The College Plans
The following discussion describes the plans that will direct the expansion and development of Revelle and Muir Colleges. The plans include:

- **Plan Concepts**: four guiding principles that establish the overall plan direction; they highlight themes of particular importance in establishing the pattern of development in the two colleges.

- **Facilities Development Framework**: sites for future development, and illustrative and parcel plans that establish the development pattern.

- **Open Space Framework**: the strategy for all open spaces types in the colleges.

- **Access, Circulation and Parking Framework**: the system of vehicular, pedestrian, bicycle and service access.

- **Utilities**: key issues regarding required infrastructure.

- **Phasing**: concepts for the logical phasing of new facilities and site improvements.

The Design Guidelines section that follows The College Plans details design guidelines for sites, buildings and open spaces based on these plans.
Neighborhoods of Quads

Central to the University mission of instruction, research, and public service, is the education and socialization of students through their living and learning environments, and support for the ongoing collaborations among faculty engaged in teaching and research. Adjacencies among related and complementary uses are essential to these ends.

The relation of these facilities to open spaces is key to this concept, since the benign climate of La Jolla is ideally suited to the use of outdoor spaces for informal gathering and meeting. Revelle and Muir Colleges are already built around a system of quads and defined open spaces. Some of these are successful; others are poorly defined and do not support the variety of important daily interactions key to the university’s mission.

A key concept, therefore, is to build upon this existing framework, and use the planned program to improve and strengthen this framework of quads. A variety of types of quads are envisioned, such as academic, residential, and recreational. Each can be unique in its design, but each is located so as to reinforce linkages from each college to the center of UCSD at University Center.

For both Revelle and Muir Colleges, clustering academic uses around specially designed quads or plazas will improve adjacencies among academic facilities and promote informal encounters that can lead to collaboration and interaction, important in today’s increasingly interdisciplinary research environment.
Ridge Walk

In the 1963 Long Range Development Plan, the first colleges were to be located on a plateau at the west edge of the 1,200 acre site, following a ridge that ran north-south through the campus, occupied at that time by Highway 101. Campus planners suggested that the road alignment be replaced with a “Champs Elysees” or grand pedestrian promenade, which would connect the colleges and major destinations arrayed along its length.

Today, as planned, Ridge Walk connects the north entry to UCSD at the information kiosk to Revelle Plaza at the south. However, it has been implemented incrementally, without a vision for its design clarity. It is not necessary or appropriate that Ridge Walk be designed along the model of a grand boulevard, but it does need to be identifiable as one of the most important pedestrian walks at UCSD. Reinvigorating and clarifying Ridge Walk to a level commensurate with Library Walk, is an important element of the plans for the neighborhoods. Like Library Walk, this suggests that certain consistent elements such as lighting and planting be used to establish its identity and create a more consistent appearance.
College and Campus Connectivity

As UCSD has matured, facilities that are major destinations for students, faculty and staff are increasingly being found in University Center. Easy connections between Revelle and Muir Colleges and University Center are critical; many classes are located in University Center as are major dining and events spaces. The plans for Revelle and Muir Colleges have, therefore, been developed to reinforce existing walkways, and to create complementary new pedestrian movement corridors and connections.

In many areas of both colleges, situations exist where potentially dangerous conflicts between pedestrians and vehicles occur. In the north, the alignment of Scholars Drive corresponds to the alignment of Ridge Walk, resulting in a confusing situation for pedestrians and drivers. The strategy for mitigating these issues is twofold. First, parking will be moved to the periphery of the colleges; second, wherever possible, Scholars Drive and other roads will be realigned to eliminate or minimize conflicts.

The locations of new facilities and open spaces have been configured to support connectivity between the colleges and University Center. In particular, facilities are used to frame quads, either in academic or residential areas, that are the center of college life. The paths between them also serve as a path to the broader campus, including destinations such as Price Center and the Library.
Unique Landscape Expression

The 1989 UCSD Master Plan identified three types of open space that characterize the campus: the rustic (Eucalyptus groves, canyons and other areas typically at the edges of the campus), discrete (quads, plazas and courtyards) and transitional (other open spaces, typically between the other two). This Neighborhoods Plan further refines this concept for the two colleges.

