INTRODUCTION & BACKGROUND

In January 2017, the Campus/Community Planning Committee endorsed the site for a parking structure in the Warren College neighborhood, south of Voigt Drive and north of Geisel Library. This site was located within the Coastal Zone and upon subsequent review by Coastal Commission Staff the location was determined to be an environmentally sensitive habitat area (ESHA). As a result Coastal Commission Staff did not support the development of a parking structure in that location. The campus subsequently withdrew its application for a coastal development permit (CDP) and the decision was made to not pursue the project at that location.

As a result, Resource Management and Planning (RMP) is requesting site endorsement for a new parking structure proposed to be located south of Voigt Drive in parking lot P701 on the East Campus adjacent to Interstate 5 (Figure 1).

The proposed project site is in an area of East Campus that is close to the Voigt Drive overcrossing and would function as a flexible parking reservoir for both East and West Campus. The proposed location would be within a 10-minute walking distance to many West Campus facilities and would allow for other reallocations to meet more specific proximity needs. Even with tremendous progress made in recent years to reduce the number of single occupancy vehicles entering campus (a reduction of close to 20%), and anticipation of Light Rail Transit service to campus, there remains a critical need for additional parking options on campus, given increasing campus population and continued development (and associated parking displacements). As of Fall 2018, the parking occupancy on the West Campus during peak hours averages 87 percent, 86 percent on East Campus, and approximately 83 percent overall. Students, faculty and staff currently spend a significant amount of time looking for parking, when the only available spaces are located at more than a ten-minute walk from their offices or classrooms. Adjacent to the Triton Ballpark, the parking structure would also provide proximate parking for ballfield events.

Additionally, this parking structure would host approximately 20,000 SF of Transportation Services office space, athletics storage, and a consolidated storage yard for shuttle buses.

As new projects are constructed on or modify surface parking lots, strategically placed structured parking continues to balance displacement. For example, while the structure addresses existing parking needs, the campus intends to construct the parking structure in advance of the completion of the Franklin Antonio Hall (FAH) project to minimize parking impacts when that project is occupied. The project is anticipated to be completed in summer 2021.

PROGRAM & PROJECT DESCRIPTION

The project will include the design and construction of an up to 1800-stall parking structure. Modifications to the driveway of P701 at Voigt Drive, including widening for vehicular queuing, will be required. A traffic design engineering study is underway and will inform the extent of these modifications. Signalization at the driveway intersection may be required.

The project also proposes a fire access road that connects to the east at the realigned Campus Point Drive.

This is a new site for a previously approved project (The Voigt Parking Structure), and as such, a team has already been selected via a competitive design-build (DB) selection process. Since the previous site failed to resolve conflicts near habitat in the Coastal Zone, this new site has been under study, following a review of other potential sites.

OTHER ALTERNATIVE SITES CONSIDERED

Other sites considered for this structure included (Figure 2):

1. Structured parking underneath Warren Field. This would have resulted in reducing the field footprint (reducing the amount of programmable recreational space) in addition to being constrained due to the proximity of the light rail transit (LRT) guideway that runs along the north side of the field (and guideway column foundations). Given the complexity of construction and impacts to Warren Field this site was determined to be infeasible. The construction timing for this site is also problematic as construction at this location could not start until late 2021 at the earliest, once the LRT is construction is complete.

2. A structure east of Sixth College in parking lot P401. Due to its limited parcel size this location would have yielded only 300 to 400 net new parking spaces and would conflict with future planned development envisioned in the Pepper Canyon Neighborhood Planning Study. Additional parking in this area may be considered in the future once the redevelopment of the Pepper Canyon East Housing advances, however that development is years away.

3. A structure south of Gilman Drive in the western portion of parking lot P602 in the Health Sciences neighborhood. Development at this location for a stand-alone structure would displace a planned Academic Building site, thus it was determined that a structure would not be the highest and best use for this location.

4. Structure parking under Franklin Antonio Hall (FAH) building. This option was considered by the design team and was deemed infeasible as it would have required a significant redesign of the project and as a result of extensive grading to construct would impact adjacent ecological reserve. This option would add significant costs to the project (parking below grade and beneath structure is extremely expensive). Additionally this option would only replace the number of spaces displaced by the project (355 spaces) and thus would not provide additional capacity to meet other campus parking demands. To meet the demands of the FAH project parking reallocations are planned in the existing parking in proximity to the building in addition to other operational solutions.

