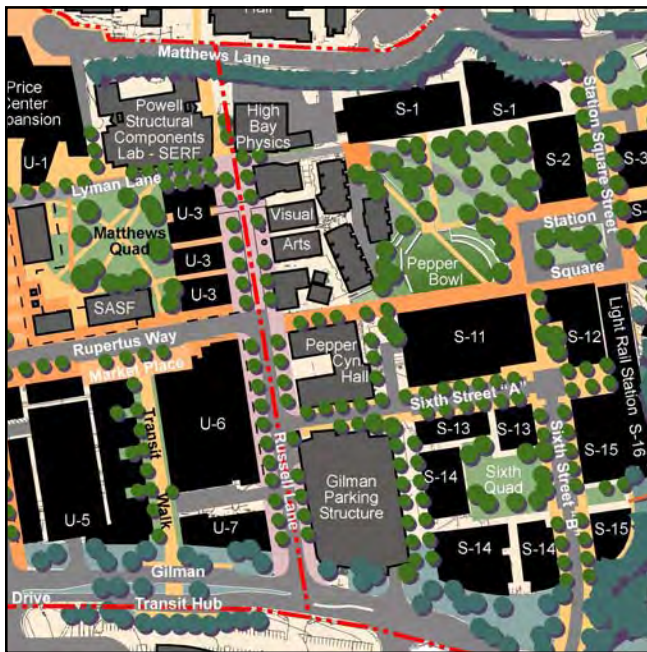


UNIVERSITY CENTER SIXTH COLLEGE

NEIGHBORHOODS PLANNING STUDY



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UNIVERSITY CENTER / SIXTH COLLEGE NEIGHBORHOODS PLANNING STUDY
EXECUTIVE SUMMARY

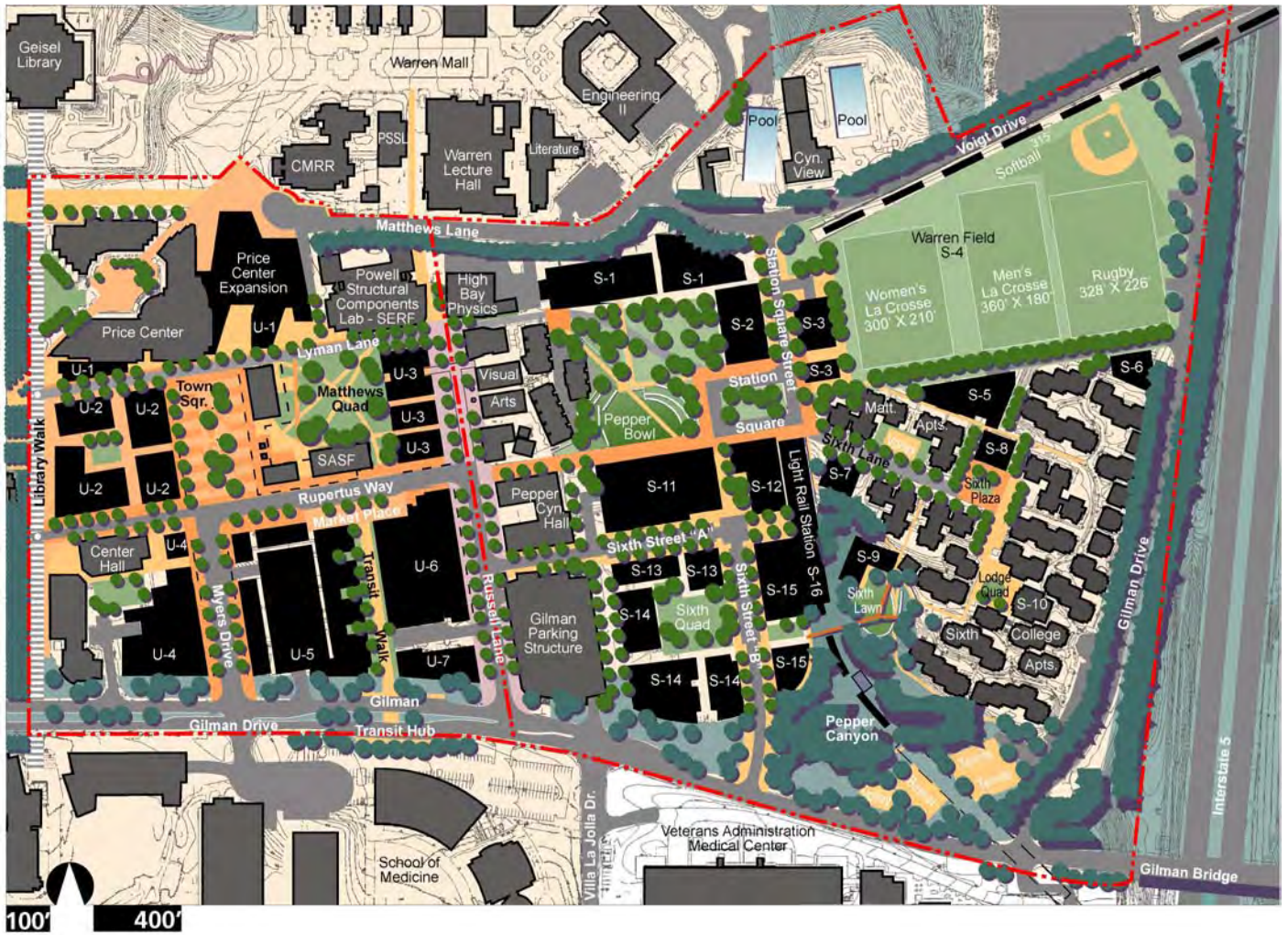


Figure 1 Illustrative Plan

A. Introduction

The University Center / Sixth College Neighborhoods Planning Study is intended to guide development of the core of the University of California, San Diego (UCSD) campus. The study addresses significant changes that have occurred or are planned for the two neighborhoods since completion of the previous study in 1992—an increase in the development program for new buildings to 1.1 times the 1992 study level, the location of a permanent home for Sixth College, and the introduction of Light Rail Transit (LRT) rail lines and a station in Pepper Canyon. *Note that two neighborhoods are addressed in this document.*

The study builds on the concepts outlined in the 1989 UCSD Master Plan Study, the 1989 University Center Design Guidelines, and the 1992 University Center/Fifth College Neighborhoods Planning Study and Design Guidelines, which together establish and confirm University Center as the urban core and heart of the campus. Developing University Center as a vital mixed-use downtown neighborhood connected to Sixth College was the starting point of this study. A Planning Advisory Committee (PAC)—representing the full range of campus groups who use, reside, and have a stake in this important area of campus—guided the planning process.

B. Vision and Principles

University Center and Sixth College are envisioned as a community in which living and learning are overlapping experiences, shaped by interactions among people and places. These neighborhoods are imagined as analogous to a city downtown—a central place of day—and nighttime activity. Here, the university’s central services are sited compactly along with public amenities (such as Town Square and Pepper Bowl), with access to public transit and linked by a network of pedestrian-oriented walks, streets, plazas, courtyards, and public spaces. The idea is to promote a landscape of social exchange while enabling people to fulfill a variety of needs.

The following principles are based on the goals and objectives set by the Planning Advisory Committee. (See Appendix A.) The principles of the University Center / Sixth College Neighborhoods Planning Study are to:

- I. Strengthen the neighborhoods as the campus crossroads and center of campus life through development that meets the growing need for on-campus retail, housing, academic expansion, and entertainment.**
- II. Provide well-defined access points to the neighborhoods via transit, shuttle buses, and private vehicles, with clear links to the Central Pedestrian Core.**
- III. Create an attractive and comfortable “walkable” environment that brings people and activity together.**
- IV. Optimize development sites with the appropriate density and development guidelines to generate activity and create compact, pedestrian-scale urban neighborhoods.**
- V. Integrate Pepper Canyon into the daily life of the neighborhoods.**
- VI. Make the neighborhoods a model of sustainable development.**

C. Key Recommendations

The development plan and design standards and guidelines for the University Center and Sixth College Neighborhoods are described in detail in later chapters of this report. The following are key recommendations of the plan—the big gestures that contribute to the vision and constitute the major enhancements to the neighborhoods and campus. See Figure 2. The plan will:

- ① Extend the Central Pedestrian Core of campus from Library Walk to Sixth College and the future Light Rail Transit station, between Rupertus Way and Lyman Lane.**

Located within the core are the neighborhoods’ key open spaces. The progression west to east is Library Walk, Town Square, Lyman Lane, Matthews Quad, Russell Lane, Pepper Bowl amphitheater, Station Square and the LRT station, Sixth College Hub, and Warren Field. Extending and defining the core creates a stronger center to the campus overall and knits together the two neighborhoods.

Lyman Lane is the “main street” pedestrian corridor through the two neighborhoods. It will be further distinguished by the development of active social and academic destinations, street trees, and improvements to the open spaces. Rupertus is another key pedestrian link between University Center and Sixth College. It is dependent upon development across Pepper Canyon to connect the two neighborhoods.

- ② Join Sixth College and University Center via development sites that bridge the east and west sides of Pepper Canyon.**

New academic uses such as a professional school or the new performance center—which is programmatically linked to the culture, art, and technology curriculum of Sixth College and to University Center as the campus cultural hub—will serve as a bridge across Pepper Canyon,

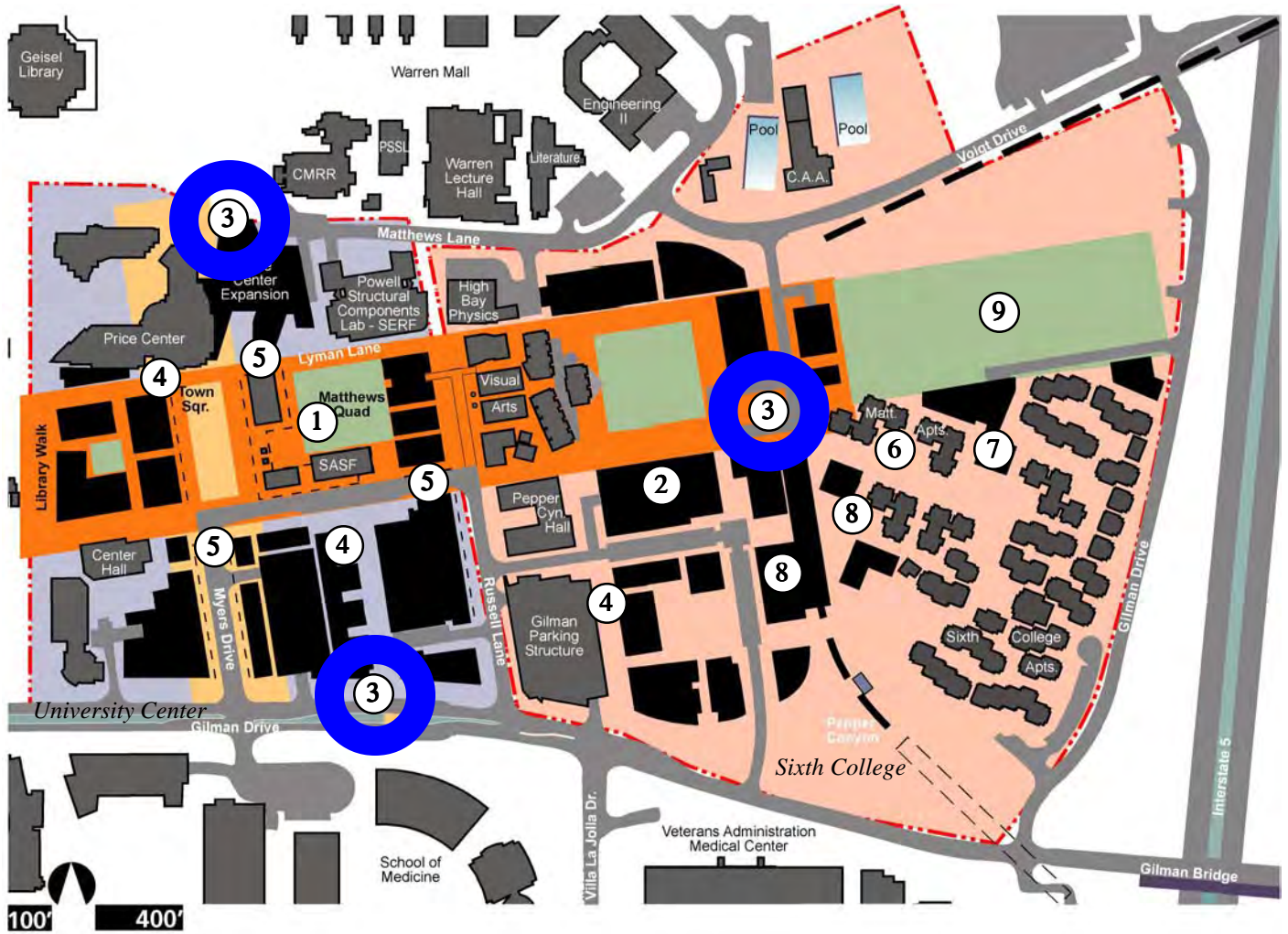
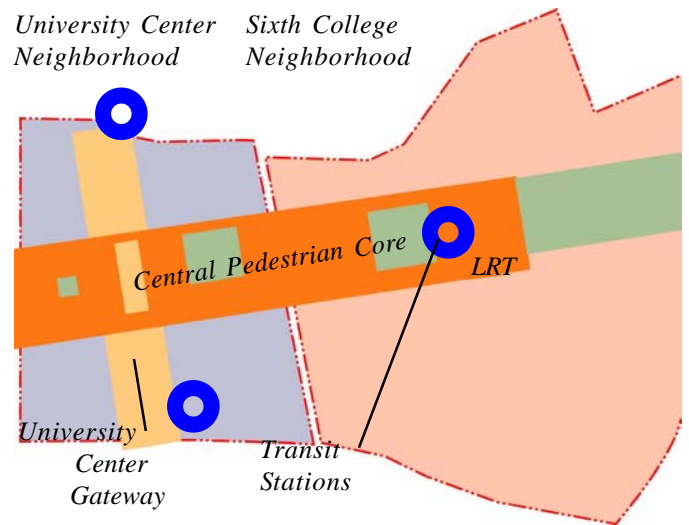


Figure 2 Key Recommendations

connecting Sixth College and the LRT with University Center. The intent is to have additional outdoor seating for the performance center step down into the canyon, and the building’s northern facade open onto the Pepper Bowl amphitheater.

- ③ Integrate the Light Rail Transit (LRT) corridor, station, and shuttle bus access into the campus open space system, locating stations at the gateways within walking distance of Price Center and other key destinations.

Located at the center of Sixth College, the LRT



station will be an important gateway to the university and link with the surrounding city. The design of the station will embody the ideals of culture, art, and technology—reflecting the Sixth College mission—and function as an events station for activities at University Center, Warren Field, Canyonview pools, and Price Center, as well as those outside the neighborhood such as at RIMAC Arena and the Theater District. LRT riders will ascend from the station to Station Square. Queuing space for campus shuttle busses will allow for efficient transfer to the campus transit system from the LRT.

Buildings, circulation, and open spaces are organized to help welcome and orient visitors to the campus, including opening view corridors along Lyman Lane and Rupertus, and establishing quads, courtyards, plazas, and a network of pedestrian passageways.

④ Integrate housing, retail, academic uses, and parking into each neighborhood.

The most vibrant neighborhoods are characterized by a mix of uses, blending recreation, housing, and commercial activities. The plan encourages this mix and offers the university the opportunity to enter into creative development.

⑤ Concentrate retail uses along the grid of streets and pedestrian paths between Town Square and the gateways.

The central grid of streets and pedestrian paths will contain a mix of pedestrian-scale uses—including dining, entertainment, and services—anchored on the north by the Price Center and Town Square, on the east by the LRT/shuttle bus station, and on the south by the Gilman Transit Hub and Myers Parking Structure.

⑥ Complete the development program for Sixth College to realize its mission of fostering social and academic experiences within the curriculum of culture, art, and technology.

As enrollment grows, the college will expand onto the mesa east of Pepper Canyon, adding new buildings and outdoor spaces that encourage social interaction and strengthen the college's identity.

⑦ Locate the Sixth College provost at the hub of residential life.

The Sixth College Hub building will welcome upper division students and resident freshmen and sophomores to its digital lab and meeting rooms at all hours. With classrooms and offices for the provost and Academic and Student Affairs, it will be the center of the living-learning neighborhood.

⑧ Create new building sites and usable open space by partially filling Pepper Canyon.

With the introduction of the LRT, the plan recommends partial filling and sculpting of the northern end of the canyon for use as an amphitheater and site for the performance center or academic buildings as a bridge across the canyon. Significant grading of the canyon southeast of the station will allow for a new college open space east of the LRT tracks at the level of the adjacent housing. Relatively flat, it will invite a variety of student uses. The partial filling of Pepper Canyon yields new developable land to accommodate approximately 650,000 GSF of future building program. A new road east of the Gilman Parking Structure will extend from Gilman Drive and Russell Lane for access.

9 Define Warren Field as an active recreational open space.

With construction of the LRT, new athletic fields will be aligned with the Central Pedestrian Core to replace the existing fields. The athletic fields are an important part of campus activity, hosting daily practice sessions, tournaments, and events. In their new configuration and within improved access and parking, the fields will provide better facilities, and become a strong and visible feature of the campus landscape. Parking may be located under the athletic fields.

10 Create a physical environment that supports social interaction.

The development of the University Center/Sixth College Neighborhoods as UCSD's "downtown" presents the campus with the unique opportunity to create a "college town" feeling on campus—to engage students socially in a new sense of community that attracts and encourages interaction among resident students, commuter students, faculty, staff, and visitors; to build on the synergy of various attractions in order to create a critical mass of people in the University Center area; to offer convenient access to needed goods and services; to act as a gateway to the campus, a welcoming center for visitors and a transportation hub accessing other parts of the campus; to establish the downtown as a place to "see and be seen"; to create and renew the University Center/Sixth College Neighborhoods as a lively area both day and night, with an active scene accentuated through frequent events and activities such as art shows, recitals, faculty and staff exhibits, Price Center events, outdoor concerts, farmers markets, alumni reunions, campus tours, and numerous other activities; and finally, to offer visitors to events in the nearby neighborhoods, such as the Theatre District, RIMAC, and Mandeville, a place to be before or after an event.

The primary ingredient needed to activate the downtown concept is people, specifically significant numbers of people engaged with each other and with the area, itself. Achieving this critical mass will require careful planning and placement of retail services, classrooms, housing, and dining establishments—including cafes, coffee shops, bookstores, salons, print shops, and other day/night services that are in high demand—in close proximity to one another so as to create the required people density. This synergy requires a center. And the center of the downtown will necessarily be close to the expanding Price Center and its bordering pedestrian walkways, Lyman Lane, Matthews Quad, and Town Square. Housing for year-around residents in the downtown area will be essential, just as it is in every lively urban community. Such housing in the University Center area would be geared for faculty, post-docs, or graduate students, in addition to the undergraduate housing provided as an integral part of Sixth College.

D. Chapters of the Study

DEVELOPMENT PLAN

Chapter 2 introduces the development plan for buildings and defines the framework of open spaces, circulation, and utilities. It concludes with a comparison of building parcel capacity and development program requirements to promote building sites that contribute to the quality of life in the neighborhoods. See Figure 3 Figure: Ground Diagrams

DESIGN STANDARDS AND GUIDELINES

The design standards and guidelines build on the 1989 Design Guidelines for University Center and 1992 Design Guidelines for Fifth College.



Open Spaces



Pedestrian and Vehicular Circulation



Buildings

Figure 3 Figure Ground Diagrams

Chapter 3: Design Standards and Guidelines is organized in two sections addressing University Center and Sixth College separately. Each section is divided into two parts: 1) buildings and 2) open space, generally conforming to the disciplines of planning, architecture, and landscape architecture, since it is these realms that make up the urban form and function of the campus. The neighborhoods are divided into development parcels to further define site specific opportunities.

Distinction is made between *standards* and *guidelines*. Standards are requirements that must be met or recommendations that are firm in principle, but nonspecific in detail. Guidelines, on the other hand, are conceptual in nature, offering a possibility or recommendation that contributes to the desired character of the neighborhoods, but leaving room for the inventive interpretation of talented planners, designers, architects, and landscape architects.

PHASING

Development will be undertaken over time in a series of steps based upon program growth, financial opportunities, and site conditions to optimize land and financial resources and incrementally enhance the neighborhood quality. The phasing concepts in the Neighborhoods Planning Study incorporate program and financial data and promote sensitive redevelopment. As outlined in Chapter 4, the phasing milestones integrate the arrival of the LRT line, academic growth, potential endowment of a world-class performance center, and the enrollment growth of Sixth College.

I. INTRODUCTION

A. Project Purpose

The University Center and Sixth College neighborhoods occupy 82 acres at the heart of the University of California, San Diego (UCSD) campus. The two adjacent neighborhoods are located within the boundaries of Library Walk to the west, Gilman Drive to the south and east, and Matthews Lane and Voigt Drive to the north. Situated just southeast of Geisel Library, University Center is the core of the campus and its social and administrative center. The Chancellor’s Complex, the Price Center, and the student union are located here.

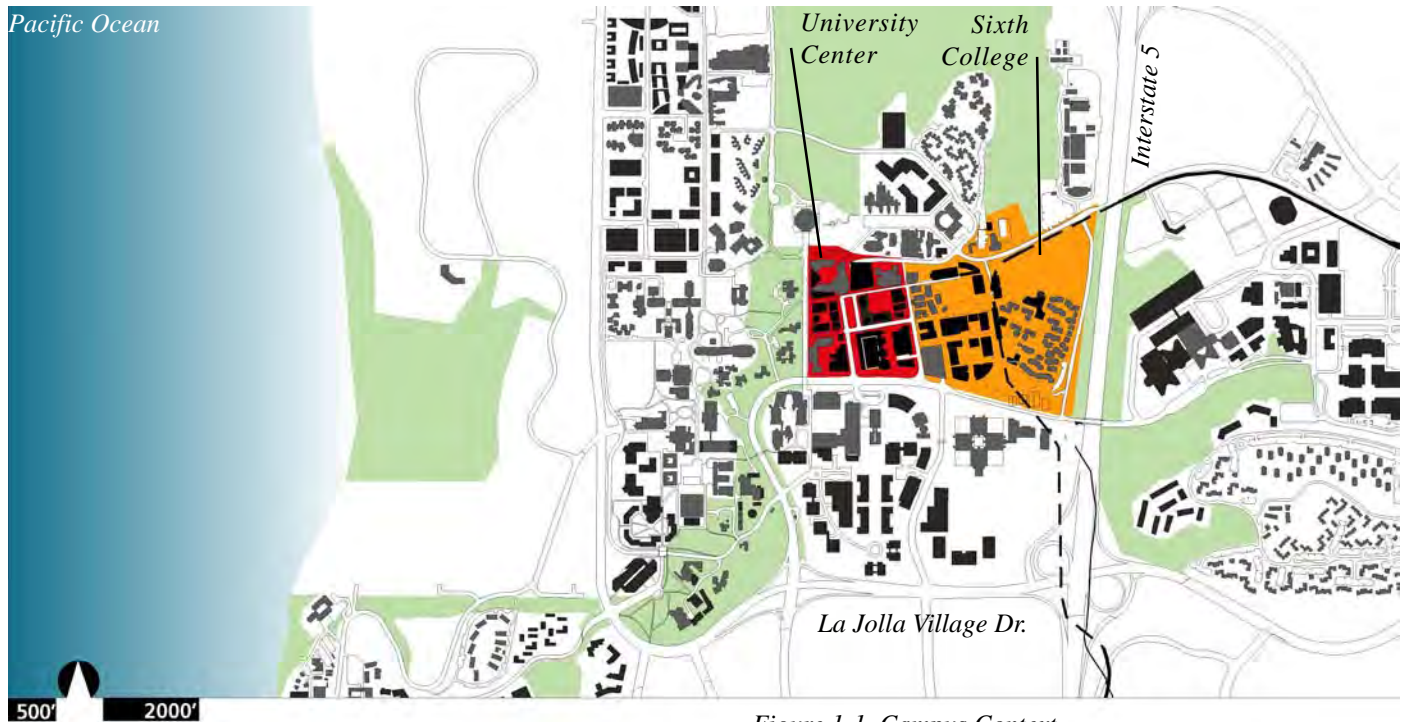


Figure 1-1 Campus Context

The University Center / Sixth College Neighborhoods Planning Study addresses the changes that have occurred since the completion of the 1992 Neighborhoods Study, including:

- A 110 percent increase in the development program for new buildings from 785,561 assignable square feet (ASF) to 949,142 ASF toward its steady-state program capacity.
- Establishment and growth of the permanent home for the Sixth College.
- The introduction of the Light Rail Transit (LRT) rail lines and station in Pepper Canyon.
- The development of neighborhood retail opportunities.

Because of the two neighborhoods’ interconnections, they are addressed in one document.

University Center is at the crossroads of the campus. This plan builds on the 1989 Master Plan Study’s concept for University Center to function as the campus’ “downtown”—its academic, student service, and administrative center, with special housing. See Figure 1-1.

Sixth College was established in 2001 as a living-learning environment with its academic focus on the intersection of art, culture, and technology. Its enrollment will reach steady-state with a population of approximately 1,118 freshmen and sophomores living in the neighborhood.

B. Planning Background

UCSD's system of autonomous liberal arts colleges within the university campus was set by the 1963 Academic Master Plan. The intent remains to give students the benefits of a small liberal arts college within the confines of a large (1,200-acre) research university. Each college is a multidisciplinary academic community with its own general education requirements and major curricula, faculty, classrooms, housing, dining facilities, and administration. The physical arrangement of the college system continues to be a primary factor affecting the physical development of the campus west of Interstate 5.

The 1963 UCSD Long Range Development Plan established neighborhoods as the organizing concept for the campus to define a human scale within the larger system of preserved open space. Subsequently, the 1989 UCSD Master Plan Study advanced the neighborhood concept by offering the five following guiding principles. See Figure 1.2:

- Develop the campus within the clear boundaries and distinct character of the neighborhoods.
- Link disciplines across the campus along academic corridors.
- Develop University Center to be a "town center," and function as the "heart" of campus social and academic life.
- Preserve and enhance the "Park" as a system of ecologically and culturally significant natural resources.
- Provide further campus connections via roads, paths, public entries, landmarks, view corridors and landscape features.

The 1989 UCSD Master Plan Study is the planning document that specifies design guidance

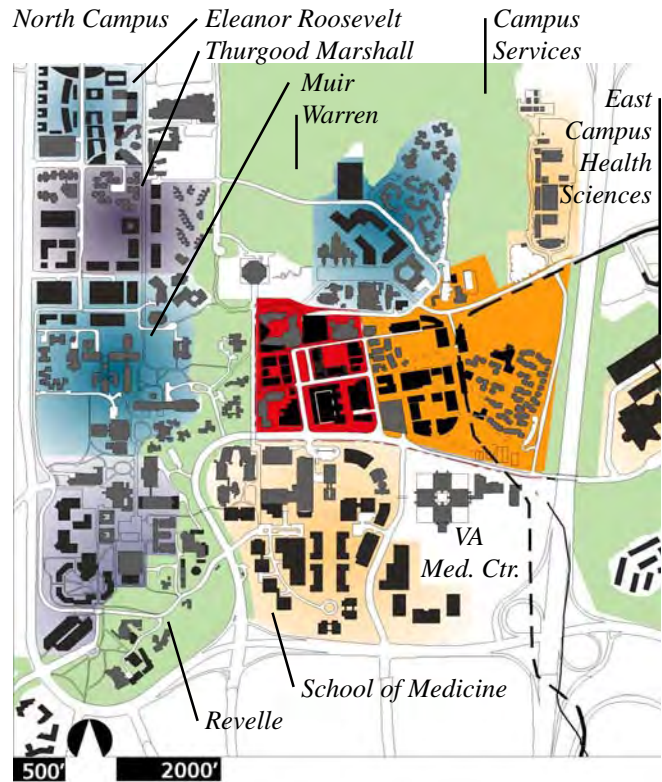


Figure 1-2 Neighborhoods adjacent to University Center and Sixth College

for campus development. The Master Plan Study is consistent with the legally recognized Long Range Development Plan. Neighborhood plans build on the principles of the Master Plan at a more detailed neighborhood scale. The 1989 University Center Design Guidelines were prepared following the completion of the Master Plan to assist in the design of Center Hall. In 1992 the first neighborhood plan and design guidelines were prepared for University Center and Fifth College (Fifth College has since moved to Eleanor Roosevelt College, allowing the initiation of Sixth College in the area).

The 1989 University Center Design Guidelines defined boundaries, building height and massing, gateways, and the approach to urban design.

The 1992 University Center / Fifth College Neighborhoods Planning Study established land use and program objectives for the site and set forth the development pattern.

C. Neighborhoods Study Planning Process

The University Center / Sixth College Neighborhoods Planning Study is the culmination of a six-month study, guided by a 13-member Planning Advisory Committee (PAC) representing a broad array of campus groups who have a stake in this core area of campus. Included were:

- Academic Affairs
- Academic Senate
- Alumni
- Analytical Studies and Space Planning
- Associated Students
- Auxiliary and Plant Services
- Bookstore
- Committee on Campus and Community Environment
- Facilities Design and Construction
- Graduate Student Association
- Housing and Dining Services
- Physical Planning
- Sixth College
- Student Affairs
- Recreation
- Student Life

The study considered relevant precedents and multiple configurations of program elements and assumptions of site design and phasing.

The Physical Planning Office initiated the study in October 2003 with a one-day design charrette involving the PAC, Design Review Board (DRB), and the consultant teams for the neighborhoods study and the four building projects in progress in University Center. The study process included monthly progress meetings with the PAC and review meetings with the Campus/Community Planning Committee (C/CPC) and the DRB. See the Appendix for the complete list of members and consultants.

Place Names

The Neighborhoods Study lays the groundwork for the creation of several new open spaces and streets. For the purpose of this study, temporary geographic place names have been assigned. However, the final naming of these places is a very important part of the campus development and is left to the appropriate committees.

Temporary geographic names to be replaced include:

Lodge Quad
Pepper Bowl
Sixth Lane
Sixth Lawn
Sixth Mesa
Sixth Plaza
Sixth Quad
Sixth Street "A"
Sixth Street "B"
Station Square
Station Square Street
Transit Walk
Warren Field

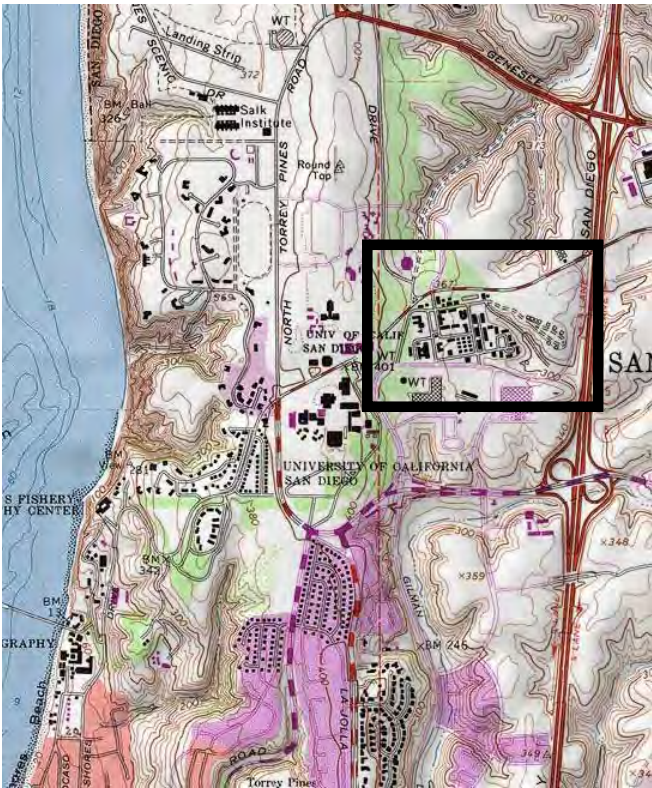


Figure 1-3 USGS Map
 The current USGS map, updated in 1976 illustrates the study area. Note the alignment of Voigt Drive through the campus.



Figure 1-4 UCSD Dedication Photo
 The 1964 Dedication of Camp Matthews to UCSD occurred in what is now considered Town Square.

“Camp Matthews began in 1918 as a Marine Corps rifle range in La Jolla. The first buildings were added 1927-1929. On March 23, 1942, it was commissioned as Camp Calvin B. Matthews and served as the firing range for the Marines with a permanent garrison of 700 men. In 1965 the firing ranges were moved to Camp Pendleton and the Marine Corps transferred 577 acres to the Regents of the University of California for UCSD.” <http://history.ucsd.edu/gen/local/kearny/page00e.html>

II. DEVELOPMENT PLAN

A. Introduction

This chapter describes the development program projected for University Center and Sixth College and the planning concepts for incorporating that program onto the site, including open space, circulation, and building sites, which together organize and give form to the campus. See Figure 2-1. A key concept of the plan is the creation of a Central Pedestrian Core extending from Library Walk to the future transit station, structured around historically significant and major new open spaces—Library Walk, Town Square, Lyman Lane, Matthews Quad, Pepper Bowl, and Station Square.

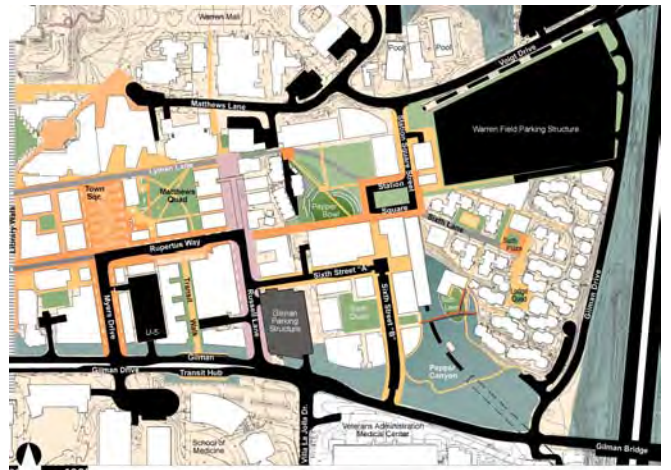
Open space and circulation—the quads, squares, streets, walks, and other public spaces that constitute the neighborhood framework—are described in order to set the context for discussing the attributes of individual building parcels. In some cases, a specific use has been assigned to a particular parcel; in other cases, the use is more general.

The intent here is to define the capacity of each parcel—total land area, building ground floor area, number of floors, and maximum gross square footage—and its adjacency to important elements of the framework, such as transportation, the Central Pedestrian Core and/or open space, street access, etc. In this way, the university will have a gauge for determining the best use of each parcel, both as it fulfills the requirements of a building program, and as the proposed building use contributes to the structure and character of the neighborhoods.

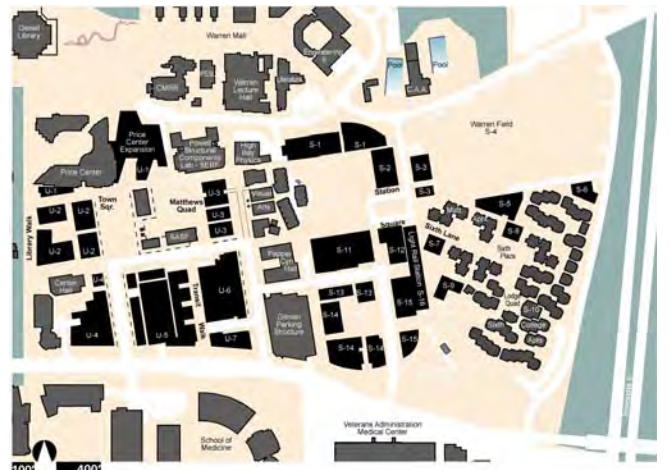
The open spaces identified in the plan are essential to the proper functioning, identity, character, and quality of life of the neighborhoods. The university is committed to preserving this land as open space.



Open Space



Circulation and Parking



Existing and Future Buildings

Figure 2-1 Development Program Summary Diagrams

B. Development Program

The development program for the University Center / Sixth College Neighborhoods represents a total of 1,598,226 assignable square feet (ASF) of building space at steady state. The following tables list the area associated with each existing and future facility located within the study area.

1. EXISTING DEVELOPMENT TO REMAIN

A total of 649,084 ASF of existing building space and other facilities will remain as the foundation of the neighborhoods. Figure 2-1 illustrates the buildings and facilities identified in Table 2-1.

Buildings to be removed total 214,315 ASF. See Figure 2-1.

Existing Development to Remain	GSF	ASF	Beds	Parking
Visual Arts - Building 1-6	58,872	49,289		
High Bay Physics Laboratory	12,216	7,589		
Powell Structural Systems Lab Expansion	11,359	8,400		
Structural Engineering Research Facility (SERF)	96,450	62,000		
Center Hall	55,211	38,172		3
Gilman Parking Structure and Credit Union (9,700 ASF)	294,178	9,655		860
Price Center	190,915	122,871		
Pepper Canyon Hall (Academic Surge, Instruction & Admin)	72,000	42,774		
Student Academic Services Facility (SASF)	114,000	76,000		
Canyonview Aquatics Center	11,843	7,700		62
Canyonview Rec/Athletics Admin.	3,537	2,300		
Canyonview Aquatics Center	3,076	2,000		
Matthews Apartments	79,905	67,620	316	
Sixth College Apts (Pepper Canyon Apts.)	180,832	146,514	560	20
6th College Artist in Residence (convert the Lodge bldg.)	6,767	4,400		
50 Meter Pool				
LaCrosse Fields, Womens (1)				
LaCrosse Fields, Men's (1)				
Rugby Field (1)				
Soccer Field - Youth League (4)				
Softball Fields - overlap (1)				
Basketball Court (1)				
Tennis Courts (2)				
Volleyball Courts (2)				
Restroom and storage building	2,768	1,800		
On-Street Parking				42
Total Existing Development to Remain	1,193,930	649,084	876	987

Table 2-1 Existing Development to Remain

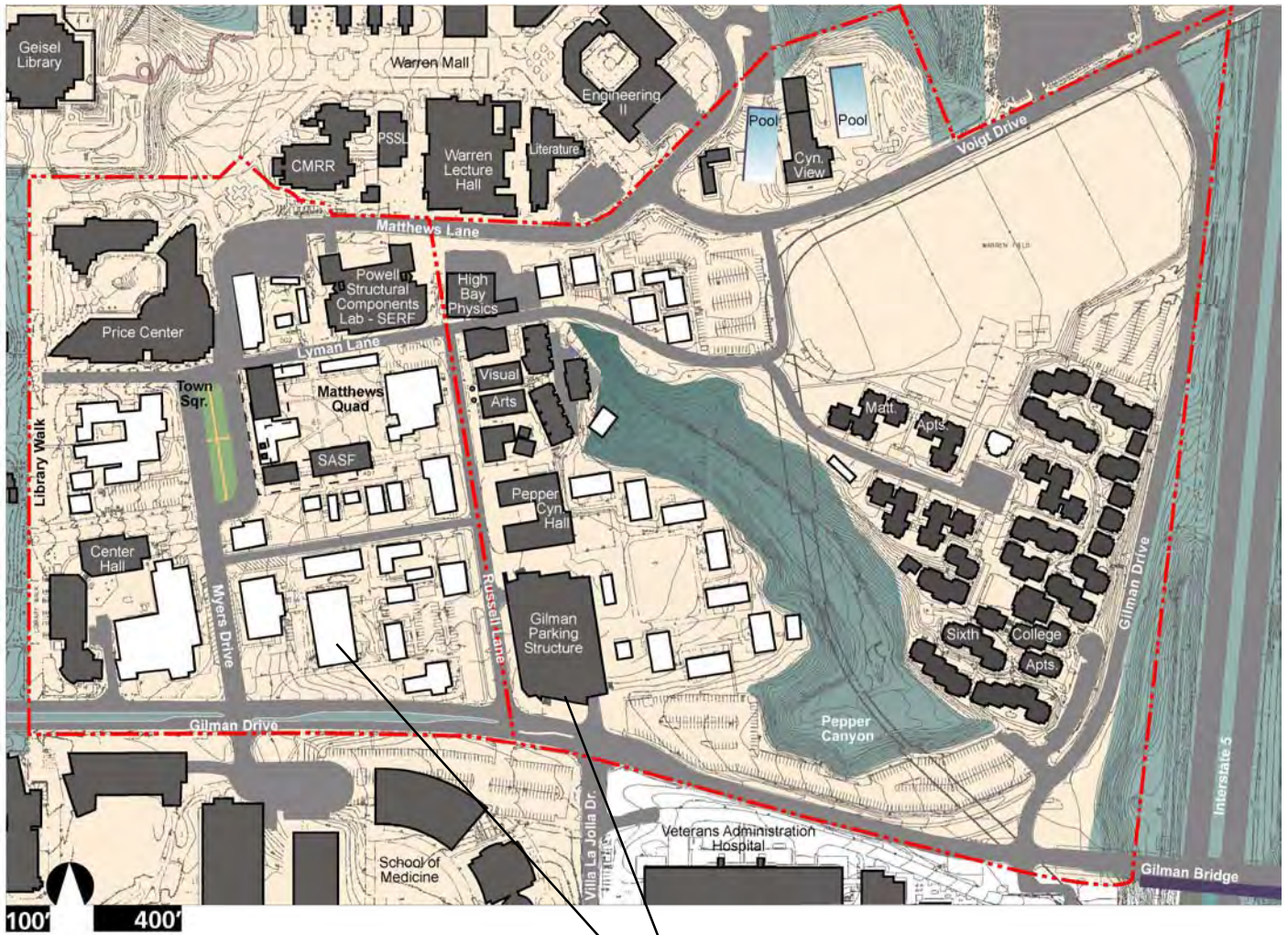


Figure 2-2 Existing Development to Remain and All Buildings to be Removed

Existing buildings to remain

Buildings to be removed

Gross Square Feet (GSF): The sum of all areas on all floors of a building located within the outside faces of its exterior walls, including excavated basement areas, corridors, mezzanines, and storage, and excluding arcades.

Assignable Square Feet (ASF): The sum of all areas on all floors of a building assigned to, or available for assignment to, occupant or specific use. Assignable area includes classrooms, labs, offices, study facilities, special use, support, health care, residential, and unclassified space that are used to accomplish the institution's mission. See Appendix B: Glossary.

2. FUTURE DEVELOPMENT

Phased development of 949,142 ASF of new building space is anticipated to include the buildings and facilities listed on Table 2.2 and illustrated by Figure 2-2.