The two colleges sit high on a ridge within a larger landscape environment where coastal and inland zones meet. The natural landscape in this area is a coastal chaparral that is unique to the San Diego area, and that includes species such as the Torrey Pine that are native to the area. Over time, this landscape has been supplemented with species such as Eucalyptus, which are compatible with but not native to the area. At the same time, however, other materials have been introduced that are derivative of the eastern/mid-western “collegiate” landscape of lawns and manicured spaces.

The concept for the landscape at Revelle and Muir Colleges is to:

- Reintroduce and strengthen the coastal landscape to the maximum extent possible.
- Expand the Eucalyptus Grove plantings adjacent to the Park area in the colleges.
- Focus the discrete landscape - the manicured, collegiate landscape of lawns and other plantings - in the quad areas of the campus.
The Facilities Development Framework consists of the plans that will guide the placement of buildings to accommodate program growth. The Facilities Development Framework includes a description of:

- Opportunity Sites for Facility Development
- Illustrative Plan and Parcel Plan
- Parcel Matrix
- Phasing Plans.

Opportunity Sites

An assessment of the two colleges was made to identify the full range of potential sites for the new facilities identified in the program. Given the large program contemplated for accommodation in the colleges, this early assessment was aggressive in its approach to considering major alterations to the current pattern of facilities and open space. In several cases, large open spaces such as the northern portion of Sun God Lawn and Revelle Plaza were considered candidate sites for strategically placed development. Overall, however, retention of most open space was considered an important resource to be conserved wherever possible.

Opportunity sites are illustrated in Figure 5 and fall into three categories:

- Least Constrained: Included are sites that are currently underutilized open areas, open space, or parking lots, where relocating parking is the primary barrier to their development, or where their development will not significantly alter the character or functionality of that part of campus. These sites consist are mostly the large parking lots, but also include smaller sites in the northern part of the study area.

- Moderately Constrained: These include sites that could be utilized but that would have a significant impact on the appearance or use of nearby campus spaces and that require careful study and potential reconfiguration of adjoining areas.

- Most Constrained: These are sites that would require relocating or replacing a use elsewhere due to the importance of the use to the colleges or campus as a whole, such as the recreation fields or academic and housing uses.
Figure 5 - Opportunity Sites

Legend
- Least Constrained
- Moderately Constrained
- Most Constrained
- Study Area Boundary
**Illustrative Plan and Parcel Plan**

The Illustrative Plan (Figure 6) establishes a vision for the accommodation of the projected program for the two colleges, based on implementation of the plan concepts noted above, as well as improvements to the circulation and open space networks that are described in the sections that follow. The plan is an illustration of the campus if the concepts and guidelines of this plan are followed. Actual design will undoubtedly vary somewhat as specific projects are planned and designed.

The Parcel Plan (Figure 7) defines specific building parcels, and describes key criteria regarding setbacks and site area needed to:

- Accommodate the prescribed building program.
- Ensure an attractive and usable open space system.
- Optimize adjacencies for learning, research and student life.

The Parcel Plan describes key dimensions, alignments, and required setbacks in order to define the maximum development area that will be allowed at any give site. It should be noted that the Parcel Plan does not define actual building footprints; in most cases, the parcels shown are larger than typical building footprints are likely to be. Within some parcel areas multiple buildings or uses may be located. The parcels define the configuration and maximum development envelope in order to protect and enhance the open space environment of the colleges.

As the Illustrative and Parcel Plans show, the program elements planned for Revelle and Muir Colleges can be accommodated in the available sites. There is some excess capacity beyond the projected program in Muir College, however, every major site in Revelle College will be required for its large planned program. In addition, all sites will need to be utilized efficiently, built out at densities that are near their capacity, so as to not waste the limited land area that can be made available.

