educational panels around campus, and the possibility of maintaining and creating consistency among them. Educational 'maps' could be used to show where these sustainable areas are across campus. Russ King shared that HDH has installed LEED educational panels on all housing built in the past 10 years.

Marlene Shaver pointed out that decomposed granite (DG) can be a concern regarding mess and maintenance and does not seem practical at this location. Russ King shared that more people will want to utilize this pathway and agreed DG is not ideal. David Hickman mentioned the grade at the site can be challenging to which Liu mentioned the site will be graded and the path will meander through the site. The Committee recommends considering a different material and studying the grades for ADA accessibility.

Ross Kunishige shared that the project is expected to begin construction at the end of the year.

COMMENT TO DRB: VOIGT EAST PARKING STRUCTURE CONCEPT PRESENTATION (STUDIO E & MCCARTHY)

Jeff Kaplan reminded the Committee that they previously endorsed the site for Voigt East Parking Structure and are now tasked with providing feedback on the design. Roland Bartsch shared that the design team is the same as the team from when the parking structure was to be built north of Geisel. Joel King explained how the design team was hired to design 'Voigt Parking Structure', and the previous site was not supported by the California Coastal Commission. The team is now tasked with solving the same objectives as before which is to help address parking pressure on campus, but at the new site. The newly endorsed location is in parking lot P701, next to Triton Baseball Field. Joel Watson asked if a new Building Advisory Committee (BAC) had been formed or if it's the same one, and believes it would be good to have the BAC involved in the design. Robert Clossin suggested that another BAC meeting be held for review of the structure at the new site with appropriate stakeholders.

Eric Naslund introduced the project objectives: consider how best to optimize the site as a parking reservoir for both east and west campus; attempt to mitigate the near term parking losses associated with construction; leverage site adjacencies; provide up to 1800 parking stalls; provide permanent shuttle bus parking; and provide 10,000 sf of office space for Transportation Services (TS).

Neil Hadley pointed out the location is adjacent to I-5, and nearly equidistant to the Voigt and Pepper Canyon Light Rail Stations, and is proximate to the medical campus. Clossin mentioned the location is along the campus loop road so campus shuttle access will be available. Emergency access is being studied, and the project would potentially create a fire access road along the south side of Triton Field. The project's improvements fit into the existing surface parking lot, and avoid the native riparian wetland within the Open Space Preserve at the southern end of the lot. No adverse impacts to the habitat are anticipated. The draft East Campus Neighborhood Planning Study showed a pedestrian bridge across the wetland, and while not part of this project, it is not precluded.

The project includes shuttle parking in the ground level of the structure and at the north side of the existing surface parking lot. The existing entry driveway off of Voigt Drive would remain, and a vehicular turnaround for pick-up and drop-off is anticipated before the garage entrance. The area south of the turnaround is anticipated to be pedestrian only, between the ball field and the structure. Elevators are anticipated on the east and west side of the structure. One of the constraints of the site includes a utility corridor underneath the north side of the lot. Clossin informed the Committee that existing shuttle parking is located on a future development site and will eventually need to be relocated. Hadley shared the patio/outdoor space for the tenants of the TS department, and the below grade parking for staff, which would be located at the southwestern part of the structure.

Cameron inquired where the shuttle stop is for people heading towards west campus, and the reply was the intersection could be signalized for safe crossing to the north side of the street where the shuttle stop will be. No crosswalk exists currently.

The project would create a stormwater basin at the north and bioswales around the west and south sides of the site. An additional feature could be incorporating stormwater cascading down the side of the building into gravity fed planters. The planting typology includes a mixture of ornamental oak trees, California sycamores,

Torrey pines, and eastern redbuds along the east side of the site, with the understory and the western hillside including a mixture of adaptive and drought-tolerant plants.

Naslund explained the structure is tall for 1,800 stalls due to the constraints of the site. Attempts will be made to screen and contain the large surfaces. The concept is for each side of the structure to offer differing daytime and nighttime screening. One surface would have a photovoltaic panel “veil” and water-capture features down the side, featuring the university’s sustainable energy goals. Along the south side, each level of the vehicular ramps would be painted differently to make them visually pleasing to those passing by. Folded, perforated panels would be used on another side to create a visually different scene based on the perspective of the passerby.

Frank Silva questioned the decorative nature of this structure versus others on campus. Joel King mentioned the idea is to mitigate the bulk and scale since the site is along the edge of the freeway, and to take an almost sculptural approach. Silva said the screening the structure seems excessive and appears expensive, and questioned if it required such screening. John Hughes pointed out this design carries elements from the previous design at the previous location, and the design may need to consider this structure as a campus billboard. Joel Watson would like to better understand the project’s aesthetics in the context of the surrounding buildings and structures. He added that the cumulative effect of projects along the I-5 corridor should be considered.

Luis Legaspi inquired about bike storage and parking at this structure, as well as the connections for micro-mobility users to access west campus. Manu Agnihotri commented on the challenges of traversing Voigt Bridge for micro-mobility users. Josh Kavanagh shared that there will be bike parking at this location, infrastructure for bikes to west campus will be examined and improved, along with examining shuttle stops proximate to the structure. Clossin pointed out the future Direct Access Ramp (DAR) would provide improvements, but the existing condition is two 3 ft wide sidewalks on either side of the bridge. These will be combined into a single 6-8 ft wide sidewalk on the south side of the bridge, allowing micro-mobility users safer conditions. The Committee discussed the number of stalls and inquired about egress from the structure during peak hours. Brent Newby said a traffic study is in progress and an initial study helped to determine the parking stall capacity for the site.

Adrian Borsa commented on considering the visual appropriateness of this structure, since it will be the closest UC San Diego structure to the freeway. Cameron suggested including Facilities Management in the design, especially in regards to the planters on the side of the structure. Intermittent road closures would occur along Voigt Drive during construction.

The Committee’s comments to the DRB include:

1. Further consider the façade treatments to find a balance between extravagance and simplicity;
2. Further consider bike storage and mobility, including expansion of bike and micro-mobility parking.
3. Study improved road striping that considers bicycle circulation, including at the intersection, and to/from the west campus.

Hughes was pleased to see the thoughtful interface with the Triton Baseball Field.

Clossin said this project will be reviewed by the Design Review Board and the Chancellor. Jeff Kaplan would like this to return to C/CPC as a business item to understand how the Committee's comments were incorporated into the design.

This item concluded the meeting.

Respectfully Submitted,

A handwritten signature in black ink that reads "Ginger Stout". The signature is written in a cursive, flowing style.

Ginger Stout
Associate Planner