Development Program	GSF	ASF	Beds	Parking
Expansion of Art & Architecture Library/Archeology Museum	21,532	14,000		
Art Gallery & Humanities Center	49,216	32,000		
New Professional School	92,280	60,000		
Humanities Institution and Research Building	53,830	35,000		
Structural & Materials Engineering Building	169,180	110,000		
Engineering I&R Building	76,900	50,000		
Instructional Technology Bldg, inc. Undergraduate Library	96,894	63,000		
Performance Center (including a 2,500 seat Concert Hall)	47,500	30,875		
Music Building	72,286	47,000		
Executive Administration Building	63,981	41,600		
Interfaith Center	5,383	3,500		
Student Activities	5,383	3,500		
Alumni/Visitor's Center	included in Price Center expansion			
Price Center Expansion	180,000	117,000		
Retail / Entertainment	46,140	30,000		
Graduate Housing (Apts. 380 GSF/Bed)	76,000	61,560	200	
Specialty Housing (Apts. 380 GSF/Bed)	152,000	123,120	400	
H&DS Specialty Housing (Apts. 417 GSF/Bed)	41,730	33,801	100	
H&DS Maintenance Facility (inc. Carpentry and storage)	15,380	10,000		
Sixth College Hub including Provost	24,231	15,750		
Sixth College Residence Halls (280 GSF/Bed)	67,760	54,886	242	
Admin live-on (Assist. Resident Dean)	1,449	1,050		
Dining Commons	14,359	11,500		
Light Rail Transit Station and support facilities				
Additional Parking Structures	910,000			2,800
Total Future Development Program	2,283,414	949,142	942	2,800
	GSF	ASF	Beds	Parking
Grand Total Steady State	3,477,343	1,598,226	1,818	3,787

Table 2-2 Development Program

UNIVERSITY CENTER / SIXTH COLLEGE NEIGHBORHOODS PLANNING STUDY

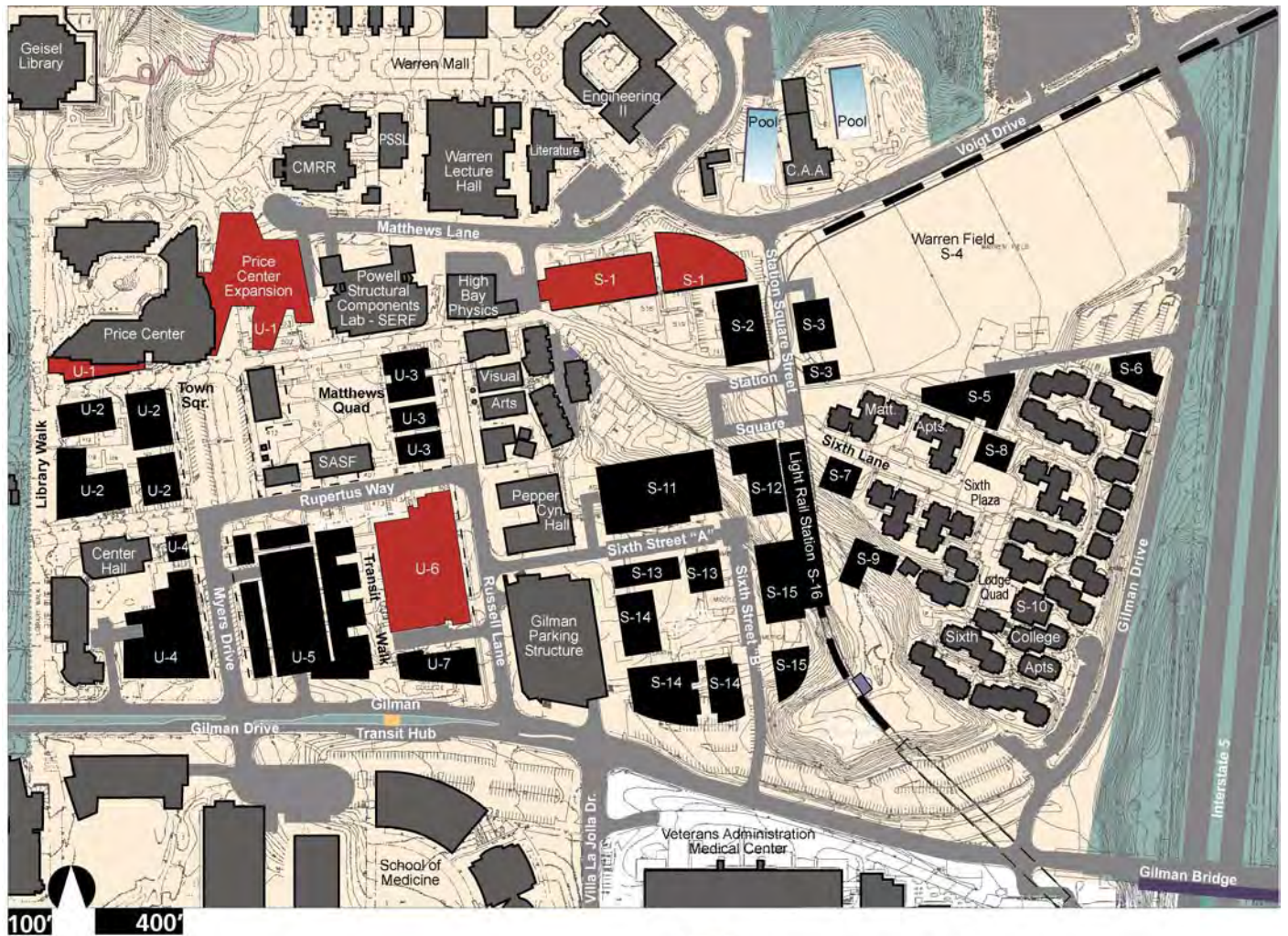


Figure 2-3 Development Program

- Existing Buildings to Remain
- Buildings Approved, in Planning and Design
- New Buildings

C. Planning Concepts

The development plan illustrates the preferred composition of the program elements on the site to achieve the vision of a mixed-use “downtown” core and integrated living-learning community. The interdependent systems of open space, circulation, and buildings that define the plan are described in the following sections.

1. OPEN SPACE SYSTEM

The open space system is composed of a series of functional and meaningful outdoor spaces linked to form attractive pathways and a sequence of experiences as one moves through the neighborhoods. These open spaces give meaning to and are defined by the adjacent buildings. In keeping with the principles of the 1989 Master Plan Study and the vision and principles of this study, discrete spaces such as courtyards, quads, and plazas will form the core of neighborhoods within a rustic landscape boundary. These unique spaces, generally surrounded or defined by buildings, include formal compositions of plants, pavement, and furnishings. Conversely, the rustic landscape is intended to bind the neighborhoods within the campus whole. Rustic materials include eucalyptus and Torrey Pine trees and informal planting, including drifts of shrubs and spreading groundcover.

Environmental Impact Issues

Pepper Canyon is designated Park Restoration Land within the UCSD Park system. The development plan recommends enhancement (Pepper Bowl), development (LRT and new buildings), and restoration (removal of surface parking) of portions of the canyon. Since the land within the two neighborhoods is disturbed, no sensitive habitat remains. At the time of initial development in Pepper Canyon, the Park Committee should consider recommendations to comprehensively replace this Park acreage elsewhere on the campus consistent

with the one-to-one replacement policy goal.

The campus open spaces are planned to accommodate a variety of uses and may generate noise. For example, Town Square can host large gatherings, festivals, and demonstrations in an urban plaza environment. The open lawn of Matthews Quad will be more of a contemplative space. Pepper Bowl will be an amphitheater for large events.

Neighborhood Identity and Boundaries

Following the 1989 UCSD Master Plan Study, this study further distinguishes the boundaries of University Center and Sixth College with unique sidewalk pavement on Russell Lane and plant materials on Matthews Lane. Additionally, it recommends strengthening the heart of each neighborhood. In both neighborhoods public open space is located at the center of pedestrian activity, surrounded by social and academic destinations. The heart of University Center is Town Square, at the crossroads of the campus. The heart of Sixth College is Pepper Bowl, surrounded by facilities that embody the mission of Sixth College as a living-learning community and the theme of culture, art, and technology.

Central Pedestrian Core

The open space system consists of the Central Pedestrian Core, courtyards associated with development of large parcels, and the Sixth college residential community. These individual spaces are linked by pedestrian walks, streets, and the remnant of Pepper Canyon.

The Central Pedestrian Core is recommended to stretch east from Library Walk to the future transit station, and from Lyman Lane south to Rupertus Way. This core is critical given the central crossroads function of the area and the level of pedestrian movement projected from the future growth of the University Center, Sixth College, and the campus. Within this core are the neighborhoods’ key open spaces. See Figure 2-4.

UNIVERSITY CENTER / SIXTH COLLEGE NEIGHBORHOODS PLANNING STUDY



Figure 2-4 Open Space Diagram

- ① Library Walk
- ② Town Square
- ③ Matthews Quad
- ④ Lyman Lane
- ⑤ Russell Lane
- ⑥ Pepper Bowl
- ⑦ Rupertus Way
- ⑧ Station Square



Figure 2-5 Town Square and Matthews Quad

Library Walk is an existing wide pedestrian path that extends north from Gilman Drive to the Library and has become an icon of the campus.

Town Square is located at the northern terminus of Myers Drive, between Lyman Lane and Rupertus Way. See Figure 2-5. It is envisioned as the most active pedestrian plaza on the campus—the place for programmed events, such as job fairs and farmers markets, and spontaneous campus activities, such as student celebrations and demonstrations.

Buildings adjacent to Town Square will serve the entire campus community and include ground-floor retail and services with office and/or specialty housing on the upper floors. The Price Center expansion project (U-1) will define



Figure 2-6 Concept for redevelopment of Town Square as a pedestrian plaza.



Alternative concept for Town Square, leaving the existing lawn.

Future Redevelopment on Parcel U-2

Farmers Market

Student Academic Services Facility
Mathhews Quad



Figure 2-7 Section A across Town Square as a pedestrian plaza looking north

more clearly the northern edge of the square. The Student Academic Services Facility (SASF) will house some ground-level retail, a multipurpose auditorium, and offices for a variety of users. It has been designed with large openings at the ground level to encourage pedestrian passage between the spaces. Service loading will be from the north side of Rupertus Way. Development of the parcel to the west (U-2) is a critical piece to the success of the square and the neighborhood. It is expected to connect Town Square to Library Walk via pedestrian passageways into and through a courtyard. See Figures 2-6 and 2-7.

As the ceremonial center of the Camp Matthews landscape, Town Square contains a flagpole, commemorative military monument, and the UCSD Stuart Collection fountain sculpture by Michael Asher. The existing walkways and large trees remain from the former military base and contribute to the cultural interpretation of the site. See Figure 2-8. It is recommended that the design of Town Square rehabilitate these cultural landscape resources as part of the square's new use as the primary paved central gathering plaza on campus.

The ultimate goal is to permit only emergency vehicles in Town Square. The expansion to the Price Center will keep a few parking spaces for short-term access. Until the development of the neighborhood reaches a critical threshold and parking is provided in nearby parking structures, automobiles and service vehicles should be permitted to use Town Square for short-term parking and drop-off.

Matthews Quad is an important remnant of the former military base. Its open lawn and collection of large trees will be a quiet outdoor space for social interaction, study, and informal recreation, and serve as a counterpoint to the paved plaza and the focused activity of Town Square.



Town Square's memorial boulder, flag pole, and Stuart Collection fountain are linked by formal paths within a lawn under mature trees planted by the Marine Corps.



Mature trees in Matthews Quad were planted by the U.S. Marine Corps.

Figure 2-8 Current photos of Camp Matthews historic remnants.

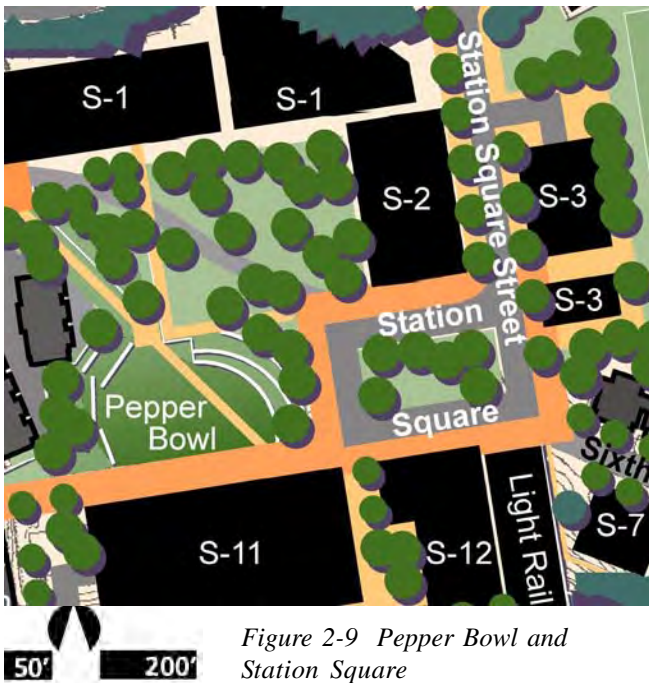
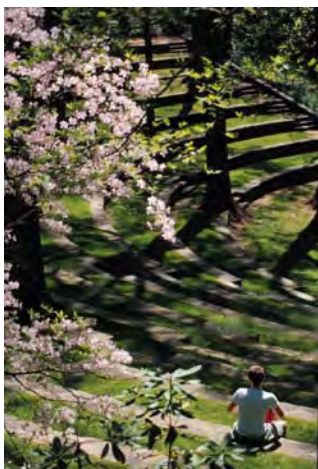


Figure 2-9 Pepper Bowl and Station Square



Figure 2-10 Photomontage of the view from Lyman Lane south with a performance center and amphitheater in Pepper Bowl in concert with the Visual Arts buildings.



Scott Arboretum Amphitheater at Swarthmore College is an example of the desired character of Pepper Bowl.

Matthews Quad will be improved with the construction of the Student Academic Services Facility (SASF), including the realignment of pedestrian paths across the lawn and new shade trees. See Figure 2-8. A patio at the southwest corner will contain tables and chairs, seating, and an interactive campus information kiosk, extending the activities of the SASF into the landscape.

Lyman Lane is the pedestrian “main street” integrating University Center and Sixth College. It links the open spaces in the Central Pedestrian Core to new academic and social destinations.

Russell Lane is designated the “avenue of the arts.” It will be a pedestrian corridor, north of Rupertus Way facilitating interchange between the academic and social activities in the Central Pedestrian Core.

Pepper Bowl will be created in the northern portion of Pepper Canyon. The plan recommends partial filling and sculpting of this landform for use as a naturalistic amphitheater and optimally locates the performance center as the bridging link across the canyon. The performance center is envisioned as stepping down with the topography, and its north facade opening to the amphitheater. This would be a unique venue in the San Diego region.

Pepper Bowl is intended to be programmed for formal use by Sixth College and the whole university. It will also be open for informal use by all for quiet study, relaxation, and gatherings. Views will be open from the rim of the canyon into the bowl to optimize use and security.

The LRT rail line will be underground from the station to Warren Field, limiting the impact of noise on the amphitheater.

Rupertus Way is a multi-use (pedestrian and vehicular) corridor linking the destinations along the Central Pedestrian Core from Russell Lane to Myers Drive.

Station Square, located at the eastern terminus of Lyman Lane and the east Rupertus walk, is an important gateway to the neighborhoods and the campus. Station Square is the vehicular and open space plaza for campus shuttle bus connections. LRT riders will ascend from the station to the square. Queuing space for campus shuttle busses will allow for efficient transfer between the LRT and campus shuttle system. Motorists arriving from the future parking structure under Warren Field will enter through Station Square as pedestrians. Vehicular access to the parking structure will be from Gilman Drive only. The open space of adjacent Pepper Bowl will add to the unique arrival experience.

Station Square is a formal and functional urban open space. Adjacent buildings are intended to define the function and form of the rectangular-shaped square. See Figure 2-9.

In addition to welcoming visitors and commuters, Station Square also will serve as a gateway to the Sixth College residential neighborhood. The management of transit vehicles will be important in order not to overwhelm the neighborhood with noise and exhaust. Station Square, as envisioned in the Study, lessens the impact as it surrounds a lawn with large shade trees reducing the “heat island” effect. Further study is recommended to determine if adjacent buildings will need to include mitigation measures.

Sixth College Open Spaces

The Sixth College neighborhood open space consists of four parts radiating from Station Square. Northwest of Station Square is Pepper Bowl, northeast of Station Square are Canyonview Aquatics and Activities Center, and Warren Field. Southeast of Station Square and east of Pepper Canyon is the Sixth College residential area. West of the canyon is Sixth Mesa. See Figure 2-11.

Pepper Bowl and Station Square were previously described as part of the Central Pedestrian Core.



Figure 2-11 Sixth College

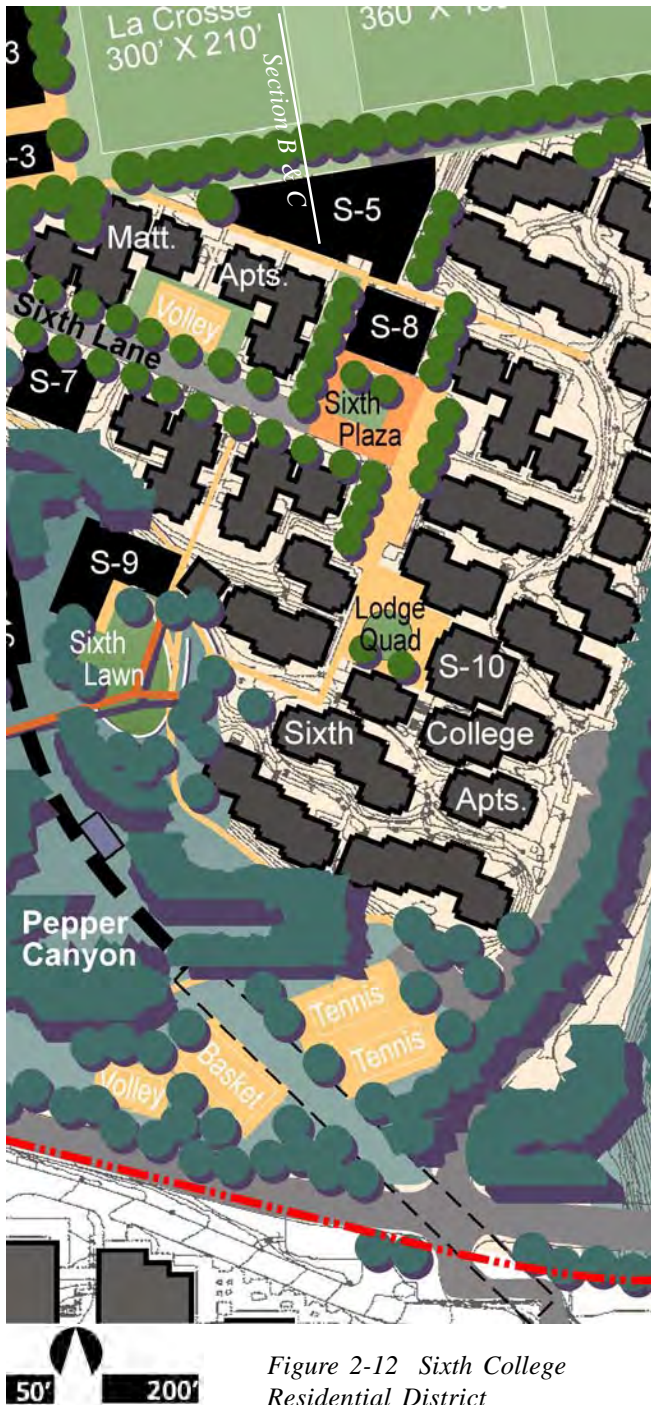


Figure 2-12 Sixth College Residential District

Canyonview Aquatics and Activity Center is expanding its facilities and will continue to serve as an important social and recreational resource for the neighborhoods and campus.

Residential District Open Spaces

The recently established Sixth College is growing toward its full enrollment. The residents will move into Matthews and Sixth College Apartments when the university makes them available. These apartments have bond indenture requirements through 2029 and 2038 that have to be met.

The plan recommends site interventions such as seating, lighting, and planting to enhance the residential district's outdoor community life and integrate Sixth College's principles into the environment.

Open space for the Sixth College residential district will center on the plaza at the south (S-8) of the recommended housing and dining commons building. The existing loading/parking lot will be redesigned to include attractive elements such as a lawn, seating, shade trees, and decorative pavement. South of the plaza is the Lodge Quad (S-10), again redesigned to include elements that will attract Sixth College activities, for both small and large groups. Each of these spaces will accommodate emergency vehicle access. See Figure 2-12.

Recommended site improvements include:

- Replacement of unused pavement with small lawn areas and site walls for seating.
- Tree planting for shade and seasonal interest.
- Use of exterior walls for painting of murals and projecting images at night.
- Addition of exterior lighting in the residential district.
- A palette of exterior colors that could provide an approach to enhancing character and wayfinding within the Sixth College neighborhood.

See Figure 2-13



Sixth College Plaza as envisioned with a lawn and pavement south of the recommended Sixth College Hub and dining commons/residence hall.



The Lodge Quad envisioned with a lawn and seating, shade trees, and murals.

Figure 2-13 Photomontages illustrating Sixth College residential district open spaces.

It is recommended that further study be conducted to determine the most effective way to fund site interventions, since they are beyond Housing and Dining Services' current provisions for maintenance and safety.

Warren Field will be reconfigured and aligned with the Central Pedestrian Core, in coordination with the development of the LRT by the San Diego Association of Governments (SANDAG) on the west and north sides of the athletic fields. The edge of this large open space is defined by the new Sixth College residential buildings and a buffer zone of large trees. The fields host a variety of daily athletic team practice sessions, seasonal tournaments, and events for the entire campus. Canyonview Aquatics and Activity Center, located north of the fields, provides some support facilities.



Figure 2-14 Photomontage of the addition of large trees along the southern edge that will frame distant views across Warren Field's manicured lawn.

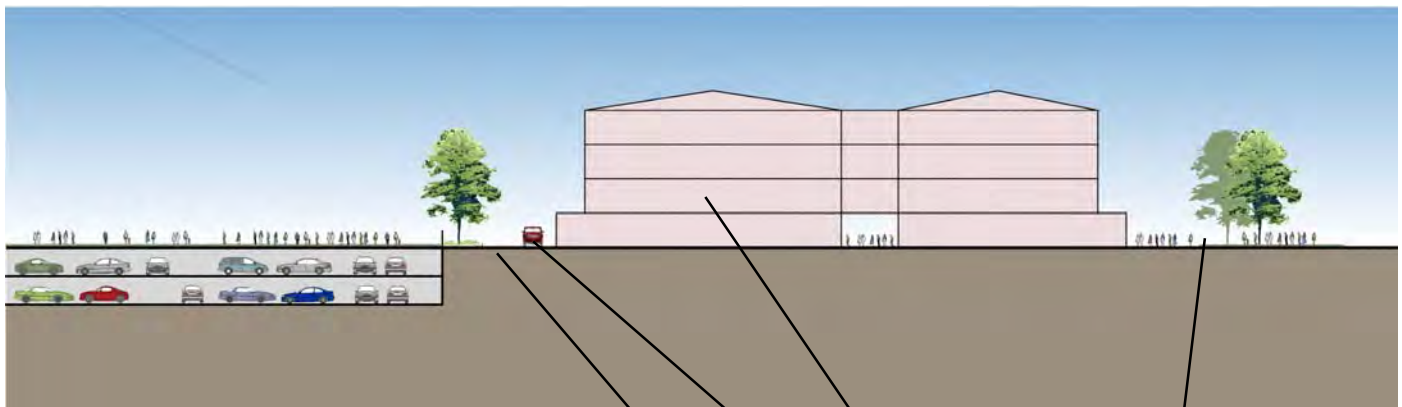


Figure 2-15 Photos illustrating UCLA's parking structure below athletic fields

A two-level parking structure under the athletic fields is recommended. This parking structure will provide significant and more economical parking to serve the eastern side of the main campus and can directly support Sixth College residents, Warren Field, and the University Center. The existing facilities associated with the fields including the storage/restroom building, lights, and utilities will be integrated into the new facility.

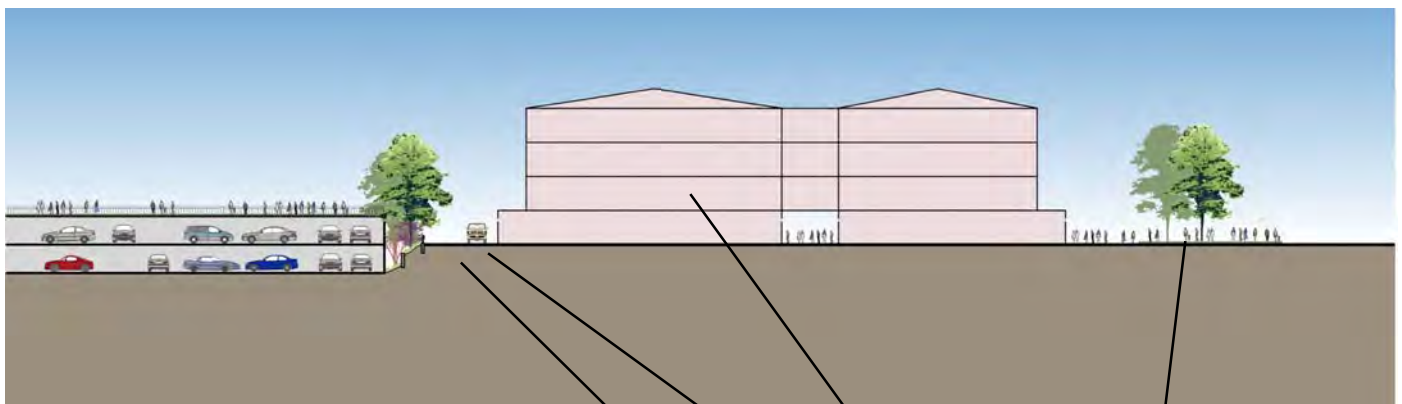
Two alternatives under consideration weigh the benefits of a ground-level field contiguous with the adjacent neighborhoods against the cost savings of a partially buried structure.

The site (S-3) west of the fields on Station Square will replace the athletic fields' existing storage/restroom building. Additionally, this site could be a valuable location for retail that serves transit riders and Warren Field, with office and support uses above.



B. Warren Field at the existing grade above parking

Residential halls above the dining commons
Service and emergency access
41' Buffer
Sixth College Plaza



C. Warren Field raised above parking levels
Savings would be in excavation and ventilation costs.

Residential halls above the dining commons
Service and emergency access
41' Buffer
Sixth College Plaza

Figure 2-16 Sections B and C illustrating alternative field and parking structure configurations See Figure 2-12.

Pepper Canyon

Pepper Canyon is a remnant finger canyon. The Veterans Administration Hospital, Gilman Drive and the adjacent surface parking have filled the southern edge of the canyon. The LRT is planned to tunnel under Gilman and rise up through the canyon to the transit station located at the northern end.

With the introduction of the LRT, the canyon will be visually impacted and affected by noise, light, and service access. To help mitigate impacts, regrading and partial filling of the canyon can produce buffer areas. One such

buffer is a new Sixth College open space, Sixth Lawn, envisioned above the level of the tracks, on the east side. Significant grading of Pepper Canyon will allow this space to be created at the level of the adjacent housing. It will be relatively flat, inviting student use, and serve as a sound and security barrier to the LRT.

South Pepper Canyon will be partially filled, regraded, and planted as a gateway element of the campus with the introduction of the LRT. See Figure 2-17. The new landform will remain reminiscent of a canyon. The rustic landscape boundary theme will be continued adjacent to

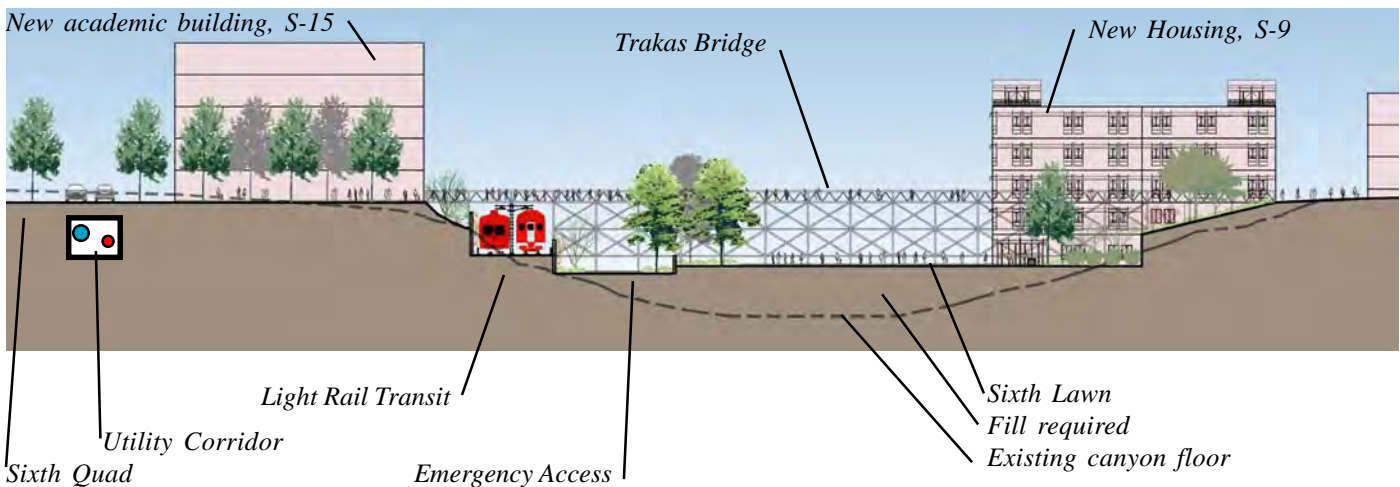


Figure 2-17 Section D across Pepper Canyon at the Sixth Lawn, looking north

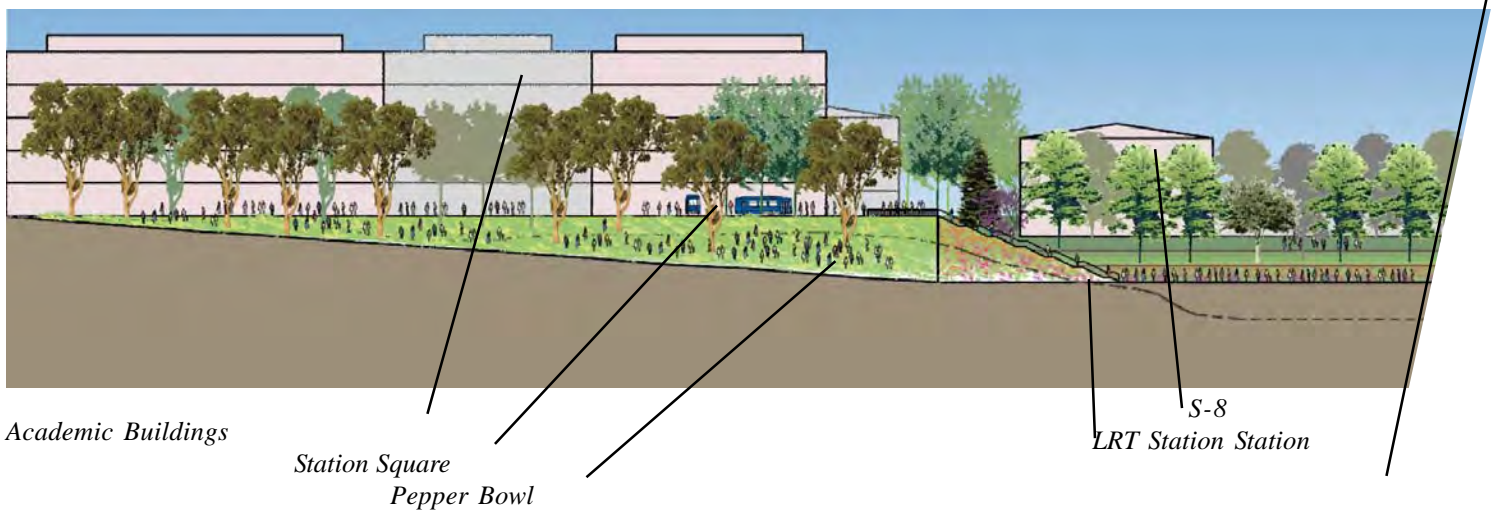


Figure 2-18 Section E along Pepper Canyon, looking east

the LRT facility with an informal composition of eucalyptus trees above a mixed understory of drought-tolerant grasses and groundcover plants. Due to the safety and security issues associated with the LRT, the canyon landscape is intended as a visual landscape to travel through on the LRT and to be viewed from above. Visibility through the site is critical to maintain a clean, safe LRT alignment and gateway.

In 1989, the Stuart Collection obtained a proposal from artist George Trakas to construct a pedestrian bridge across south Pepper Canyon with connecting paths and revegetation. While the landscape character will be changed from the 1989 view with the introduction of the LRT and partial filling and developing in the canyon, this study recommends pursuit of the Trakas bridge. See Figure 2-17. A pedestrian bridge would contribute to the active integration of the Sixth College residential neighborhood with University Center and further the college's mission of culture, art, and technology.

Additionally, a pedestrian path should extend the length of the canyon as part of the "Grand Campus Meander," envisioned by Helen and Newton Harrison.

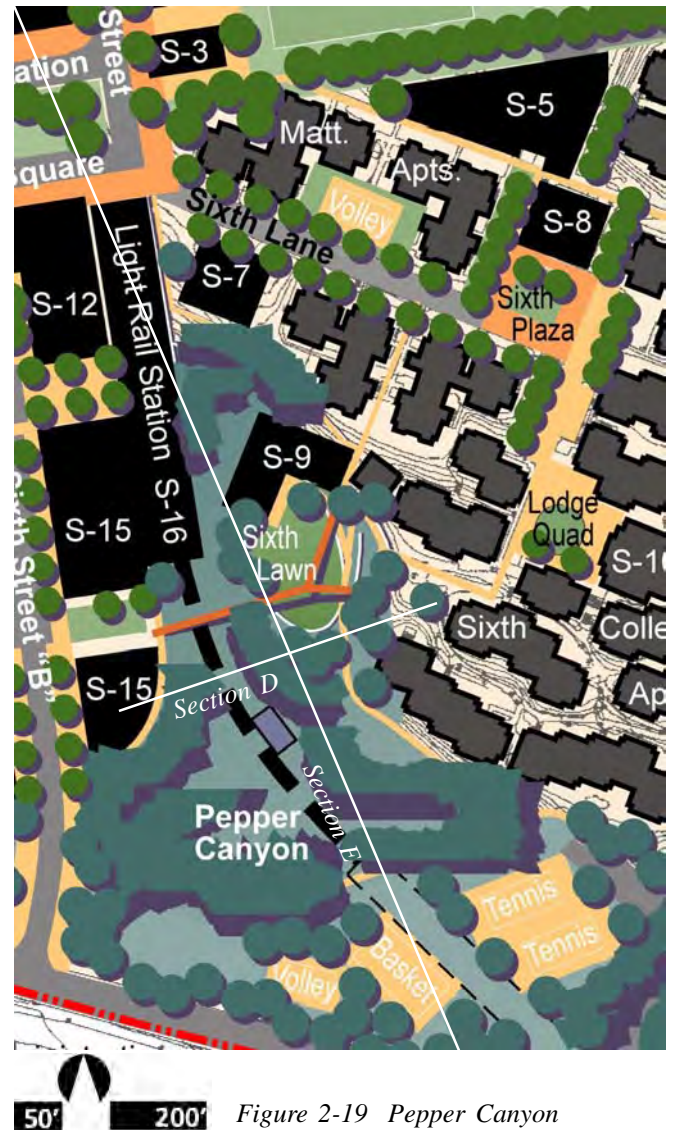
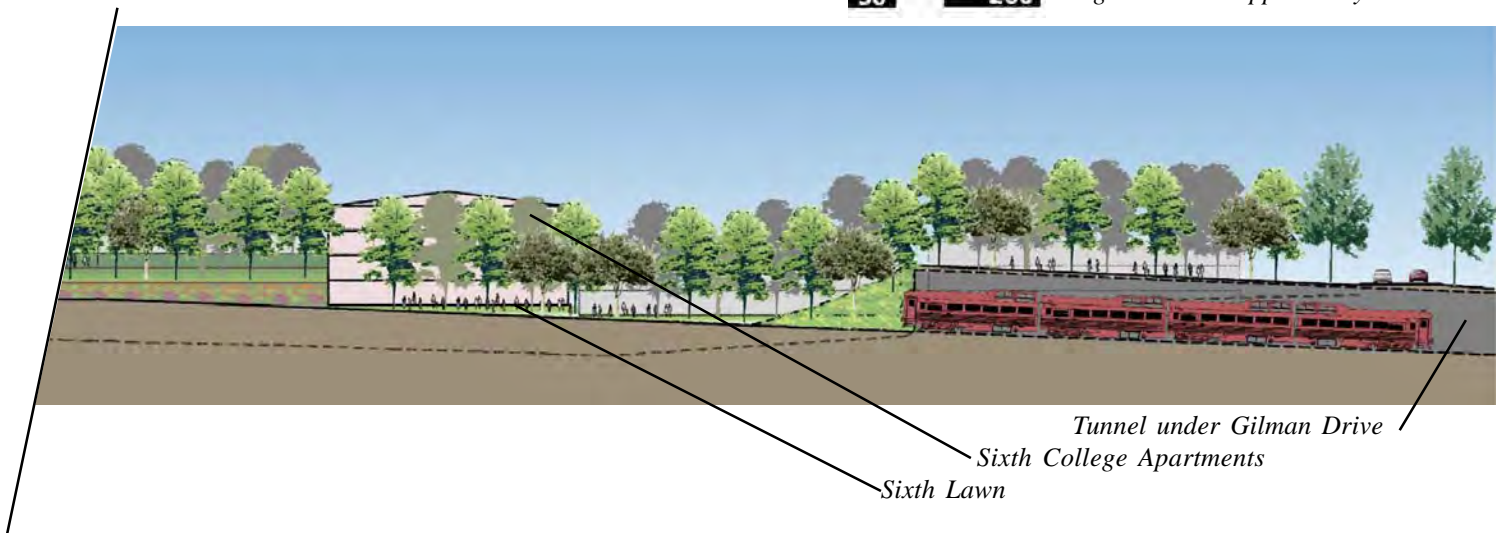


Figure 2-19 Pepper Canyon



Tunnel under Gilman Drive
Sixth College Apartments
Sixth Lawn

Russell Lane is the boundary between Sixth College and University Center. To further distinguish the boundary, unique pedestrian pavers are recommended. Additionally, as it is to be known as the “Avenue of the Arts,” a program for temporary display of student and faculty work is suggested on Russell Lane. This might be in the form of kiosks to protect work from the elements and/or a set of pedestals to display sculpture.

Lyman Lane extends across the two neighborhoods and will serve as a type of “Main Street” corridor. The segment of Lyman Lane between Visual Arts and High Bay Physics is too narrow for the recommended street tree planting. To enhance the pedestrian experience, other improvements should be considered, including additional street lighting, gates to screen utilities, art panels, storage areas, and vine trellis planting. See Figures 2-19 and 2-20.



Current photo of Lyman Lane at Visual Arts



Figure 2-20 Photomontage of Lyman Lane at Visual Arts with trellis screening

Figure 2-21 Viewpoint on Lyman Lane



Circulation Corridors

Circulation corridors are also recognized as part of the open space system. They should be active passageways for the campus community—generous in width to accommodate the traffic, and attractive in design to enhance the experience. Circulation corridors will be defined by arcades, street trees, and/or building facades. Corridors typically will be straight alignments with landmarks at the terminus. Street corridor recommendations are as follows:

- Myers Drive will be the circulation corridor for the central campus retail activity. The corridor is anchored by two landmarks: the parking garage and ground-floor retail to the south, and Town Square and Price Center to the north. Arcades fronting Myers Drive will mark the street as an elegant and formal campus gateway.
- The Rupertus corridor will be extended east across Pepper Canyon to Station Square as a pedestrian walk and Sixth College.
- Lyman Lane will be straightened on the southwest side of the Price Center to Library Walk. The western landmark of Lyman Lane is the eucalyptus grove. The eastern landmark of Lyman will be Pepper Bowl, Station Square, and the building on parcel S-1, which is anticipated to be Structural and Materials Engineering Building. Parcel S-2 is anticipated to be the Engineering I & R Building. Lyman Lane is the “main street” pedestrian corridor linking the open space, academic, and social destinations of the Central Pedestrian Core.
- Sixth Street “A” and Sixth Street “B” are new corridors to serve Sixth Mesa development.
- Station Square Street follows an existing roadway but will be reconstructed with the installation of the LRT, and framed with buildings on each side.

2. CIRCULATION NETWORK

An improved network of on- and off-campus transit, walks, service and emergency access routes, and roads is planned for the neighborhoods. The intent is to provide a comprehensive circulation system that safely and effectively accommodates increased traffic associated with the development of the neighborhoods, providing vehicular access while promoting transit, bicycling, and walking as convenient modes of transportation.

Station Square – Light Rail Transit and Campus Shuttle

It is anticipated by initial planning efforts that the Light Rail Transit (LRT) will bring over 4,000 people to the campus each day with estimated completion in 2012. Ridership is expected to grow with university enrollment. The LRT has the ability to bring hundreds of passengers per hour, with 15- to 20-minute headways and multi-car trains. The campus loop shuttle service will be adjusted to serve passengers to and from the LRT at Station Square.

This plan depicts the horizontal and vertical alignment of the LRT tracks and station as evaluated during the Neighborhoods Study process and defined by SANDAG. The transit station will be a multilevel facility using the canyon topography to bring passengers to Station Square. The LRT will rise from a tunnel under Gilman Drive heading north through the partially filled Pepper Canyon to the station. The station platform will be at grade. North of the station, the tracks enter another tunnel under the northwest corner of Warren Field. The grade of the tracks will rise from the tunnel through a slot parallel to Voigt Drive, and cross Gilman Drive at grade. A new bridge over Interstate 5 serving the LRT, pedestrians, and bicyclists will enhance the link between East and West Campus.

The LRT station will be approximately 20 feet below Station Square at the canyon rim and

accessed by stairs and/or ADA compliant elevators. The difference in grade between the LRT station and the adjacent land use will assist in reducing impacts of security and noise associated with the trains.

Station Square is planned to accommodate up to six shuttle vehicles queued to the arrival and departure of trains. Station Square will be busy with transit riders throughout the day and night, and is envisioned as a gateway to Sixth College. It is important that the buildings surrounding the square contribute to the urban character. Urban design that balances safety and security with a rich and inviting human environment is recommended in the design guidelines in the following chapter.

The LRT is proposed to cross Gilman Drive at grade just south of Voigt Drive. A typical at-grade crossing would use gates and a railroad signal to prevent motorists and pedestrians from crossing the tracks as a train approaches. This crossing will need improvements to handle the added delays to vehicular and pedestrian circulation.

Gilman Transit Hub

Improved service to the campus by the regional network of busses is anticipated along Gilman Drive. A new transit hub is recommended on Gilman Drive between Myers Drive and Russell Lane to serve both east- and westbound vehicles. The transit hub will be located on the north and south sides of Gilman Drive for west and eastbound traffic, respectively. This will allow city and campus shuttle busses to queue for efficient passenger transfer. The new gateway transit hub is to include seating, shelter, and information to welcome transit riders to the campus. Adjacent development parcels U-5 and U-7 may provide retail services for transit riders. The median on Gilman will remain and be enhanced as a "pedestrian refuge" for people crossing the street at the transit hub. A pedestrian-activated signal will assist in safely moving pedestrians and vehicles.

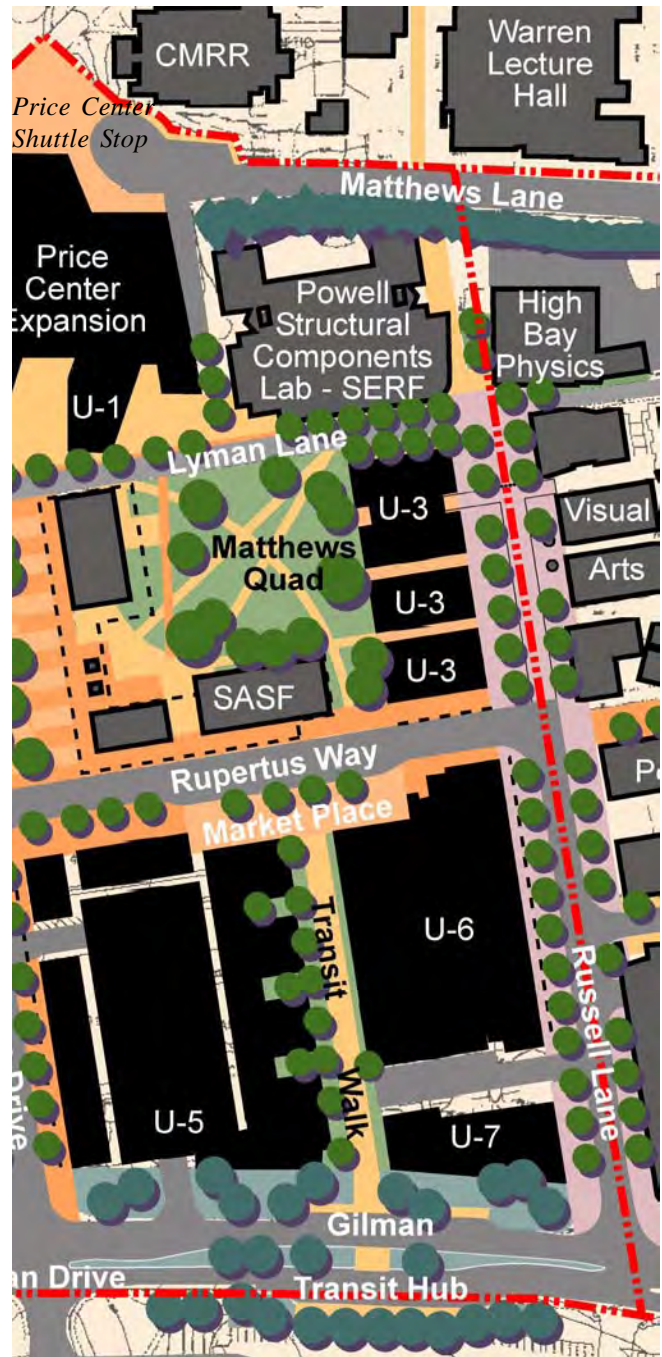


Figure 2-22 Gilman Transit Hub and Price Center Shuttle Stop

A north-south pedestrian walkway will link the Gilman Transit Hub to the Market Place and the Central Pedestrian Core, and to Ceremonial Way and Academic Mall in the School of Medicine to the south. See Figure 2-21.

Price Center Shuttle Stop

The expansion of Price Center includes the redesign of the campus shuttle stop at the western terminus of Matthews Lane. UCSD Transportation and Parking Services expect 13,500 daily shuttle riders at this location in the future from the East Campus parking area. Pedestrian walks will link the Price Center to Library Walk, to Warren Mall to the north, and to the campus core to the west and south. Matthews Lane will be used by campus shuttle busses, bicyclists, and service vehicles for Price Center, the academic facilities, and other existing buildings on both sides of Matthews Lane.

Pedestrian Crossings

Pedestrian and vehicular volumes will increase in the future as the neighborhood and campus population develops. Without improved pedestrian walkways and roadway widening, the delay and congestion associated with pedestrian and vehicular crossings is likely to increase. Of the various options available to handle situations where pedestrians and vehicles meet, pedestrian signals are recommended. Currently, pedestrians take precedence each time they approach a vehicular crossing. When pedestrians move in patterns that are not concentrated, they can create an ongoing disruption to vehicular flow.