Although there will be significant new program space added to the two colleges, the required size and scale of new facilities overall will be consistent with that already existing, as well as with other parts of UCSD. In Revelle, the largest academic buildings will be similar in scale to Pacific Hall and Natural Sciences, but residential buildings will be more dense than those existing, on the scale of the residences at Muir College. In Muir College, the new academic buildings and the new residences will be similar in scale to those existing. Academic buildings will range from four to seven stories; residential buildings will range from four to twelve stories.

The following discussion summarizes the key land use and facility siting decisions embodied in the Illustrative and Parcel Plans.

**Academic**

Academic uses are located to optimize adjacencies with other academic uses. At Muir College a new academic cluster (Parcels 16, 17, and 18) is located on the current eastern parking lot (P207), reinforcing the Muir entrance and flanking, with Thurgood Marshall buildings, this portion of Ridge Walk. An additional academic site is located adjacent to the Faculty Club (Parcel 15), framing and defining the Sun God space and Ridge Walk.

In Revelle College there are three primary academic clusters created or reinforced by this plan. A new academic building on the site of the recreation gym (Parcel 11) completes an academic quad defined by Mayer, Urey and Pacific Halls. To the west, a new building at the southwest corner of the recreation fields (Parcel 10) joins the academic quad fronted by Pacific Hall, Natural Sciences and Urey Hall. Finally, a third and new academic quad is located at the southern edge of Revelle College, at the terminus of Revelle College Drive (Parcels 2,3,5). This academic quad, which will serve as the new formal entry to the College, is created by three significant new academic facilities.
Figure 6 - Illustrative Plan

Legend:
- Proposed Academic Building
- Existing Academic Building
- Proposed Residential Building
- Existing Residential Building
- Proposed Student Life Building
- Existing Student Life Building
- Proposed Parking Structure
Residential and Student Life

In Muir College, residential units will be added immediately adjacent to Muir Apartments (Parcel 13), linking them with the existing quad and housing complex. In Revelle College, a new residential neighborhood will be created with new residential and apartment buildings (Parcel 6), focused around a new residential quad. Revelle Commons (Parcel 8) will be renovated to provide a more active, engaging and up-to-date facility. As a complement to the Commons, a small café pavilion will be located in Revelle Plaza (Parcel 9), which will attract students at all hours as well as faculty and staff moving from parking to academic destinations throughout the day.

Recreation and Athletics

The new Wellness Center is combined with a relocated Recreation Gym, and will be located north of the existing Main Gym/Natatorium on Parcel 12. The recreation fields are retained as currently located, with minor modifications to their layout necessitated by the addition of nearby service roads. This location will allow continuing adjacencies among the fields and courts, the Main Gym, the newly combined Recreation gym and Wellness Center, and the nearby Original Student Center.

Parking

In order to gain sites for new facilities, all parking with the exception of disabled access parking, service parking, and limited special permit parking will be relocated from central areas and consolidated into two structures located at the northern and southern extremes of the study area (parcels 1 and 18). These structures replace existing parking and projected parking needs for both colleges consistent with the LRDP. The structures are located so as to minimize pedestrian/vehicular conflicts while releasing sites for good academic and student life adjacencies.

Parcel Matrix

The Development Parcel Capacity Matrix (Figure 8) provides information on each parcel illustrated in the Parcel Plan. For each parcel, key information is provided regarding the size of the site, the maximum allowable building ground floor area and building height. Although most sites are readily accessed from Scholars Drive, some are more constrained and will, therefore, be less suitable for uses that may entail deliveries by large trucks or where particularly generously sized internal or external loading and service areas may be required; these considerations are also noted.

The Development Program Matrix (Figure 9) indicates site capacities and program elements that would be suitable for each site, recognizing that over time the projected programs may change and that flexibility will be required. It will be important, however, to ensure that sites are not developed with programs significantly smaller than their capacity. Due to the limited land availability in the Revelle and Muir neighborhoods, this could jeopardize the ability of the colleges to accommodate the entire projected programs in the future.