PROJECT SITE

The primary project site encompasses approximately 4.4 acres and includes a 320-space surface parking lot (P701), located south of Voigt Drive and immediately east of Interstate 5 (Figure 3). An additional 0.7 acres would include the fire access road. The topography generally slopes gradually downward to the south, with a high point of 335 feet at the northern edge and a low point of approximately 310 feet at the southern end of the site. The site vegetation is limited in the existing surface parking lot. The western and southern edges of the site are rustic canyon landscapes. While the building site is more than 50 feet away from the Ecological Reserve, the southeast corner of the project is close to biology that will require careful design consideration.

The site is also adjacent to the Interstate 5 freeway. A Caltrans easement and setback for future freeway widening, soil nail, and retaining wall would be considered in the building footprint and site layout.

PLANNING PARAMETERS
Relationship to 2018 Long Range Development Plan (LRDP)

The proposed project site is within an area designated as "Academic" land use in the 2018 Long Range Development Plan (LRDP). Parking is considered an ancillary support facility that may be included in academic use areas, therefore the proposed project is in congruence with the land use designation.

Further the 2018 LRDP recommends "strategically locating parking facilities to ease access and reduce vehicular traffic in the central campus core where pedestrian and bicycle mobility and safety is a priority"; this project site achieves that objective. Another LRDP goal states "consider shared-use parking strategies where feasible to maximize parking utilization, thus decreasing amount of new structured spaces needed". This project location with good proximity to both east and west campus facilities provides opportunities to meet various parking demand needs over time.

Relationship to 1989 UCSD Master Plan Study (MPS)

The 1989 Master Plan Study (MPS) guidance regarding parking structures is that "structures should be held to the periphery of the west campus." This project site is at the periphery and maintains direct access from the Campus Loop Road.

Relationship to the East Campus Neighborhood Planning Study (EC NPS)

The East Campus Neighborhood Planning Study (currently being updated) is currently still in draft form. In the most recent draft the proposed site was tentatively identified for an academic or clinical research use. However given the location's relative isolation from other facilities that use was not considered ideal. Also a recreational track and field that was proposed east of the Triton Ballpark is no longer being pursued, allowing that site to be used for other uses (this more than offsets the potential loss of future research space at the P701 site). The design team will need to coordinate with Campus Planning as the Neighborhood Planning Study is finalized.

Building Form & Massing

The parking structure could achieve up to 1,800 parking spaces with 11 deck levels (up to 10 stories). The parking structure would be partially integrated with the slope of the project site with one level partially below grade. To minimize excavation and eliminate the need for mechanical ventilation it is anticipated that site work would attempt to balance cut/fill requirements to provide as much natural ventilation into the structure as possible. This will also reduce life-cycle costs and energy requirements for the structure. The ground level of the structure and outdoor surface lot north of the structure would house a consolidated shuttle bus parking area. This level would likely be double in height to accommodate the buses. Consideration for the Triton Ballfield during and post-construction with regard to shading, lighting, and access would also be studied.

The parking structure footprint should respect the following guidelines:

- Minimum 25' setback from Voigt Drive
- Minimum 45' setback from surrounding buildings
- Minimum 50' setback from the Ecological Reserve

An additional building setback of 50 feet from any wetland is recommended by the 2018 Long Range Development Plan Environmental Impact Report (EIR). However, a small wetland area was identified approximately 30 feet from the existing surface parking lot and 20 feet from the ballpark service road, therefore encroachment into the setback may be considered if impacts can be avoided.

The project proposes a series of terraced planters along the western edge of the structure to improve aesthetics and address storm-water regulations and sustainability goals. This design feature has been carried forward from the previous project site. Photovoltaic panels may also be incorporated on the roof deck.

Displacement

The proposed site would displace the 320 spaces in surface Parking Lot P701. With a proposed project stall count of 1,800, the net new parking spaces would be up to 1,480 spaces.

Utility & Infrastructure

The utility connections for the proposed site are currently being studied. Site utilities may include water, sewer, electrical and telecom and could be extended from adjacent development. Development of this site should not result in substantial utility relocations. A major utility tunnel that connects East and West campus across the freeway is located at the northern portion of the existing parking lot and would be avoided by the project.