Fortunately, drivers on the campus respect the existing hierarchy and safety is not compromised. However as both pedestrian and vehicular traffic increase the disruption and congestion may become undesirable. A traffic signal activated by pedestrians to intermittently provide a break for pedestrian crossing is a solution. The signal should have a delay that is designed into the control system (customized to the situation) that would help clear the vehicular traffic.

Roads

Myers Drive, Rupertus Way, and Russell Lane will be two-lane/two-way routes for automobiles, bicyclists, service vehicles, and the occa-

sional special bus. Myers will have on-street parking on each side. Rupertus Way will have an on-street service/ loading lane on the north side to serve the buildings on the south side of Matthews Quad. A bus turnout and drop-off will be located on eastbound Rupertus Way. Russell Lane will have parallel parking on the west side only. North of Rupertus, Russell Lane is part of the Central Pedestrian Core. It will have a rolled curb for occasional service vehicle access to Visual Arts and development parcel U-3.

Sixth Street "B" is a new road planned to serve parcels S-11 – S-15 from Gilman Drive, including the proposed performance center. Sixth Street "A" will extend from Russell, between the Gilman Parking Structure and Pepper Canyon Hall to the east, and intersecting with Sixth Street "B." These two streets will be two-lane/two-way with parallel parking on each side where space between buildings is available.

To better deal with future congestion at the intersections along the university's loop road system, this study recommends that the approaches to the intersections be widened as part of a future improvement program to allow the separation and channelization of the approaching traffic according to turn movement. In that manner, someone turning right at an intersection might not have to be queued behind the left-turning vehicles. Even with intersection widening, the existing system of all-way stop sign control that is currently typical at these intersections may need to be replaced by the more efficient use of traffic signals. Although traffic signals are not inherently efficient, they can be relatively more efficient than all-way stops because the time allocated to the intersection movements can be proportionally attributed based on demand. Pedestrian access could also be improved by traffic signals at intersections. They are particularly effective where turning movements are high and vehicular/pedestrian conflicts exist.

A comprehensive study is recommended to address improvements to campus traffic and circulation. The following is a summary of initial recommendations to address the growth in pedestrian and vehicular movement as development is phased in the neighborhoods. See Figure 2-23:

- ❑ Intersections – Widen approaches to intersections or loop road streets to have multiple lanes and consider evolving to traffic signals rather than all-way stop signs.
- ❑ Crosswalk control – Introduce pedestrian-activated crosswalk signals to control vehicular and pedestrian traffic on Gilman Drive at Library Walk, Matthews Lane at Voigt Drive, and the Gilman Transit Hub between Myers Drive and Russell Lane. This is to lessen congestion and delay to vehicles (from a constant stream of pedestrians crossing) while providing signaled right-of-way to pedestrians.
- ❑ Transit stops – Have sufficiently wide turn-out areas at bus stops along roadways to allow vehicular and bicycle traffic to pass stopped buses.
- ❑ LRT station and at-grade crossing – Provide the amenities associated with safety and pedestrian/traffic control and enhanced design to deal with this intersection on the loop road and interruption in vehicular traffic flow at the anticipated at-grade crossing of Gilman Drive near Voigt Drive.
- ❑ Provide improved bicycle access and parking.

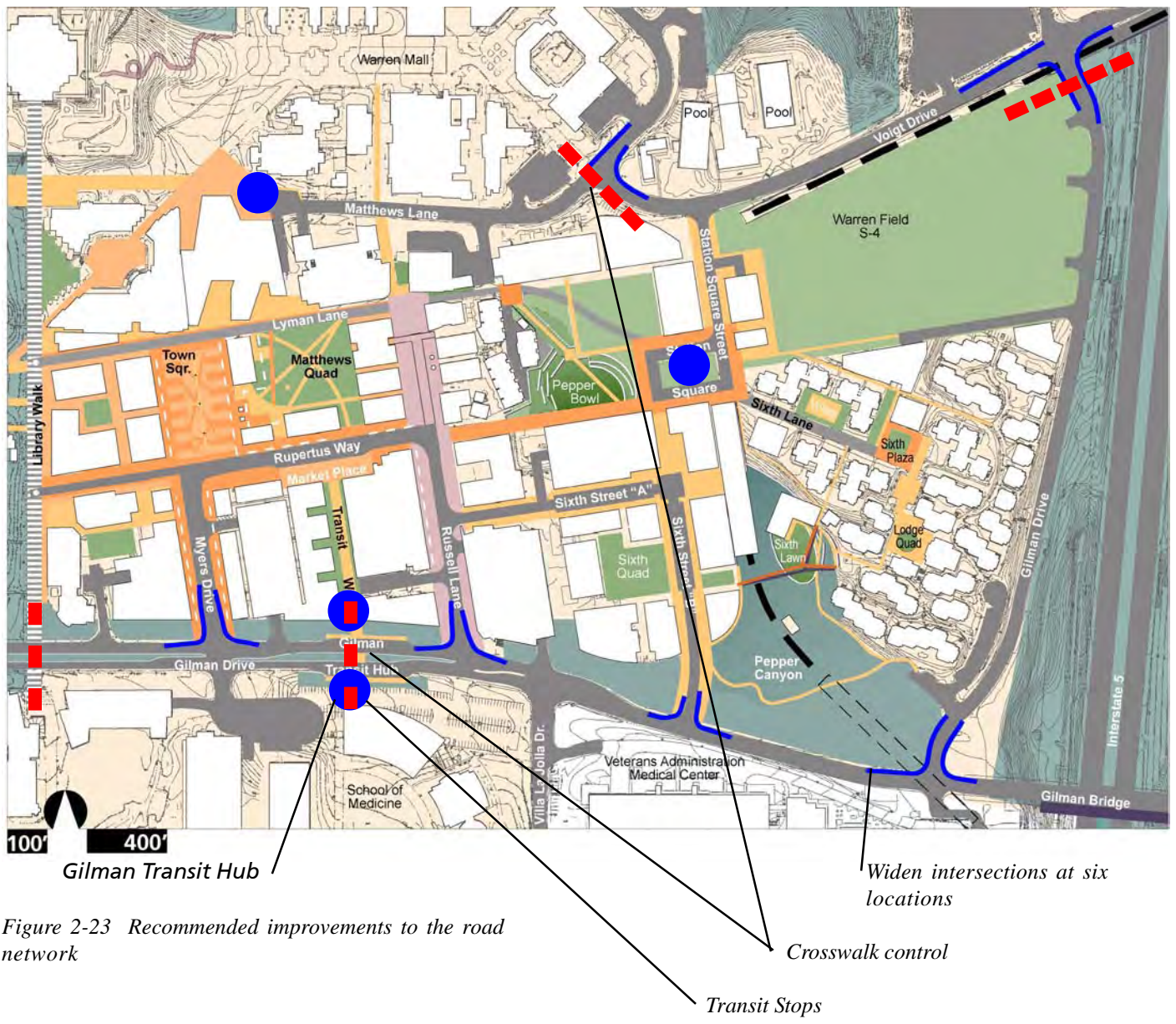


Figure 2-23 Recommended improvements to the road network

Parking Structures

The current amount of surface and structured parking within the study area is approximately 1,870 spaces, of which nearly 1,000 are expected to remain. Over time, most surface parking lots will be replaced with buildings. Small pockets of surface parking may remain. It is difficult to pinpoint the exact amount of parking demanded by current development within the University Center and Sixth College Neighborhoods Planning Study area since that demand is likely distributed over a much larger area, including the adjacent neighborhoods. The Gilman parking structure contains 860 spaces, and this is the only existing structure within the study area. Myers Drive (U-5) and Warren Field (S-4) provide the amount of parking anticipated plus more for surrounding neighborhoods.

A combination of increasing on-site parking, effectively using remote parking areas, shifting more people to transit, and using other access means all will be important to resolving parking issues. The neighborhoods Planning Study proposes locating parking near large-capacity roadways on the periphery of campus in order to alleviate demand within the neighborhoods.

The existing Gilman Parking Structure and potential parking structure at Myers and Gilman (U-5) are important destinations for motorists entering the University Center Neighborhood. Following the success of mixing uses in the Gilman Parking Structure, the new facility at Myers will be wrapped with retail, office, and residential buildings, making it more visually attractive as well as contributing to the mix of uses in the neighborhood. A seven-level structure at Myers and Gilman Drive could accommodate 800 automobiles. It would need to have vehicular driveways from Gilman Drive and Myers Drive.

A two-level parking structure under the Warren Field could accommodate approximately 2,000

automobiles. Vehicular access to the structure has been planned from multiple points on Gilman Drive. Pedestrian access would be at Station Square. The fields must be maintained as one large open surface to accommodate the variety of programmed athletic activities.

All parking structures must accommodate wheelchair accessible vans on the ground level.

Non—service-vehicle surface parking in University Center and Sixth College will be relocated to the parking structures over time. Sufficient parking will be available for the Sixth College neighborhood through the phased development of program space, housing and parking, and parking management strategies.

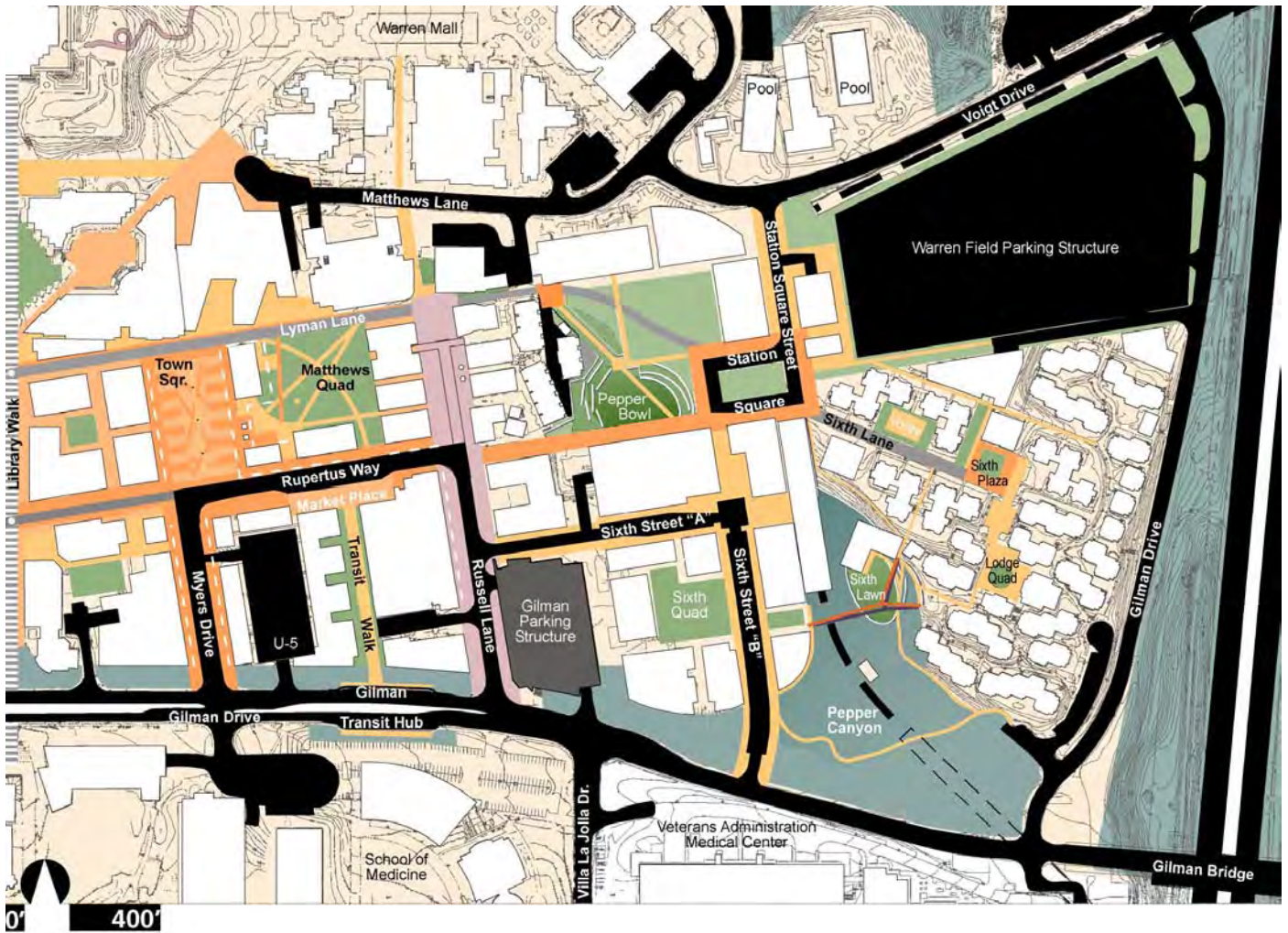
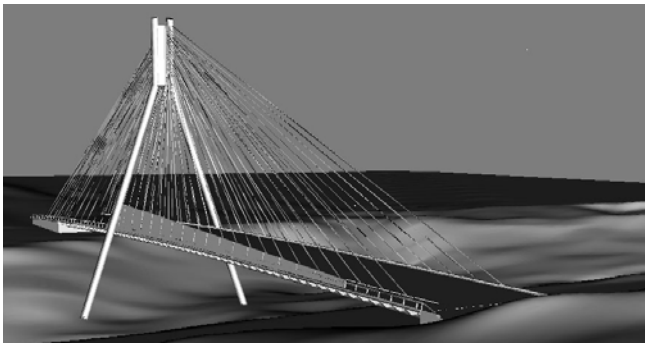


Figure 2-24 Roads and Parking

The campus loop road includes Gilman Drive, on the south and east of the University Center and Sixth College neighborhoods, and Voigt Drive to the north. The campus shuttle busses pick up pedestrians at stops along the loop road in clockwise and counterclockwise direction.



The future Gilman Bridge will link West and East Campus over Interstate 5. It is planned for two lanes of vehicular use with pedestrian/bicycle paths on each side. The completion of the bridge is unknown at this time.

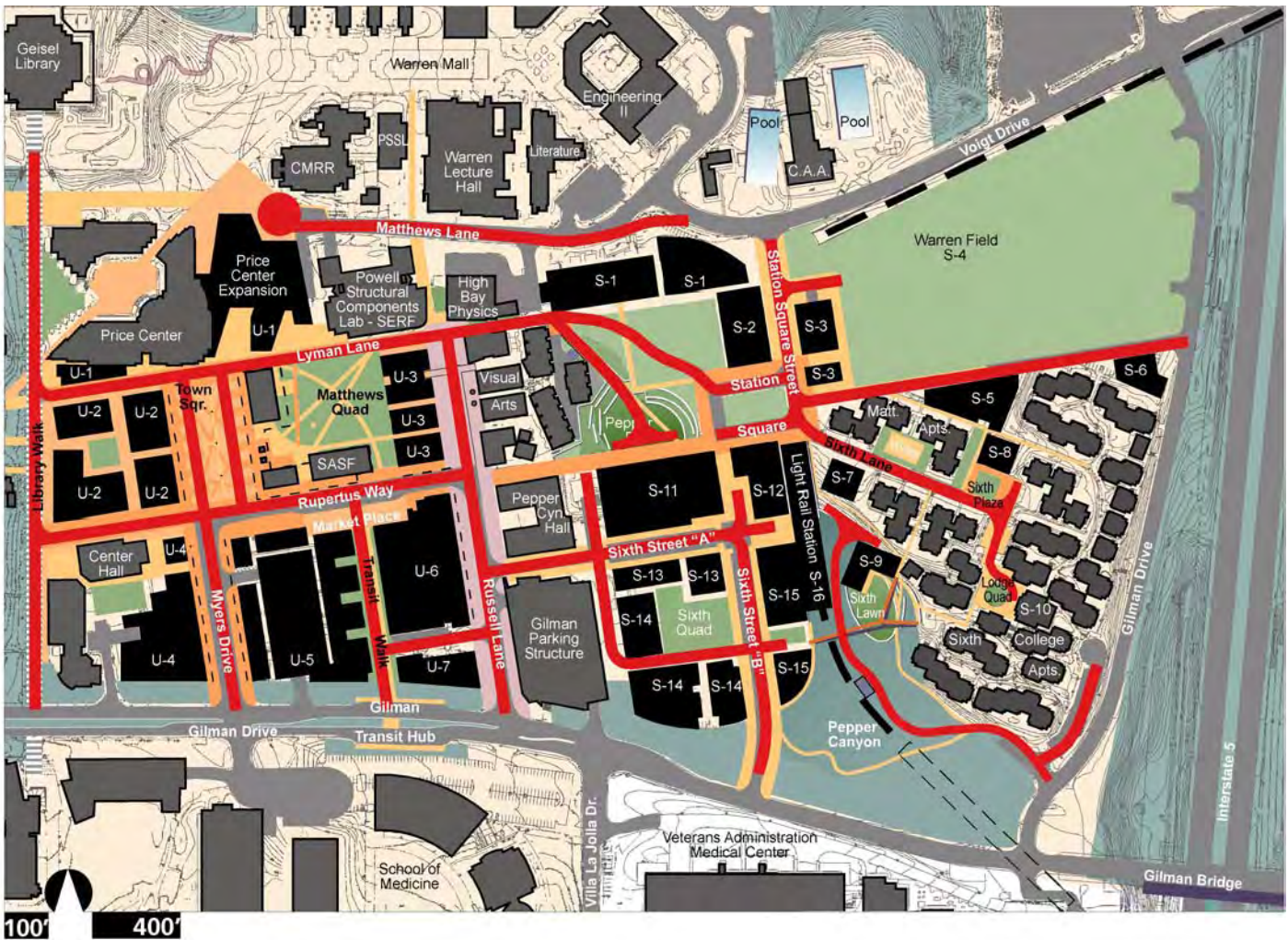


Figure 2-25 Emergency Access Routes

Emergency Access

Streets that serve as emergency vehicle (fire, ambulance, police) access routes are to meet the City of San Diego requirements. Additional emergency vehicle access is planned along designated pedestrian walks. See Figure 2-25. Removable bollards and/or rolled curbs and special paving will be used to keep cars and service trucks out of these pedestrian/emergency vehicle routes. The color, pattern, and finish of the pavement of the emergency vehicular access route will match the adjacent pedestrian walk.

For example, Russell Lane north of Rupertus Way is in the Central Pedestrian Core and therefore, will be paved as a pedestrian walk,

not an asphalt street. It will have rolled curbs and minimum width necessary for emergency access north of Rupertus Way. This design will limit access to emergency vehicles and those service vehicles needing special access to the Visual Arts Facility. Emergency vehicle access bollards just north of the service access points to Visual Arts and parcel U-3 will define a small pedestrian plaza towards Lyman Lane.

Emergency and service access to the LRT is from Gilman Drive through south Pepper Canyon. It is recommended that this access route be paved with alternative surface materials that comply with City of San Diego requirements, such as cast-in-place turf block and gravel mulch to minimize the visual impact on the canyon landscape.

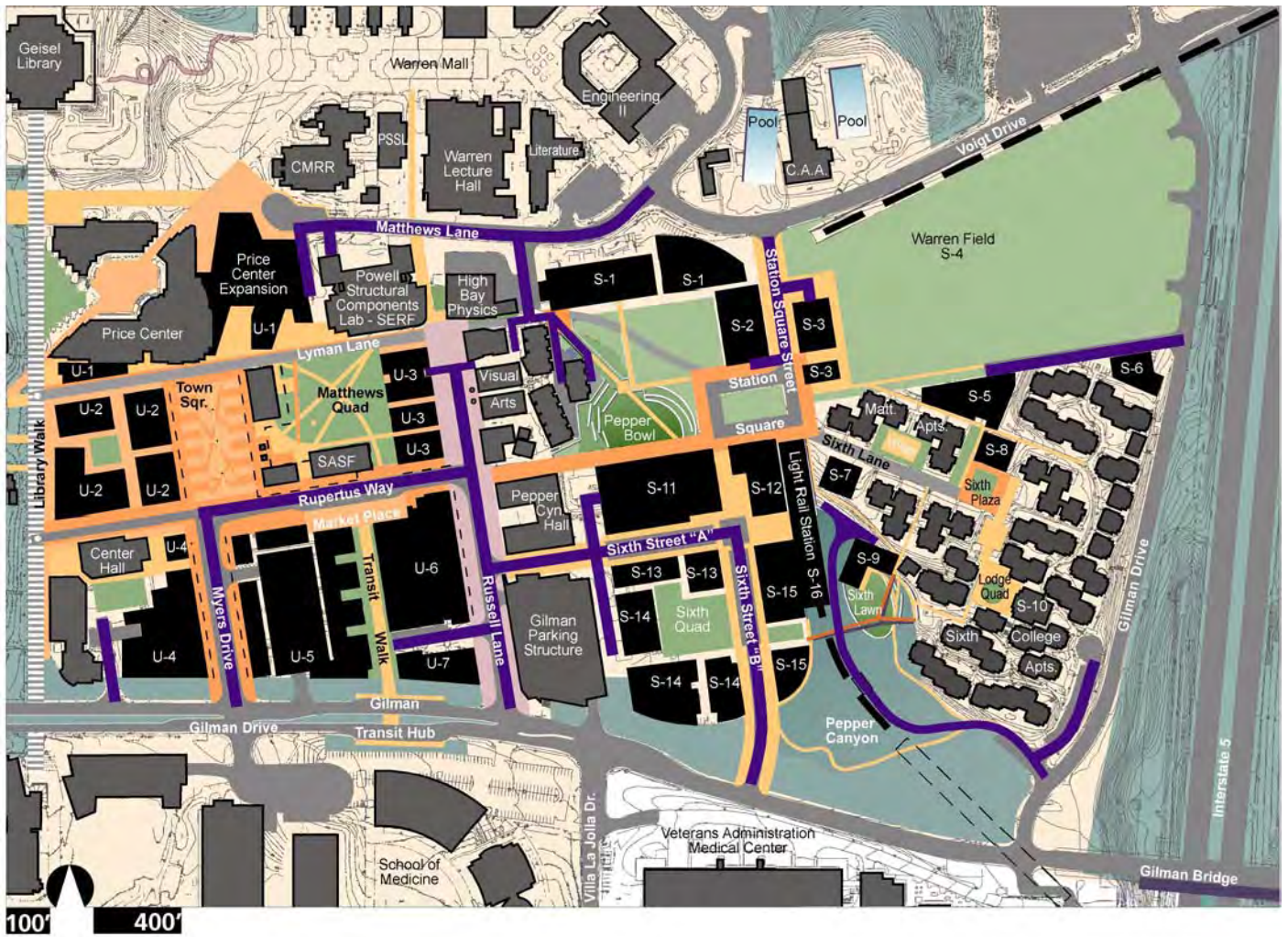


Figure 2-26 Service Access Routes

Service Access

The network of roads and service parking spaces provides service and delivery access to buildings. See Figure 2-26. The volume of service vehicles is low and it can be accommodated on the two-lane roadway system. Special service/delivery parking areas typically are needed for each parcel. When properly located, designed, and sized to avoid pedestrian and vehicular conflicts, two or more parcels are encouraged to share service access.

Vehicular access and loading zones will serve all existing and new parcels except for U-2. Due to parcel U-2's location surrounded by pedestrian spaces, service access will be provided by parcels U-5 and/or U-4 service facilities. New service-

only routes are recommended from Gilman Drive west along the southern edge of the Warren Field parking structure to the planned Sixth College dining commons, Pepper Canyon (for the LRT) and Sixth College, Sixth Street "A," and Sixth Street "B."

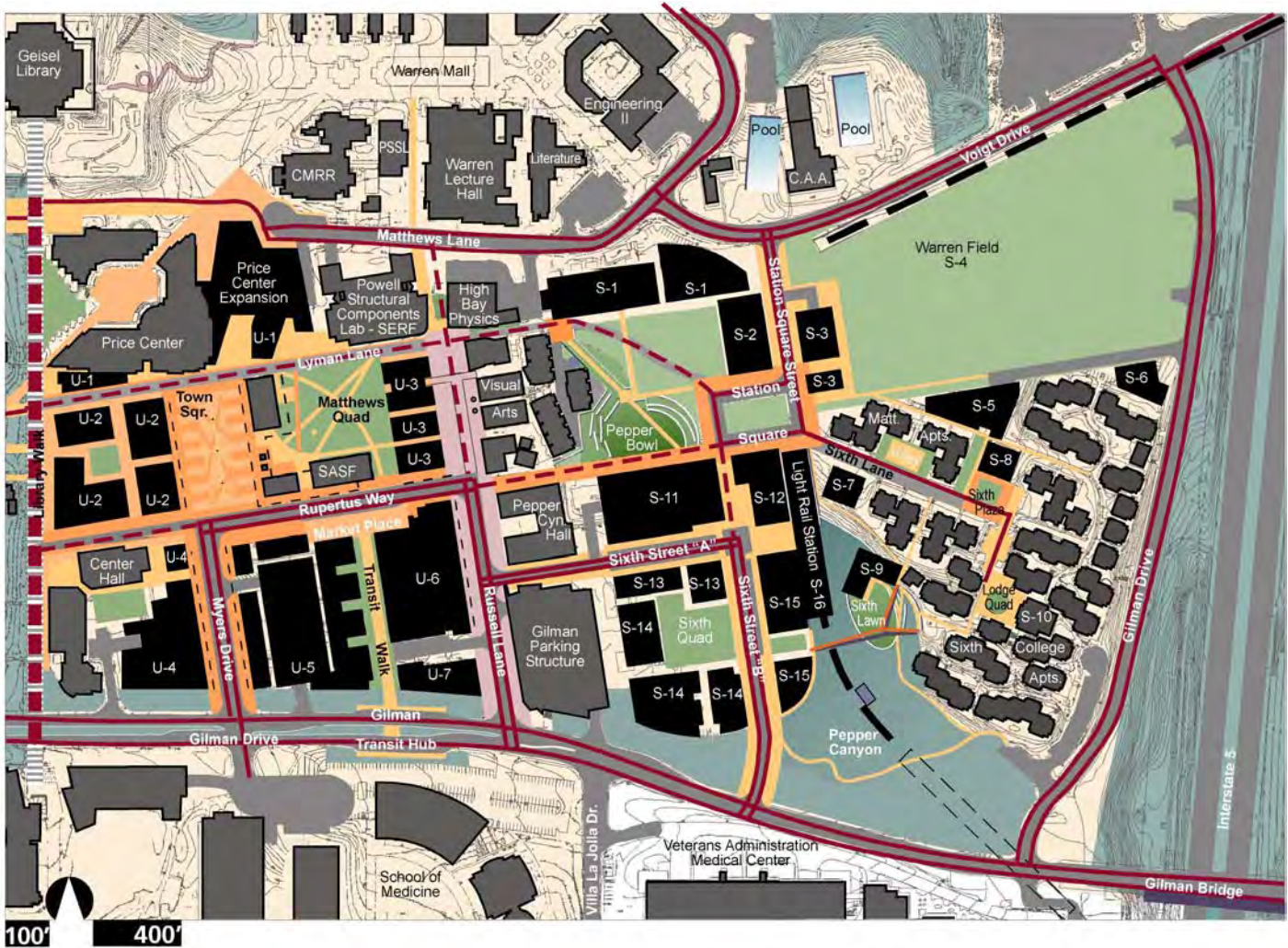


Figure 2-27 Bicycle Routes

Bicycle Circulation

Bicycles use the campus road system, but due to the restricted road widths not all roads have bicycle lanes and bicycles are expected to negotiate their way in the same manner as any other vehicle and follow the same rules-of-the-road.

Bicyclists commuting across the campus will be directed to the roadways to minimize conflicts with pedestrians. Bicycles also use the campus pedestrian walks except for select walks and locations of high pedestrian traffic and where pedestrian/bicycle conflicts could occur.

- Bicycle Route/Road
- - - Bicycle Route/Pedestrian Walk
- Bicycle Riding Prohibited

Bicycle parking in adequate quantity to serve the building will be located near building entrances or consolidated in open space areas to meet UCSD bicycle parking standards.

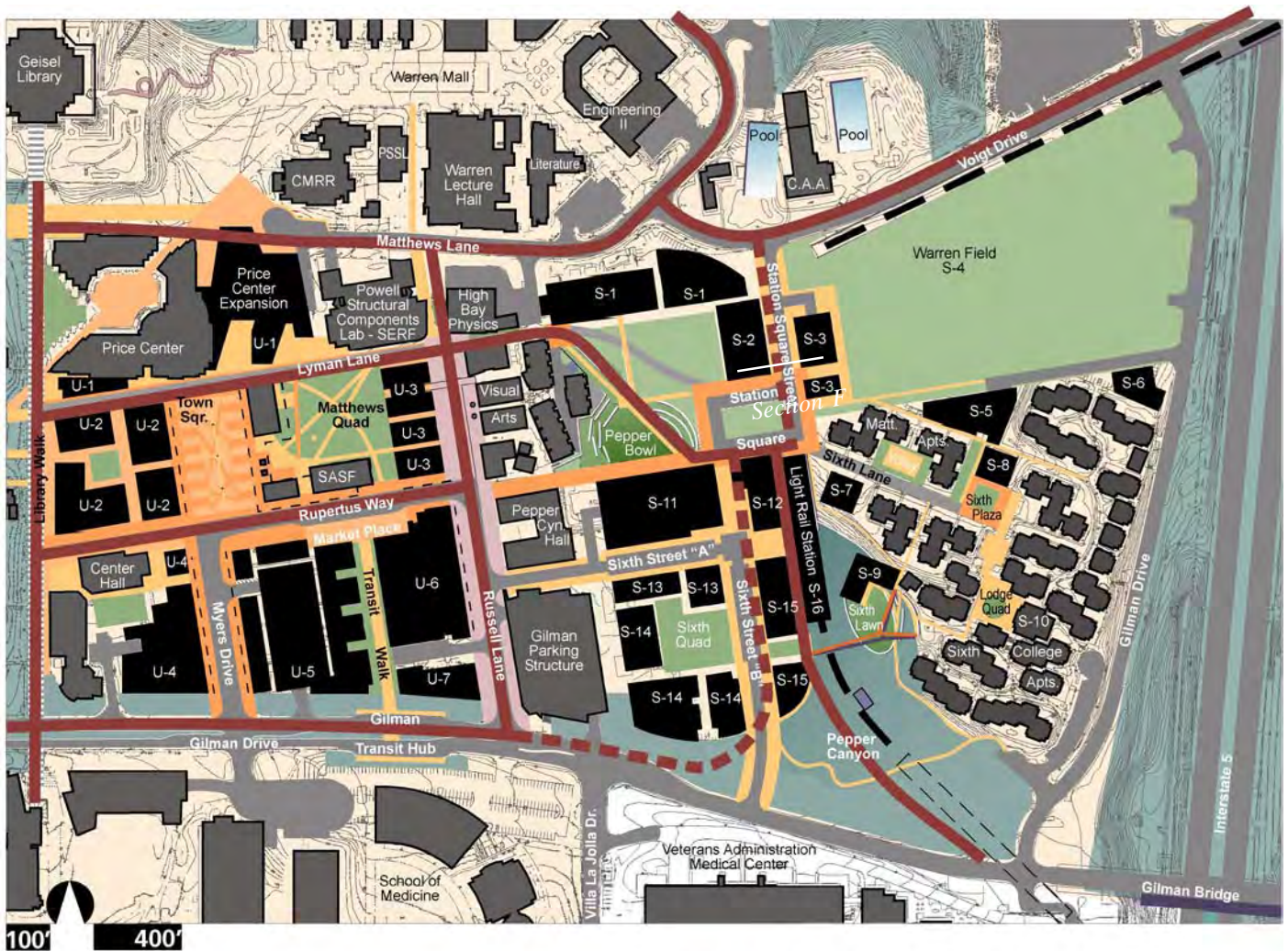


Figure 2-28 Utility Corridors

Utility Corridors

The Central Utility Plant is located southwest of University Center on Gilman and Scholars Drive South. A network of underground trenches from the Central Utility Plant cross the neighborhoods to serve the immediate area and campus beyond.

A new utility corridor is desired from Voigt Drive to Gilman Drive. See Figure 2-28. However, the opportunity to construct this link with the LRT is complicated by the anticipated building development. Parcels S-1 and S-2 are being considered for engineering buildings that will contain highly sensitive research equipment. A utility corridor would need to be located and engineered in order not to disturb the function of the building and the LRT. See Figure 2-29.

- Existing Utility Corridors
- - - New Utility Corridor

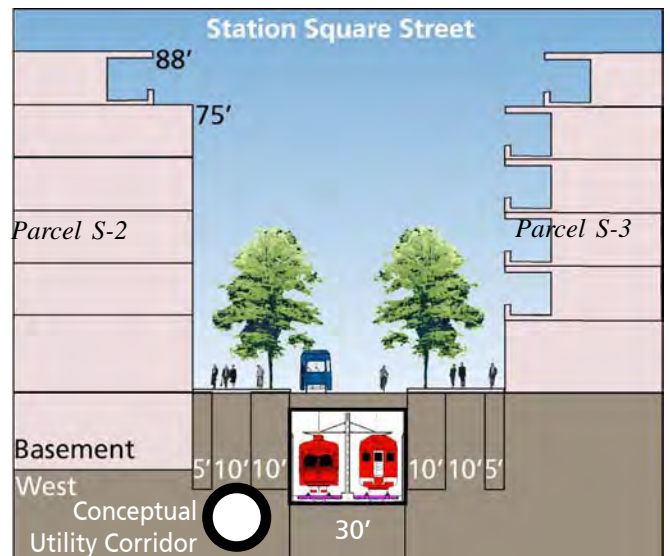


Figure 2-29 Section F looking north

3. DEVELOPMENT PARCELS

The development parcels planned to house the proposed program should be composed on the site to meet both functional requirements and strengthen the urban form of the neighborhoods. Within the organizing framework of open space and circulation (described previously in this chapter) the remaining developable land is divided into individual building parcels to ensure logical development of the neighborhoods.

Dvlp. Parcel	Location	Capacity				Adjacent to:						
		Parcel Area SF	Building Ground Floor GSF	No. Floors (Estimated) Above grade	Total Building GSF, X floors	Floors Below Grade	Gateway, LRT, Shuttle, Parking	Street Access	Service Drive	Pedestrian Core	Retail Town Grid	Open Space
U-1	Price Center East	209,600	59,630				■	■	■	■	■	■
U-2	Town Square West	83,390	51,147	4	204,588	■				■	■	■
U-3	Russell Lane West	32,127	22,000	5	110,000		■	■	■	■		■
U-4	Gilman Myers West	64,600	36,980	5	184,900		■	■	■	■	■	
U-5	Gilman Myers East	99,520	78,225	6	469,350	■	■	■	■	■	■	
U-6	Russell Rupertus SW	64,680	43,380		72,286			■	■	■		
U-7	Gilman Russell West	18,530	13,000	4	52,000		■	■	■			
S-1	Matthews Voigt South	85,825	45,600	4	182,400		■	■	■	■	■	■
S-2	Station Square West	23,575	17,500	4	70,000	■	■	■	■	■	■	■
S-3	Station Square St. East	17,770	14,890	4	59,560		■	■	■	■	■	■
S-4	Warren Field/Parking	330,380	325,000	2	650,000	■	■	■	■			
S-5	Warren Field South	18,000	16,540	5	82,700				■			■
S-6	Warren Field SE	9,500	7,580	2	15,160			■	■			
S-7	Sixth College Lane	13,740	5,960	4	23,840	■	■			■		■
S-8	Sixth Plaza	16,400	5,960	4	23,840							■
S-9	Pepper Canyon South	36,570	8,200	5	41,000				■			■
S-10	Sixth College Lodge	12,600	5,280	2	10,560			■	■			
S-11	Pepper Bowl South	42,090	42,090	1.4	58,926	■	■	■	■	■		■
S-12	Station Square South	22,680	15,470	5	77,350	■	■	■		■		
S-13	Sixth Mesa NW	20,100	15,030	5	75,150			■	■			■
S-14	Sixth Mesa SW	63,220	42,310	5	211,550	■	■	■	■			■
S-15	Sixth Mesa East	50,960	34,610	5	173,050			■	■			■
S-16	LRT Station & support facilities	37,468			-		■		■			■
	Total	1,373,325	906,382		2,848,210							

Table 2-3 Development Parcel Capacity Matrix

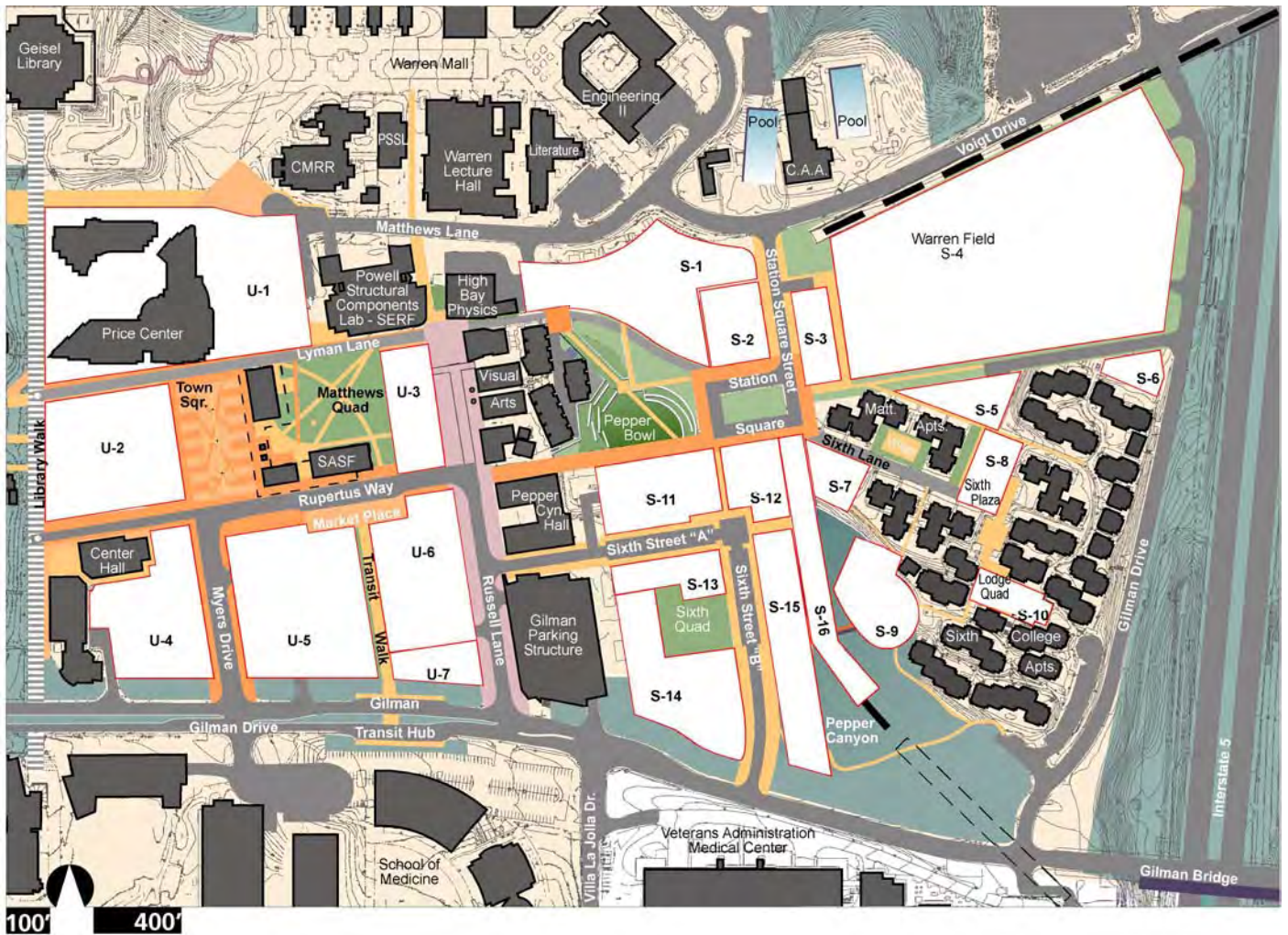


Figure 2-29 Development Parcels

Although critical to the function and character of the neighborhoods, open space is not included in the list of building development sites.

The discussion of building parcels describes adjacent open space relationships and refers to Section 1 Open Space in this chapter and Design Guidelines in the following chapter. Table 2-3 lists the attributes of each parcel development, including estimated capacity—total land area, building ground floor area, etc.—and adjacency to key campus framework elements, such as transportation, the Central Pedestrian Core, street access, etc.

Figure 2-29 illustrates the boundaries of each development parcel.

Matrix Definitions:

Capacity:

- Parcel Area SF - total area of the development site
- Building Ground Floor GSF – area of the site covered by the building footprint, not including external pedestrian passageways, arcades, and service access.
- Number of Floors – estimated maximum number of building floors above grade. This is provided to attain an approximate total building GSF. The building height limits are defined in Chapter 3: Design Guidelines. Below-grade floors are not included in this number.
- Total Building GSF – estimated sum of all areas on the above-ground floors of a building included within the exterior facade. For planning purposes this assumes each floor is the same size as the building footprint. The total building GSF is higher than would be typically achieved due to the architectural design of arcades, loggias, setbacks, etc.
- Floors Below Grade – noted where site topography and the neighborhood plan provide an opportunity for basement use with lower-level access from one side. Below grade floors are encouraged for programs to keep within the Design Standards and Guidelines for building height, setback, and open space relationships.

Adjacency:

“Adjacent to” refers to features located within 100 feet of the parcel. Adjacency is important in siting programs and designing buildings on parcels with supportive neighborhood features, or conversely in not locating programs and designing buildings that conflict with neighborhood features.

- Gateway – campus and neighborhood access points including the Light Rail Transit sta-

tion, the campus shuttle transfer sites, Gilman Transit Hub and/or a parking structure. Gateways are areas of high interaction and easy access into campus. They focus pedestrian traffic, and are places for pedestrians to enter the campus.

- Street Access – frontage on or direct access to streets that are open to automobiles . Most development parcels have street access. The few that do not are pedestrian centered.
- Service Drive – vehicular access limited to service and emergency vehicles. The few development parcels without service drive adjacency will need to develop special service access from an adjacent parcel or have less service-intensive uses.
- Central Pedestrian Core – area between Library Walk, Station Square Street, Lyman Lane, and Rupertus Way. The pedestrian core is the area of greater pedestrian density and movement. Uses requiring high vehicular and service access are less appropriate here. Buildings and sites should be highly pedestrian oriented.
- Retail Town Grid – intersecting network of walks and streets stretching across the neighborhoods that are suitable for ground-floor, pedestrian-serving retail uses. See Figure 2-30. Retail town-grid includes Lyman Lane, Rupertus, Myers, Russell, Town Square, and Station Square.
- Open Space – outdoor gathering areas including Town Square, Matthews Quad, Pepper Bowl, Sixth Quad, Sixth Plaza, and Lodge Quad. These open spaces are critical to the function, quality, and identity of the neighborhoods. Uses located on development parcels adjacent to open space are special and have a responsibility to relate to the program and use of the open space where feasible. Those uses on development parcels will be responsible to develop the adjacent open space.

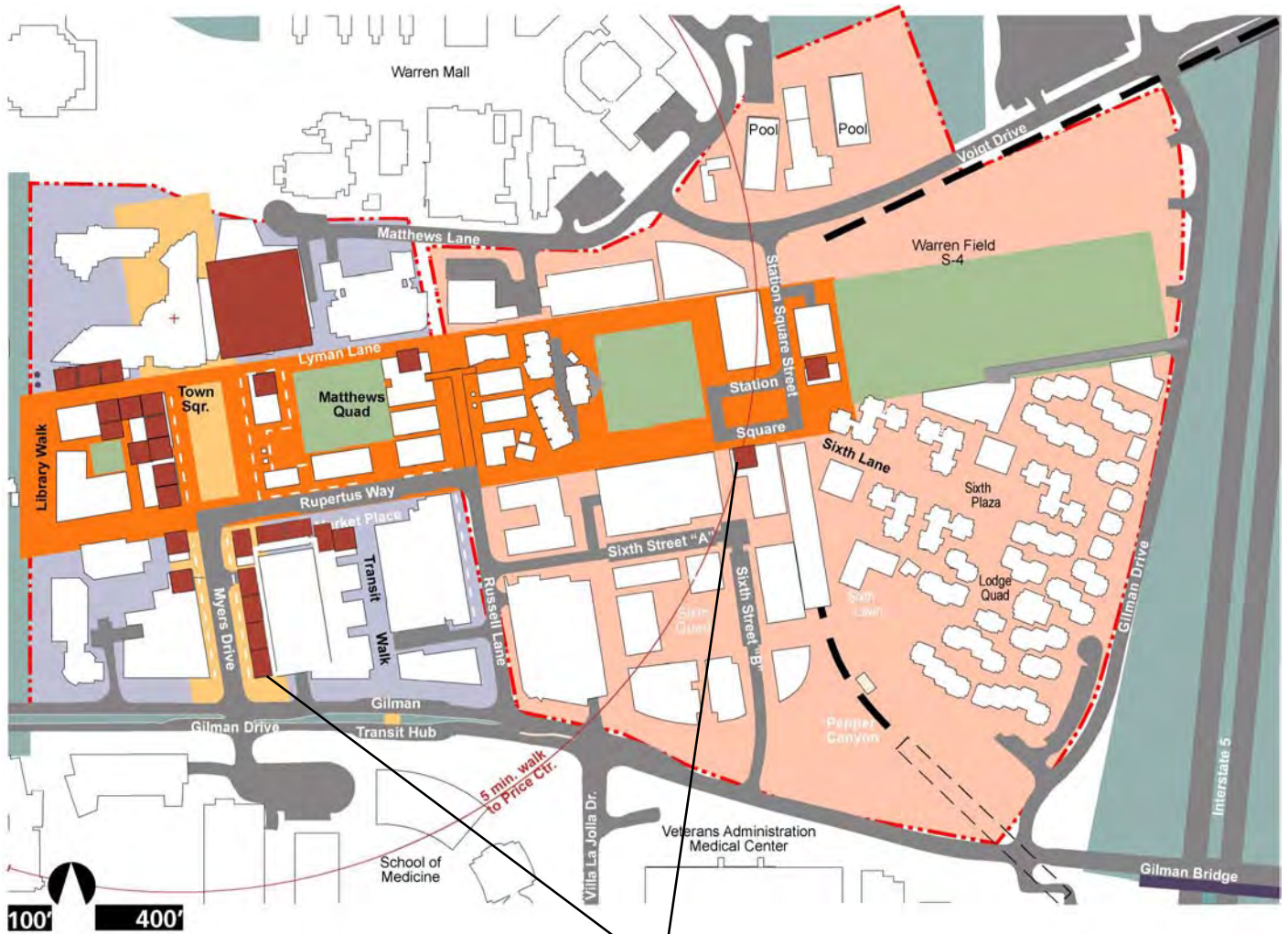


Figure 2-30 Retail Town Grid

Retail services and entertainment development sites located along the circulation routes.