The Development Program Matrix takes each projected facility program elements described earlier and indicates where they would most appropriately be located. Generally these determinations have been made based on site size and ability to accommodate large program, on the size and configuration of service and loading areas, or where adjacencies to other uses suggest most suitable potential sites. In all cases, the assignment of facility program to site has also been determined to maximize the efficient use of limited land or site resources.
Figure 7 - Parcel Plan

Legend
- Alignment Point
- Alignment Line
- Key Dimension
- Stuart Collection
- Area of Influence
- Existing Building
- Study Area Boundary
- Proposed New Building Site
### Figure 8- Development Parcel Capacity Matrix

<table>
<thead>
<tr>
<th>Parcel No.</th>
<th>Location</th>
<th>Parcel Area SF</th>
<th>Assumed Building Footprint</th>
<th>Max. No. Floors Above Grade</th>
<th>Max. GSF</th>
<th>Appropriate for Large Vehicle Service</th>
<th>Appropriate for Vivarium</th>
<th>Appropriate for Parking Structure</th>
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<td>1</td>
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<td>2</td>
<td>Scholars Drive at new Entry Quad</td>
<td>62,120</td>
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<td>5</td>
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<td>Scholars Drive at new Entry Quad</td>
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<td>5</td>
<td>West of Galbraith Hall at new Entry Quad</td>
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<td>Existing Fleet Housing site 6</td>
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<td>600,000</td>
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</table>

**Notes:**

1. Assumed building footprint gross square footage is similar to footprints depicted in the Illustrative Plan. Actual footprints and gross square footage to be determined during programming and design.
2. Additional building height may be allowed upon review if required by building program. Floor-to-floor heights assumed as follows: Labs: 17'; Offices: 12'; Housing: 10';
3. Full basement level on academic building parcels assumed in max. GSF calculations.
4. Parking structures assumed to have multiple levels below grade in order to reduce above-grade impact. Maximum number of floors for non-parking structures on these parcels to be equivalent in height to Maximum Number Floors Above Grade column.
5. Building Footprint gross square footage for Parcel 1 depicts Revelle Parking Structure (59,250 gsf) and potential attached academic, office or housing space (19,100 gsf).
6. Residential building height assumed to be variable, up to maximum.
7. Building square footage and max. gsf smaller than parcel area to allow flexibility in building location and configuration of building envelope.
<table>
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<th>Development Program</th>
<th>College</th>
<th>Appropriate Parcel</th>
<th>Total Building GSF</th>
<th>Large Vehicle Service Access Required</th>
<th>Potential Vivarium</th>
<th>Potential NMR</th>
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</table>

**Notes:**

1. Biology and CBM can be constructed together or as separate facilities.
2. Site capacity of Parcels 5, 9 and 10 requires Biology & CBM to be combined in one facility.
3. The Revelle Provost program would be appropriate on these sites in combination with other uses.
4. These program elements assumed to be one project, although they may be phased.
5. Site capacity of Parcel 2 allows for potential combination of these program elements with others (e.g., Biology or CBM), constructed together or as separate facilities.
6. Recreation Gym replaces existing Gym displaced by program to be developed on Parcel 10.
Open Space Framework

Despite the significant planned building densities of the colleges, there is an important opportunity to create a memorable and functional system of generously-sized quads and other open spaces. Scaled to complement the surrounding built environment, these open spaces must be of an adequate scale and design to provide relief from the built environment while providing human-scaled places for socialization or contemplation.

As illustrated in Figure 10, there are three types of major open space in the Revelle and Muir Colleges neighborhoods:

- Quads
- Recreation open space
- The Grove Reserve.

These are the outdoor spaces that have a defined functional role, and are intended to be designed as a coherent whole and managed to provide a distinct sense of place. These open spaces are connected by a system of pedestrian linkages and landscaped spaces that combine to create a continuous and interlocking system.