Environmental Considerations

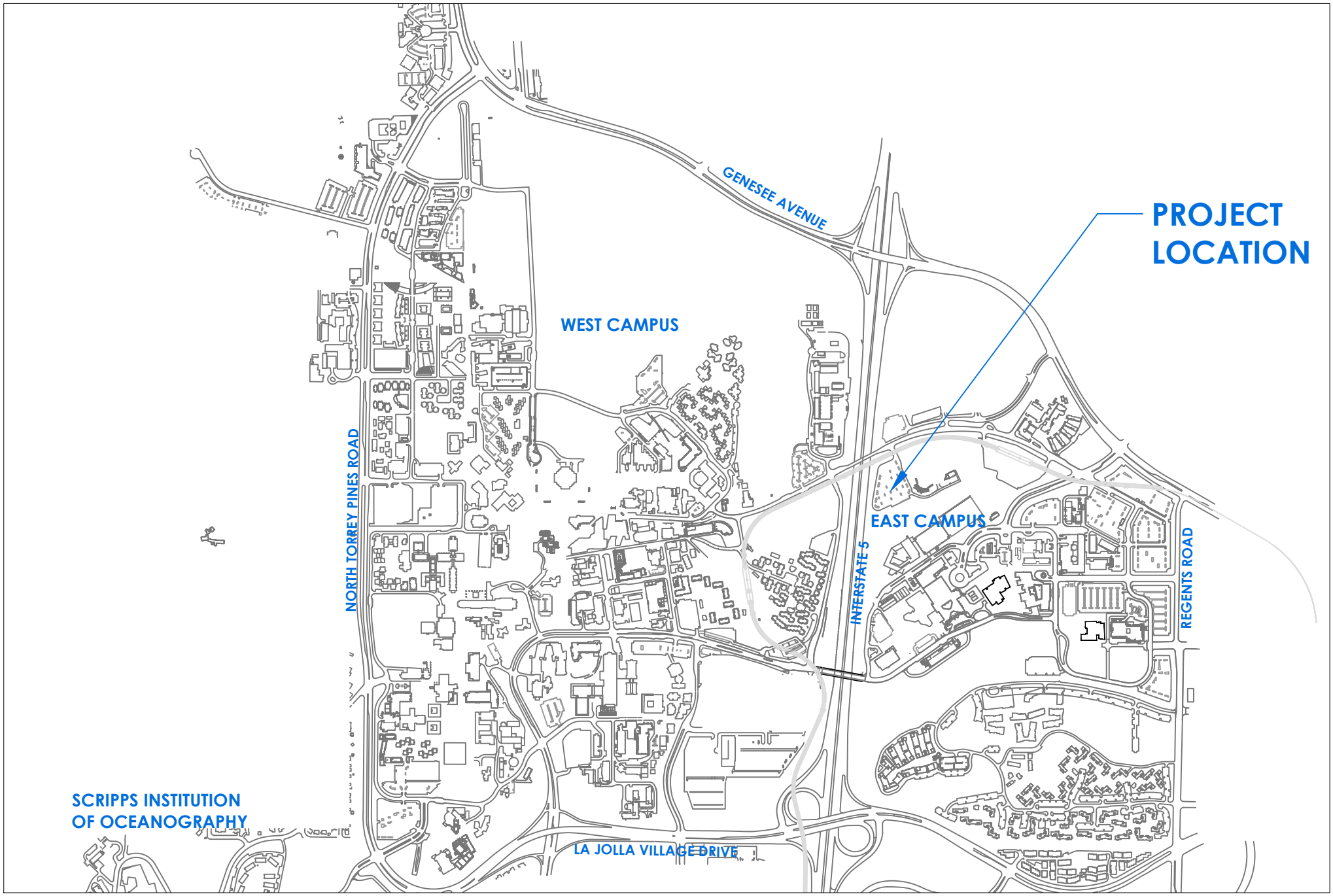
The proposed project would be subject to the California Environmental Quality Act (CEQA). It is anticipated that an addendum to the 2018 LRDP EIR would be prepared for the proposed project. While the project site is adjacent to a wetland, there are no anticipated wetland impacts. Additional environmental considerations would include impacts to sensitive biological resources, aesthetics, water quality and hydrology impacts.

