Circulation

Two very different goals must be met for circulation in North Campus: one is to provide clear, direct and efficient entry to the entire campus from the north entry, the other is to create an internal identity for the neighborhood that is pedestrian oriented. The general approach is to create a pedestrian (including bicycle) precinct between the ridge and the campus loop road, and to keep automobile parking and access to the outside edges of the neighborhood. The loop road (Scholars and Hopkins Drives) as well as the access drives at the north entry and Salk Institute Road will direct vehicles to parking or the center of campus. Pedestrian traffic is focused on the ridge, which provides a direct link with colleges to the south. University Center can also be reached by the ridge, or by a path through the housing east of the ridge to Hopkins Drive and along Library Canyon.

Alternative modes of transportation and the distances to be walked by pedestrians must be considered. The walking distance to University Center in one factor. Bicycles and campus transportation should be considered as alternatives. Parking and access must also be considered. Access for people with disabilities to all facilities is a planning challenge because of the sloping terrain, but provisions for integrated access must be established for each facility. Refer to Edge Condition Sections in the Site Planning and Architecture chapter for illustration of circulation cross-sections. (see earlier Figure 19)

PEDESTRIAN CIRCULATION

The pedestrian system follows the grid of view corridors and the highpoint wedge to give a clear structure to the access system for facilities. Walkways have a hierarchy which reflects the likely volumes of traffic from the residential areas and parking to the academic spine and the central campus. The hierarchy as illustrated in Figure 38 affects both width of walkways and design of the walk and its open space. Refer to the Landscape Guidelines, for landscape treatment of the circulation system (see earlier Figure 29).
**Ridge Walk**
Ridge walk has been designed as a 24' wide concrete campus level mall. It is the dominant walkway in north campus and also includes bicycle and emergency access. Bicycle parking areas should be provided near major building entries and at the nodes.

**College Malls**
The malls are intended to be visual connections as much as circulation links. Walkways and access should be subordinate to the visual character of the open space and landscape setting. No minimum pavement width is established—walks could be subordinate to gardens and landscape panels.

**Pedestrian Spines**
Two walkways are considered the major pedestrian links from the colleges to the ridge walk. They should be a minimum of 12' in width and provide hardscape paving for gathering along ground floor uses at development sites. These should not be thought of as either bikeways or emergency access ways.

- **College A:** A combined walkway and bridge system links the College A Quad with the Commons and ridge walk. This walkway must be provided as part of site development on sites 6, 11, and 12. The specific alignment of the walkway is intended to provide a view corridor from...
the ridge to the College A Quad. This spine should have the most urban, street-like character of walkways in North Campus.

- **College B:** The location of the east-west walkway is fixed as part of the open-space framework whether or not a second college is built. In addition to providing access from residential areas to the ridge, it connects the neighborhood with the Torrey Pines gliderport and future park at Torrey Pines Scenic Drive. It could be developed as a terraced edge of the development sites to the north of the wedge (sites 7, 9, 14 and 15). Seat walls along the open space of the wedge and arcades or porches along the face of buildings at the first floor can take advantage of the south exposure and view.

**Primary Walks**
A second level of connectors provides separation of uses, view and access. These walkways are a minimum of 10' and maximum of 20' wide where fire control access is required. They will provide direct access to features such as parking, the highpoint wedge, entry kiosk and so forth.

- **College A:** The dominant of these walks is an east/west connection between the two parking garages and the ridge. The garages should have important lighted pedestrian access points at the terminus of the walk.

- **College B Connector:** This is a walk on the Torrey Pines Terrace which separates and provides access to residential and academic areas.

**Secondary Walks**
A third level of pedestrian circulation is proposed within development sites to provide access to entries and discrete landscapes framed by building complexes. These walks should be a minimum of 6' in width and provide a variety of experiences which relate to views, activities, and landscape.

**DISABLED ACCESS**
Access for all, in accordance with state and federal regulations, is university policy. The site slopes from the ridge to both the east and west at from 7% to 12%. A system of switch back ramps and walks at a diagonal to the grade is proposed to provide access to all facilities. Walkways should be provided at a maximum of 5% slope wherever possible to limit the use of steps and "alternative" ramps which require railings or indirect routing. The concept of the neighborhood plan is to provide facility access at grade from Scholars Drive, the Torrey Pines Terrace level and ridge walk. All courtyards should be accessible without stairs from one of these levels. Access between levels is provided by elevator within buildings and ramps or walkways in open space.
BICYCLE ACCESS

Designated bicycle access is provided on Hopkins Drive, Scholars Drive and the entry drives in accordance with the Campus Bicycle Circulation Study. It is expected pedestrians and bicyclists will share pedestrian walkways. Bicycle parking should be provided at the loop road system where it meets the Pedestrian Spines and Primary Walkways and near the entries to major facilities from the loop road system and ridge walk.