Table 2-4 matches the development program outlined in table 2-2 on page 2-4 to the available parcels listed in Table 2-3 on page 2-28, identifying the development parcels whose attributes best meet the requirements of each development program.

Site Capacity

Figure 2-31 demonstrates one approach to fitting the current program into the neighborhoods. As illustrated, the neighborhoods have the capacity for additional growth—more than 650,000 GSF beyond the current development program. The challenge is to efficiently plan and site each project to improve the campus now and leave room for future unanticipated growth. The primary area recommended for growth beyond the current program is Sixth Mesa, once the existing housing has been relocated east of Pepper Canyon.

Suggested Parcels	Development Program	Requirements		Adjacent to:						
		Building Ground Floor GSF	Total Building GSF	Floors Below Grade	Gateway, LRT, Shuttle, Parking	Street Access	Service Drive	Pedestrian Core	Retail Town Grid	Open Space
U-2, 3, 7	Art & Architecture Library/Archeology Museum		21,532				■	■		■
U-3, 7	Art Gallery & Humanities Center		49,216				■	■		
U-3	Professional School		92,280			■	■			
S-13, 14, 15	Humanities Institution and Research Building		53,830							
S-1	Structural & Materials Engineering Building		169,180			■				
S-2	Engineering I&R Building		76,900	■		■				
U-2, 4	Instructional Tech. & Undergrad. Library		96,894				■			
S-11	Performance Center	47,500	47,500	■	■	■	■			■
U-6	Music Building		72,286							
U-2, 4	Executive Administration Building		63,981							
U-2, 3	Interfaith Center		5,383					■		
U-2, 3	Student Activities		5,383					■		
U-1	Price Center Expansion		180,000							
U-2, 3, 4, 5	Retail / Entertainment	46,140	46,140				■		■	■
S-3, 12	Retail / Entertainment									
S-12	Graduate Housing		76,000							
U-2, 5, S-13	Specialty Housing		152,000							
S-12	H&DS Specialty Housing		41,730							■
S-6	H&DS Maintenance Facility		15,380							
S-7, S-8	Sixth College Hub including Provost	6,058	24,231							
S-5, 7, 8, 9	Sixth College Residence Halls		67,760							■
S-5, 7, 9	Admin live-on (Assist. Resident Dean)		1,449							
S-5	Dining Commons	14,359	14,359				■			■
U-5, S-4	Parking Structures		910,000	■	■	■			■	
	Total		2,283,414							

Table 2-4 Development Program Matrix , see page 2-32 for definitions

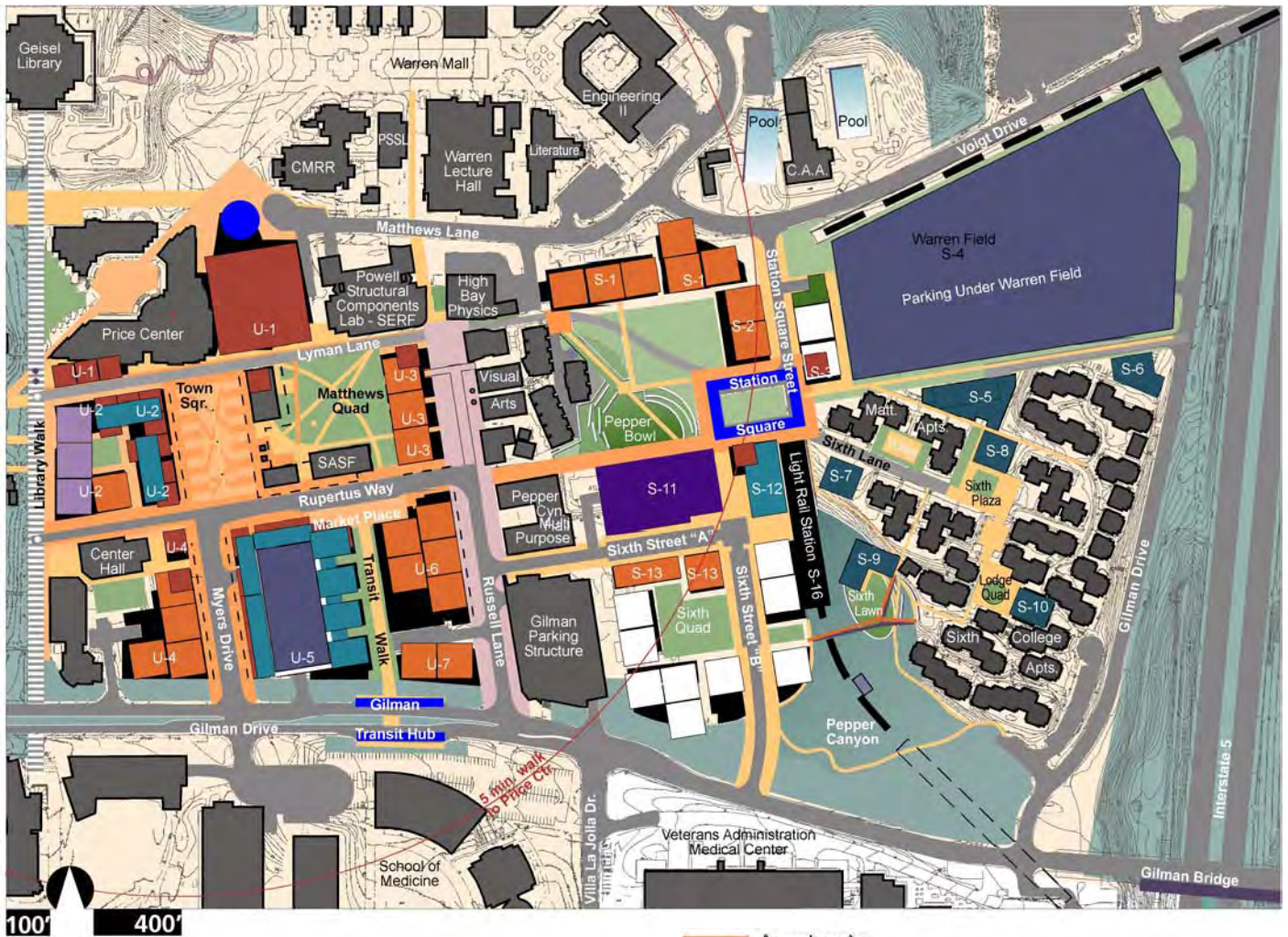


Figure 2-31 Development Program Capacity Study Diagram illustrates an assignment of uses to the site.

The following requirements generally apply to siting program elements:

- All Sixth College housing will ultimately be located east of Pepper Canyon. No removal of existing Sixth College housing should occur until its economic life is complete, as indicated in Chapter 4: Phasing. While all of the Housing and Dining Services (H&DS) units are considered economically viable indefinitely with the typical H&DS renovation program, the study recommends phased consolidation of housing to meet Sixth College’s desire for a living-learning community.

- Academic
- Administration - Support
- Retail
- Performance Center
- Housing
- Speciality Housing
- Future Building Program
- Pedestrian links/plaza
- Parking Structure
- Bus (City and Campus)

- All academic buildings will be located west of Pepper Canyon to be centrally located and within appropriate walking distance between classes.

Development Programming for Specific Development Parcels

In 2004, architectural programming and/or design was underway for the following development programs, which have been sited on the identified parcels:

Parcel U-1. Price Center Expansion defines the northern edge of the Town Square and western terminus of Matthews Lane. The addition along Lyman Lane can activate Town Square, Lyman Lane, and Matthews Quad to straighten the corridor for the benefit of the neighborhood and the campus. The program is an expansion of the Price Center Student Union uses including bookstore, food services, retail, conference space, and service.

Parcel U-6. Music Building is sited to take advantage of the convenient location next to Gilman Parking Structure and the Russell Lane Avenue of the Arts. The building includes a 400-seat auditorium and is expected to also draw audiences from outside the campus for evening and weekend performances. The Music Building should be complemented by the future performance center that is anticipated to contain 2,500 seats.

Parcel S-1. Structural and Materials Engineering Building (S&ME) Phase 1 has been sited in line with other engineering buildings between Matthews Lane and Lyman Lane. The building is unique in that it will house both engineering and visual arts. It will align with the straight portion of Lyman Lane and define the northeast corner of the Central Pedestrian Core, north of Pepper Bowl. Service and loading will be from Matthews Lane. Emergency vehicle access will be on Matthews Lane and Station Square Street.

Parcel S-2. Engineering I & R Building will follow the architectural design character of S&ME and be sited to define the northern edge of Station Square. It has a key role in framing pedestrian movements west to Lyman Lane and

north to Voigt Drive. Service and loading will be on the south side of the building in coordination with Station Square. Emergency vehicle access will be along Station Square Street.

Parcel S-4. Warren Field/Parking Structure. The fields need to function as one large open plane for multiple activities. The size of the field can be efficiently used for parking below. Preliminary analysis indicates that a two-level parking structure for approximately 2,000 automobiles is feasible. A comprehensive campus traffic and circulation study is recommended to assure the parking structure's access/egress will complement the neighborhood and the campus.

Parcel S-16 / Light Rail Transit Station. The LRT station will be an important gateway to the university. Located in the center of Sixth College, it must embody the ideals of culture, art, and technology in its design, consistent with the mission of the college. It will also function as a significant event station to accommodate the activities of the university including the adjacent performance center, Price Center, as well as those venues outside the University Center such as RIMAC Arena and the Theater District.

As an "event" or "signature" station, it includes space for a security patrol facility, maintenance equipment, access to public restrooms, etc. While the train station will be open to the sky and is not classified as a "building," indoor facilities may be integrated into the design of adjacent buildings. It is recommended that the design of this facility is a joint effort by UCSD and SANDAG. Freestanding support buildings will be necessary if design and construction of the LRT with adjacent parcels is not concurrent.

SANDAG has a successful program of integrating public art into the design of its stations.

Recommended Uses for Specific Parcels

Based upon the current understanding of the development program, uses are recommended for specific sites as follows:

Parcel U-2 / Town Square West currently houses the Chancellor's Complex. Located between Library Walk, Town Square, Rupertus Walk, and Lyman Lane, it has a high volume of foot traffic throughout the day and is well-suited to campus-central uses, such as ground-floor, pedestrian-serving uses, with passageways and a central courtyard, including lecture halls. Specialty housing above retail may be suitable at this central location. Service access and vehicular access is not directly available to the parcel. Therefore, service access must be properly addressed in future building programming and architectural and site design of parcel U-2 and adjacent parcels.

Parcel U-5 / Gilman Myers East is a large parcel located at the corner of Gilman Drive, Myers Drive, and Rupertus Way with potential vehicular access from each. Since the site is also within easy view and walk of the Price Center and the center of campus, the recommended program includes an 800-space, seven-level parking structure wrapped with retail on the ground floors and office or specialty housing above.

Parcel S-3 / Station Square East. This parcel offers views to the east over the athletic fields and East Campus to the distant mountains. Additionally, with the pedestrian traffic expected at Station Square, the parcel is suited for mixed-use including retail, and possibly a campus welcome or visitor's center. It is within a reasonable distance to serve a variety of needs for the Sixth College residential area.

Parcel S-5 / Warren Field South. The Sixth College dining commons, which needs to be a ground-floor facility for efficient operations, open space relationship, access by pedestrians and by service vehicles, is recommended for this site. A 162-bed housing facility could be built above the dining commons, serving as the first

multipurpose dining/housing facility on the campus. The additional expense of venting the dining facility to avoid conflict with residents above would be offset by the overall cost savings given the limited available land in this residential district.

It is anticipated that Sixth College funding of the relocation/consolidation of the various Housing and Dining Services facilities will be a valuable investment for the university. The associated development parcels include S-3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, and 14. Phasing is also very important so as not to remove any functioning facilities prior to their replacement. See Chapter 4: Phasing.

Parcel S-6 / Warren Field Southeast. A new maintenance facility to consolidate existing Housing and Dining Service operations and allow for the growth of the neighborhood is recommended for this more remote parcel, which offers direct access from Gilman Drive. This facility should accommodate the Carpentry Shop and Maintenance shop, and storage. Relocating the existing Housing and Dining Services facilities from both sides of Pepper Canyon will benefit the growth of Sixth College's residential and academic programs.

Parcel S-8 / Sixth Plaza is a recommended site for the Sixth College Hub, which needs an accessible central location in the neighborhood for the convenience of students living on and off campus, alumni, visitors, and staff. The building will house the following: Sixth College Provost and associated administration; Computer Services; Academic and Student Affairs; Core Writing Program; and the Digital Classroom. These uses are anticipated to be stacked into a 4-story building.

Because Parcel S-8 is the current site of Foodworx, the Sixth College Hub would have to wait until the dining commons facility proposed as Parcel S-5 is completed, as illustrated in Chapter 4: Phasing.

Parcel S-8 is also recommended for redevelopment as a public open space related to the center of social and academic activities for the Sixth College residential area. The space will need to be an inviting place to gather throughout the day. Daily service vehicle access to the new dining commons will be from Gilman Drive, north of parcel S-5. The plaza and the circulation corridors (Station Square Street, Sixth Lane) should also accommodate student move-in/move-out functions programmed a few times per year. Coordination is recommended between Sixth College, Housing and Dining Services, and Transportation and Parking Services to minimize conflicts with the campus shuttle system. The plaza and associated circulation corridors must also provide for emergency vehicle access.

Parcel S-7 / Sixth College Lane, located east of the LRT Station, provides an alternative site for the Sixth College Hub. It is also suitable for housing programs.

Parcel S-10 / Lodge Quad is an important component of Sixth College's theme of a living-learning community based on culture, art, and technology. The intent is to develop an artist in residence program. The existing Lodge building is seen as a good opportunity to accommodate such a program. Some of the current programmed functions of the Lodge may be relocated into the Sixth College Hub. Further study is recommended to ensure a match between the various needs of the residents, the college, and the many summer conference activities that currently use the facility.

Parcel S-11 / Pepper Bowl South is an important site for bridging development across Pepper Canyon, linking Sixth College and the LRT with University Center, and creating the unique opportunity to develop a direct relationship with the Pepper Bowl amphitheater. Located between Gilman Parking Structure and Station Square, it offers excellent access to parking and transit. It defines the southern edge of the

Pepper Bowl amphitheater, and offers an excellent setting for the performance center, which could have seating step down into the canyon and the northern facade open to the amphitheater.

With 2,500 seats the performance center is projected to fill a niche in the San Diego region. The added seating in the amphitheater could make it a special and unique venue. Because private funding for a performance center is not secured, the development parcel can be considered for alternative uses that utilize the excellent adjacency of this parcel's gateway, open space, access, and central location. Phasing requirements for this development parcel include waiting for the relocation of the existing Sixth College housing to the area east of Pepper Canyon.

Retail Town Grid

Based on findings of the UCSD Campus Retail Study, this plan recommends locating retail on the ground floor surrounding the Town Square west and east along Lyman Lane and south along Myers Drive. This grid alignment concentrates entertainment and pedestrian-serving retail uses within the view corridor of the Price Center and the campus gateway at Gilman Drive and Myers. The parking structure at Myers and Gilman (U-5) will be the second pedestrian anchor of the Myers retail corridor with tree lined Lyman Lane as a visual and functional main street linking Town Square, the Price Center, and major campus walks.

Remaining Sites

The remaining sites have additional flexibility to allow for changes in anticipated funding and phasing. In all cases, relationship to the open spaces and circulation must follow the development plan and design guidelines.

III. DESIGN STANDARDS & GUIDELINES

A. How to Use This Document

Like the development plan described in Chapter 2, the design standards and guidelines described in this chapter build upon the 1989 Design Guidelines for University Center and 1992 Design Guidelines for Fifth College.

For ease of use, the design standards and guidelines are presented in two sections, addressing development in University Center and Sixth College separately. Each section is divided into two parts: 1) buildings, and 2) open space. It is the interrelationship between the campus' framework of open space, circulation, and buildings that creates the urban form and physical environment of the neighborhoods. Campus development is typically focused on building projects but the quality and functionality of open spaces are critical to the public realm and life of the campus. The use and treatment of open spaces serve to create an understandable, attractive, and cohesive environment of unifying social spaces. Consistent lines of street trees, pedestrian pavement, and distinct courtyards and plazas all help build these spaces.

While each project must contribute to the character of the neighborhoods in a coordinated manner, there are many different ways that an appropriate contribution is realized in detailed design. The guidelines, therefore, are generally expressed in descriptive, qualitative terms that indicate an intended design character that will achieve a necessary addition to the campus' social space. The guidelines leave room for the inventive interpretation by the campus in consultation with planners, designers, architects and landscape architects. The purpose of these guidelines is not to limit the creativity but to ensure that creativity is working in a desired direction and within a range of acceptable choices focused on achieving the goals and objectives of the Neighborhoods Planning Study.

Together with the development plan, the design standards and guidelines make up the design requirements for projects within the University Center and Sixth College neighborhoods, from the planning vision to detailed project design. A designer or project reviewer should be familiar with both levels of direction, starting with the development plan (see Chapter 2). Both levels are critical to understanding the context from which the design standards and guidelines were framed, and the significance of these to the intended urban design character of the neighborhoods.

As projects are implemented, design or review of a specific proposal requires decisions on the architectural and landscape details of the project in relation to the design standards and guidelines. In using this chapter, greater emphasis should be placed on effective interpretation of the statements of intent rather than the particular examples used to illustrate how the intentions can be realized.

The items identified with a box ■ are standards—either required by prescriptive controls that must be met or recommendations that are firm in principle, but nonspecific in detail. Those identified with a bullet □ are guidelines—concepts that present an opportunity that contributes to the character of the neighborhoods and campus, but is not required. To begin, the first standard is:

- Require all professional teams, UCSD Facilities Design and Construction project managers, and members of each committee to be familiar with the Neighborhoods Study including the development plan, and design standards and guidelines prior to the planning and/or approval of a campus development project .

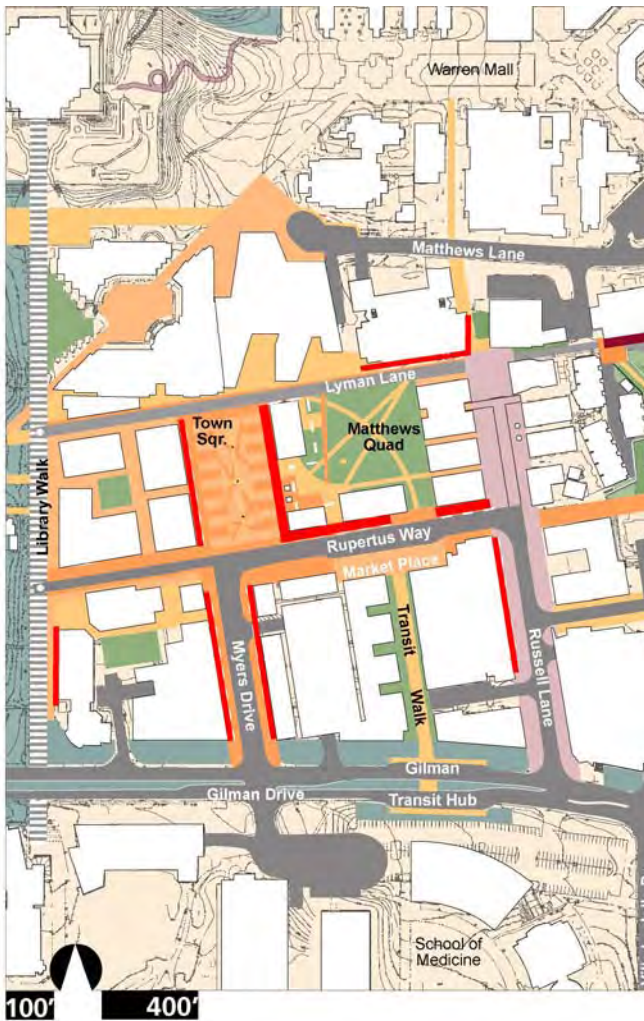


Figure 3-1 Location of required arcades in University Center

B. University Center

The boundaries of the University Center neighborhood are Library Walk, Gilman Drive, Russell Lane, and Matthews Lane. The neighborhoods' goals and objectives call for University Center to be the center of campus life, with a mix of active academic and social uses with clearly defined and connected pedestrian spaces.

1. Buildings

The buildings of University Center are to house a mix of uses that achieve a "center of campus life" and contribute to the character of a world class university. The guidelines update the principles established in 1989 to attain "architectural unity" through three simple and flexible mechanisms: 1) consistency in height, 2) a consistent palette of colors, and 3) a response to the area's extraordinary climate. These guidelines add unifying principles including pedestrian orientation and relationship to open spaces.

Building Form and Location

- To achieve the desired urban character, construct new buildings in University Center to a minimum height of 64' at the top of the parapet or eave at the building's outer edges.
- Allow buildings to step back (a minimum of 10' from the outer edge of the building) to a maximum building height of 88' (including rooftop mechanical equipment and screening).
- Design buildings to the specified arcade lines to define the public realm. The arcade lines are analogous to build-to or facade lines, which establish the plane of a building's outer edge at the pedestrian level. Arcades are at least 12' wide and 16' high. (See following section, "Arcades," for more detail.)

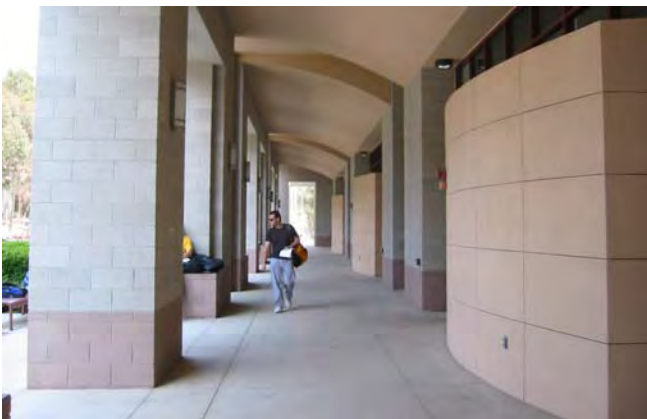


Figure 3-2 Center Hall arcade on Library Walk

- Front building entrances onto sidewalks and squares in order to animate the social spaces and create safe and lively pedestrian environments.
- Encourage the development of small mixed-use buildings to provide variety and a fine-grained scale. The intention is to provide opportunities for a mix of different building types and scales to occur within the fabric of the blocks and avoid the monotony of too many large unbroken single-use buildings. This will guide University Center to be as similar in character (as possible) to a compact downtown .
- Design building entrances to meet the finish grade of adjacent sidewalks, streets, and open spaces. The intent is to eliminate the need for stairs, walls, and ramps that impede pedestrian access.

Arcades

Arcades serve to connect indoor and outdoor uses. As a unifying element, they formally mark neighborhood gateways and boundaries, and frame public spaces—including the streets and major open spaces—with ground floor permeability.

- Distinguish buildings in University Center with arcades at the pedestrian level where defined in Figure 3-1.
- Align arcades with those established by adjacent development—e.g. new arcades on the north side of Rupertus (development parcel U-3) must align with arcades of the Student Academic Services Facility.
- Consider the use of arcades on other parcels in University Center where the building’s program of room use and circulation will be better served—e.g. to shelter people queued outside classrooms under arcades, where the buildings relate to the adjacent open spaces and corridors.

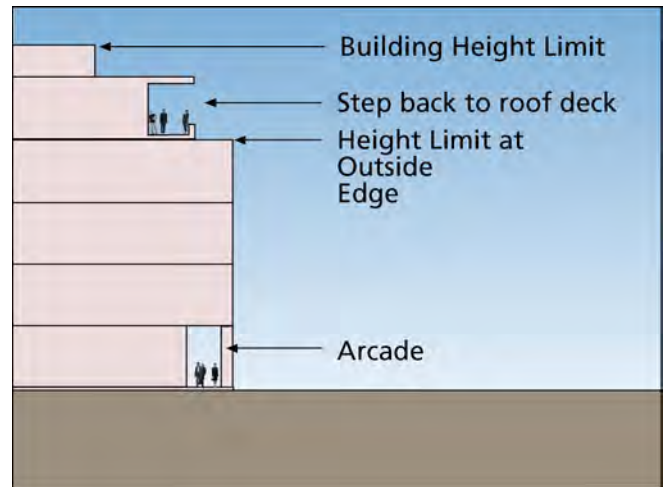


Figure 3-3 Typical arcades, loggias, and decks



Figure 3-4 Loggias on the south side of the Powell Structural Lab - SERF

- ❑ Provide frequent windows at the arcade level to provide views and to express the use of the building.
- ❑ Locate rooms of a public nature along the arcade, with frequent windows and entrances to animate the public space.

Ground Floors

- Design buildings that are transparent and permeable at the ground level to create a lively pedestrian environment. Transparency implies the use of a large enough area of glass to provide see-through conditions. Permeable suggests multiple walkways through buildings to allow pedestrians through, not just around buildings.
- Program ground floors with uses that have the highest movement of people, interaction, and relationship with the adjacent open spaces.
- Provide pedestrian passageways to courtyards and public open spaces throughout the neighborhood (minimum 12' wide).
- ❑ Encourage the location of high-occupancy

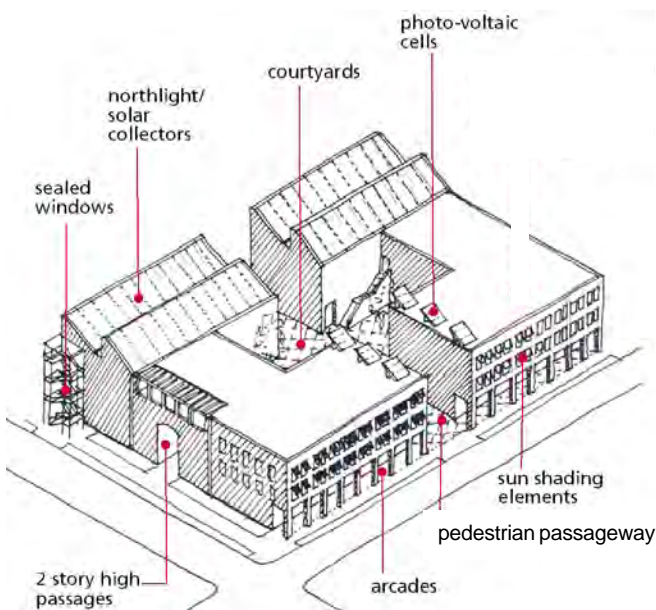


Figure 3-5 Building elements that form a relationship to San Diego's climate, and have pedestrian friendly ground floors.

public spaces, such as auditoria, classrooms, and lecture halls, on the ground floor for efficiency, and in order to bring pedestrians to the buildings and animate the surrounding streets. High-occupancy public spaces should be designed with staging or pre-function space to allow smooth movement between indoors and out.

Natural Ventilation

- ❑ Use natural ventilation and sun control devices including arcades, porches, loggias, and operable windows, awnings, and screens. The intent within the University Center neighborhood is to develop with a sensitivity to adjacent open spaces and buildings consistent with an architectural language that is based upon San Diego's climate.

Loggias and Rooftop Decks

- ❑ Include loggias and/or rooftop decks as a way of enlivening the building facades and affording building occupants fresh air and views over the campus.

Courtyards

- Design the interiors of the blocks to contain publicly accessible courtyards designed to provide for a variety of quiet, contemplative uses, such as outdoor gathering.
- ❑ Provide opportunities for adjacent buildings to use courtyards for informal outdoor dining, reading, etc.
- ❑ Use interior courtyards as the place for dynamic color, ornamental plant material, etc.
- ❑ Align pedestrian passageways with adjacent pedestrian passageways.

Mechanical Equipment, Service, and Utilities

- ❑ Assure aesthetic compatibility between the design of the site improvements and utilities. Avoid mechanical venting and service access adjacent to pedestrian spaces.

- Integrate utility and service access into the building and site design and with respect to existing and future adjacent parcels and uses. Avoid service truck access across pedestrian paths.
- Design all mechanical equipment and building utilities to be within the building envelope. Where this is impossible due to safety code, screen utilities in a manner that is consistent with the overall building design.
- Screen service yards and delivery areas from view with walls, gates, and plant material to maintain an orderly, pedestrian-friendly environment.
- Design building roofs to ensure that mechanical equipment is not exposed to view.
- Locate and obtain approval for exterior utility boxes, vaults, mechanical equipment, etc. at schematic design.

Green Design

- Meet the University of California's Green Building Policy.

Building Colors, Materials, and Finishes

- Follow the "University Center Neighborhood Master Exterior Palette" for building colors, materials, and finishes.
- Consider use of the most advanced technology feasible in building materials, including high performance and technologically advanced facades, exterior shade devices to control solar heat gain and sun light, and

integrated photovoltaic systems to collect solar energy.

- Consider the following materials to complement buildings to remain at University Center:
 - glass – clear with low-e coating, patterned or fritted glass, and photovoltaic panels
 - concrete – cast-in-place and precast panels
 - metal panels and perforated metal screening
 - stone – cut, not polished
 - concrete masonry units – precision



Figure 3-6 Development parcels of University Center

2. Site Development

The neighborhood is divided into development parcels. Specific requirements for each parcel are defined to ensure that building development enhances the whole neighborhood. See Figure 3-6.

Legend for the following parcel plan diagrams:

- S - Service
- E - Entrance
- P - Pedestrian Passageway
- A - Arcade

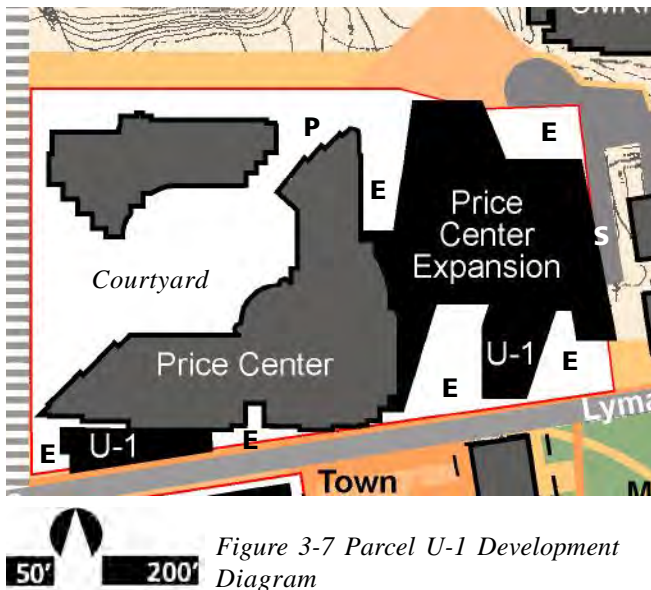


Figure 3-7 Parcel U-1 Development Diagram

Parcel U-1 Price Center Expansion

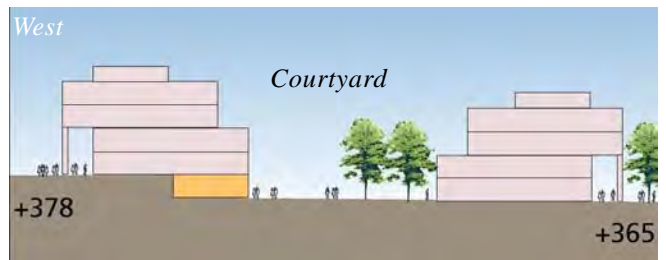
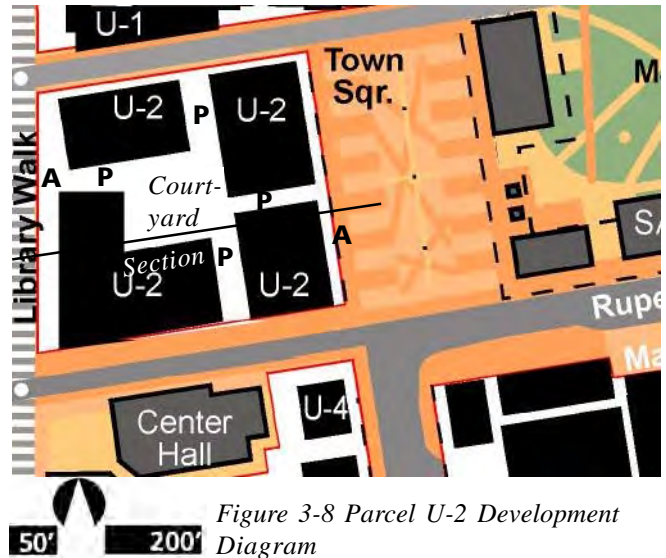
This site is slated for expansion of the Price Center.

- Design the southwest building facade to meet the realignment of Lyman Lane at Library Walk.
- Provide pedestrian access entries and gathering areas along Lyman Lane north of Town Square and Matthews Quad.
- Create a pedestrian arrival plaza north of the building at the west terminus of Matthews Lane for campus shuttle patrons.

Parcel U-2 Town Square West

This parcel is located at the west end of the Central Pedestrian Core between Library Walk and Town Square, Lyman Lane, and Rupertus Way. South of the Price Center, it is also part of the “retail town grid” and offers high visibility from daily pedestrian traffic. It is currently the Chancellor’s Complex. Service access is limited to Rupertus Way south of the SASF building, or from adjacent parcels U-5 and U-5. See Figure 3-8.

- Develop an arcade on Town Square at the parcel line. The parcel line is 15’ from the face of curb in Town Square.
- Consider an arcade on Library Walk at the parcel line, 25’ from the eastern edge of Library Walk. See Figure 3-10. Align arcade with Center Hall’s arcade.
- Provide an interior courtyard with 12’-wide (minimum) ground-floor access from each side to encourage pedestrian passage from the north, south, east, and west. See Figure 3-8.
- Step buildings to follow the topography. See Figure 3-9.



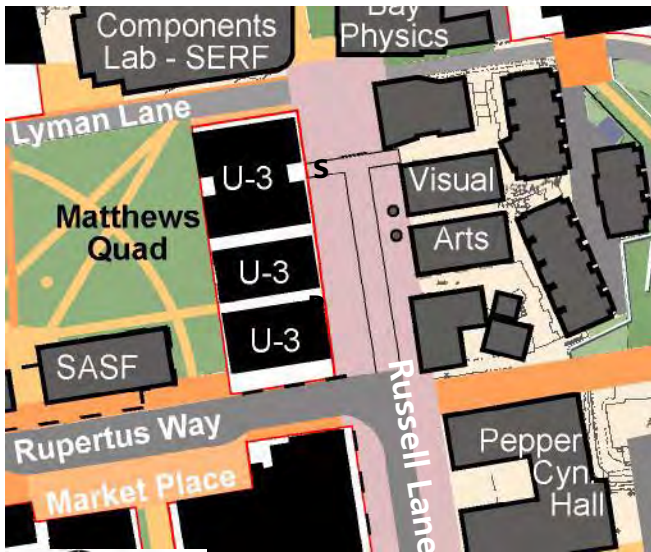


Figure 3-11 Parcel U-3 Development Diagram

Parcel U-3 Russell Lane West

This parcel defines the eastern edge of Matthews Quad. Russell Lane, north of Rupertus is a pedestrian corridor. The parcel has limited vehicular service access along Rupertus Way and Russell Lane. See Figure 3-11.

- Align the arcade with the SASF building on Rupertus Way.
- Consider an arcade on Russell Lane at the parcel line. Align parcel line and arcade with parcel U-6.
- Locate the western edge of the parcel 150' from Russell Lane's ultimate face of curb.
- Set the building setback 15' from Lyman Lane face of curb.
- Relate the building to the small pedestrian plaza at the intersection of Lyman Lane and Russell Lane.
- Align pedestrian passageways with those of the Visual Arts Complex.
- Align service access on Russell Lane with that of Visual Arts, and provide emergency access bollards directly north of the service access.

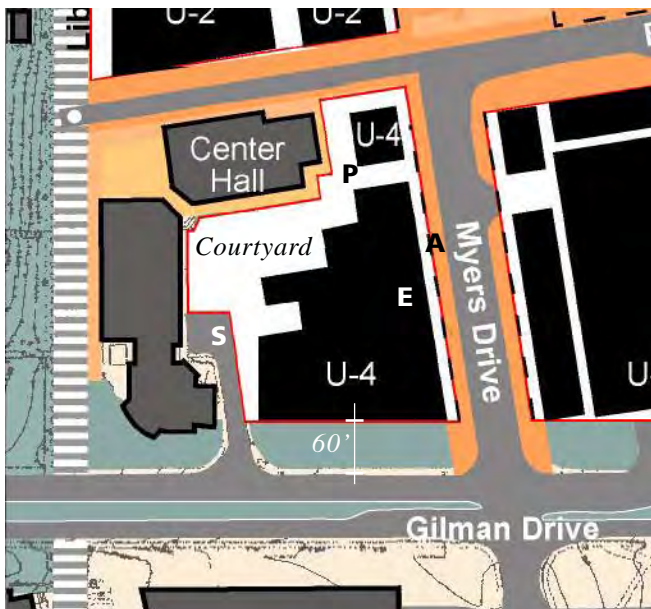


Figure 3-12 Parcel U-4 Development Diagram

Parcel U-4 Gilman Myers West

Parcel U-4 is at the northwest corner of Gilman Drive and Myers Drive. It is a gateway building and sits along the "retail town grid." Service access is from Gilman Drive shared with Center Hall. Parking on Myers Drive will be parallel to the curb.

- Develop an arcade on Myers Drive at the parcel line 15' from Myers' ultimate face of curb, aligned with parcel U-2.
- Locate the southern edge of the parcel 60' from Gilman Drive face of curb.
- Provide rustic landscape improvements to the 60' setback from Gilman Drive.

- Design and build the courtyard shared with Center Hall.

Parcel U-5 Gilman Myers East

U-5 is a large parcel on Myers Drive extending from Gilman Drive to Rupertus Way. Its proximity to the campus entry and large area make it suitable for a seven-level parking structure (800 spaces minimum). This gateway parcel will be wrapped with multiple uses such as ground floor retail, specialty housing, office, and/or academic space. The parcel receives visitors from the Gilman Transit Hub and the U-5 parking structure and directs them to the Central Pedestrian Core and "retail town grid." Access to the parking is from Gilman Drive and Myers Drive.

- Develop an arcade on Myers Drive at the parcel line 15' from Myers' ultimate face of curb.
- Set the parcel back 60' from Gilman Drive face of curb.
- Provide landscape improvements to the 60' setback from Gilman Drive.
- Provide adequate quantity and floor to ceiling height to accommodate wheelchair accessible vans on the ground level of the parking structure.
- Design the mixed-use parcel so that uses such as retail and housing are outside the

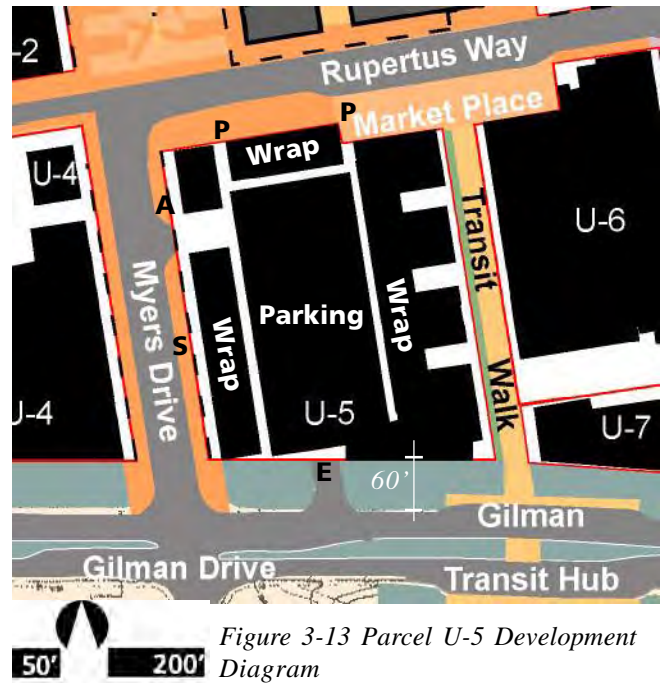


Figure 3-13 Parcel U-5 Development Diagram

parking structure to screen the structure from view.

- Make retail space on ground-floor approximately 40' wide.
- Provide multiple ground floor entrances. See Figure 3-13.
- Make housing and/or office space on upper floors approximately 40' deep on north and west sides, with balconies above the arcade.
- Provide access corridor and ventilation space

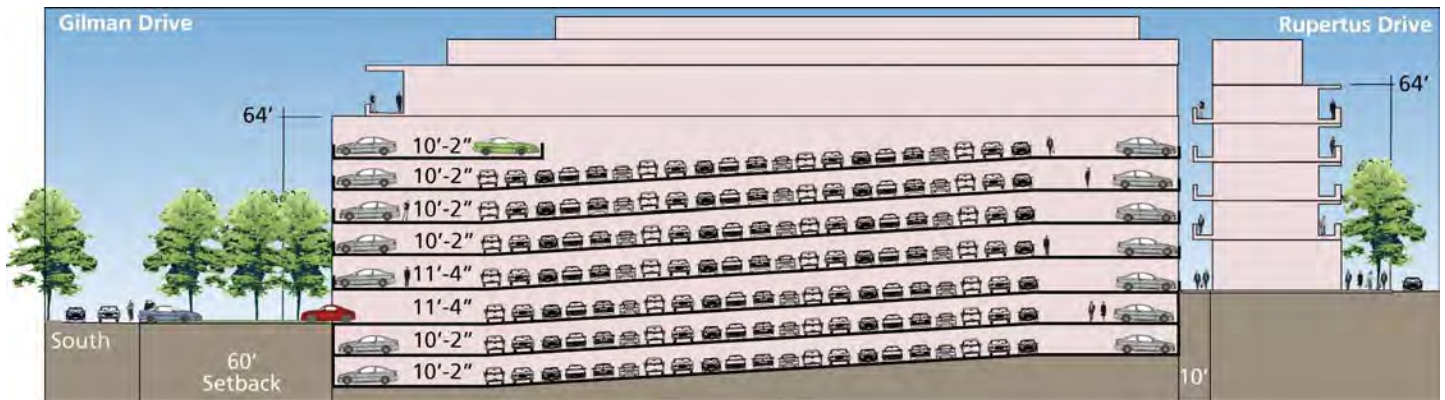


Figure 3-14 Parcel U-5 Parking Structure Wrapped Development Section

between the parking structure and wrap-building to be a minimum of 10' wide.

- Design the parking structure to meet Occupancy Group S, Division 4 Classification requirements, therefore requiring not less than 10' separation from an assumed property line of the wrapped development. The wrapped development will be required to meet all applicable codes based upon its building type, occupancy, etc.
- Screen the parking structure if the wrapped development is to be delayed more than five years. Screening may include temporary building and/or tree planting.
- Provide service access from Myers Drive.
- Locate the southern entrance to the parking structure to avoid conflicts between parking access, bus stop, and vehicles entering Myers Drive.