Sustainability

The University of California has created the Policy on Sustainable Practices oriented toward energy efficient and "green building" standards established by the U.S. Green Building Council (USGBC). However parking structures are excluded from the Leadership in Energy Efficient Design (LEED) rating system. The project will instead seek ParkSmart certification, a similar "green" rating for parking structures, and integrate sustainability goals as possible. As was previously described the project will seek to reduce or eliminate the need for mechanical ventilation and the proposed terraced stormwater feature provides additional sustainability benefits.

RECOMMENDATION & PROCESS

The site evaluation will be presented for information (and potential action on site endorsement) at the July 18, 2019 meeting. The project would return to C/CPC at a future meeting for concept and Comment to the Design Review Board.



Voigt East Parking Structure

Figure 1 - Project Location

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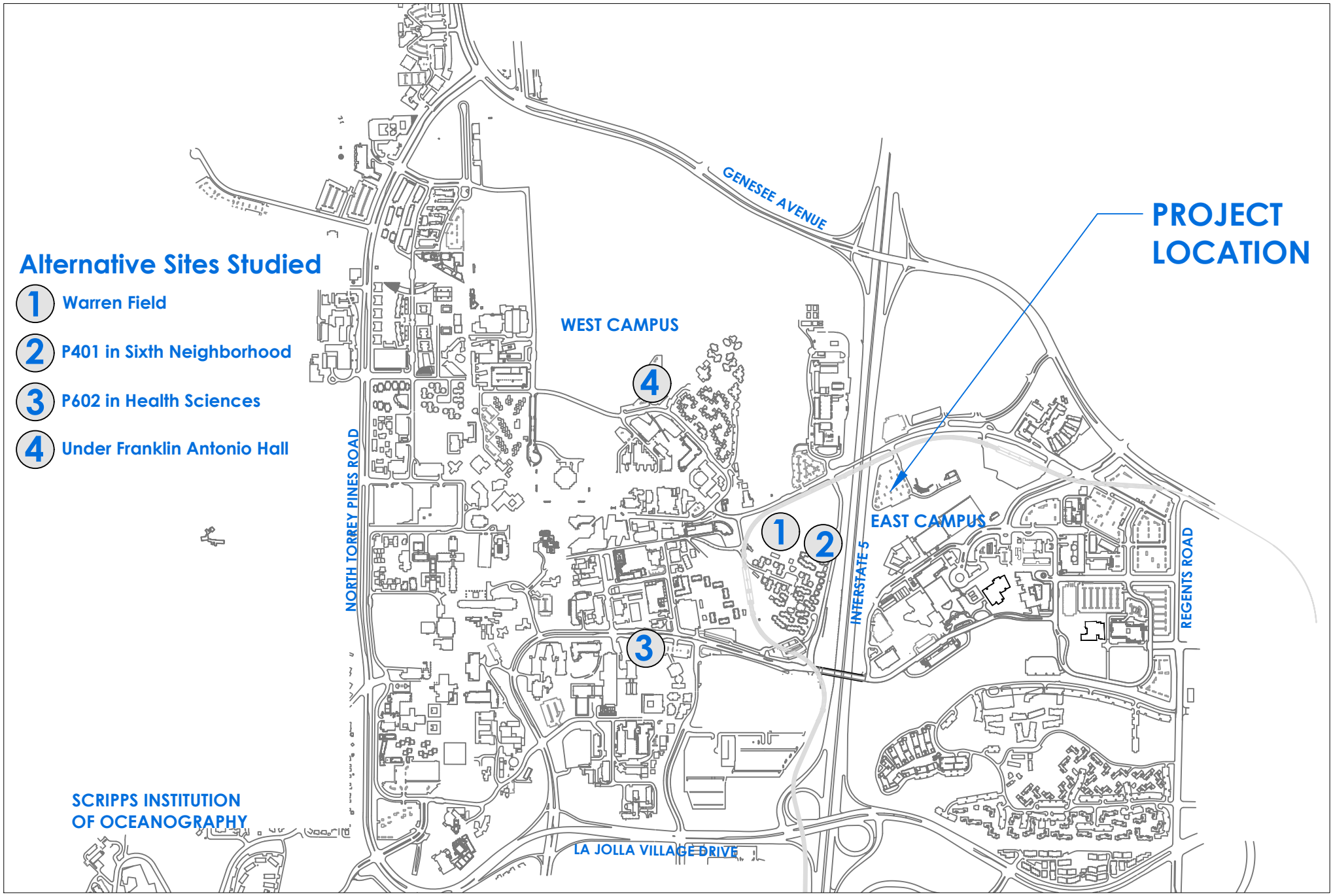