TRANSIT ACCESS

University transportation is very important because of the size of the campus and the considerable distances between facilities. The current shuttle bus routes will probably be extended to serve future facilities and parking areas in North Campus. The University encourages carpooling. RIMAC and other high activity centers will be convenient bases for carpooling on North Campus. Regional bus stops on North Torrey Pines Road also serve the neighborhoods. (Figure 39)

AUTOMOBILE CIRCULATION

Use of vehicles on North Campus will be concentrated outside the pedestrian area as defined by Scholars and Hopkins Drives and the entry road.

Scholars Drive and Hopkins Drive
These roads are part of the campus-wide loop system. They are anticipated to remain 36 feet wide with two 12' travel lanes and a 6' combination bicycle, pull-out lane on both sides. No parking is permitted. Adjustments may be made for drop-off areas and turning lanes. The alignment of Scholars Drive will be changed by the north entry road realignment.

North Entry
The new entry location is opposite a relocated entry to Torrey Pines Center South and will be signalized. It is aligned with the existing entry kiosk which will be retained. This road provides access to parking facility 3 on North Point as well as Hopkins and Scholars Drives.

Salk Institute Road
The existing entry in this location includes a signalized intersection and provides access to Scholars Drive and parking facility 2 adjacent to Thurgood Marshall College.
**North Torrey Pines Road**
This is a major collector in the Torrey Pines area as reflected by generous setbacks for adjacent uses. Issues for future consideration include protecting the rustic scenic character of the drive along the road, providing continuity of the campus landscape image from north to south and providing noise separation from traffic. No plans are currently underway to widen or improve this road. However, long range city plans call for widening to six lanes between Torrey Pines Scenic Drive and Genesee Avenue.

**Genesee Avenue**
Genesee Avenue is proposed to be realigned where it currently intersects North Torrey Pines Road. This realignment will create a continuous curve with the portion of North Torrey Pines Road to the north of the intersection reflecting the higher volumes of traffic heading to the north to the research park area rather than west and south into the campus area. North Campus cannot be accessed from the proposed intersection which necessitates the relocation of the north entry.

**AUTOMOBILE PARKING**

Three parking structures are proposed. Access, relationship to nearby uses and protection of views from the ridge were considered in selecting locations. Parking alternatives considered included incorporating parking underground and distributing parking in smaller facilities in more locations. Parking underneath facilities is not considered either strategically or financially feasible for the buildout of this plan, but could be used to reduce the size of the three proposed facilities whenever possible. Parking spaces in the three facilities are as well distributed as they would be in a larger number of smaller facilities, and concentration dramatically reduces the amount of buffering space required for “parking edge” impact on the neighborhood (Edge Sections, earlier Figure 22).

About the parking facilities:

- The three primary locations proposed each can be designed effectively to fit into grade and below views
- Orientation to parking facility entries is simple and direct
- The two structures to the south will effectively serve RIMAC events as well as buffer Thurgood Marshall College from North Campus
Parking Facility Design

The design should be simple in all cases. Structures should be hidden from view by grading and landscape where possible. Design articulation should be confined to areas and edges used by pedestrians such as access elevators and stairs or facility entries where they meet pedestrian connections. The idea for grading along North Torrey Pines Road is to slope earth up against a crib wall which faces structures 2 and 3. This minimizes views into the structure from the road but will allow natural ventilation to all parking levels. The upper level of each of the three parking facilities is at or below grade or adjacent to uses on the upward (ridge) side. A crib wall "well" can be used to provide light and ventilation to the extent necessary to eliminate the need for mechanical ventilation (see earlier Figure 22). Development can be incorporated above parking if and when it is feasible.

Facility 1 at RIMAC
1130 Cars 4 levels
Facility 1 will be entered from Hopkins Drive. Access can use the service drive for RIMAC and Supercomputer, and a secondary access (entry or exit) could be provided to the south to the extension of Voigt Drive. The top level of this structure is at the elevation of ridge walk and the ground floor of Social Sciences. Views over the top and of the sides should be screened with densely planted Eucalyptus trees and shrubs. This facility will not block views from the Social Sciences building to the west.

Facility 2 in College A
970 Cars 4 levels
The primary entry to this structure is from Scholars Drive which is at the upper (fourth) level of the structure. A right-in/right-out access to North Torrey Pines Road from the first level should be explored with the City of San Diego. The upper level of the structure should incorporate a broad band of 10 to 15' high landscaping on the view axis from IR/PS. This landscaping will reduce the apparent size of the parking from above and provide a foreground for views from IR/PS and the residential site east of the facility.

Facility 3 at North Point
630 Cars 3 1/2 levels, stepped
This structure will be entered from the entry drive at the information kiosk on the ridge and exited at the intersection of the entry drive and Scholars Drive. Stacking distance is inadequate for entry at the Scholars Drive intersection. A right-turn exit may be considered to North Torrey Pines Road. Access at the ridge should be by way of the east lane of the existing ridge entry drive. The top level of the structure is below ridge walk. It can be stepped down one level toward North Torrey Pines Road. This would maximize views over the facility from ridge walk while minimizing its height along the entry drive. The facility should be screened from North Torrey Pines Road and the entry drive.