Figure 3-16 Parcel U-7 Development Diagram

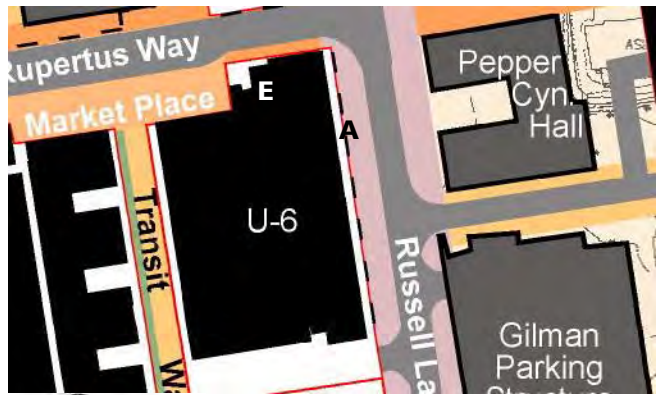


Figure 3-15 Parcel U-6 Development Diagram

Parcel U-6 Russell Rupertus Southwest

The Music Building is being designed for this site. An arcade extends along Russell Drive and at the corner of Rupertus Way.

- Develop an arcade on Russell Lane at the parcel line, 25' from Russell Lane's face of curb.
- Include the parcel development completion of the Transit Walk pedestrian corridor from the Gilman Transit Hub to Rupertus Way.
- Contribute to the east portion of Market Place and complete this open space.

Parcel U-7 Gilman Russell West

This is a prominent site at the south east corner of the University Center Neighborhood. It is south of the future Music Building (U-6) and across Russell from the Gilman Parking Structure.

- Consider an arcade on Russell Lane at the parcel line if it serves the building's use. The parcel line is 25' from Russell Lane's face of curb, to align with U-6.
- Locate the parcel 60' from Gilman Drive face of curb.
- Provide landscape improvements to the 60' setback from Gilman Drive.
- Provide service access from Russell Lane, shared with the U-6.

3. Open Space and Circulation

The University Center neighborhood open space section is presented in four parts: a) Open Space; b) Circulation Corridors; c) Landscape Elements; and d) Landscape Recommendations. Each element plays an important role in creating a functional and attractive public realm.

a. Open Spaces

Open spaces are the main component of the public realm. They are the places for public gatherings and interaction.

Town Square

As the campus' central plaza Town Square will be predominantly paved with large canopy trees above.

Its intended use is a pedestrian-only plaza that will accommodate large outdoor programs and events. The future design of the plaza will allow for emergency vehicles. Interim use will include short-term parking, service, and passenger drop-off.

- Design Town Square with respect for its history as the center of Camp Matthews, preserving significant elements including the flag pole, memorial boulder, and Stuart Collection drinking fountain. See Figure 3-18
- Include electrical outlets located throughout the square and ample conduit providing for temporary sound and lighting systems.
- Provide conveniently located connections to potable water for temporary use in the preparation or clean-up of approved events.
- Design plaza pavement to highlight the special event character of Town Square.
- Design pedestrian pavement to relate to the pedestrian pavement of Myers Drive and Rupertus Way.
- Consider retaining the historic lawn in the center of the plaza.

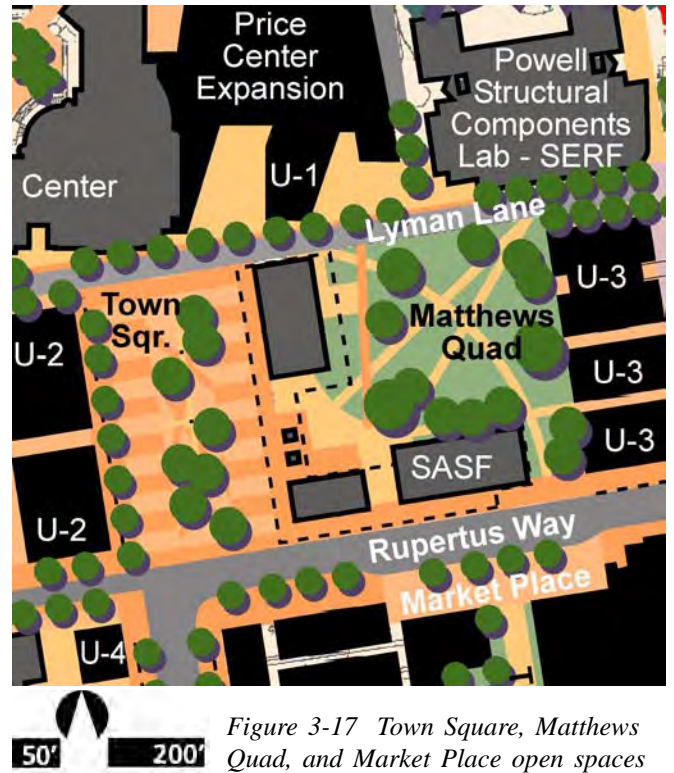


Figure 3-17 Town Square, Matthews Quad, and Market Place open spaces



Figure 3-18 Photo, Current Town Square
The current landscape elements include the memorial boulder, flag pole, walkways, and plant materials.

- Provide for interim use as parking and drop-off area until alternative parking is provided nearby.
- Assess the health of the existing trees and consider pruning techniques to enhance visibility across the site to visually connect buildings and uses around Town Square.
- Extend Myers Drive street trees along the arcade of U-2.
- If historic trees are removed, plant the following trees:
 - Black Acacia, *Acacia melanoxylon*
 - Torrey Pine, *Pinus torreyana*
 - Jacaranda, *Jacaranda mimosifolia*

Matthews Quad

As the original open space from the Camp Matthews era, the lawn remains a valuable piece of the Central Pedestrian Core for quiet and informal use. See Figure 3-19.

- Design the Quad with respect for its historic use and character as an open lawn with pedestrian paths following desire lines.
- Design the Quad to include a minimum 180' x 180' rectangular area of open lawn.
- Preserve site elements from the Camp Matthews era including the cannon mount and mature trees.
- Include stormwater retention systems in the regrading of the lawn.
- Program low-intensity activities to preserve the quiet quality of Matthews Quad.
- Plant new trees in informal groupings.
 - California Sycamore, *Platanus racemosa*
 - Torrey Pine, *Pinus torreyana*
 - Canary Island Palm, *Phoenix canariensis*



Figure 3-19 Photo, Current Matthews Quad is a large lawn with pedestrian paths and shade trees.

Market Place

This public space will serve as the forecourt to the U-6 and U-5 development parcels. It will be a paved open space with canopy trees above. It will be used for a variety of smaller special events as well as for daily activity. See Figure 3-17.

- Design the plaza to a minimum of 140' X 50', and incorporate the Rupertus drop-off area.
- Integrate permanent retail pavilions for daily activity needs.
- Allow for interim retail carts until adjacent parcel development is complete.
- Include Rupertus Way street trees.
- Provide seating, trash receptacles, lighting, campus signage, and apparatus for awnings and temporary banners.
- Include electrical outlets located throughout the square providing for temporary sound and lighting systems.
- Provide conveniently located connections to potable water for temporary use in the preparation or clean-up of approved events.

b. Circulation Corridors

Circulation corridors connect the open spaces and buildings to form the neighborhood framework. The street widths were established in previous plans. Streets are intended to be more urban in character, meaning that they have a limited number of vehicle travel lanes and have sidewalks that are contiguous with the curb and generally paved to the edge of the building to encourage and support significant pedestrian circulation.

- Conduct a comprehensive campus traffic and circulation study to address roads, parking, transit, mitigation, and funding.
- Consider improvement of vehicular traffic flow through the design of right-turn lanes at the intersections of the loop road. Typical lane width is 12' and right turn lane length is 100' depending on existing site conditions. Design minimum curb radius to enhance pedestrian crossings, yet allow access for busses, service, and emergency vehicles.
- Locate all utilities in the street to not conflict with street trees and their root structures.
- Center all utility connections from street to buildings between street trees (or a minimum of 20' from the center of tree trunks).



Figure 3-20 Photo, Current Gilman Drive

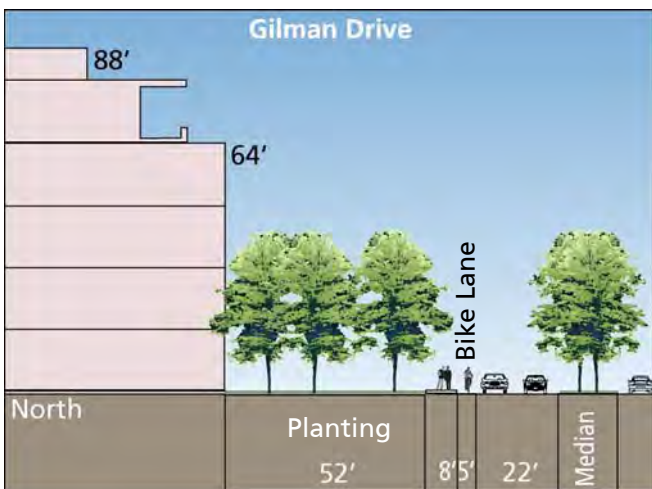


Figure 3-21 Gilman Drive Section

Gilman Drive

Gilman Drive is the main entry to the central part of the campus, and is part of the campus loop road. Buildings are set back from the road and the buffer is planted with large trees to define this key entry to campus and to distinguish the neighborhood.

- Set buildings back 60' from the curb with 52' of planting and an 8' sidewalk. Locate a 5' bicycle lane is on each side of the road. See Figure 3-21.
- Design for public uses in the setback to include an 8' wide concrete sidewalk contiguous with the curb.

■ Plant the buffer with informal groups of the following trees:

- Lemon Scented Gum, *Eucalyptus citridora*
- Sugar Gum, *Eucalyptus cladocalyx*
- Red Flowering Gum, *Eucalyptus ficifolia*
- Red Ironbark, *Eucalyptus sideroxylon*
- Coral Gum, *Eucalyptus torquata*

■ Plant an understory of drought-tolerant low-growing groundcover (to replace all turf).

Gilman Transit Hub

This transit stop is for campus access to the regional network of busses. See figure 3-22.

■ Provide suitable, attractive, and comfortable site furnishings including signage for campus orientation and schedules, and pedestrian shelter on both sides of the street.

■ Engineer a 10' bus pull-out area and 12' sidewalk to allow for a welcoming waiting area.

□ Install a pedestrian-activated crossing signal at the mid-block, and access across the median.

Library Walk

This major pedestrian path has been constructed. Parcel U-2 will complete the building program along the walk.

■ Relocate and design the intersections of Library Walk with Lyman Lane and Mandeville Walk with the Price Center Expansion, recognizing this important intersection of these three prominent walks.

■ Include seating and lighting between the building facade or arcades and Library Walk.

■ Maintain access for emergency vehicles.

□ Planting areas may be designed to complement the ground-floor use and character of the adjacent building.

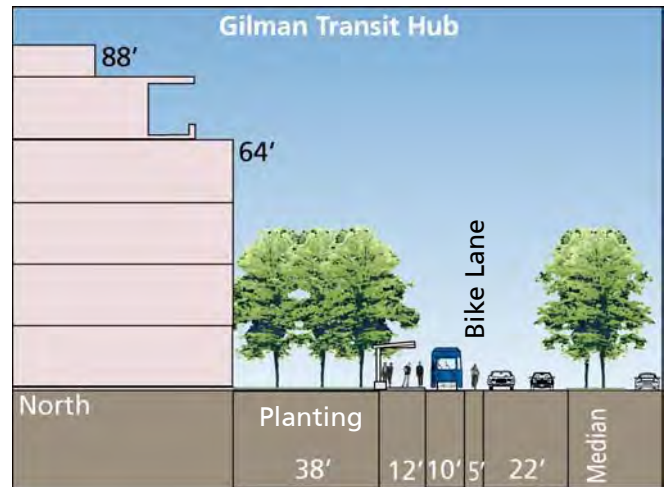


Figure 3-22 Gilman Transit Hub Section



Figure 3-23 Photo, Library Walk at Gilman Drive

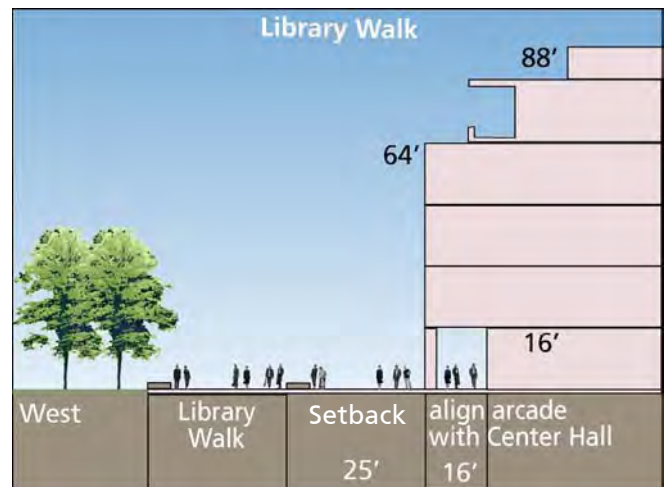


Figure 3-24 Library Walk section at parcel U-2

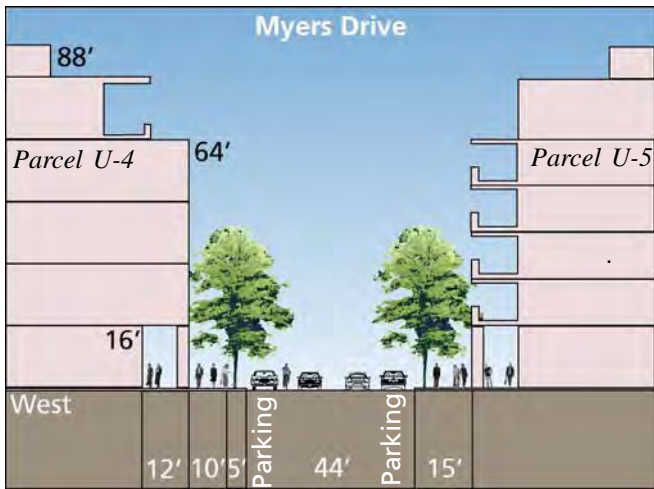


Figure 3-25 Myers Drive Section

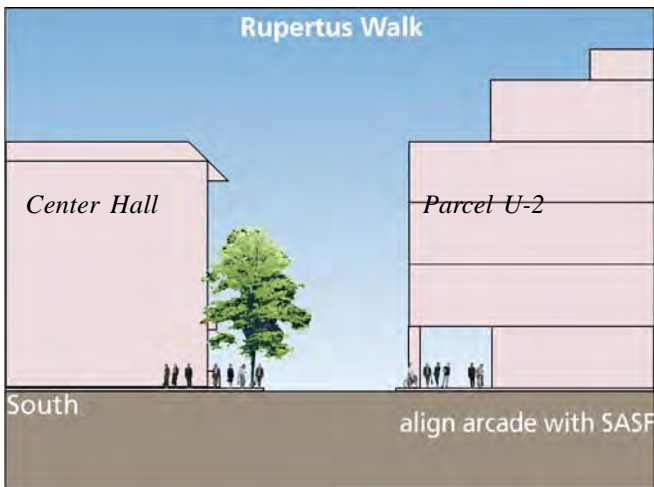


Figure 3-26 Rupertus Way Section, east of Myers

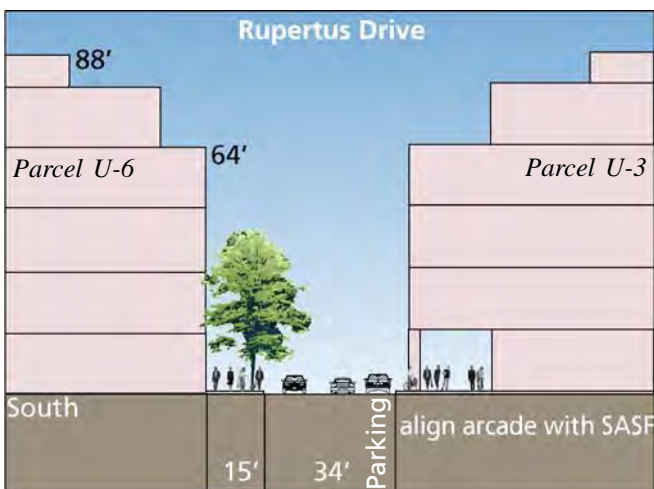


Figure 3-27 Rupertus Way Section

Myers Drive

As the functional and symbolic gateway street into University Center, Myers has a symmetrical composition of trees, arcades, and parking.

- Provide for two lanes (12' wide each) for two-way vehicular traffic with parallel on-street parking (10' wide) on both sides. See figure 3-25.
- Plant Chinese Pistache, *Pistacia chinensis* (male sterile) as the street tree at regular intervals, 25'–30' on center, per Section C. Landscape Elements.
- Align street lights with tree trunks along the length of the curb.

Rupertus Way

Rupertus is a straight corridor connecting Library Walk to Station Square. Vehicles are only permitted on the middle segment between Myers Drive and Russell Lane that is part of the loop access road of Myers Drive, Rupertus Way, and Russell Lane.

- Provide for two lanes (12' wide each) for two-way vehicular traffic with parallel on-street parking for service vehicles (10' wide) on the north side. See figure 3-25.
- Design a drop-off area at Market Place.
- Continue the established alignment of New Zealand Christmas Tree, *Metrosideros excelsus*, as the street trees on the south side.
- Maintain the existing street trees on Rupertus Way west of Myers Drive.
- Plant New Zealand Christmas Tree, *Metrosideros excelsus*, along the south side of Rupertus Way at regular intervals, 25'–30' on-center.

Lyman Lane

Lyman Lane is a pedestrian-only corridor from Library Walk to Station Square. It is to be straight and parallel to Rupertus, until it reaches Pepper Bowl, where it curves around Pepper Bowl to Station Square. The Evergreen Elm street tree is established along Price Center and SERF and serves as a visual identity for this important pedestrian “main street” linking Library Walk, Town Square, Matthews Quad, Pepper Bowl, and Station Square.

- Relocate or screen service areas, including trash and storage out of public view.
- Consider unique pedestrian lighting along Lyman Lane to enhance its “main street” character and function.
- Plant Evergreen Elm, *Ulmus parvifolia* ‘Drake’ as the street tree at regular intervals 25’–30’ on center.

Russell Lane

Russell Lane is established as a distinctive “Avenue of the Arts.” It is the boundary between the University Center and Sixth College neighborhoods. Russell Lane north of Rupertus is a pedestrian walk.

- Between Gilman Drive and Rupertus, provide for two lanes (12’ wide each) for two-way vehicular traffic with parallel on-street parking (10’ wide) on the west side.
- For pedestrian pavement along both sides of Russell Lane, use custom plum-brown precast concrete pavers to match those at the Gilman Parking Structure, set in a running-bond pattern, parallel to the curb.
- For the entire width of pavement north of Rupertus, from building to building, use custom plum-brown precast concrete pavers to match those at the Gilman Parking Structure, set in a running-bond pattern, parallel to the curb.



Figure 3-28 Photo, Lyman Lane at SERF

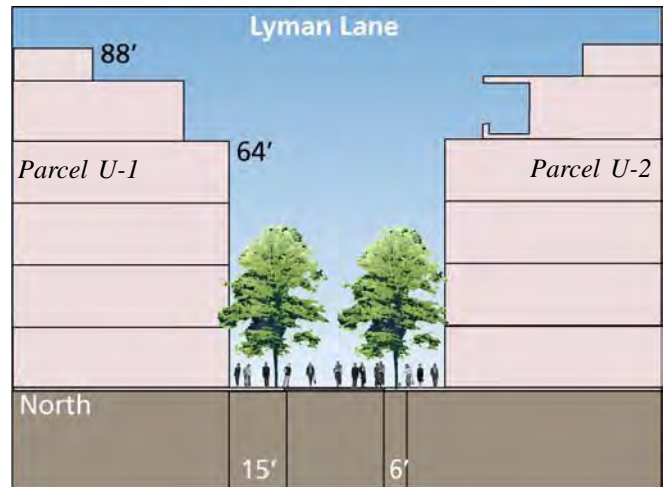


Figure 3-29 Lyman Lane Section

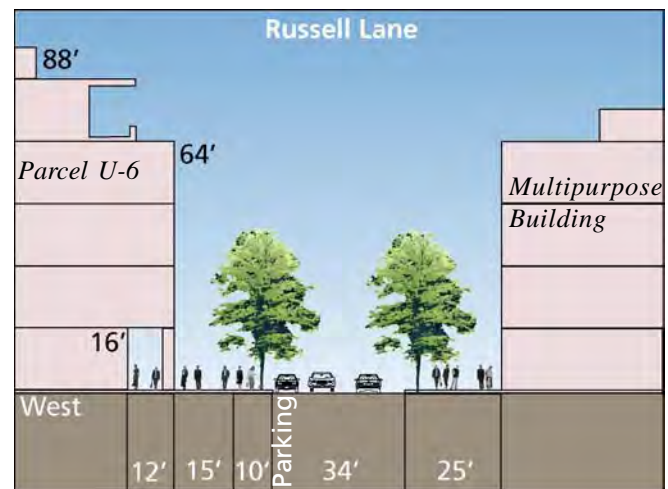


Figure 3-30 Russell Lane Section

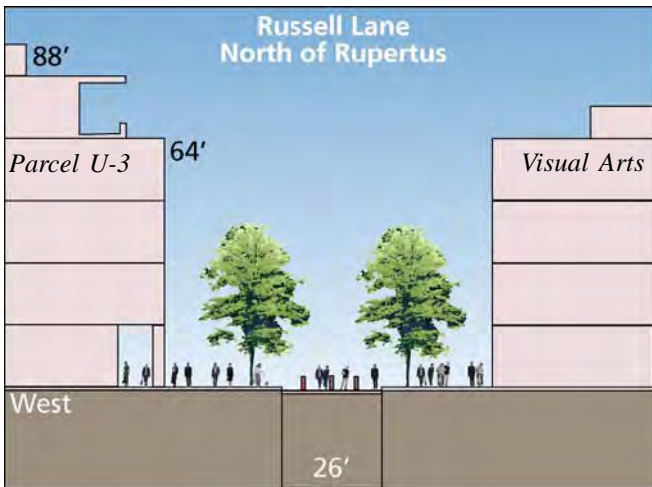


Figure 3-31 Russell Lane Section, North of Rupertus Way

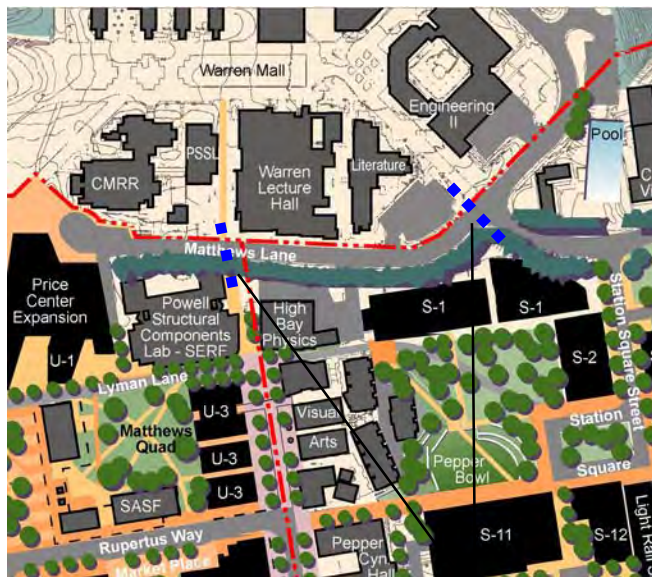


Figure 3-32 Matthews Lane Crosswalks

- Design a service lane for authorized vehicles to access parcels U-3 and Visual Arts. Delineate the 26'- wide path as a fire lane (with no parking).
- Limit (non-emergency) vehicular access to Lyman Lane with removable bollards just north of the service lane.
- Discourage unauthorized use of the service lane with a rolled-curb and appropriate signage at Rupertus Way.
- Plant Chinese Flame Tree, *Koelreuteria bipinnata*, as the street tree at regular intervals 25'-30' on center. Center trees in a 10' x 10' planting area at the back of the curb. Fill the planting area with a flowering groundcover.

Matthews Lane

Matthews Lane is the primary access route to the Price Center for campus shuttle buses and service vehicles. It is also a boundary between University Center and Warren College neighborhoods. The building setback is intended to be planted with large trees to differentiate the neighborhoods and buffer the buildings from the impacts of service vehicle and shuttle traffic.

- Set buildings 40' from the curb, except where Matthews Lane is the designated fire lane for the building.
- Design for public uses in the setback to include the 8'-wide sidewalk contiguous with the curb; bus and campus shuttle stops; site furnishings; and signage.
- Study additional pedestrian crossings at Matthews Lane and Voigt Drive and at the mid-block of Matthews Lane. Consider pedestrian-activated traffic signals to improve safety and efficient vehicular circulation. See Figure 3-32.

■ Plant the neighborhood boundary with groupings of the following flowering eucalyptus trees:

- Red Flowering Gum, *Eucalyptus ficifolia*
- Red Ironbark, *Eucalyptus sideroxylon*
- Coral Gum, *Eucalyptus torquata*

Transit Walk

This pedestrian path links the Gilman Transit Hub to Market Place and the Central Pedestrian Core.

■ Design the walk to serve as an emergency access route and fire vehicle access for parcels U-5, U-6 and U-7.

■ Plant Torrey Pine trees, *Pinus torryeana*, on the west side of the walk at irregular intervals.

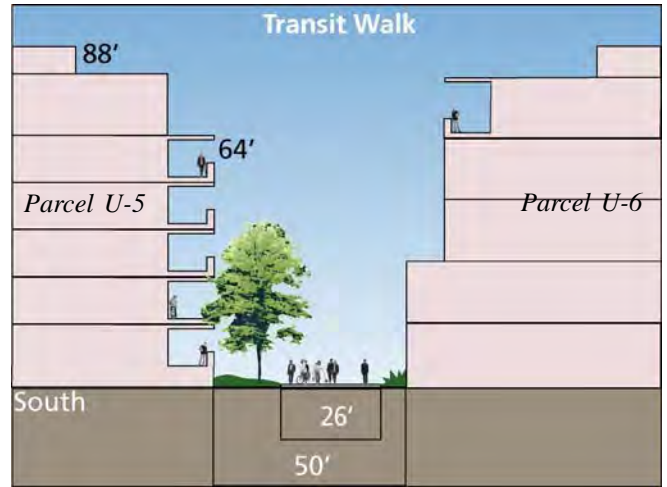


Figure 3-33 Transit Walk Section

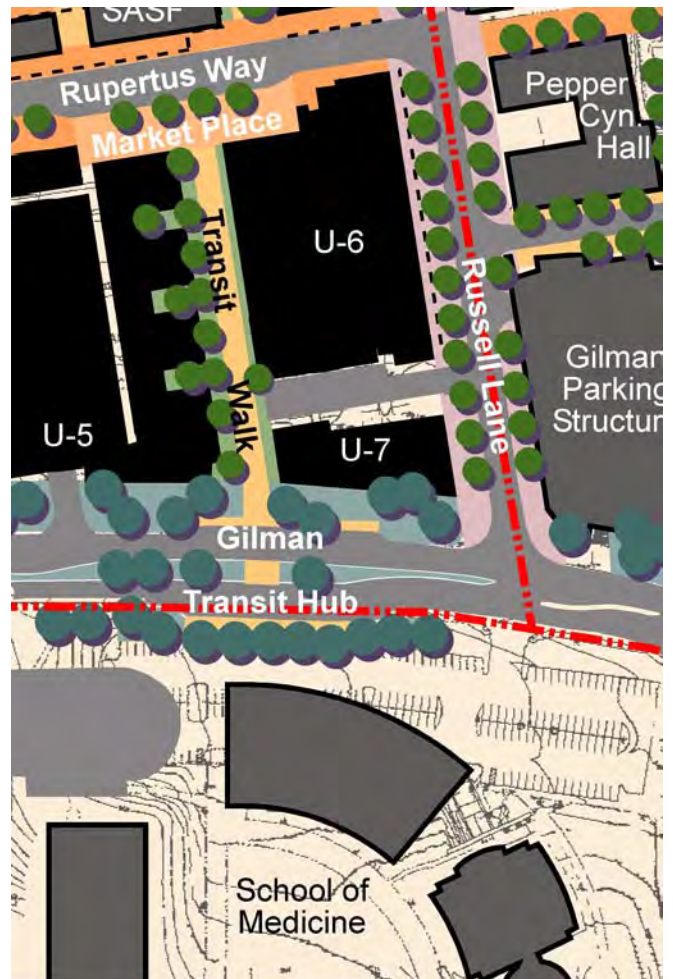


Figure 3-34 Transit Walk Plan Diagram

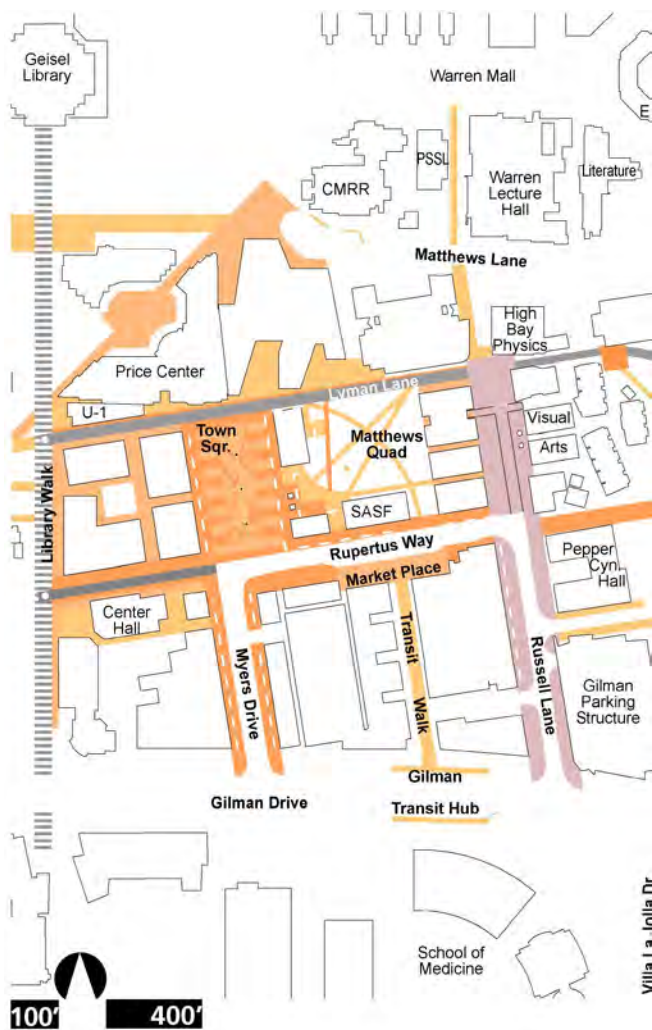
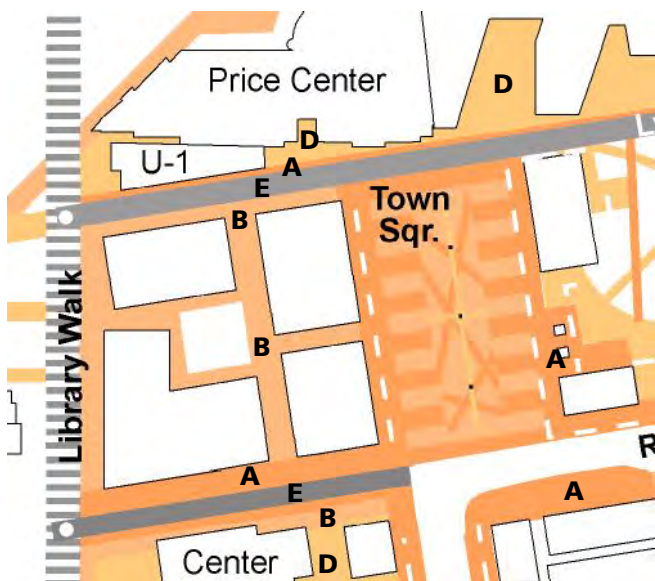


Figure 3-35 University Center Pedestrian Pavement Diagram



c. Landscape Elements

This section addresses items to be used across the neighborhood open space. See Table 3-1.

Pedestrian Pavement

The palette of pedestrian pavement builds upon the neighborhood's hierarchy of open spaces and circulation corridors. It accounts for existing pavement that will remain, including Rupertus Way and segments of Lyman Lane and Russell Lane. For example the pattern on the pedestrian segment of Rupertus Way of exposed aggregate at the building edge, concrete pavers along the curb, and asphalt in the center will bridge across the two neighborhoods. See Figure 3-35 and Table 3-1. This pattern will be interrupted by the pavement of Myers Drive, Town Square, SASF, Market Place and Russell Lane.

- Unify the University Center through the use of a consistent palette of pavement types along streets, pedestrian corridors.

- A. precast concrete pavers to match the color and finish of those installed at the Student Activities Services Facility. Pavers may be between 6" x 6" to 1' x 2'

- B. cast-in-place colored concrete with exposed aggregate

- C. precast concrete pavers to match custom plum-brown pavers on Russell Drive, 6" x 12"

- D. cast-in-place concrete with a natural type-2 cement, medium acid wash, scored at regular intervals of 18"-4', or

cast-in-place porous concrete with a natural type-2 cement color. A native soil may also be applied for porous concrete on walks. Score pavement at regular intervals of 5.'

- E. asphalt concrete

All other pedestrian pavement to be cast-in-place concrete with a natural type-2 cement,

medium acid wash, scored at regular intervals of 5.'

- ❑ Allow pavement in courtyards, squares, and quads to vary.
- Do not extend interior or courtyard pavement beyond arcade lines.

Tree Planting in Pedestrian Pavement

- Plant trees in a minimum 6' x 6' planting area (10' X 10' on Russell Lane).
- Use structural soil under the entire pedestrian pavement area from face of building to the back of curb.
- Align the tree trunks 3' from the back of the curb along streets.
- Set precast concrete pavers on a paver grate to match the finish grade of adjacent pavement.
- Match color and finish of pavers to the adjacent pedestrian pavement.
- ❑ Replace mulch with paver grates at existing trees on Rupertus Way and Lyman Lane, without damaging root structure.



Figure 3-36 Pedestrian Pavement types



Figure 3-37 Photo, Elm trees on Lyman Lane from Library Walk

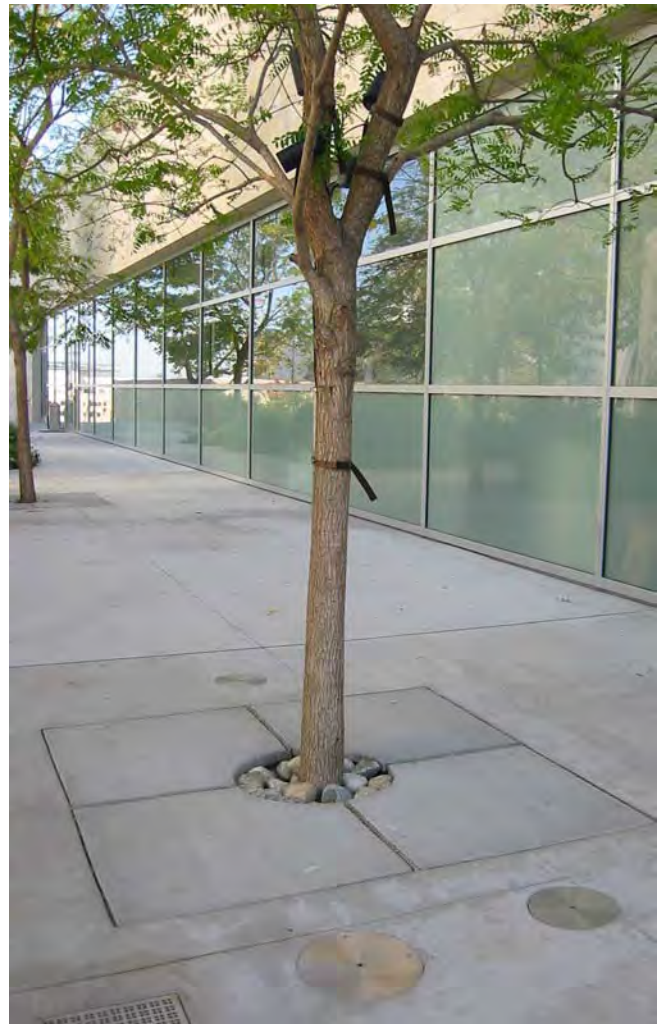


Figure 3-38 An example of concrete pavement as part of the tree grate to match adjacent pedestrian pavement.



Figure 3-39 University Center Street Tree Diagram

Street Trees

■ Extend the designated species along the length of each street. See Table 3-1.

PC Myers Drive – Pistache, *Pistacia chinensis* (male sterile)

KB Russell Lane - Chinese Flame Tree, *Koelreuteria bipinnata*

ME Rupertus - New Zealand Christmas Tree, *Metrosideros excelsus*

UP Lyman Lane - Evergreen Elm, *Ulmus parvifolia* 'Drake'

TP Transit Walk - Torrey Pine, *Pinus torreyana*

R Gilman Drive, Matthews Lane - Rustic plant palette: Lemon Scented Gum, *Eucalyptus citridora*; Sugar Gum, *Eucalyptus cladocalyx*; Red Flowering Gum, *Eucalyptus ficifolia*; Red Ironbark, *Eucalyptus sideroxylon*; Coral Gum, *Eucalyptus torquata*

Adjacent Development Parcels	Circulation Corridor	Pedestrian - Emergency	On-Street Parking	Arcade	Street Tree	Sidewalk Width	Pavement Type	Tree Planting Area	Neighborhood Boundary	Notes
U-4, 5, 7	Gilman Drive				R	8'	D	52'	■	60' landscaped setback from curb
U-3	Library Walk	■		□	-	-	B	25'	■	25' setback from edge of walk
U-2, 3, 7	Myers Drive		■	■	PC	15'	A	6' X 6'		Entry street
U-2	Rupertus Way	■		□	ME	15'	A, B, E	6' X 6'		Replace pavers at edge of asphalt
U-5, 6	Rupertus Way			□	ME	15'	A	6' X 6'		Include Market Place
U-1, 2, 3	Lyman Lane	■			UP	15'	A, B, E	6' X 6'		"Main Street"
U-3, 6, 7	Russell Lane		■	□	KB	25'	C	10'X10'	■	"Avenue of the Arts"
U-1	Matthews Lane				R	8'	D	6' X 6'	■	UCSD Shuttle terminus
U-5, 6, 7	Transit Walk	■			TP	26'	D	18'		Buffer uses, pedestrian entry

Table 3-1 University Center Circulation Corridor Materials Matrix

Understory Plant Material

■ Plant and maintain low-growing (1' to 3' in height), drought-tolerant species that are visually appealing in their natural form (unpruned). These will serve to meet objectives of enhanced security, sustainability, and low maintenance. Suggested species include:

- Acacia, *Acacia redolens*
- California Liliac, *Ceanothus griseus horizontalis*
- Rosemary, *Rosmarinus officianalis*
- Dwarf Coyote Brush, *Baccharis pilularis 'Pigeon Point'*
- Carmel Creeper, *Ceanothus griseus horizontalis*
- Big Blue Lily Turf, *Liriope muscari*
- Senecio, *Senecio mandraliscae*
- Dwarf Periwinkle, *Vinca minor*
- English Lavender, *Lavatera assurgentiflora*
- Western Marsh-Rosemary, *Limonium californicum*
- African Iris, *Diets vegata*

■ Use turf lawns for actively used areas, e.g. Matthews Quad, the slope east of Library Walk at the Price Center.

■ Screen undesirable views with larger shrubs and vines on fences and/or trellis where visibility for security is not an issue. Suggested species include:

- California Lilac, *Ceanothus 'Joyce Coulter'*
- Hopseed Bush, *Dodonaea viscosa*
- Pride of Madeira, *Echium fastosum*
- Toyon, *Heteromeles argutifolia*
- Red Bush Monkey Flower, *Mimulus aurantiacus*
- Deergrass, *Muhlenbergia rigens*
- Catalina Cherry, *Prunus lyonii*
- California Coffeeberry, *Rhamnus californica*
- Lemonade Berry, *Rhus integriflora*
- Fuchsia-flowering Gooseberry, *Ribes speciosum*
- Matilija Poppy, *Romneya coulteri*
- Bird of Paradise, *Strelitzia reginae*
- New Zealand Flax, *Phormium tenax*



Seating can be part of the building's design.



Seating at the Price Center includes benches and walls.

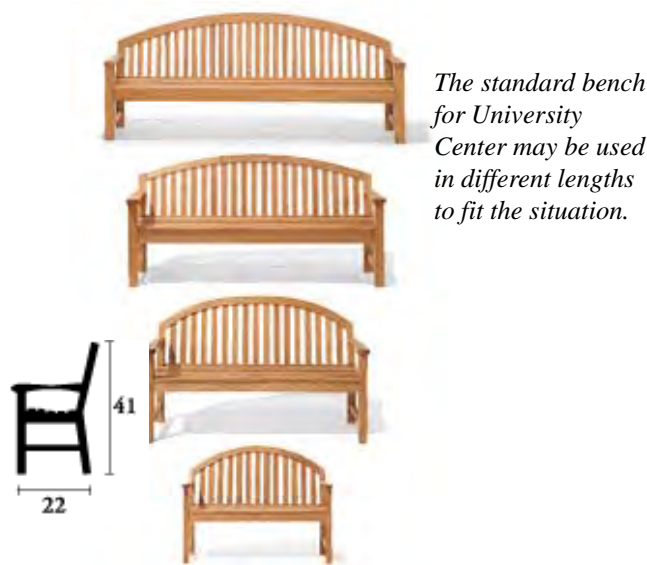


Figure 3-40 Seating examples for University Center

Site Furnishings

- Provide seating in a variety of forms that relate to the site and building design.
- Design site walls 14"–18" high to serve as seating. These walls may be design elements of the landscape and/or the buildings. Width of site walls should be between 12" and 36."
- The neighborhood standard bench for University Center is based upon Claude Monet's Giverny garden bench; it is available from numerous manufacturers.
- Locate benches to encourage gathering in small informal clusters along pedestrian paths and in open spaces.
- Meet the university's standards for site and building signage.
- Follow the UCSD Outdoor Lighting Design Guidelines (OLDG).
 - Encourage additional lighting where it enhances the whole neighborhood.
 - Consider Myers Drive and Town Square as an "Entry Boulevard" as defined by OLDG.
- Include all circulation corridors (Myers, Transit Walk, Rupertus Way, Lyman Lane, Russell Lane, and Library Walk) as "Primary Paths" as defined by OLDG.
- Prohibit specially designed lighting of an individual building that is out of character to the neighborhood and/or adjacent buildings and uses.
 - Consider reduced spacing of pedestrian scale light fixtures (8' – 15' tall) to minimize conflicts with immature street trees.
- Group bicycle racks near building entrances to encourage bicycle use and complement the urban form.

- Install enough UCSD standard bicycle racks to meet the university's bicycle parking standards according to the type and use of each building.
- Install university standard trash receptacles.
- Place trash receptacles near building entrances and pedestrian circulation intersections.

d. Landscape Recommendations

- For new building and renovation projects, designate an amount of each construction budget to be used for the implementation of site improvements including plants, groundcover, site furnishings, site lighting, and pedestrian pavement.
- Establish a mechanism for funding the design and installation of campus-wide landscape improvements that enhance and help to knit the entire campus together. It is recommended that a fund be established that would finance site improvements independent of building, circulation, or infrastructure projects. These improvements might include pedestrian paths, habitat restoration, signage, etc.
- Discontinue memorial plaques located in planting areas. Update the program for campus donations.
- Work with the campus development office to identify potential private funding sources for site improvements to augment state building budgets for the installation and long-term maintenance of the campus' open space.
- Define opportunities for private donor funding for projects of all sizes.
- Consider integration of public art into the campus landscape.



Trash and recycling receptacles on Library Walk near Gilman illustrate convenient siting for use and maintenance.



The Stuart Collection fountain, by Michael Asher is an example of internationally recognized public art in the heart of University Center.

“Asher’s work projects several cultural references into one modest object, and it is a play on sculpture’s historic role as representation. As an ironically monumentalized fragment of any banal administrative environment, the drinking fountain mirrors the nearby monument to Camp Matthews, suggesting a continuity between the institutions of defense and of learning, of the military and the university... Students have decided that it is good luck to drink from the fountain’s “smart water” before an important exam.”

<http://stuartcollection.ucsd.edu/asher/>



Figure 3-41 Location of Build-to-Lines in Sixth College

- Design buildings, circulation routes, and open spaces to follow the topography, allowing direct pedestrian access from the street.

C. Sixth College

The boundaries of the Sixth College neighborhood are Russell Lane, Gilman Drive, Canyonview Aquatic Center, Voigt Drive and Matthews Lane. Pepper Canyon is in the center of the neighborhood.

1. Buildings

The expanded program elements of a performance center, amphitheater, LRT station serves to bridge the neighborhoods across Pepper Canyon further integrating active daily life.

Building Form and Location

- Limit Sixth College buildings to 75' tall at the top of the parapet or eave at the building's outer edges.
- Allow buildings to step back (a minimum 10' from the outer edge of the building) to a maximum building height of 88' including rooftop mechanical equipment and screening).
- Design buildings to the specified build-to-lines to define the public realm as shown on Figure 3-41. The build-to-lines are analogous to facade lines, which establish the plane of a building's outer edge at the pedestrian level.
- Front building entrances onto sidewalks and squares in order to animate the social spaces and create safe and lively pedestrian environments.
- Encourage the development of small mixed-use building parcels to provide variety and a fine-grained scale to the district. The intention is to provide opportunities for a mix of different building types and scales to occur within the fabric of the blocks and avoid the monotony of too many large unbroken single-use buildings to ensure that Sixth College is as similar in character (as possible) to a compact downtown.