Voigt East Parking Structure

Figure 2 - Alternative Sites Studied

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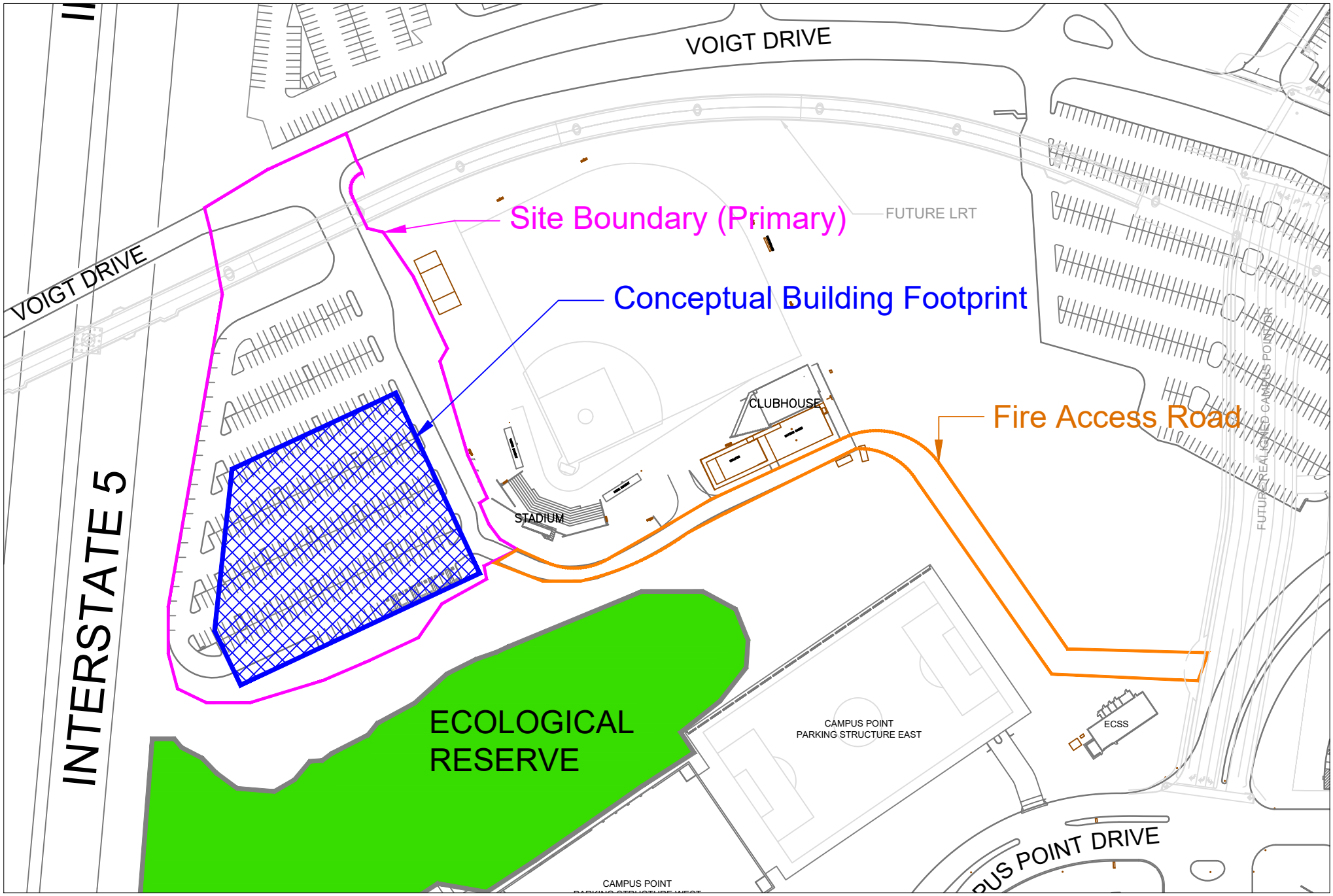

Voigt East Parking Structure

Figure 3 - Project Site

07/10/2019

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