Ground Floors

- Design buildings that are transparent and permeable at the ground level to create a lively pedestrian environment. Transparency implies the use of a large enough area of glass to provide see-through conditions. Permeable suggests multiple walkways through buildings to allow pedestrians through, not just around buildings.
- Program ground floors with uses that have the highest movement of people, interaction, and relationship with the adjacent open spaces.
- Provide pedestrian passageways to courtyards and public open spaces throughout the neighborhood (minimum 12' wide).
- Encourage the location of high-occupancy public spaces, such as auditoria, classrooms, and lecture halls, on the ground floor for efficiency, and in order to bring pedestrians to the buildings and animate the surrounding streets. High-occupancy public spaces should be designed with staging or pre-function space to allow smooth movement between indoors and out.

Natural Ventilation

- Use natural ventilation and sun control devices including arcades, porches, loggias, and operable windows, awnings, and screens. The intent within the University Center neighborhood is to develop with a sensitivity to adjacent open spaces and buildings consistent with an architectural language that is based upon San Diego's climate.

Loggias and Rooftop Decks

- Include loggias and/or rooftop decks as a way of enlivening the building facades and affording building occupants fresh air and views over the campus.

Mechanical Equipment, Service, and Utilities

- Assure aesthetic compatibility between the design of the site improvements and utili-

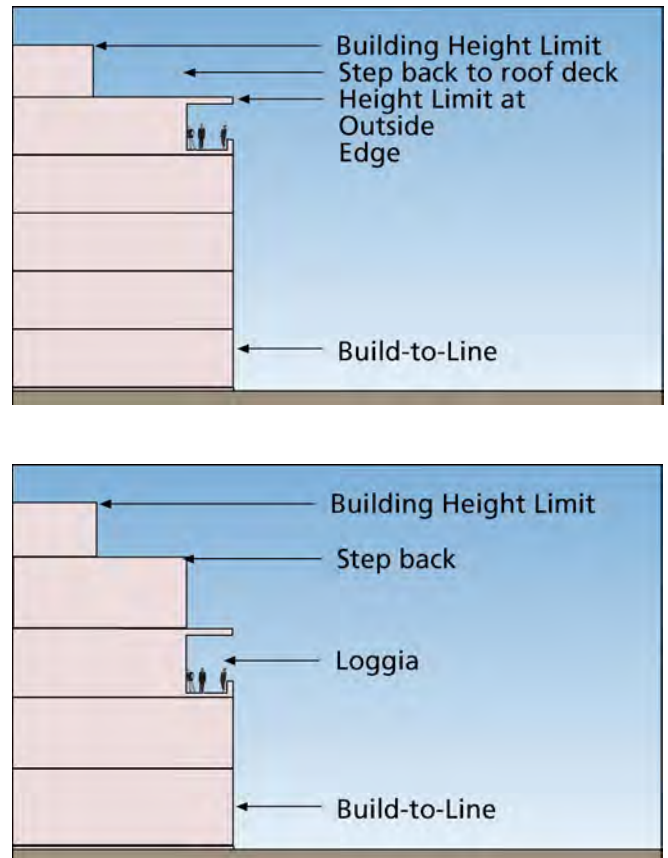


Figure 3-42 Typical Build-to-Lines, Loggias and Decks

ties. Avoid mechanical venting and service access adjacent to pedestrian spaces.

- Integrate utility and service access into the building and site design and with respect to existing and future adjacent parcels and uses. Avoid service truck access across pedestrian paths.
- Design all mechanical equipment and building utilities to be within the building envelope. Where this is impossible due to safety code, screen utilities in a manner that is consistent with the overall building design.
- Screen service yards and delivery areas from view with walls, gates, and plant material to maintain an orderly, pedestrian-friendly environment.

- ❑ Design building roofs to ensure that mechanical equipment is not exposed to view.
- ❑ Locate and obtain approval for exterior utility boxes, vaults, mechanical equipment, etc. at schematic design.

Green Design

- Meet the University of California’s Green Building Policy.

Building Colors, Materials, and Finishes

- Follow the “Sixth College Master Exterior Palette” for colors, materials, and finishes.

- ❑ Consider use of the most advanced technology feasible in building materials, including high performance and technologically advanced facades, exterior shade devices to control solar heat gain and sun light, and integrated photovoltaic systems to collect solar energy.

- ❑ Consider the following materials to complement buildings to remain at University Center:

- glass – clear with low-e coating, patterned or fritted glass, and photovoltaic panels,
- concrete – cast-in-place
- metal panels and perforated metal screening – natural finish
- stone – cut, flame-finish not polished
- concrete masonry units – precision
- wood – heavy timber

2. Site Development

Most of the buildings belonging to the residential component of Sixth College are located in Matthews Apartments and Sixth College Apartments on the east side of Pepper Canyon. Infill buildings are required to complete the development program, including housing, the Sixth College Hub, dining commons, and an artist-in-residence program. Direct access to University Center adds to the identity and opportunities of the college.

The new development parcels west of Pepper Canyon on Sixth Mesa will provide for larger facilities, including the performance center, academic space, specialty housing, and future development sites that do not have an identified program. See Figure 3-43.



Figure 3-43 Parcels in Sixth College



Parcel S-1 Matthews Voigt South

S-1 is at the corner of Matthews Lane and Voigt Drive. It is southwest of Canyon View Aquatics and Activities Center and the first large building site west of Interstate 5 on Voigt. It is in close proximity to the Jacobs School of Engineering across Matthews Lane; other engineering facilities are south of Matthews Drive along Lyman Lane. North of Pepper Bowl and facing Station Square, S-1 is a very public site in the Sixth College neighborhood.

- Set the parcel line:
 - 40' from Matthews Lane face of curb
 - 25' from Voigt Drive face of curb
 - 25' from Station Square Street face of the curb

- Make the build-to line a straight extension of the northern Lyman Lane face of curb.

Parcel S-2 Station Square North

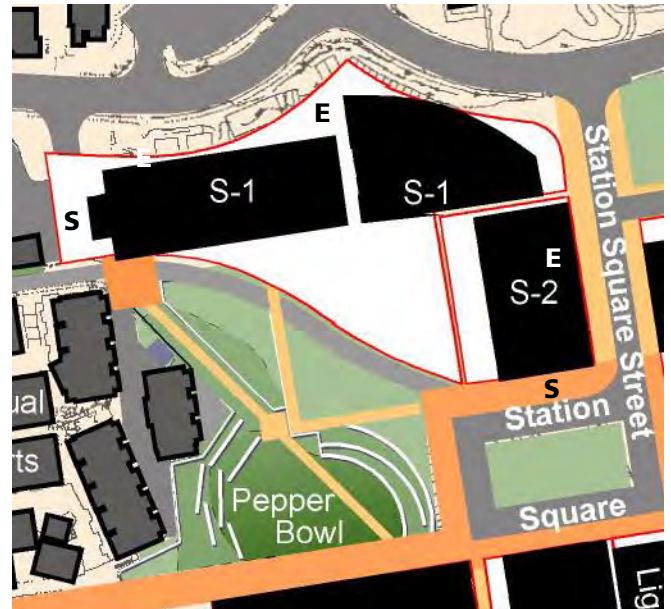
South of S-1, this parcel forms the northern edge of Station Square. Service and loading will be from the south in coordination with the design and operations of Station Square.

- Locate the parcel line as follows:
 - east facade and parcel are 25' from Station Square Street face of curb
 - western edge of the parcel is 100' from Station Square Street face of curb
 - 20' from Station Square's north face of curb

- Locate the build-to line parallel to Station Square Street.

- Design the eastern visual terminus of Lyman Lane as an attractive feature.

- Design the service and loading facilities to contribute to the urban gateway character of Station Square, including vehicle access, screens, doors.



50' 200' Figure 3-44 Parcels S-1 and S-2

Legend for the parcel plan diagrams:
S - Service
E - Entrance
P - Pedestrian Passageway

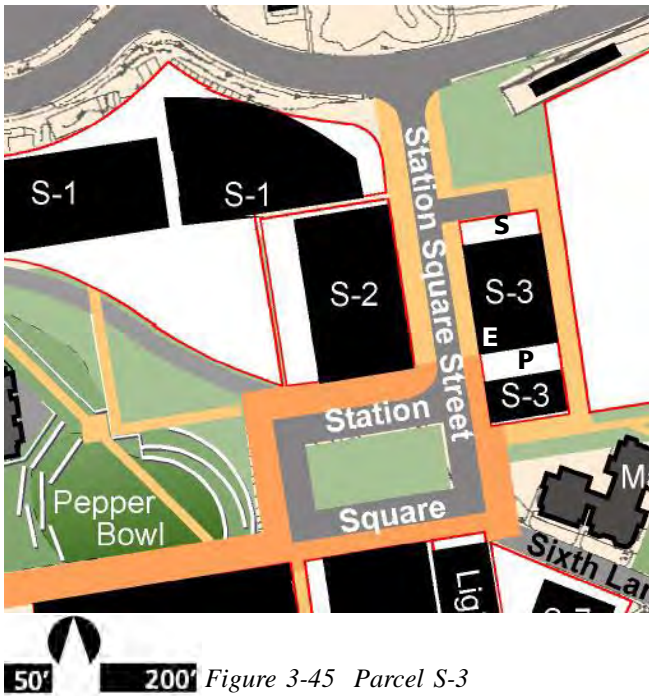


Figure 3-45 Parcel S-3

Parcel S-3 Station Square East

S-3 is west of Warren Field on Station Square Street, south of Voigt Drive. See Figure 3-45.

- Locate the parcel line:
 - 25' from Station Square Street face of curb
 - 30' from the western edge of the Warren Field
 - 20' from the north edge of the Warren Field Allee
- Provide pedestrian access through the building at the ground level connecting the fields, parking structure, and Station Square.
- Provide service access at the north edge of the building from Station Square Street.
- Incorporate the space (1,800 ASF) and functions of the existing Warren Field building including restrooms, storage, etc. with appropriate access to the athletic fields.
- Design the site to accommodate a 12' X 60' locker room/dressing room trailer that allows use by field maintenance crews. Replace the special power and sewer hook-up for the locker room trailer.
- Provide separate special power for concessions trailer located on the west side of the fields.
- Incorporate existing conduit, electrical room, and transformer etc. for future field lighting.

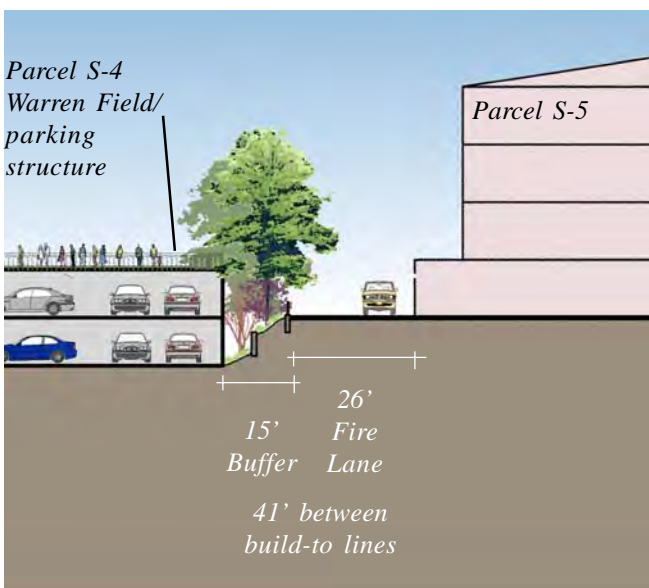


Figure 3-46 Warren Field Allee Section

Parcel S-4 Warren Field - Parking Structure

S-4 is between Gilman Drive, Voigt Drive, Warren Field Allee and parcel S-3. A large parking structure is planned below the fields with access from the east at Gilman Drive. The fields are to remain one large open plane to accommodate varied uses and events throughout the seasons. Preliminary estimates of approximately 1,000 parking spaces could be achieved on each level below the fields. See Figure 3-46

■ Locate the parcel line:

- 50' from Voigt Drive face of curb to allow the sidewalk and alignment of the Light Rail Transit line.

■ Provide access for emergency and maintenance vehicles access to the field.

■ Design pedestrian access to the field from Station Square Street.

■ Buffer the surrounding uses from the athletic fields and parking structures' fencing, lights, and noise with trees (see Warren Field Allee).

□ Consider alternatives of parking completely below grade or raising the fields above a partially underground structure. Factors will include ventilation, differential settlement, excavation, and impacts to adjacent land uses. See Figure 2-16.

■ Provide adequate quantity and floor-to-ceiling height to accommodate wheelchair accessible vans on the ground level of the parking structure.

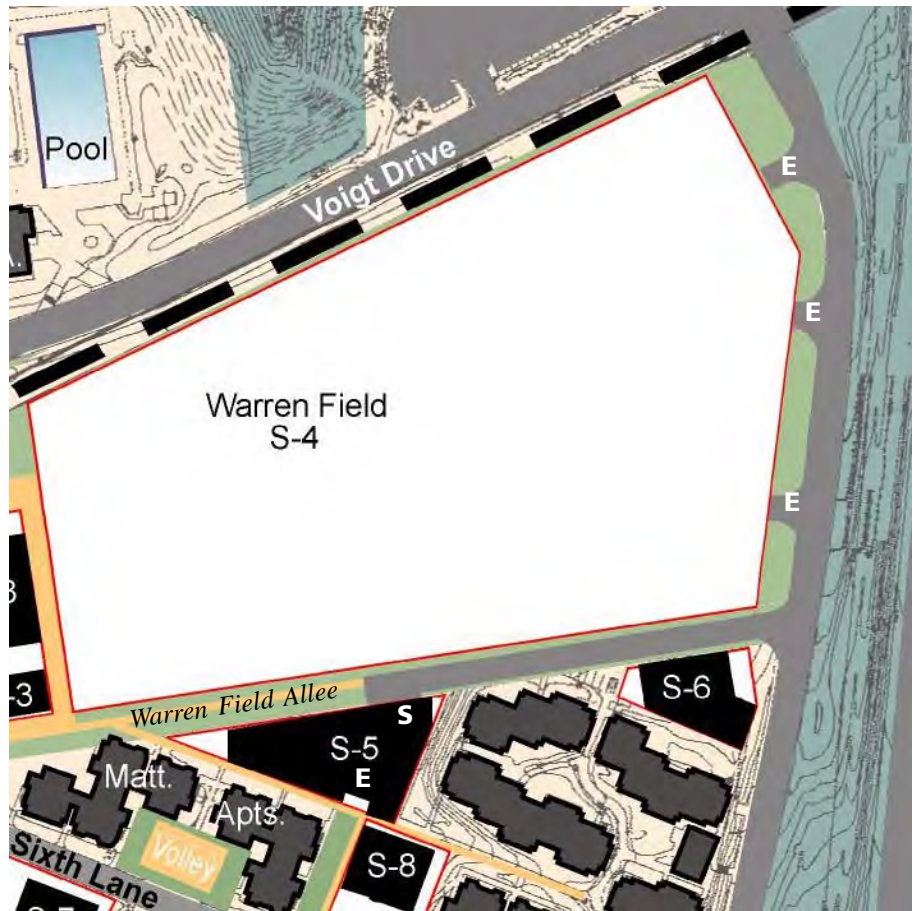


Figure 3-47 Parcels S-4 and S-5

- Coordinate with SANDAG through the design and construction of the LRT to minimize impacts to the parcel and construction costs, and optimize ventilation opportunities along the depressed railway channel.
- Replace space and functions of the existing recreation buildings and site in coordination with development of Parcel S-3.
- Provide field lighting that does not negatively impact the adjacent uses including Sixth College housing.
- Consider findings of a comprehensive campus traffic and circulation study recommended to address parking structures, roads, transit, etc.

Parcel S-5 Warren Field South

This parcel is an infill site to complete the residential program of Sixth College. It offers views across Warren Field and close proximity to the center of the residential area. See Figure 3-47.

- Set the parcel line 41' from the edge of the Warren Field/parking structure. See Figure 3-46.
- Provide an emergency and service access road from the east at Gilman Drive.



Figure 3-48 Parcel S-6

Parcel S-6 Warren Field Southeast

Located near Gilman Drive, the site would share the service access road to Parcel S-5. It is an infill site to complete the residential program of Sixth College. The difference in elevation between the housing south and athletic fields to the north offers screening for the building and associated uses such as a Housing and Dining Services maintenance facility (including the relocation of the carpentry shop).

- Set the parcel line 41' from the edge of the Warren Field/parking structure. See Figure 3-46.
- Provide an emergency and service access road from the east at Gilman Drive.
- Design the building to mitigate impacts from the relocated athletic fields and parking structure.

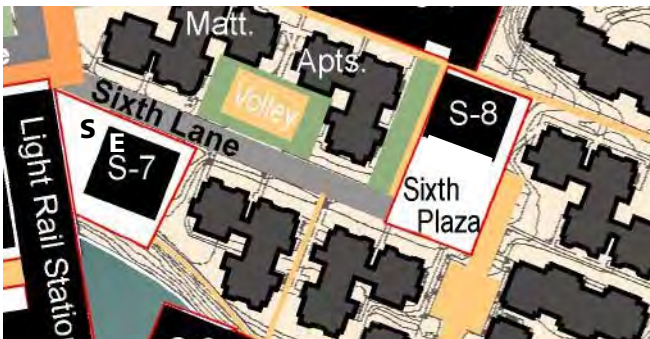


Figure 3-49 Parcel S-7

Parcel S-7 Sixth College Lane

This site is at the center of Sixth College. On the western edge of the residential area, it is an important infill site to complete the program. On the eastern edge of Pepper Canyon, the site steps down to the LRT station. Vehicular access is limited along the pedestrian-oriented Sixth College Lane. Adjacent to the LRT, the site offers 24-hour activity.

- Design the building to mitigate impacts of the LRT.
- Coordinate with SANDAG to optimize the aesthetics of the LRT station to enhance the mission and identity of the college.

Parcel S-8 Sixth Plaza

The parcel is currently occupied by Housing and Dining Services' Foodworx and loading area. It is near the center of the Sixth College residential area. Vehicular access is limited along the pedestrian-oriented Sixth College Lane. The open space at the center of the residential area is visually connected to both Station Square and Lodge Quad.

- Design the building to relate to the outdoor plaza, specifically to take advantage of the southern exposure.
- Design the open space to include outdoor seating, a lawn area, and shade trees. Allow space required for emergency vehicle access and temporary parking of authorized service vehicles.
- Redesign/construct grading, pavement, and utilities as feasible.

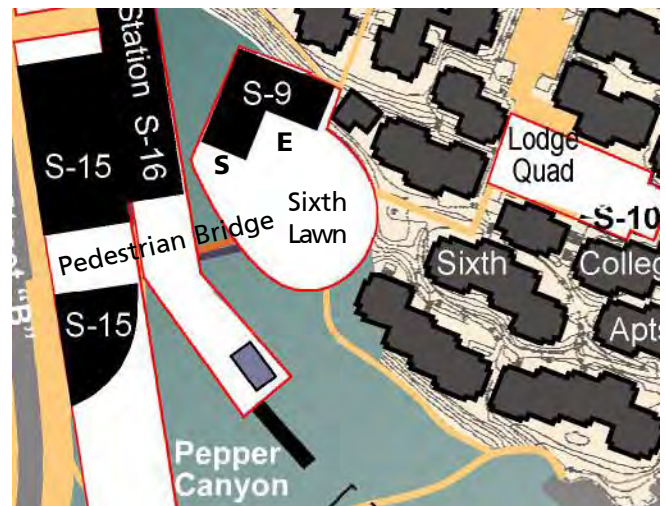
Parcel S-9 Pepper Canyon South

This development parcel is an infill site to complete the residential program of Sixth College. Located in Pepper Canyon on fill, its construction phasing should follow the completion of the LRT.

- Design the building to mitigate impacts of the LRT.
- Provide service and emergency access from a new road that connects to Gilman Drive.
- Design the site to include a neighborhood open space (Sixth Lawn) with a minimum 90' x 120' lawn within the canyon landscape
- Plan for the addition of the Trakas Bridge or a future bridge design above the LRT and "Grand Meander Walk" along the edge of Pepper Canyon.
- Coordinate with SANDAG in the design of fencing and walls to attain an attractive security and sound barrier.

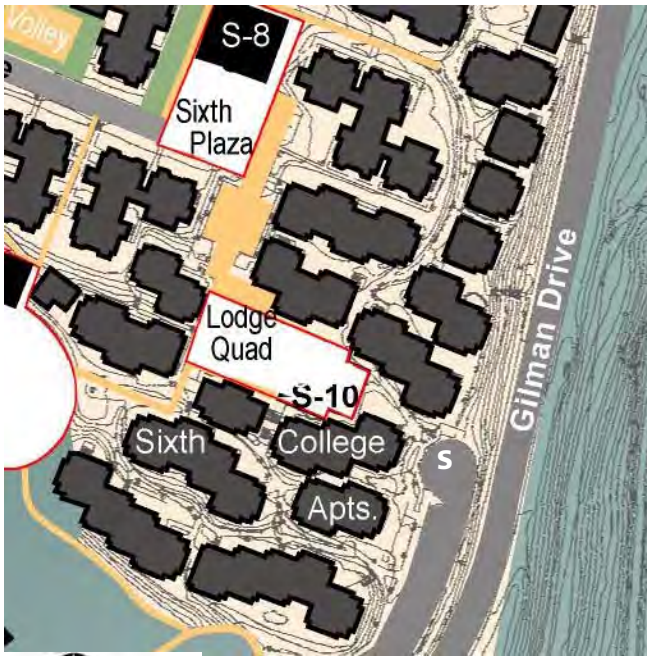


50' 200' Figure 3-50 Parcel S-8



50' 200' Figure 3-51 Parcel S-9

- To promote security, design Sixth Lawn within common view from two or more nearby buildings and light it appropriately.
- Provide amenities including pathways to Station Square and Lodge Quad, seating, lighting, etc.
- Plant new trees in informal groupings:
 - California Sycamore, *Platanus racemosa*
- Plant understory shrubs, groundcover, and vines to meet campus and SANDAG goals for aesthetics and security.

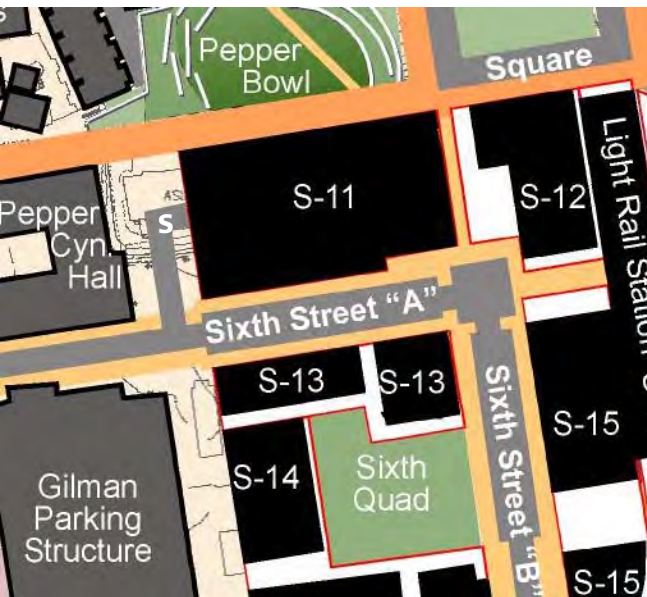


50' 200' Figure 3-52 Parcel S-10

Parcel S-10 Sixth College Lodge

The parcel includes the existing Lodge building and forecourt plaza. The development plan calls for the use to be changed to include an artist-in-residence program.

- Program the building to meet the needs of its anticipated users, including Sixth College residents, the artist-in-residence, and summer conference activities.
- Design the outdoor plaza (Lodge Quad) to relate to the building and include outdoor seating, a lawn area, and shade trees.
- Redesign/construct grading, pavement, and utilities as feasible.
- Consider aesthetic enhancements to the image of the building to complement the Sixth College’s living-learning community and the theme of culture, art, and technology.



50' 200' Figure 3-53 Parcel S-11

Parcel S-11 Pepper Bowl South

This site forms the southern edge of Pepper Bowl. It is suitable for a public building with a large footprint and has good access between the Gilman Parking Structure, Station Square, and parking at Parcel S-4. New roads of Sixth Mesa will serve the site from the south, and west, and north. Since a building located on this site will be set into Pepper Canyon, it may extend well below the level of Rupertus Way, providing the opportunity for its northern walls to open to Pepper Bowl. The building is a critical structure in the bridging of the neighborhoods.

- Provide access to the building’s lower floors from the lower level of Pepper bowl. Also provide access from Sixth Street “A.”
- Consider use of an architecturally distinct vine trellis on the eastern extension of Rupertus Way north of the building to conceptually tie the buildings along this corridor to the LRT station and the arcades in University Center. It may include a weatherproof roof to shelter pedestrians.

Parcel S-12 Station Square South

Located at the intersection of Rupertus Way and Station Square Street, the parcel offers views to Pepper Bowl, Station Square, the LRT station, and Pepper Canyon. It is adjacent and above the LRT station and part of the transit gateway to the campus. Pedestrian traffic expected at Station Square makes the parcel suited for mixed-use including retail and/or specialty housing. Its construction should be linked to the completion of the LRT. The building will have pedestrian access at the elevation of Rupertus Way and Station Square. Additionally, as a bridging structure across Pepper Canyon, it may include multiple stories below Station Square to connect with the level(s) of the LRT station.

- Coordinate with SANDAG to incorporate LRT station facilities including elevator access, secure space for maintenance, and storage.
- Design the building to mitigate negative impacts from the LRT station.
- Provide service access from Sixth Street "B."

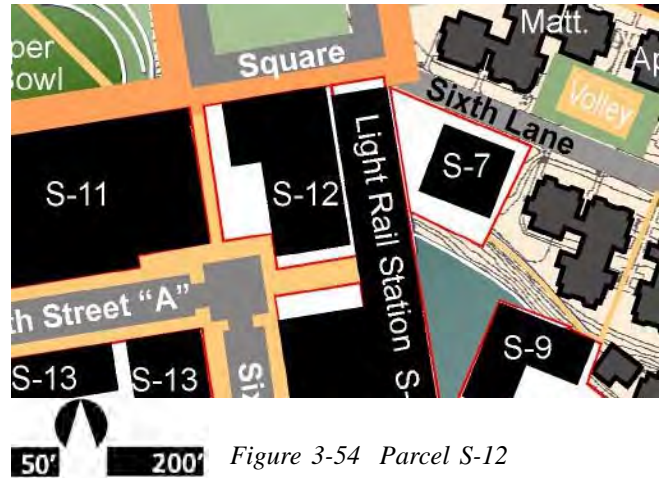


Figure 3-54 Parcel S-12

- provide zero setback between the LRT station and the building to enhance the interface and urban character.
- Provide access to the building's lower floors from the lower level of Pepper bowl, in addition to access from Sixth Street "B."
- Design building entrances to embrace the LRT station, Station Square and Sixth Streets "A" and "B."

Parcel S-13 Sixth Mesa Northwest

Parcel S-13 will define the northern edge of Sixth Quad. Service will be from Sixth Street "A" to the north, and Sixth Street "B" from the east. Its location between the Gilman Parking Structure and the services associated with the LRT and the Sixth College residential area allows the site to be considered for mixed-use including specialty housing.

- Provide a pedestrian passageway into Sixth Quad from the north.
- Design buildings to relate to both Sixth Streets "A" and "B," and Sixth Quad.

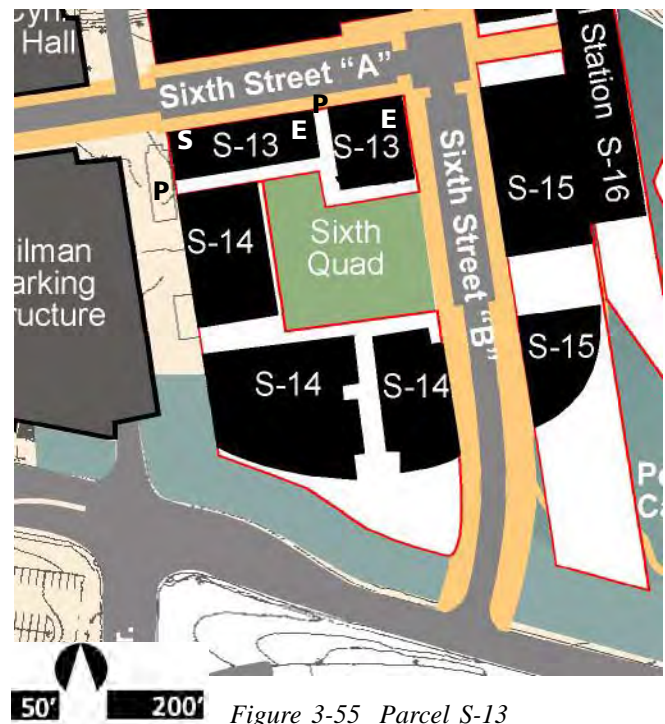
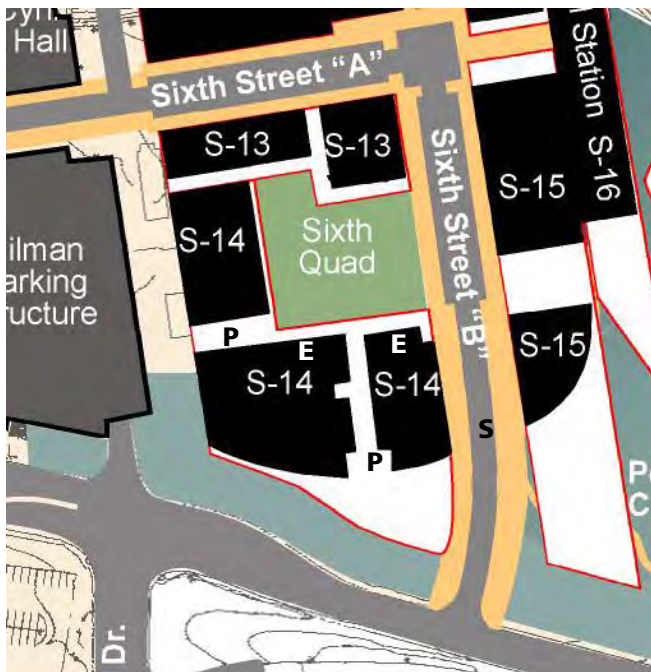


Figure 3-55 Parcel S-13



50' 200' Figure 3-56 Parcel S-14 and S-15

Parcel S-14 Sixth Mesa SW

This L-shaped parcel will define the southwest corner of Sixth Quad. Service will be from Sixth Street "B" to the east. Its adjacency to the Gilman Parking Structure allows the large site to be considered for academic expansion beyond the current development program.

- Provide a pedestrian passageway into Sixth Quad from the south and west.
- Design buildings to relate to both Sixth Street "B", and Sixth Quad.
- Provide landscape improvements to the 60' setback from Gilman Drive.

Parcel S-15 Sixth Mesa East

Parcel S-15 will define the eastern edge of Sixth Quad and the western edge of the Pepper Canyon. Service access is from Sixth Street "B".

- Build portions of the structure down into the canyon to the level of the LRT station like parcel S-12. See Figure 3-57.
- 0' setback between the LRT station and the building to enhance the urban character.
- Provide a pedestrian passageway to connect Sixth Quad to the pedestrian bridge and the Sixth College residential area.
- Provide landscape improvements to the 60' setback from Gilman Drive.

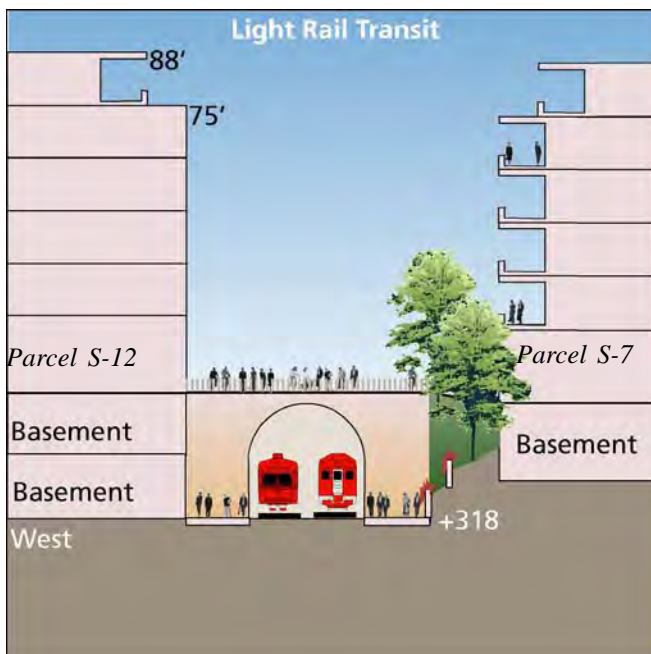


Figure 3-57 Parcel and 16 Section

Parcel S-16 Light Rail Transit Station

The development of LRT in south Pepper Canyon includes the station, associated indoor space for maintenance, storage and equipment, tracks, a maintenance and emergency vehicle access path, and a power substation. The level of the station is anticipated to be approximately 25' lower than the level of Rupertus Way and Station Square.

The LRT station will provide public access to the surrounding community including the university, the Veterans Administration Medical Center (VAMC), and the regional network of bus service at Gilman Transit Hub.

- Make the LRT station an "event station" to accommodate large crowds arriving/departing the campus for events, as well as daily traffic.
- Design steps between the levels from Station Square to the LRT station with planters and furnishings.
- Coordinate the design, use, visibility, and maintenance of indoor spaces between SANDAG and the development of parcels S-12, S-15, and S-7.
- Fill Pepper Canyon to the elevation of the LRT tracks and station. Sculpt the topography to complement and buffer the adjacent land uses.
- Coordinate with SANDAG in the siting of the LRT's power substation which is estimated to be 25' by 40'. It needs to be within 25' of the tracks, adjacent to the maintenance and emergency vehicle access road.
- Conduct a detailed study with SANDAG, the VAMC, and appropriate campus representatives to determine the best and safest access between the community destinations. This should include pedestrian routes, signage, emergency and shuttle vehicle access, and safety considerations, etc.

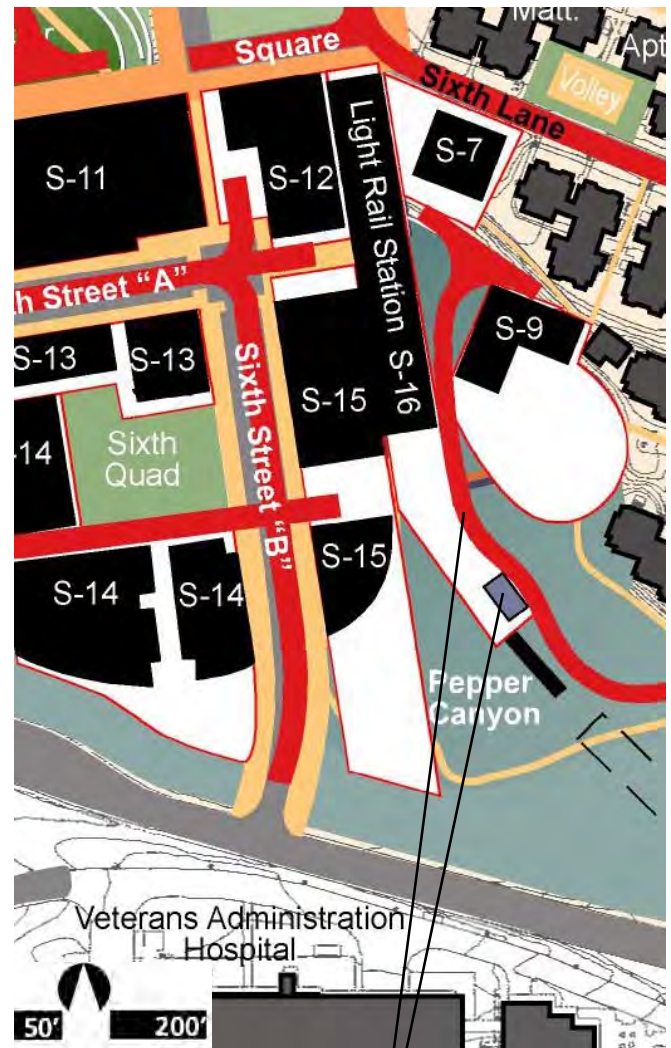


Figure 3-58 Parcel S-16

*LRT power substation
Emergency access routes*

- Consider a minimum quantity of pedestrian access points to the LRT station to maximize visibility of people entering/exiting the facility.
- Provide regular maintenance of plant material in Pepper Canyon to ensure open visibility into the canyon and avoid creating unsecured sites.
- Coordinate the schedule of the LRT station's planning, engineering, and construction with SANDAG to appropriately phase the university development parcels S-4, S-7, S-9, S-11, S-12, S-13, S-14, S-15.

3. Open Space and Circulation

Open space standards and guidelines are presented in three parts constituting the public realm: a) Open Space; b) Circulation Corridors; c) Landscape Elements; and d) Landscape Recommendations.

a. Open Space

Pepper Bowl

This campus open space resource will be located south of Lyman Lane, east of the Visual Arts Facility, west of Station Square, and north of the extension of the Rupertus corridor. The topography of the natural canyon varies with steep unstable walls and a gently sloping vehicular path. It generally slopes to the south. The LRT will be in a tunnel east of Pepper Bowl minimizing potential disruption from light and noise.

- Partially fill the canyon and sculpt the topography to form a grass amphitheater.
- Provide for a variety of seating, including the sloped lawn, site walls, and benches.
- Design site lighting for events and daily use of the entire site.
- Include electrical outlets located throughout the amphitheater providing for temporary sound and lighting systems.
- Provide pathways that meet requirements for ADA accessibility, and emergency access vehicles.
- Maintain limited vehicular access to the Visual Arts Facility.
- Consider location of facilities under Station Square to serve the uses of the parcel. For example, public restrooms, vendor sales and or storage rooms could be built into the topography.

- Plant new trees in an informal grouping to frame views and provide shade.
 - California Sycamore, *Platanus racemosa*
 - California Pepper, *Shinus molle*
 - Coast Live Oak, *Quercus agrifolia*
 - Torrey Pine, *Pinus torreyana*
- Ensure that the canyon collects and retains stormwater drainage without disturbing the site's use.

Station Square

Station Square is the campus shuttle bus transit station adjacent to the LRT station and Pepper Bowl. This site will welcome thousands of transit riders to the campus each day.

- Mitigate adjacent buildings for potential environmental impacts such as noise, lighting, security, and exhaust.
- Design the space to encourage pedestrian use throughout the square. Link pedestrian paths to Lyman Lane, Rupertus Way, Warren Field, and the Sixth College residential area.
- Include site furnishings to welcome and serve the transit users including shelter, seating, campus orientation maps etc.
- Provide for the circulation and queuing of six 36'– long campus shuttle busses.
- Include a lawn in the central area with shade trees in groupings to frame views in the central area:
 - California Sycamore, *Platanus racemosa*
- Street trees around the perimeter of the square may be California Sycamores, or trees that extend from Russell and Station Square Street.





 Figure 3-59 Pepper Canyon, Station Square, Sixth Quad, and South Pepper Canyon

Sixth Quad

This open space will serve the neighborhood as a quiet lawn with canopy trees for informal use.

- Design the Quad to include a minimum 150' x 150' rectangular area of open lawn.
- Provide amenities including seating, lighting, etc.
- Plant new trees in an informal pattern:
 - Coast Live Oak, *Quercus agrifolia*
 - Torrey Pine, *Pinus torreyana*

South Pepper Canyon

- Grade the canyon in coordination with SANDAG to meet campus goals of aesthetics and security.
- Ensure that the canyon collects and retains stormwater drainage.
- Design the canyon improvements in coordination with the Facilities Design & Construction Engineering Services, to locate a new utility corridor.
- Provide a pedestrian bridge above the LRT with associated paths to connect the Sixth College residential area to Sixth Street "B."
- Plant new trees in informal groupings:
 - California Sycamore, *Platanus racemosa*
 - California Pepper, *Shinus molle*
 - Coast Live Oak, *Quercus agrifolia*
 - Torrey Pine, *Pinus torreyana*
 - Red Flowering Gum, *Eucalyptus ficifolia*
 - Red Ironbark, *Eucalyptus sideroxylon*
 - Coral Gum, *Eucalyptus torquata*
 - Lemon Scented Gum, *Eucalyptus citridora*
 - Silver Dollar Gum, *Eucalyptus polyanthemos*
 - Blue Gum, *Eucalyptus globulus*
- Plant understory shrubs, groundcover, and vines to meet campus and SANDAG goals for aesthetics and security.

b. Circulation Corridors

Circulation corridors connect the open spaces and buildings to form the neighborhood framework. Streets are intended to be more urban in character, meaning that they have a limited number of vehicle travel lanes and sidewalks that are contiguous with the curb and generally paved to the edge of the building to encourage and support significant pedestrian circulation.

- Conduct a comprehensive campus traffic and circulation study to address roads, parking, transit, mitigation, and funding.
- Consider improvement of vehicular traffic flow through the design of right-turn lanes at the intersections of the loop road. Typical lane width is 12' and right turn lane length is 100' depending on existing site conditions. Design minimum curb radius to enhance pedestrian crossings, yet allow access for busses service, and emergency vehicles.
- Locate all utilities in the street to not conflict with street trees.
- Center all utility connections from street to buildings between street trees (or a minimum of 20' from the center of tree trunks).

Gilman Drive

Gilman Drive is part of the campus loop road. Buildings are set back from the road and the buffer is planted with large trees to distinguish the neighborhood and provide a visual screen of the VAMC, and I-5. Parking is not allowed on Gilman Drive.

- Set new buildings back minimum 60' from the curb, on the south side of the neighborhood. Setback for new buildings on the east side of the neighborhood, including the parking structure may vary to optimize the limited development parcel.

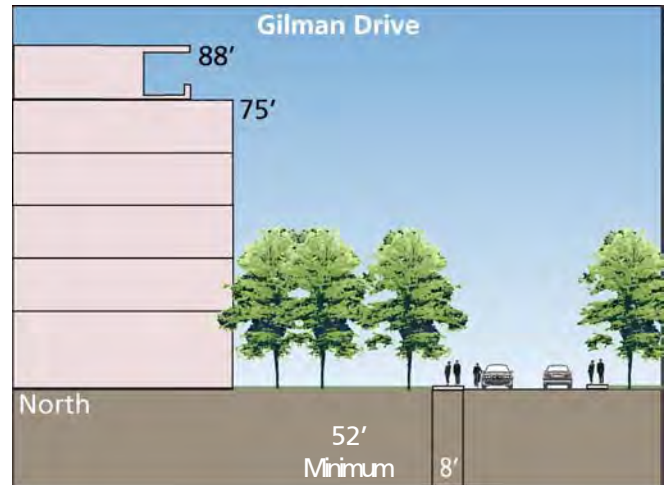


Figure 3-60 Gilman Drive Section, Sixth College

- Design for public uses in the setback to include an 8'-wide sidewalk contiguous with the curb, bus and campus shuttle stops, site furnishings, and signage.
- Plan for the future crossings of Interstate 5, at Gilman Drive and the Voigt Drive LRT/ pedestrian bridge. Study circulation issues to minimize conflicts between pedestrians and vehicles. Consider the appearance of the bridges from I-5 UCSD landmarks.
- Plant the area along the street with informal groups of the following trees to buffer adjacent uses:
 - Lemon Scented Gum, *Eucalyptus citridora*
 - Sugar Gum, *Eucalyptus cladocalyx*
 - Red Flowering Gum, *Eucalyptus ficifolia*
 - Red Ironbark, *Eucalyptus sideroxylon*
 - Coral Gum, *Eucalyptus torquata*
- Plant an understory of drought-tolerant, low-growing groundcover (to replace all turf).

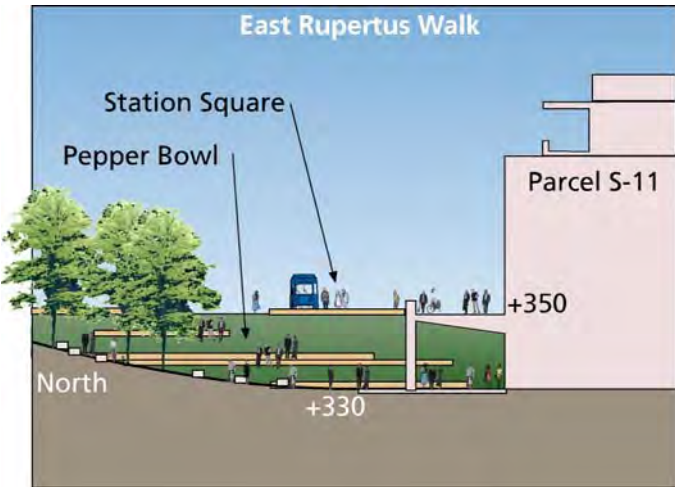


Figure 3-61 Rupertus Way at Pepper Canyon Section

Rupertus Way

Rupertus Way, east of Rupertus Drive is a pedestrian-only extension of the Rupertus Way corridor. It will be a bridge to Station Square and the Sixth College residential area.

- Maintain the elevation between Russell Lane and Station Square.
- Continue the established alignment of New Zealand Christmas Tree, *Metrosideros excelsus*, as the street tree, where feasible, in 6' x 6' planting areas in tree grates.

Russell Lane

Russell Lane was established as a distinctive "Avenue of the Arts." It is the boundary between the University Center and Sixth College neighborhoods. While the buildings in each neighborhood are different in form and massing, the uniform species of trees serves to unify the street, and the pedestrian pavement marks the neighborhood boundary. Russell Lane north of Rupertus is a pedestrian corridor with limited access for service vehicles.

- Between Gilman Drive and Rupertus, provide for two lanes (12' wide each) of vehicular traffic in each direction with parallel on-street parking (10' wide) on the west side.
- For pedestrian pavement along both sides of Russell Lane, use the same custom plum-brown pavers as the whole of University Center but set in a running-bond pattern, parallel to the curb. Note: the gray pavers along Russell at the Visual Arts complex are to be replaced with the plum-brown pavers to conform to the standard.
- North of Rupertus the entire width of pavement, from building to building, use custom plum-brown precast concrete pavers to match those at the Gilman Parking Structure, set in a running-bond pattern, parallel to the curb.

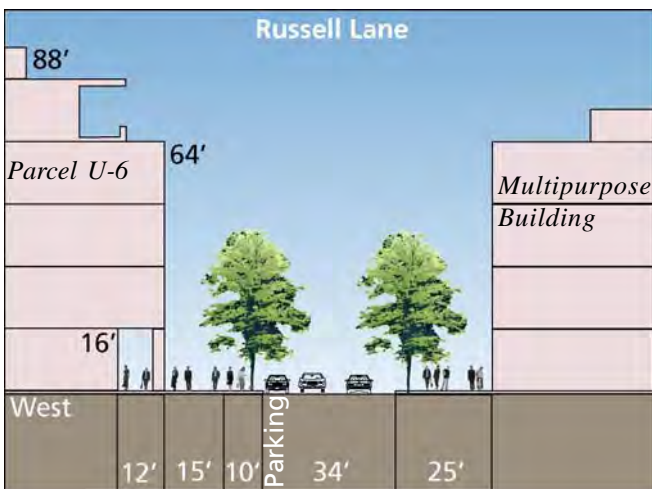


Figure 3-63 Russell Lane Section

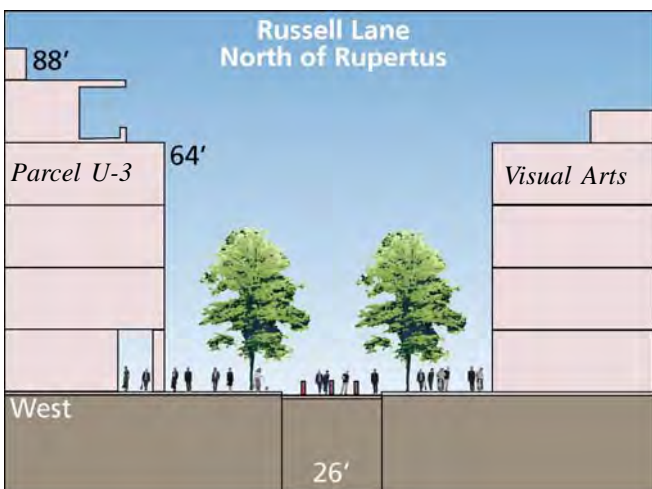


Figure 3-64 Russell Lane North of Rupertus Section

- Design a service lane for authorized vehicles to access parcels U-3 and Visual Arts. Delineate the 26' wide path as a fire lane (with no parking).
- Limit (non-emergency) vehicular access to Lyman Lane with removable bollards just north of the service lane.
- Discourage unauthorized use of the service lane with a rolled-curb and appropriate signage at Rupertus Way.
- Develop a program to activate Russell Lane as the "Avenue of the Arts" in the public realm. This should be done in coordination with Sixth College, the Stuart Collection, Visual Arts, and other appropriate campus representatives.
- Plant Chinese Flame Tree, *Koelreuteria bipinnata*, as the street tree at regular intervals 25'–30' on-center. Center trees in a 10' x 10' planting area at the back of the curb. Fill the planting area with a flowering groundcover.

Lyman Lane

Lyman Lane is a pedestrian only corridor from Library Walk to Station Square. The street tree is established in University Center and serves as an important visual identity for this important pedestrian "main street" linking open spaces and pedestrian destinations.

This pedestrian way changes character from University Center to Sixth College. The two existing buildings at Russell Lane (High Bay Physics and the Visual Arts Facility) encroach on the corridor. The building on parcel S-1 will be aligned with the straight extension of Lyman Lane's north face of curb. Lyman Lane then curves south to Station Square.

- Consider unique pedestrian lighting along Lyman Lane to enhance its "main street" character and function.



Figure 3-65 Detail of Russell Lane concrete pavers and header at the tree planting area

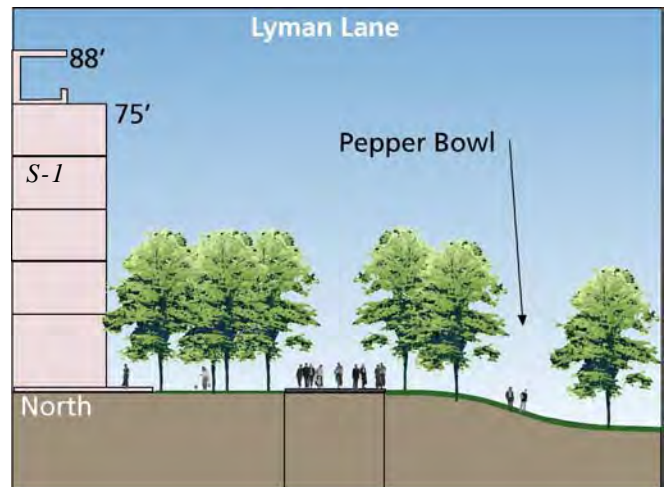


Figure 3-66 Lyman Lane in Sixth College Section

- Plant Evergreen Elm, *Ulmus parvifolia* 'Drake,' as the street tree where feasible to extend the pedestrian character and function of Lyman across the two neighborhoods.
- Consider gates, vines, trellis, and /or art panels along Lyman at the Visual Arts Complex and High Bay Physics to screen utilities and storage.

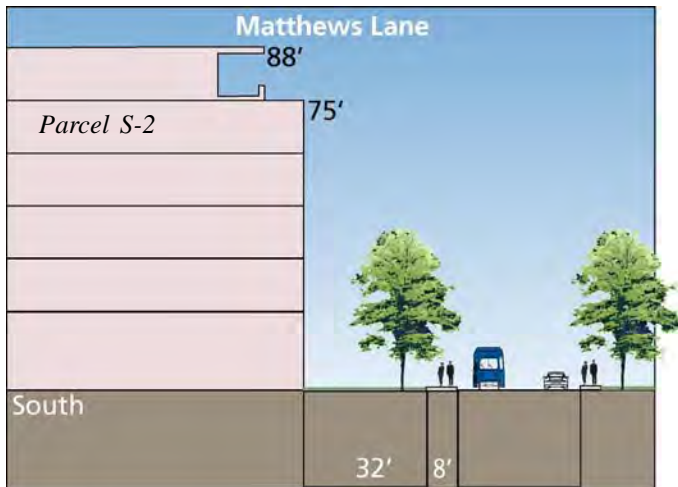


Figure 3-67 Matthews Lane Section

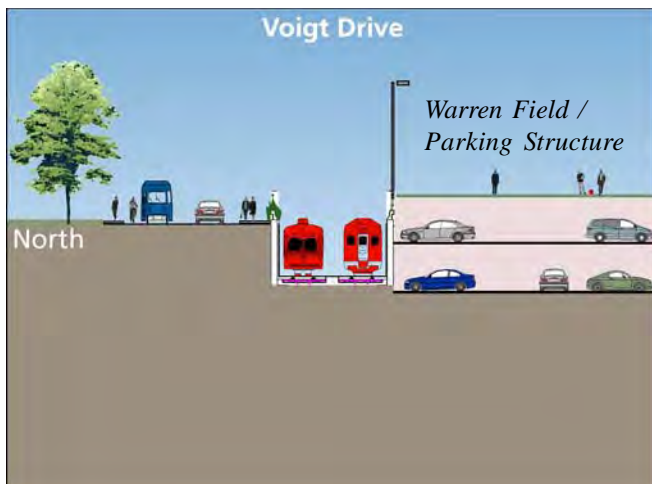


Figure 3-68 Voigt Drive Section

Matthews Lane

Matthews Lane is the primary access route to the Price Center for campus shuttle busses and service vehicles. It is also a boundary between Sixth College and Warren College. The building setback is intended to be planted with large trees to differentiate the neighborhoods and buffer the buildings from the impact of service and shuttle traffic. There is no parking on Matthews Lane.

- Set buildings 40' from the curb.
- Design for public uses in the setback to include the 8'–wide sidewalk contiguous with the curb, bus and campus shuttle stops, site furnishings, and signage.
- Plant the neighborhood boundary with groupings of the following trees:
 - Red Flowering Gum, *Eucalyptus ficifolia*
 - Red Ironbark, *Eucalyptus sideroxylon*
 - Coral Gum, *Eucalyptus torquata*

Voigt Drive

The eastern portion of Voigt Drive is a neighborhood boundary to the UCSD Park. There is no parking on Matthews Lane. The neighborhood boundary runs north of the Canyonview Aquatics & Activities Center. The Light Rail Transit will be in a channel south of Voigt Drive. The wall of the parking structure may be open to the channel to facilitate ventilation.

- Plant the north side of Voigt Drive along the neighborhood boundary with groupings of the following trees:
 - Red Flowering Gum, *Eucalyptus ficifolia*
 - Red Ironbark, *Eucalyptus sideroxylon*
 - Coral Gum, *Eucalyptus torquata*
- Coordinate with SANDAG to design the edge of the LRT channel as an attractive neighborhood entry. Consider vines to along the sidewalk/fence.

Station Square Street

- Plant Torrey Pine, *Pinus torreyana*, as the street tree. Planting should be at regular intervals of 30'-40' on-center at the back of the curb.
- Consider planting understory plants in 10' X 10' areas on the east side of the street and in 6' X 6' tree grates on the west side, with understory plants at the base of the building (Parcel S-2).
- Construct the sidewalk and roadway of permeable concrete pavement.
- Use street trees, street lights, and furnishings to define the roadway from the pedestrian areas.

Warren Field Allee

- Plant new trees at regular intervals of 20'-30' on-center in the buffer area between Sixth College and the fields/parking structure .
 - California Sycamore, *Platanus racemosa*
 - Torrey Pine, *Pinus torreyana*

Sixth College Lane

Sixth College Lane should function as an extension of Lyman Lane "main street" into the Sixth College residential area. See Figure 3-71.

- Plant Evergreen Elm, *Ulmus parvifolia* 'Drake' as the street tree at regular intervals 25'-30' on-center, both sides of the street.
- Consider unique pedestrian lighting along Sixth College Lane to enhance its "main street" character and function.
- Consider replacing lawn with groundcover where it is unused for student gathering.

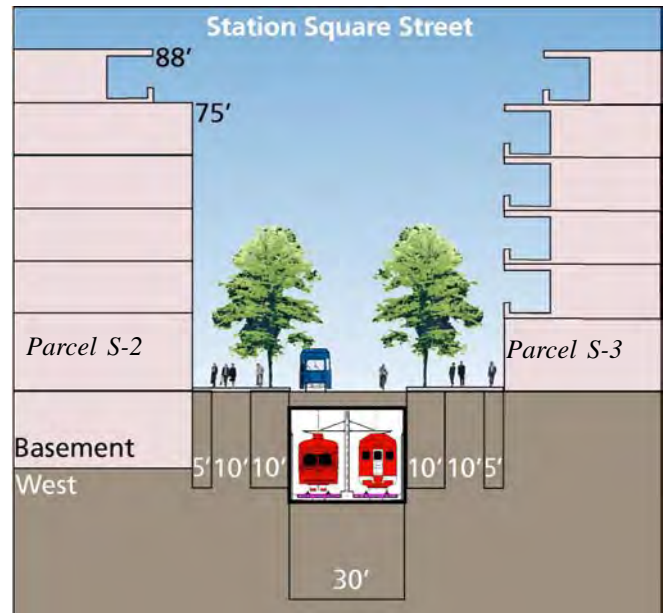


Figure 3-69 Station Square Street Section

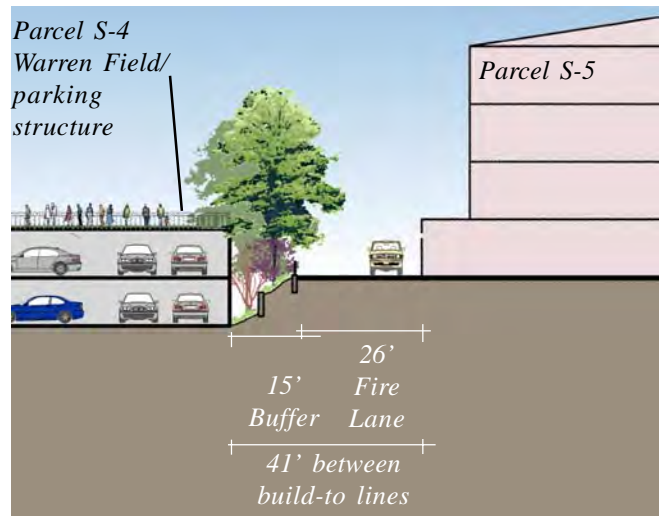


Figure 3-70 Warren Field Allee

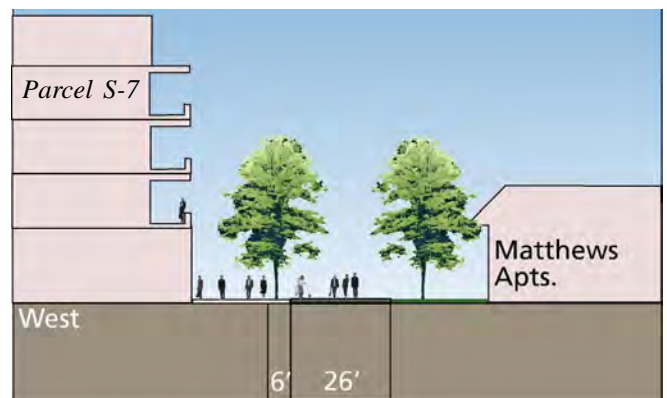


Figure 3-71 Sixth College Lane

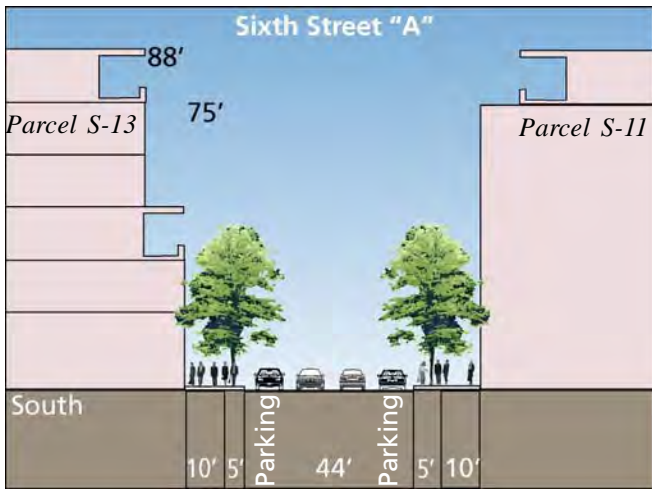


Figure 3-72 Sixth Street "A" Section

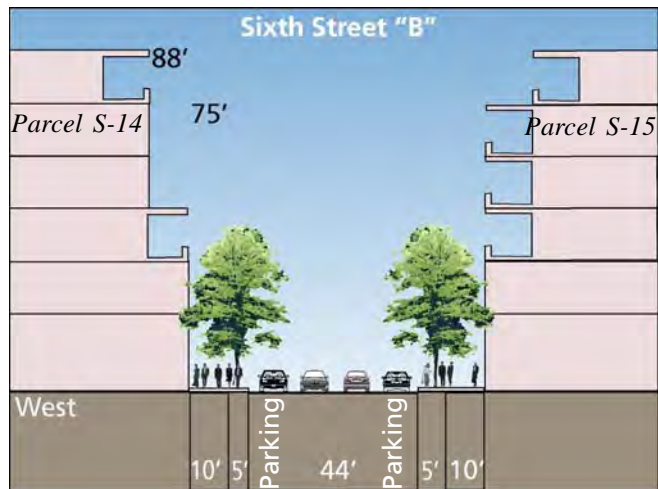


Figure 3-73 Sixth Street "B" Section

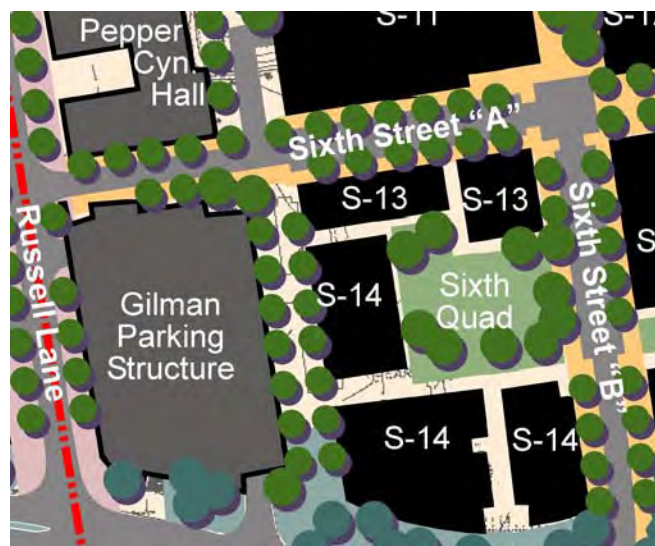


Figure 3-74 Sixth Streets "A" and "B" Plan Diagram

Sixth Street "A"

- Provide on-street parking parallel to both curbs. The street narrows near the intersections and between Pepper Canyon Hall and the Gilman Parking Structure.
- Plant Tipu Tree, *Tipuana tipu* as the street tree at in 6' x 6' cut-outs at regular intervals 30'–40' on-center.
- Fill the planting area with flowering groundcover.
- Construct the sidewalk and roadway of permeable concrete pavement.
- Use street trees, street lights, and furnishings to define the roadway from the pedestrian areas.

Sixth Street "B"

- Provide on-street parking parallel to both curbs. The street narrows near the intersection with Gilman Drive.
- Plant African tulip tree, *Spathodea campanulata* as the street tree in 6' x 6' cut-outs at regular intervals 25'–30' on-center.
- Fill the planting area with flowering groundcover.
- Construct the sidewalk and roadway of permeable concrete pavement.
- Use street trees, street lights, and furnishings to define the roadway from the pedestrian areas.

c. Landscape Elements

This section addresses items to be used across the neighborhood open space. See table 3-2.

Pedestrian Pavement

The palette of pedestrian pavement builds upon the neighborhood’s hierarchy of open spaces and circulation corridors. It accounts for existing pavement that will remain, including Sixth Lane and segments of Lyman Lane and Russell Lane. For example, the pattern on the pedestrian segments of Rupertus Way of exposed aggregate at the building edge, concrete pavers along the curb, asphalt in the center will bridge across the two neighborhoods. This pattern will be interrupted by the pavement of Station Square.

- Unify the Sixth College neighborhood through the use of a consistent palette of pavement types along streets, pedestrian corridors.
- A.** precast concrete pavers to match the color and finish of those installed at the Student Activities Services Facility, pavers may be between 6" x 6" to 1' x 2'.
- B.** cast-in-place colored concrete with exposed aggregate
- C.** precast concrete pavers to match custom plum-brown pavers on Russell Drive, 6" x 12"
- D.** cast-in-place concrete with a natural type-2 cement, medium acid wash, scored at regular intervals of 18"– 4' or
cast-in-place porous concrete with a natural type-2 cement color. A native soil may also be applied for porous concrete on walks. Scored pavement at regular intervals of 5'
- E.** asphalt concrete
- F.** grass-turf block, as approved by the City of San Diego.

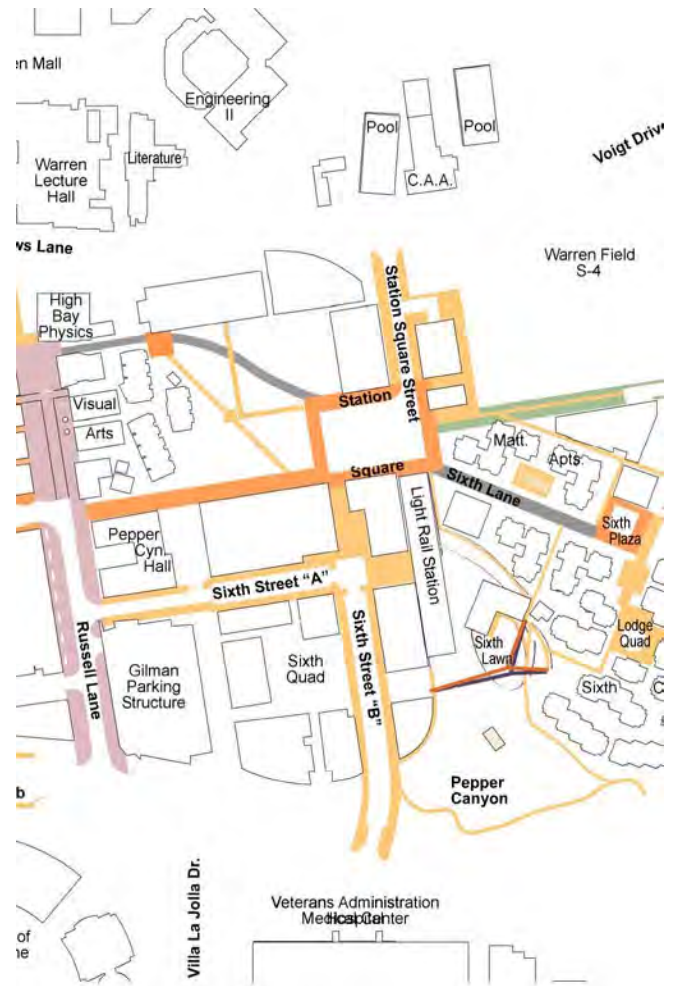


Figure 3-75 Sixth College Pedestrian Pavement Diagram

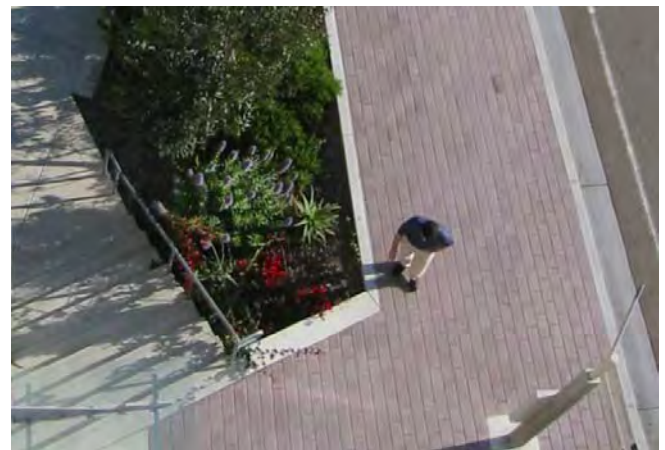


Figure 3-76 Photo, Russell Pedestrian Pavement

- G. All other sidewalks should be cast-in-place concrete with a natural type-2 cement, medium acid wash, scored at regular intervals of 5'.
- ☐ Allow pavement in courtyards, squares, and quads to vary.
- Limit interior or courtyard pavement within parcel lines.

Adjacent Development Parcels	Circulation Corridor	Pedestrian - Emergency	On-Street Parking	Build-to-Line	Street Tree	Sidewalk Width	Pavement Type	Tree Planting Area	Neighborhood Boundary	Notes
S-14, 15	Gilman Drive				R	8'	D	52'	■	60' setback from curb
S-11, 12	Rupertus Way	■		■	ME	26'	A	6' X 6'		Bridge at Pepper Bowl
	Russell Lane				KB	25'	C	10'X10'	■	"Avenue of the Arts"
S-1	Matthews Lane				R	8'	D	32'	■	40' setback from curb
Warren Fld.	Voigt Drive				R	8'	D	-	■	Vines at LRT/Parking structure
S-1, 2, 3	Station Square St.				TP	25'	D	10'X10'		UCSD Shuttle terminus
S-5, 6	Warren Field Allee			■	PR	26'	F, D	15'		Service access to S-6
S-1, 2	Lyman Lane	■		■	UP	26'	E	20'+		Above Pepper Bowl
S-7	Sixth College Lane	■		☐	UP	26'	E	6'+		Existing planting areas
S-11, 12, 13	Sixth Street "A"		■		TT	15'	D	6' X 6'		UCSD Shuttle terminus
S-13, 14, 15	Sixth Street "B"		■		SC	15'	D	6' X 6'		UCSD Shuttle terminus

Table 3-2 Sixth College Circulation Corridor Materials Matrix

Tree Planting in Pedestrian Pavement

- Plant trees in a minimum 6' x 6' planting area (10' X 10' on Russell Lane).
- Use structural soil under the entire pedestrian pavement area from face of building to the back of curb.
- Align the tree trunks 3' from the back of the curb along streets.
- Center street trees in tree grates. On Russell Lane, fill the 10' square planting areas with groundcover.



Figure 3-77 Sixth College Street Tree Diagram

Street Trees

■ Extend the designated species along the length of each street.

KB Russell Lane – Chinese Flame Tree, *Koelreuteria bipinnata*

ME Rupertus – New Zealand Christmas Tree, *Metrosideros excelsus*

UP Lyman Lane – Evergreen Elm, *Ulmus parvifolia 'Drake'*

TT Sixth Street "A" – Tipu Tree, *Tipuana tipu*

SC Sixth Street "B" – African tulip tree, *Spathodea campanulata*

UP Sixth Lane / Lyman Lane – Evergreen Elm, *Ulmus parvifolia 'Drake'*

PT Station Square Street – Torrey Pine, *Pinus torreyana*

R Gilman Drive – Rustic palette: Lemon Scented Gum, *Eucalyptus citridora*; Sugar Gum, *Eucalyptus cladocalyx*; Red Flowering Gum, *Eucalyptus ficifolia*; Red Ironbark, *Eucalyptus sideroxylon*; Coral Gum, *Eucalyptus torquata*

PR Warren Field Allee - California Sycamore, *Platanus racemosa*

Understory Plant Material

- Plant and maintain low-growing (1' to 3' in height), drought-tolerant species that are visually appealing in their natural form. These will serve to meet objectives of enhanced security, sustainability, and low maintenance. Suggested species include:

- Acacia, *Acacia redolens*
- California Liliac, *Ceanothus griseus horizontalis*
- Rosemary, *Rosmarinus officianalis*
- Dwarf Coyote Brush, *Baccharis pilularis 'Pigeon Point'*
- Big Blue Lily Turf, *Liriope muscari*
- Senecio, *Senecio mandraliscae*
- Dwarf Periwinkle, *Vinca minor*
- English Lavender, *Lavatera assurgentiflora*
- Western Marsh-Rosemary, *Limonium californicum*
- African Iris, *Dietes vegata*

- Screen undesirable views with larger shrubs and vines on fences and/or trellises where visibility for security is not an issue. Suggested species include:

- California Lilac, *Ceanothus 'Joyce Coulter'*
- Hopseed Bush, *Dodonaea viscosa*
- Pride of Madeira, *Echium fastosum*
- Giant Wildrye, *Elymus condensatus*
- Bush Sunflower, *Encelia californica*
- Toyon, *Heteromeles argutifolia*
- Red Bush Monkey Flower, *Mimulus aurantiacus*
- Deergrass, *Muhlenbergia rigens*
- California Evening primrose, *Oenothera californica*
- Catalina Cherry, *Prunus lyonii*
- California Coffeeberry, *Rhamnus californica*
- Lemonade Berry, *Rhus integriflora*
- Fuchsia-flowering Gooseberry, *Ribes speciosum*

- Matilija Poppy, *Romneya coulteri*
- Wild Rose, *Rosa californica*
- Bird of Paradise, *Strelitzia reginae*
- Mexican Bush Sage, *Salvia leucantha*
- New Zealand Flax, *Phormium tenax*

- Plant Bougainvillea, 'San Diego Red' at top of terrace screening walls associated with Light Rail Transit corridor to spill over wall, and Boston Ivy, *Parhetnocissus tricuspidata*, at the base of walls to enhance security and campus character.

Site Furnishings

- Provide seating in a variety of forms that relate to the site and building design.
- Design site walls 14"– 18" high to serve as seating. These walls may be design elements of the landscape and/or the buildings. Width of site walls should be between 12" and 36".
- Locate benches to encourage gathering in small informal clusters along pedestrian paths and in open spaces.
- Meet the university's standards for site and building signage.
- Follow the UCSD Outdoor Lighting Design Guidelines (OLDG).
- Additional lighting is encouraged where it enhances the whole neighborhood.
- Consider Station Square Street as an "Entry Boulevard" as defined by OLDG.
- Include all circulation corridors (Rupertus Way, Sixth Lane/Lyman Lane, Sixth Streets "A," and "B") as "Primary Paths" as defined by OLDG.
- Prohibit specially designed lighting of an individual building that is out of character to the neighborhood and/or adjacent buildings and uses.
- Consider reduced spacing of pedestrian scale (8' – 15' tall) light fixtures to minimize conflicts with immature street trees.
- Group bicycle racks near building entrances to encourage bicycle use and complement the neighborhood character.
- Install enough UCSD standard bicycle racks to meet the university's bicycle parking standards according to the type and use of each building.
- Install university standard trash receptacles.
- Place trash receptacles near building entrances and pedestrian circulation intersections.

d. Landscape Recommendations

- Develop a color palette to further express the unique mission and character of Sixth College through landscape interventions such as on site walls, umbrellas, and awnings.
- For new building and renovation projects, designate an amount of each construction budget to be used for the implementation of site improvements including plants, groundcover, site furnishings, site lighting, and pedestrian pavement.
- Establish a mechanism for funding the design and installation of campus-wide landscape improvements that enhance and help to knit the entire campus together. It is recommended that a fund be established that would finance site improvements independent of building, circulation, or infrastructure projects. These improvements might include pedestrian paths, habitat restoration, signage, etc.
- Discontinue memorial plaques located in planting areas. Update the program for campus donations.
- Work with the campus development office to identify potential private funding sources for site improvements to augment state building budgets for the installation and long-term maintenance of the campus' open space.
- Define opportunities for private donor funding for projects of all sizes.
- Consider integration of public art into the campus landscape.

IV. PHASING

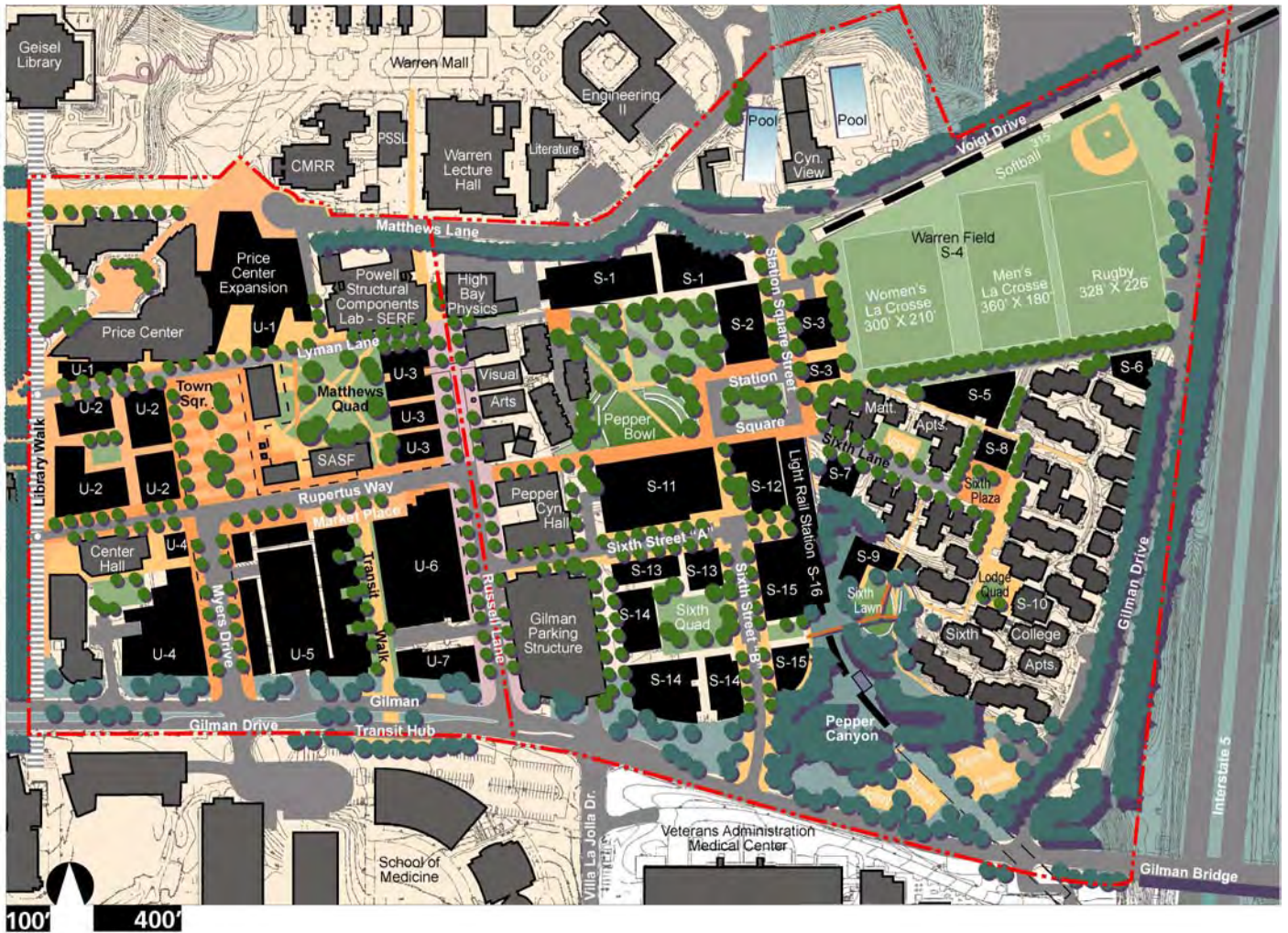


Figure 4-1 Illustrative Site Plan

A. Introduction

The conceptual phasing of the development plan is presented through the year 2038. The years assigned to each phase are approximate based on information known at the time of this study. While the development plan provides additional land area beyond the current program, some specific areas within the neighborhoods have just sufficient land for their program. For example, the residential neighborhood of Sixth College, to be located entirely east of Pepper Canyon, is nearly built out. There are only a few sites for new buildings to complete this residential development of Sixth College.

Phasing incorporates the estimated development schedules of projects currently in progress, and factors the economic life of facilities and buildings associated with Sixth College housing.

Phasing attempts to coordinate relocation, demolition, construction staging and development to promote as much efficiency as possible given current information. The years estimated in this phasing section refer to projected occupancy.

The partial filling and regrading a portion of Pepper Canyon to create Pepper Bowl will serve the campus by accepting excavated soil from the construction of multiple building



Figure 4-2 Phase 1

Occupancy estimated in 2006 after the construction period.

projects and the Light Rail Transit. The construction of the LRT is an important development of the neighborhoods since it will require significant altering of Pepper Canyon, bringing significant amounts of pedestrian activity, and result in new developable areas.

B. Development Phases

Phase 1 - 2004-2006

Student Academic Services Facility
Canyonview Aquatics and Activities Center

Student Academic Services Facility (SASF) is to meet many needs of the campus population

and it will help define the edges of two of University Center's major public open spaces, Town Square and Matthews Quad, within the Central Pedestrian Core. The building design includes the use of double height arcades along the Town Square and Rupertus Way, and sun-shading devices along south, west, and east facades. The site plan and ground floor of the building are permeable to allow pedestrian movement between Town Square, Matthews Quad, Rupertus Way, and Lyman Lane. SASF will utilize a service parking lane on the north side of Rupertus to meet SASF's service needs.

Matthews Quad will be rehabilitated with the construction of SASF to improve pedestrian

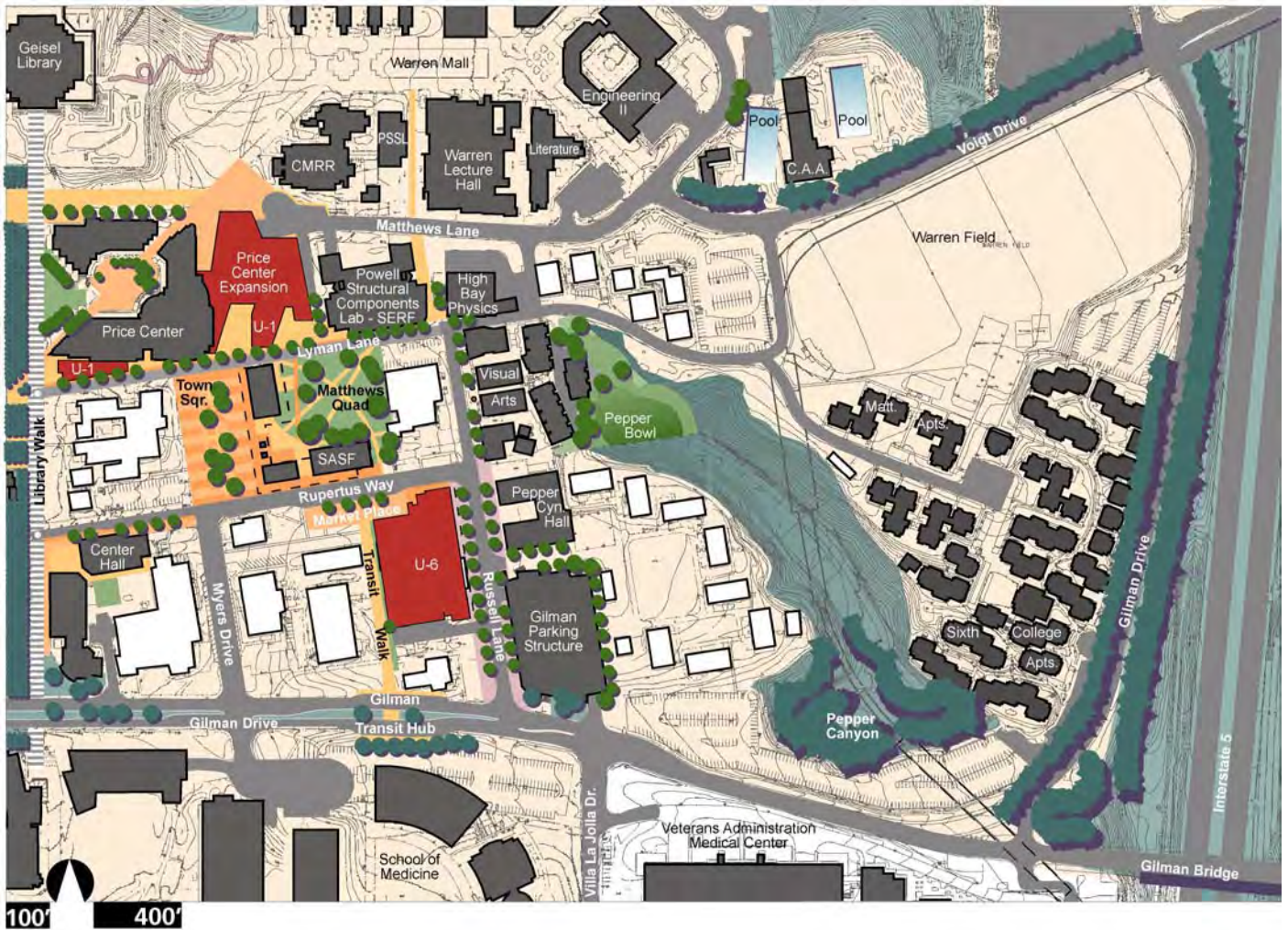


Figure 4-3 Phase 2

movement through the Quad.

Development at Canyonview Aquatics and Activities Center includes a new swimming pool and building addition supporting the center. A new electrical switch station will be located north of the new pool to service the campus utility network.

A grading and phasing plan should be developed to determine the quantity and schedule of fill soil available from UCSD projects including the LRT in coordination with a landscape design for Pepper Bowl.

Phase 2 - 2007 - 2009

- Parcel U-1 Price Center Expansion
- Town Square
- Parcel U-6 Music Building

The Price Center expansion offers the opportunity for the Price Center, built prior to the 1989 Design Guidelines, to play a major role in the implementation of the development plan and design guidelines. Most of the expansion will be east of the existing building. In addition, a new expansion of the existing buildings to the south enables tree-lined Lyman Lane to be realigned to run parallel to provide a more defined plaza intersection of Library and Mandeville Walks with Lyman Lane. The expan-

sion can activate Lyman Lane, Town Square and Matthews Quad with land use and design.

The Price Center expansion project will require sensitive temporary accommodations for construction disruption to shuttle, service access, and pedestrian circulation.

Town Square should be designed as the central campus plaza and to provide interim parking and passenger drop-off until Phase 3 development of Parcel U-5 and parking.

The Music Building will continue the definition of Russell Lane as the "Avenue of the Arts", complementing development that has already taken place with the Visual Arts, Pepper Canyon Hall, and the Gilman Parking Structure. An outdoor arrival and pre-function area on Rupertus Way is included in the design of the building.

Phase 3 - 2010 - 2012

Parcel U-4 Gilman Myers West

Parcel U-5 Gilman Myers East

Gilman Transit Hub

Parcel S-1 Structural and Materials Engineering Building

Parcel S-2 Engineering I & R Building

The two development parcels U-4 and U-5 on both sides of Myers Drive will together form an important gateway to University Center. To the west at U-4, the proposed Instructional Technology building would complete the block that already contains Center Hall. A new corner building or pavilion at the southwest corner of Myers Drive and Rupertus Way can be an important element in the definition of the Town Square and the courtyard and Center Hall and U-4. This building could contain retail on the ground floor.

On the opposite side of Myers Drive (U-5) a new multi-story parking-garage is proposed, wrapped with office and/or specialty housing development above ground floor retail. If a 10' wide separation is maintained between the garage and the exterior buildings, the garage can be naturally ventilated, avoiding the need for expensive fire separation walls and mechanical equipment.

Completion of this parcel as a parking structure will support the viability of the Price Center, and support the SASF, and School of Medicine to the south .

Gilman Transit Hub should be developed to provide an attractive and functional gateway to the campus and neighborhood and provide a strong visual and pedestrian link to the University Center and School of Medicine. It should include sheltered seating, and signal-activated pedestrian crosswalk on Gilman Drive, and pedestrian walk to Rupertus Way.

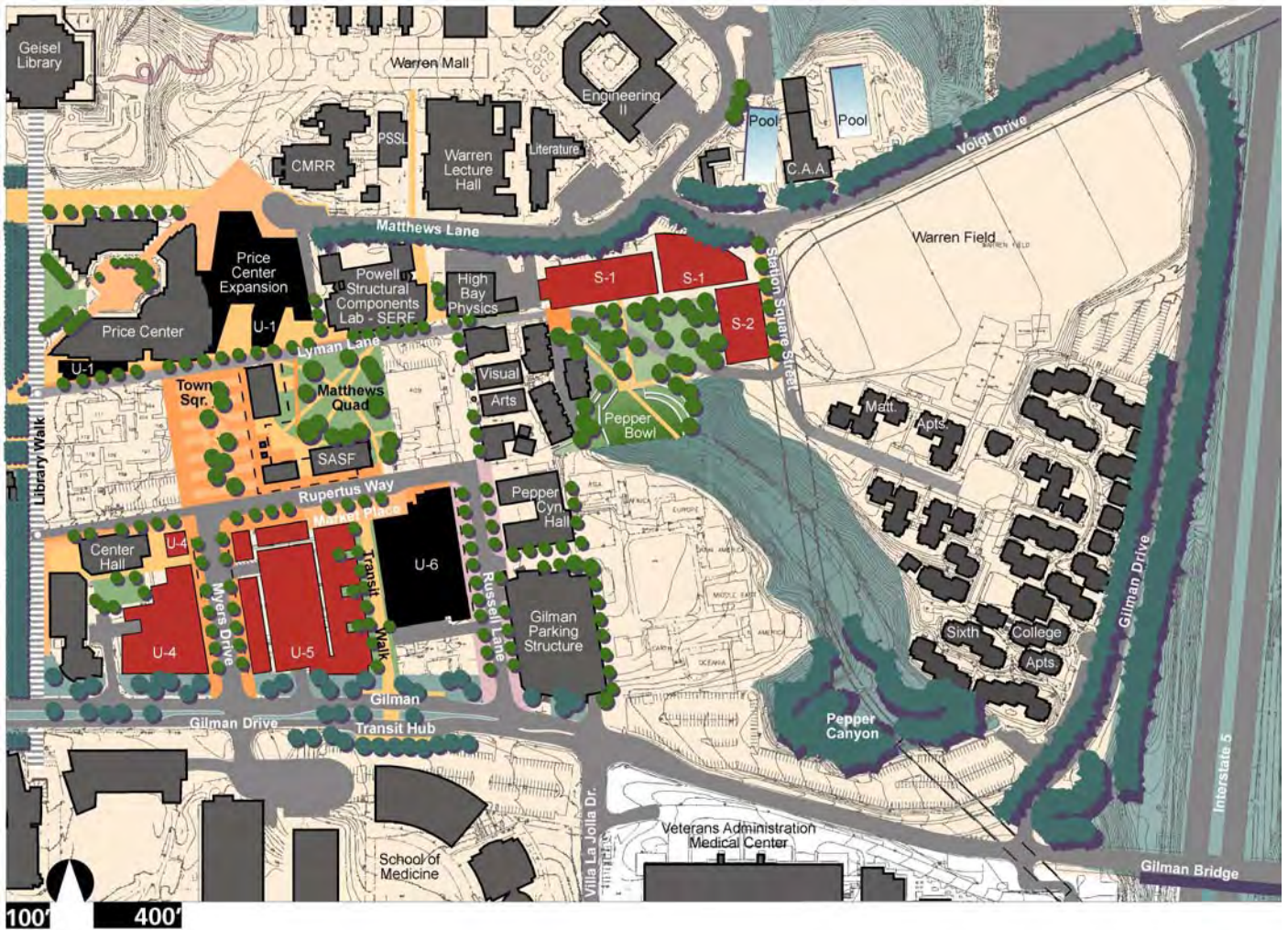


Figure 4-4 Phase 3

The Structural and Materials Engineering Building will be the initial expression of the connection of University Center across Pepper Canyon with Sixth College. Structural and Materials Engineering, part of the Jacobs School of Engineering, has been under study for this site for some time. It proposes in two phases to continue the alignment and build-to-facade parallel to Lyman Lane and should complete site improvements for Matthews Lane including the intersection at Voigt Drive. Service access is limited from Matthews and will provide service access to Visual Arts across Lyman Lane. Lyman Lane will serve as a pedestrian path and emergency vehicle path. The landscape south of the building is contiguous

with the Pepper Bowl, separated by Lyman Lane.

The Engineering I & R Building will complete Lyman Lane improvements and the courtyard spaces related to Pepper Bowl to the south. The building will define the northern edge of Station Square and the western edge of Station Square Street. Service access will be from the south in coordination with Station Square.

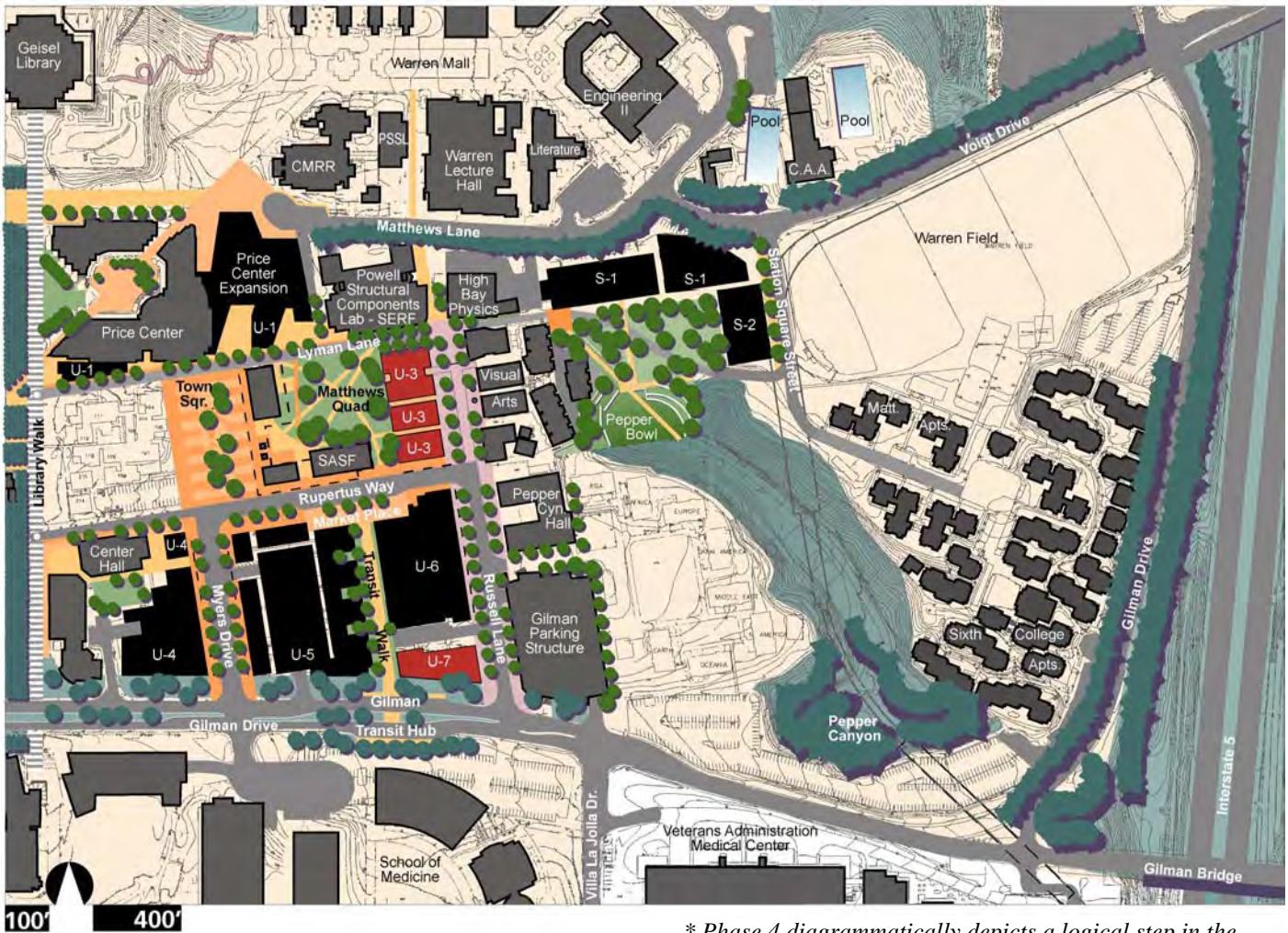


Figure 4-5 Phase 4 .

* Phase 4 diagrammatically depicts a logical step in the development sequence. The exact time frame is not known.

Phase 4 - *

- Parcel U-3 Russell Lane West
- Parcel U-7 Gilman Russell West

These two building sites at the eastern edge of University Center hold numerous opportunities for fulfilling the development program. They may be opportunities for small-infill projects. U-3 frames the east side of Matthews Quad and can enhance the pedestrian movements along Lyman Lane and Russell Lane. Ground floor pedestrian uses and passageways to the quad are important features of this parcel. Service access is from Russell opposite Visual Arts limited service access.

U-7 at Gilman and Russell is a gateway building opposite the Gilman Parking Structure. Service access is shared with the Music Building: Development parcel U-6.

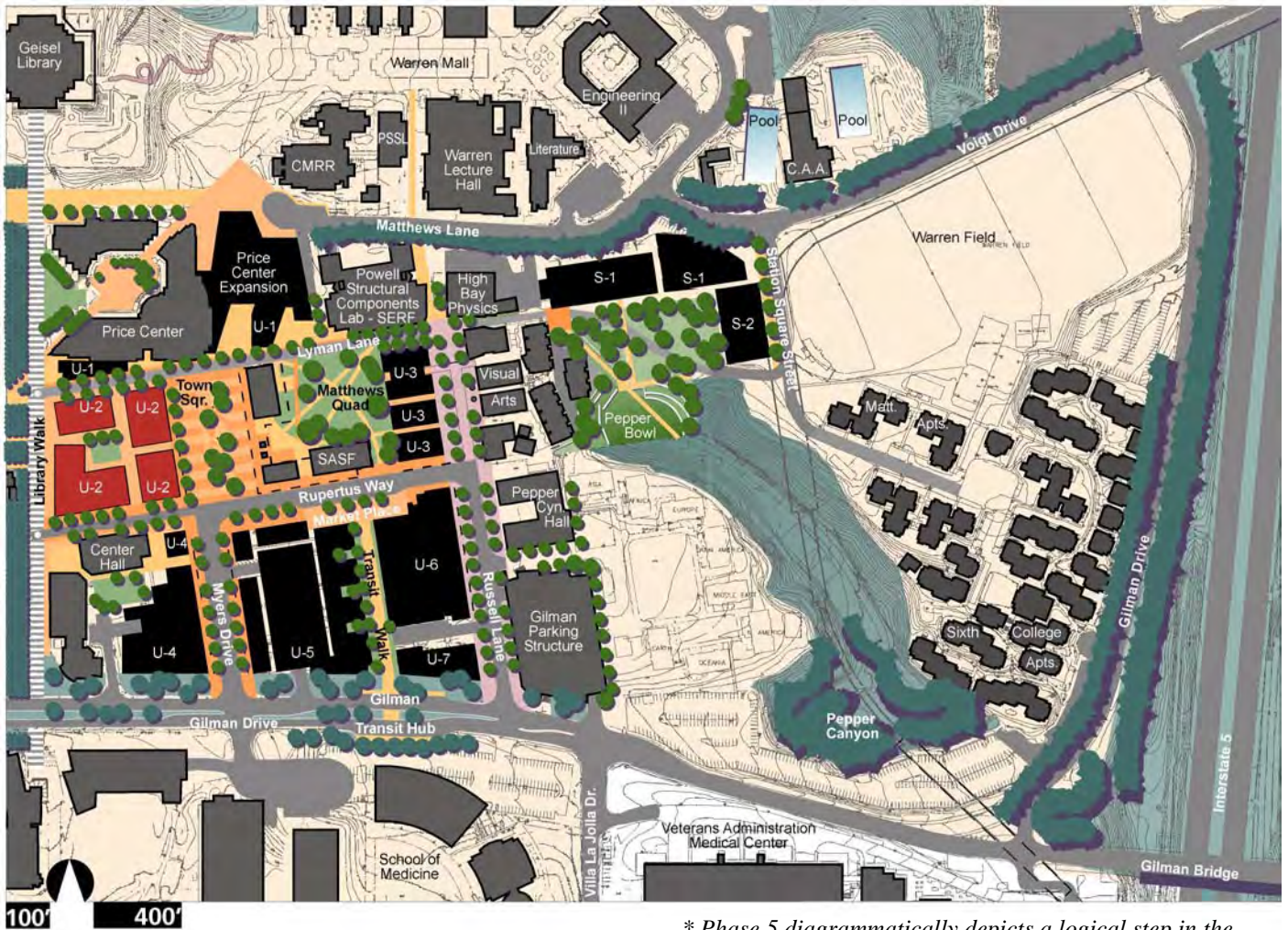


Figure 4-6 Phase 5

* Phase 5 diagrammatically depicts a logical step in the development sequence. The exact time frame is not known.

Phase 5 - *
Parcel U-2 Town Square West

This development parcel is very important because it will complete the framing of Town Square, Library Walks, and Lyman Lane opposite Price Center. The development parcel is at the center of campus and has limited service access. A central courtyard is recommended with ample pedestrian access from all directions reflecting the central location and adjacency to major walks.

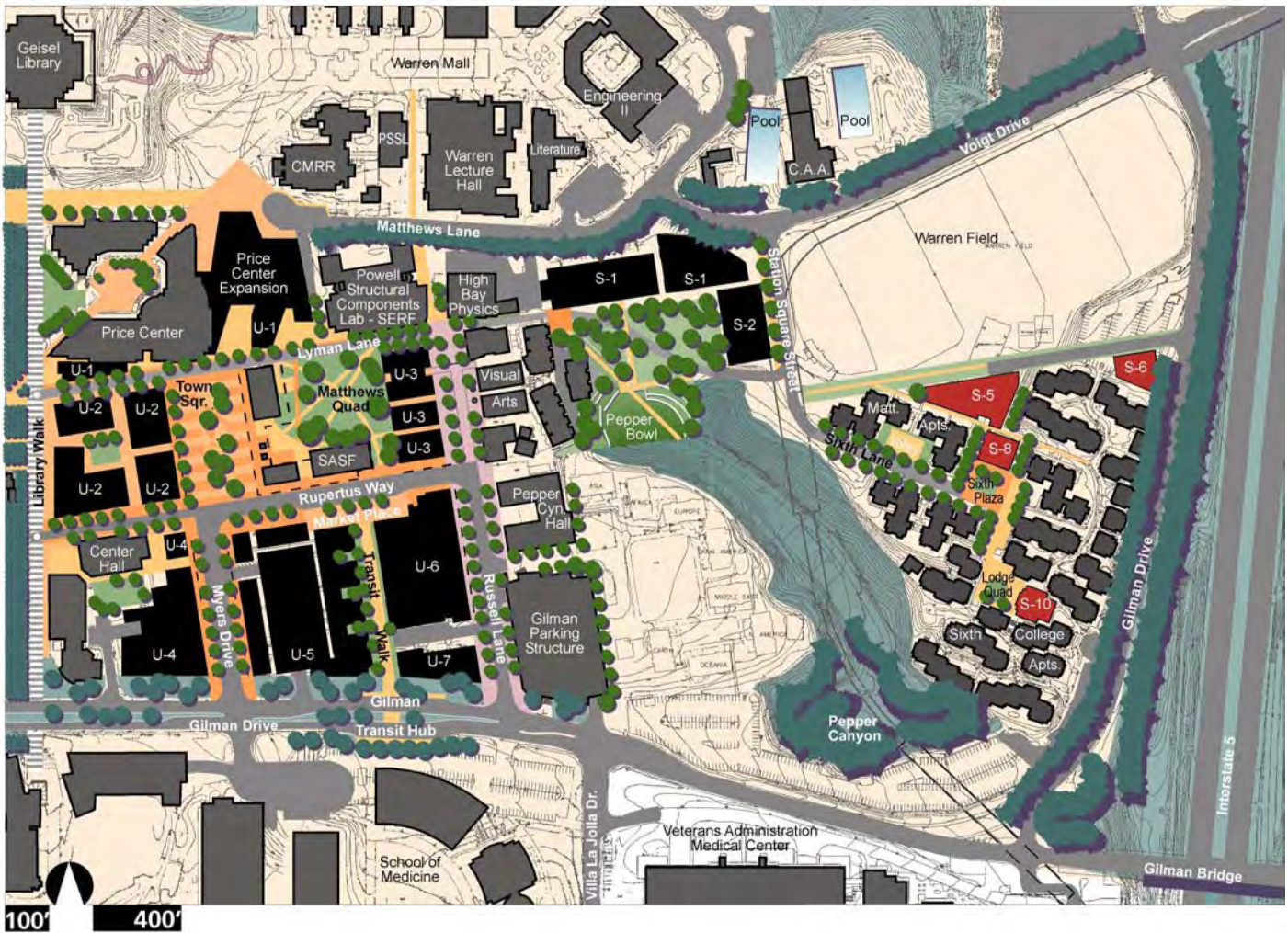


Figure 4-7 Phase 6

Phase 6 - 2012 - 2013

- Parcel S-5 Warren Field South
- Parcel S-6 Warren Field Southeast
- Parcel S-8 Sixth Plaza
- Parcel S-10 Sixth College Lodge

Phase 6 consists of building sites that could also be redeveloped immediately.

S-5 could provide a new ground floor site for Housing and Dining Services' dining commons. The site must also provide for housing above the dining commons. Access from Gilman Drive would require substantial regrading of the existing parking lot. If the project were constructed with the parking structure, student

parking would be replaced and the cost of the access road could be shared.

S-6 is an attractive site for the relocation of Housing and Dining Services and other maintenance facilities.

S-8 is the current location of Foodworx. With its relocation to the dining commons site (S-6) this site is available for other uses. The Provost Hub could be sited on this parcel if it is to be completed prior to the LRT. If enrollment constraints slow the time-line parcel S-7 as another suitable site and S-8 should be developed as Sixth College Housing.

S-10 is the redevelopment of the existing

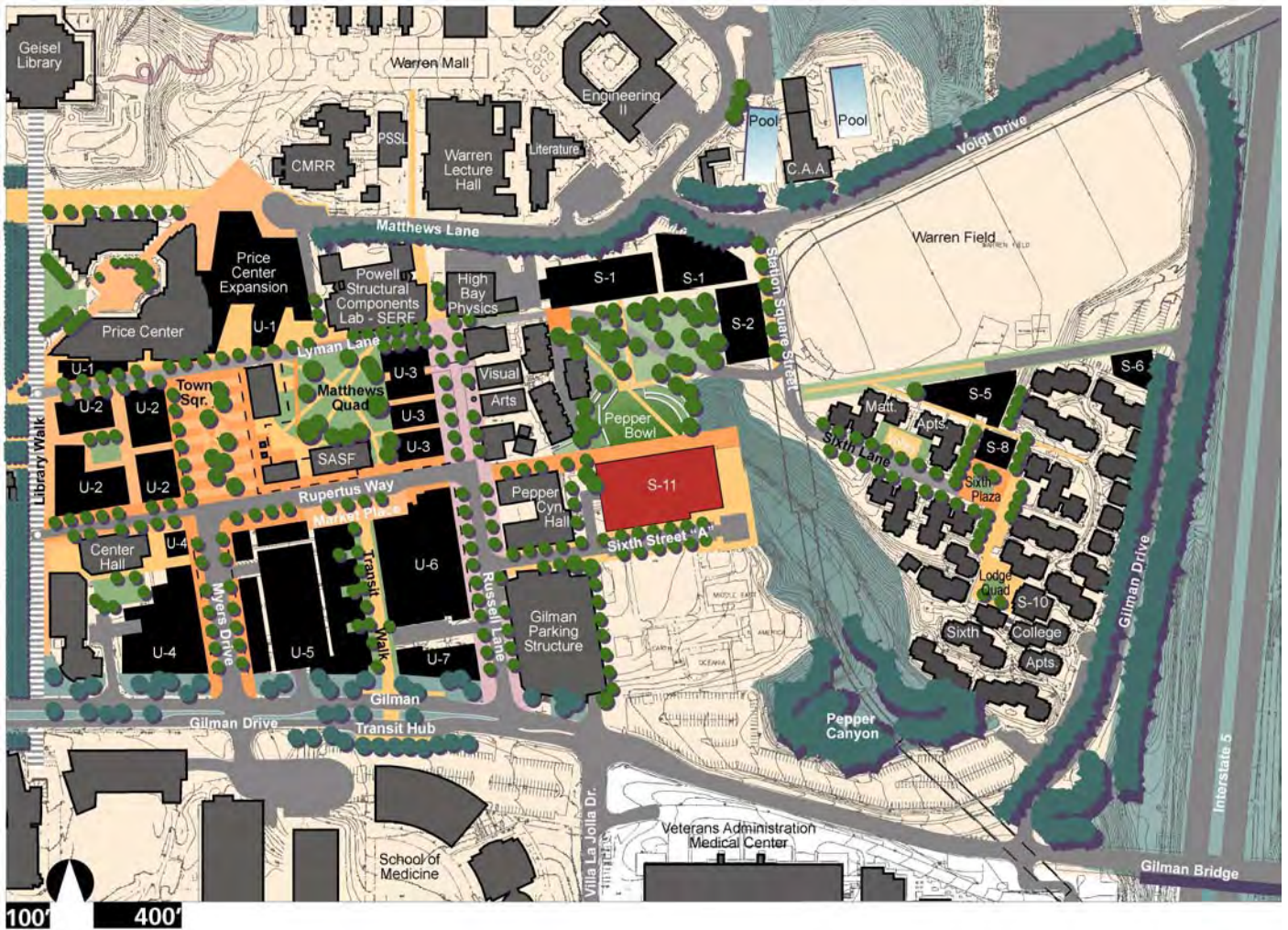


Figure 4-8 Phase 7

Lodge building to house an artist-in-residence program and the redesign of the open space west of the building.

The infill development of the Sixth College residential district is based upon student enrollment, the economics of Sixth College housing, and, to some extent the completion of adjacent projects including the LRT and parking structure.

Phase 7 – 2015

Parcel S-11 Pepper Bowl South

This building site is a keystone in integrating the two neighborhoods. It will bridge Pepper Canyon and provide the theatrical backdrop to

Pepper Bowl. It includes many challenges/opportunities including a complicated site. The development program assigned to the site should be a major destination for those arriving at the future Light Rail Transit station in Pepper Canyon. New roads on Sixth Mesa, Sixth Street "A", and Sixth Street "B" will provide automobile, service, and emergency access.

The new buildings should align with the Pepper Canyon Hall east and maintain the same elevation with Russell Drive to Sixth Lane to form a bridge at a consistent elevation across the upper canyon. The Rupertus Way facade should be as permeable as possible with active uses along its length to enhance the pedestrian environment.

Phase 8 - 2012 - 2013

Parcel S-16 Light Rail Transit Line, LRT Station, and Station Square
Parcel S-12 Station Square South
Parcel S-4 Warren Field / Parking Structure

The construction of the Light Rail Transit (LRT) line and station in Pepper Canyon will be a major milestone in the development of the UCSD campus. It will enable thousands of students, university employees, and visitors to arrive and depart the heart of the campus by public transit. The partial filling of Pepper Canyon will allow for the creation of new developable land necessary for the completion of the Sixth College residential district and future growth of the academic program onto Sixth Mesa

The LRT station (S-16) will require support facilities to be located in adjacent buildings.

Parcel S-12 may be included in this or later phases. Located directly adjacent to the LRT station it should be designed in close coordination with SANDAG to provide shared facilities. This site is also suitable for development of specialty housing associated with Housing and Dining Services with its location adjacent to the Sixth College residential district.

The Light Rail line will run beneath Gilman Drive, entering the canyon at a lower level before rising to the new station. The station will be located where Rupertus Way, Lyman Lane, Sixth Lane and Station Square Street intersect. The LRT line will continue north under Station Square Street before swinging northeast to parallel Voigt Drive and surfacing again at the intersection with Gilman Drive before recrossing I-5.

Pepper Canyon and Parcel S-4 can serve as the staging areas for the LRT. Use of S-4 will require temporary displacement of the athletic fields and scheduled activities.

S-4 is the only location serving this part of the campus for a large-scale parking-garage. The proposal is to build a partially below grade two level garage with access from Gilman Drive. Pedestrian and emergency vehicle multiple access up to the athletic fields could be from Station Square Street.

The athletic fields can be reoriented to align for greater site efficiency. Improvements are required to sufficiently buffer the impacts from field and parking structure lights and noise to the adjacent land uses. Existing maintenance facilities required to support the athletic activities may be designed into the parking structure or as part of Parcel S-3 or S-6.

Completion of the LRT, Station Square and the parking structure will allow the final changes for Pepper Bowl and set the groundwork for the following phases.

UNIVERSITY CENTER / SIXTH COLLEGE NEIGHBORHOODS PLANNING STUDY

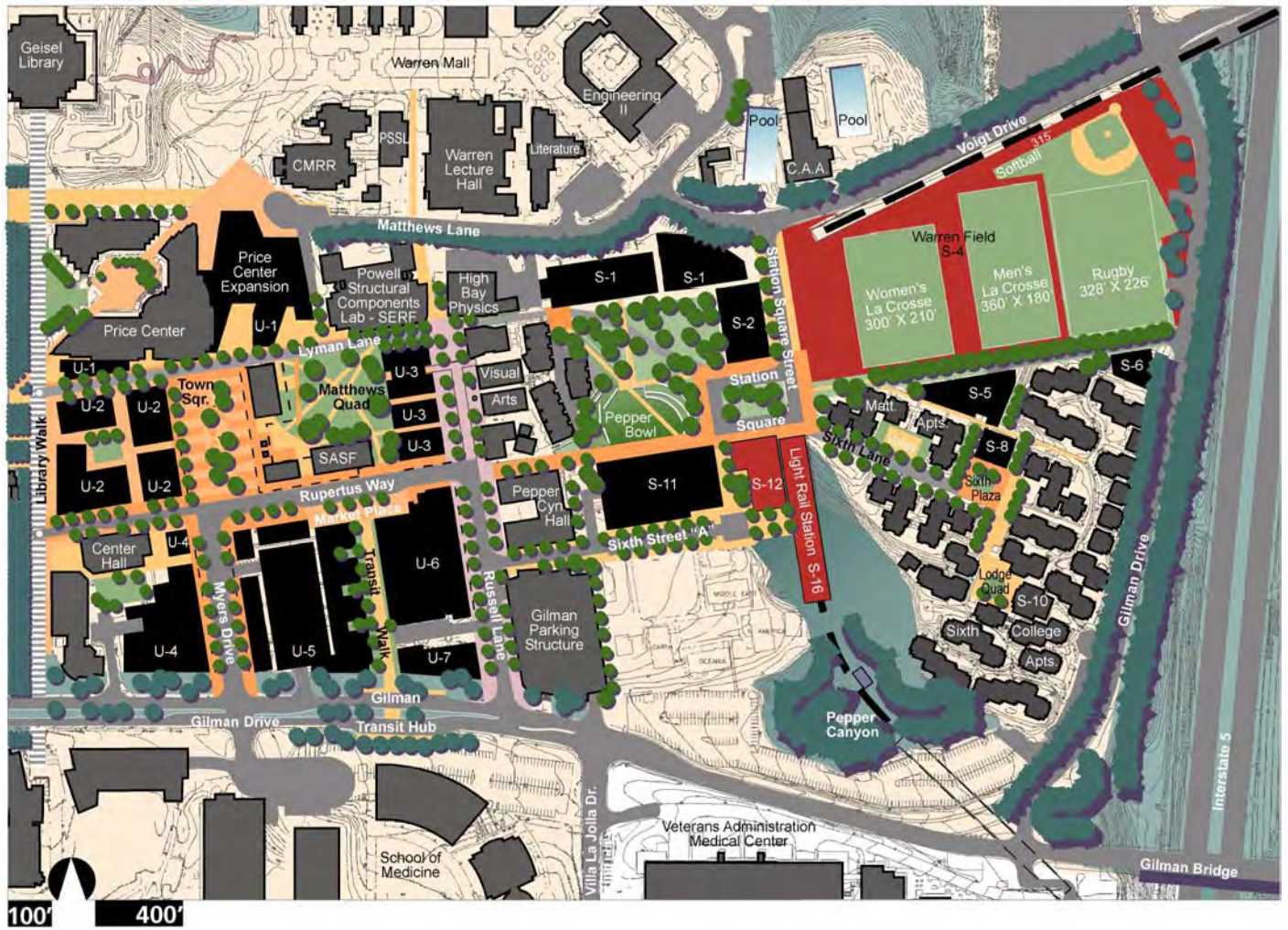


Figure 4-9 Phase 8

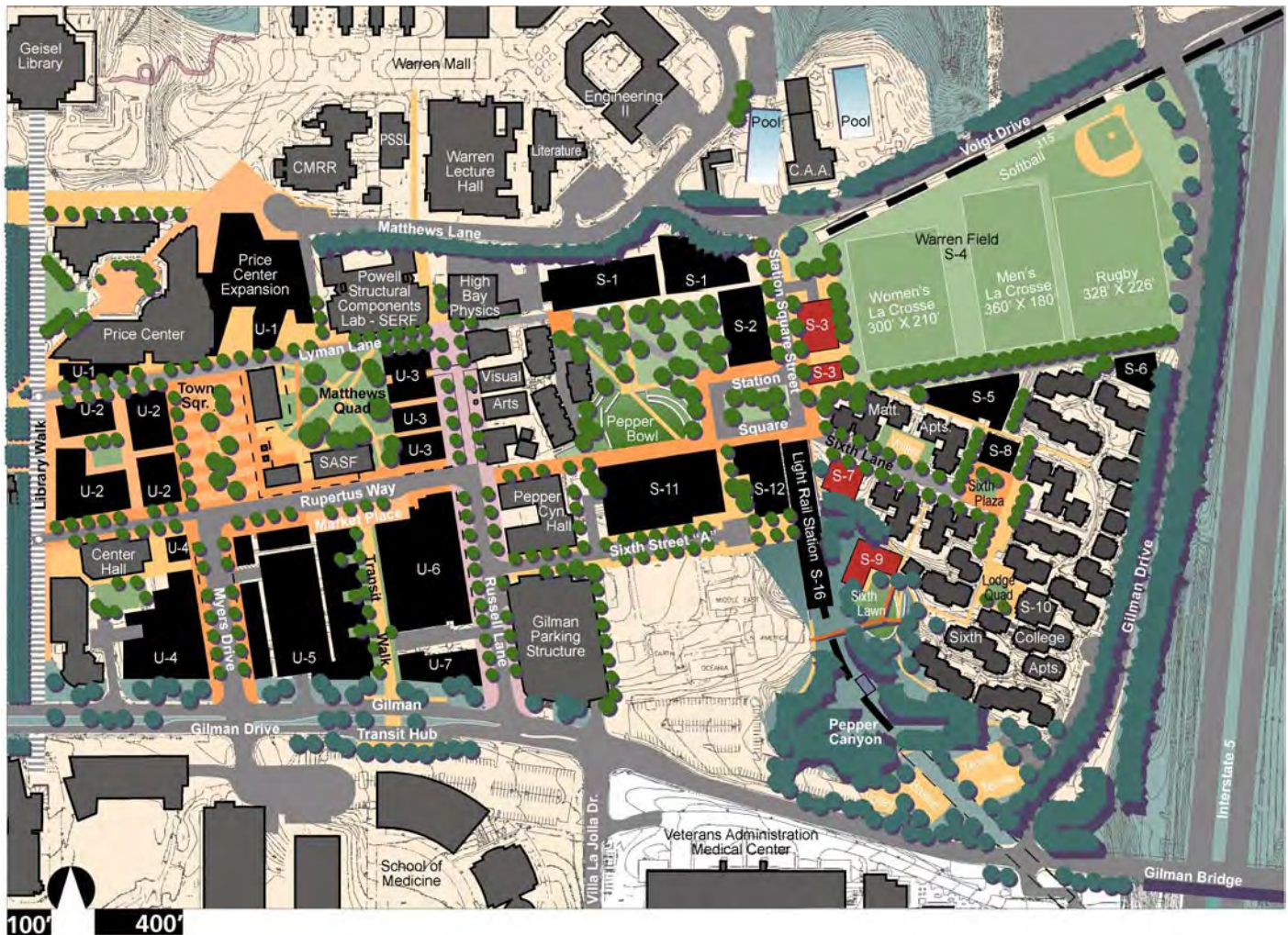


Figure 4-10 Phase 9

Phase 9- 2013

- Parcel S-3 Station Square East
- Parcel S-7 Sixth College Lane
- Parcel S-9 Pepper Canyon South

These buildings are best developed after the completion of the LRT and Warren Field/ Parking Structure (S-4).

The building area available on parcel S-3 is not in the current development program. It is the eastern urban edge to Station Square and should include pedestrian uses on the ground floor such as retail and/or a wellness center. It will replace the space and functions of the existing recreation building.

S-7 located, on what is referred to as Sixth Lane, is directly east of the LRT station offering a special gateway opportunity and 24-hour activity.

Housing is anticipated for parcel S-9. It would be accessed from multiple levels, at the elevation of adjacent housing and stepping down into the canyon. An important Sixth College neighborhood open space or green is part of this development.

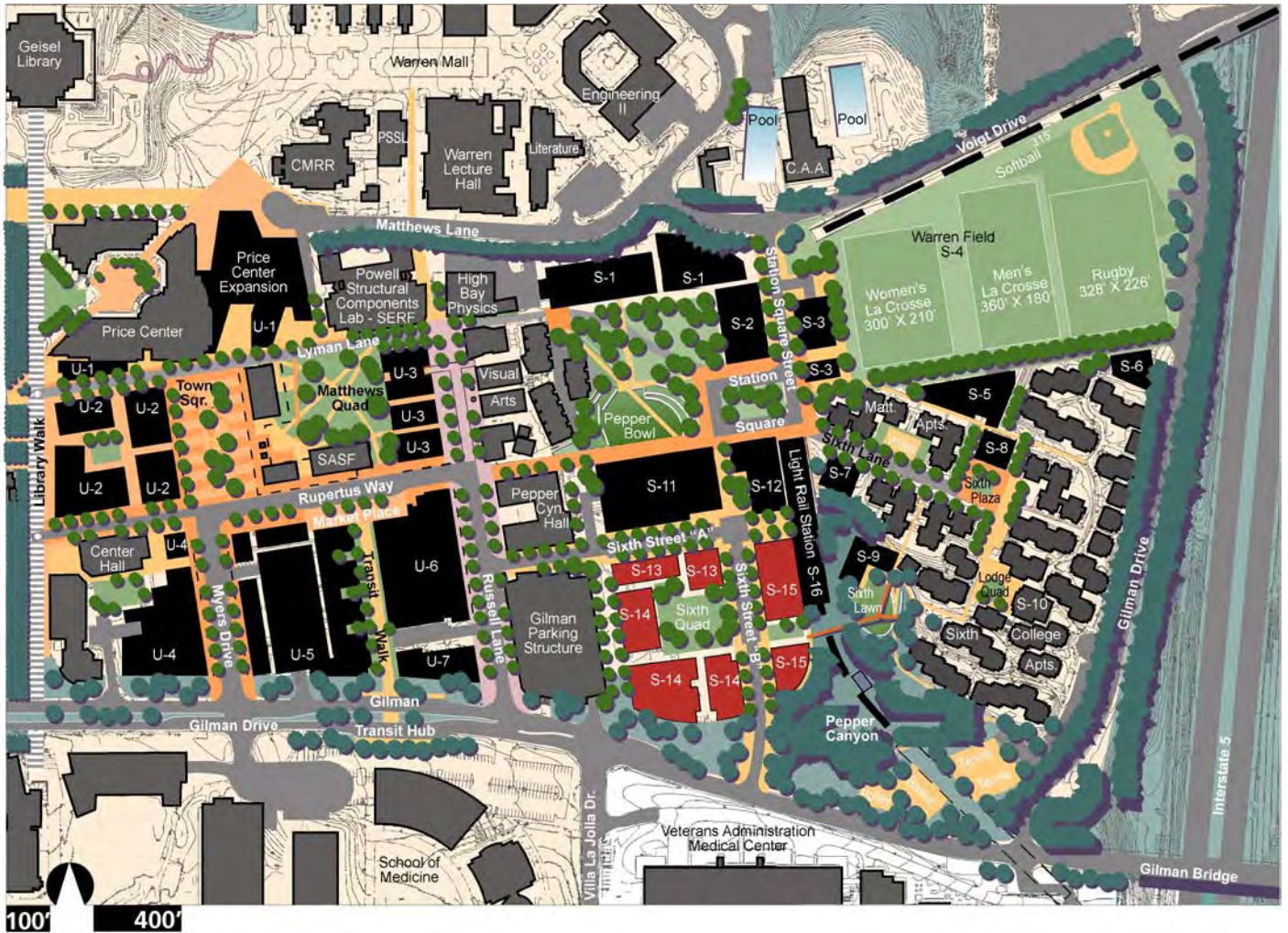


Figure 4-11 Phase 10

Phase 10- 2014

- Parcel S-13 Sixth Mesa Northwest Sixth Quad
- Parcel S-14 Sixth Mesa Southwest
- Parcel S-15 Sixth Mesa East

Like development parcels S-11 and S-12, the development of these parcels depends upon the relocation of all existing housing from the site east of Pepper Canyon. The building area identified for each parcel is available for future campus expansion that is not part of the current development program.

S-13 is adjacent to the Gilman parking structure and near the center of campus which

provides interesting opportunities for specialty housing or academic expansion. Sixth Quad is Sixth College's academic open space focus. S-14 and S-15 are gateway sites for entry into the Sixth College academic area. The development of S-15 is to be built onto the slopes of the lower canyon creating an urban edge to this side of the open space and increasing the amount of developable land. Partial filling of the canyon will assist the construction of parcel S-15.

Future Phases

Sixth College Matthews Apartments redevelopment after 2029.

Sixth College Matthews Apartments redevelopment after 2038.

The next stage of Sixth College could occur once the existing apartment buildings become due for replacement. Redevelopment should continue the planning concepts and principles established by the Neighborhood Planning Study and reinforce the main circulation spine

V. APPENDIX

A. Goals and Objectives

These eight Goals and Objectives were prepared as part of the Study to direct the development of the University and Sixth College Neighborhoods.

1. A Center of Campus Life

University Center should provide a mix of academic, administrative, retail, cultural, and recreational functions that work in synergy to create a critical mass of people and activity within a new, exciting and distinctive urban campus environment.

- Make pedestrian and vehicular spaces distinct but integrated to bring people and activity together in a synergistic manner through a cohesive and well functioning network of plazas, walks, streets, and alleys.
- Use buildings and landscape to help frame public open spaces and walks, and to define gateways and boundaries within the neighborhood and to adjoining campus neighborhoods.
- Locate active ground-level uses in buildings, wherever possible, to invite pedestrian access, passage, and interaction.
- Provide a mix of uses should promote daily and nightly year-round activity for the campus population and visitors alike.
- Maintain and enhance “Town Square,” as a flexible pedestrian space available for a variety of uses and events and as one of the campus’ central urban spaces.
- Extend a central pedestrian core east from Library Walk to the transit station, and extend Rupertus Way and Lyman to Ridge Walk, linking all the campus’ major north-south routes.

2. Integrated Neighborhoods

University Center and Sixth College have different missions and programs; however the two neighborhoods should be related in a way that celebrates the lively “downtown,” urban center of campus. Both areas should grow into an integrated living-learning community.

- Connect open spaces within Sixth College to University Center and to areas used by the larger campus community, such as the recreation fields, courtyards, walkways, and Pepper Canyon.
- Integrate the two neighborhoods with a related and congruent architectural and landscape aesthetic.
- Design transit and circulation functions to serve University Center primarily and to provide convenient access to and from Sixth College. Carefully consider and integrate the campus shuttle system, as well as public and regional transit service into the neighborhoods.
- Improve bicycle circulation within the neighborhoods, providing connections to the broader campus and public roadway system.

3. Program Efficiency

Redevelopment and new development in University Center and Sixth College should optimize development sites with the appropriate density to generate activity and create a human-scale urban setting with quality public spaces.

- Define the development capacity of University Center and Sixth College, including the amount, location, and desired adjacencies of future academic programs, administrative offices, retail, service and entertainment uses, open spaces, housing, alternative transportation, and parking infrastructure.
- Identify site options based on the preliminary program, adjacencies, and phasing.

4. A “Walkable” Environment

University Center and Sixth College should be thriving pedestrian neighborhoods that support gathering and social exchange through a variety of connected pedestrian spaces and activities.

- Encourage ease of pedestrian movement throughout the neighborhoods with plazas, courtyards, walks, streets, and through-building passages that afford multiple travel combinations.
- Minimize conflicts between modes of traffic (i.e., vehicles, pedestrians, shuttles, bikes).
- Make “interface” spaces between vehicular and pedestrian functions—such as transit stops and parking areas—convenient, secure, and inviting, offering direct and attractive access to neighborhood destinations.

5. A Gateway to the Region

Strengthen the role of University Center and Sixth College as a major crossroad of and public entry to campus. Make University Center the primary entry to the University from the San Diego region.

- Make arrival to University Center and Sixth College clear and easy for all modes of transportation, including city and regional buses, Light Rail Transit (LRT), automobiles, the campus shuttle, and bicycles.
- Make the transfer between different modes of transportation attractive, convenient, and coordinated with supporting land uses and pedestrian spaces. For example, a visitor “welcome” center could guide and facilitate pedestrian orientation to campus programs, events, and services.
- Use the future LRT alignment and station to create a campus gateway and activity generator.

6. A Sustainable Environment

Both neighborhoods should grow as a model for sustainable development, affording a living laboratory for sustainable environmental design.

- Use the recent UC Policy for Green Buildings as a guide for the design of buildings and landscapes.
- Promote water conservation, storm water retention, filtration, and recycling in the design of neighborhood open spaces and selection of plant material.
- Ensure that the development form encourages energy conservation and remains flexible for future changes to the land use program.

7. Coordinated Phasing and Financing

The development of University Center and Sixth College should be incrementally phased to optimize land and financial resources and promote sensitive redevelopment.

- Identify potential phasing schemes and dislocation issues to be considered in the ongoing redevelopment of the neighborhood.
- Ensure that each increment contributes to the total development of the neighborhood and provides the appropriate infrastructure improvements and open space network needed to support growth.

8. Incorporating Pepper Canyon

Pepper Canyon should be integrated with, rather than disassociated from, future development and the Light Rail Transit. The Canyon should contribute to bridging the University Center and Sixth College neighborhoods as well as attracting and sustaining campus life at the neighborhood and campus-wide scale.

- Retain Pepper Canyon as open space to serve as a passive recreation area, transit corridor, and buffer to adjacent future development.
- Use Pepper Canyon for appropriate environmental functions such as collecting and retaining storm water runoff.
- To achieve the above, reshape and develop Pepper Canyon, transforming its character from a "naturalistic" backdrop to a more deliberate "urban" landscape.

B. Glossary

Arcade. Covered walkway attached to a building and supported on one or both side(s) by columns.

Assignable Square Feet (ASF). The sum of all areas on the all floors of a building assigned to, or available for assignment to, and occupant or specific use. Assignable area includes classrooms, labs, offices, study facilities, special use, support, health care, residential and unclassified space that are used to accomplish the institution's mission.

Building Transparency. The area of the building facade that is transparent—i.e., composed of glass—allowing views into and out of the building.

Building Frontage. The frontage of a building is the maximum horizontal dimension of that side of a building abutting on or generally parallel to the front lot line or, in the case of a corner building, the combined maximum horizontal dimensions of the sides of the building abutting or generally parallel to the front lot line and the corner side line.

Build-to Line. Line that sets the location of building walls in order to give spatial definition to streets and open spaces.

Building Height. The vertical distance from the finished grade to the highest point of the coping of a flat roof, or to the deck line of a mansard roof, or from average grade to the highest gable of a pitch or hip roof.

Clerestory. Upper story row of windows.

Cultural Resource. Improvements, buildings, structures, signs, features, sites, landscapes, trees or other objects of scientific, aesthetic, educational, cultural, architectural or historical significance to the citizens of the city.

Facade. The face of a building, usually the front.

Figure Ground Diagram. The figure ground was developed by Giambattista Nolli with the well-known 1748 Map of Rome. It showed building footprints (a building outline that has been filled in) on a neutral background. Since then the figure ground has become a standard convention used by planners and architects to study the relationships of built structures. By placing the building footprints on a neutral background, the eye is drawn to the negative space - the space between buildings. This is useful for studying how buildings frame open spaces, such as the traditional campus quadrangle. It can also be used to analyze building density, relative building size, and building placement.

<http://home.earthlink.net/~mmwedig/webpages/infodes/intromp.html>

Finished Grade. The natural or revised grade exterior to all buildings or structures created by any proposed development.

Floor Area Ratio (FAR). The net floor area of a building or buildings on a lot divided by the lot area or site area.

Gross Square Feet (GSF). The sum of all areas on all floors of a building located within the outside faces of its exterior walls, including excavated basement areas, corridors, mezzanines, and storage (not arcades).

Loggia. A roofed open gallery especially at an upper story overlooking an open court. It may be used for building circulation.

Parcel. A development site or portion of land occupied or capable of being occupied by a use, building, or unit group of buildings and accessory buildings and uses, together with such open spaces and service areas and setbacks.

Mixed Use Development. An integrated development containing residential, commercial and/or industrial activities and adhering to a comprehensive plan and located on a single tract of land, or on two or more tracts of land which may be separated only by a street or other right-of-way, or which may be contained in a single building.

Off-Street Service Facilities. A site or portion of a site devoted to the loading or unloading of equipment or materials, including loading berths, aisles, access drives, and landscaped areas.

Pedestrian Passageway. Ground level, outdoor access meeting ADA requirements.

Setback Line. A line within a lot parallel to a corresponding lot line, which is the boundary of any specified front, side, corner side or rear yard, or a line otherwise established to govern the location of buildings, structures or uses. Where no minimum front, side, corner side or rear yards are specified, the setback line shall be coterminous with the corresponding lot line.

Story. A portion of a building between the surface of any floor and the surface of the floor next above it, or, if there is no floor above it, the space between such floor and the ceiling next above it.

Sustainability. The physical development and institutional operating practices that meet the needs of present users without comprising the ability of future generations to meet their own needs, particularly with regard to use and waste of natural resources. Sustainable practices support ecological, human, and economic health and vitality. Sustainability presumes that resources are finite, and should be used conservatively and wisely with a view to long-term priorities and consequences of the ways in which resources are used.

<http://www.ucop.edu/facil/greenbldgs/>

C. Acknowledgments

Planning Advisory Committee (PAC)

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