Figure 10 indicates the type and general configuration of the open spaces planned for Revelle and Muir Colleges. Dimensions of these open spaces will be set by the parcel dimensions established in Figure 7.

The approach to the landscape of each of these open space types is described in the Landscape Guidelines section (page 78).

Quads

Academic and residential quads are the building block of the social outdoor spaces of Revelle and Muir Colleges. The plan organizes new academic and residential uses around these quad spaces, with building entries and active uses oriented toward them. They thus become places for running into a colleague, sitting with a cup of coffee, or “hanging out” and people-watching. The quads will provide a rich venue for the interaction and socialization that is so important in a college environment.

Detailed design recommendations for all quads where significant changes are envisioned are described in detail in the Specific Area Design Guidelines section (page 98) of this document.

Entry and Gateway Quads

There are two new Entry and Gateway Quads in the Revelle and Muir Neighborhoods. These quads serve to provide a front door to each of the colleges as well as to enhance the image of the campus at key visitor entry points to UCSD.

The Revelle Gateway Quad (open space a in Figure 10) is entirely new, located on the current parking lot site at the terminus of Revelle College Drive. It will denote the primary public gateway to Revelle College as well as providing a major open space at a primary entry to the campus as a whole.

The Muir Entry Quad (open space l in Figure 10) is an expansion and enhancement of the existing pedestrian entry from Muir Lane. It will be reinforced and improved with complementary buildings across Muir Lane and with a cul de sac turnaround for drop-off.

The Muir Gateway Quad (open space m in Figure 10) is a new quad that will be defined by the existing Muir Applied Physics & Math building and a new building on Parcel 15. This quad will serve as a gateway to and from the center of Muir College from Ridge Walk.
Figure 10 - Open Space Framework Plan

Legend
- Quad

Entry & Gateway Quads
- Revelle Gateway Quad
- Muir Entry Quad
- Muir Gateway Quad
- Thurgood Marshall Gateway Quad

Academic Quads
- Revelle Gateway Quad
- Revelle Science Quad
- Urey Green
- Muir Gateway Quad

Residential Quads
- Revelle Housing Quad
- Muir Housing Quad

University Open Spaces
- Revelle Plaza
- The Hump
- Wellness Quad
- Sun God Lawn

Recreation
- Revelle Recreation
- Central Recreation Fields
- Muir Recreation Lawn
- Muir Recreation Courts

Grove Reserve
- Existing Building
- Study Area Boundary
- Proposed New Building Site
The College Plans

Residential Quads

The two residential quads, one each in Revelle and Muir Colleges, are planned as the focus of residential student life. The residential quad at Muir will remain essentially as currently configured, with an expansion to incorporate the new apartment complex on Parcel 12 on the southeast.

An entirely new residential quad will be developed in concert with the new Revelle residences. This quad will be of a similar scale to that at Muir and will focus activity between Revelle Commons and the residential buildings.

University Open Spaces

These are the major open spaces of university-wide importance that function in a role beyond Revelle or Muir College alone. Two – Sun God Green and the Student Center “hump” will remain largely as currently configured, with some modifications associated with more clearly defining Ridge Walk. Two will undergo major redesign: the Wellness Center Quad will be redesigned with construction of the new Wellness complex, and Revelle Plaza will be redesigned as a major project to reinvigorate this historic UCSD gathering and event space.

Academic Quads

There will be four Academic Quads where concentrations of academic uses will found in the two colleges. Generally, these quads are defined by clusters of academic buildings that surround them and contribute to the character of these spaces, both physically and functionally.

Most of these quad areas are new or will be significantly altered with the addition of adjoining academic facilities. The proposed landscape treatment of each quad is described in the Landscape Guidelines and in the Specific Area Guidelines. Some, like Urey Green, require very little intervention. This is one of the most attractive and well-defined existing open spaces at Revelle, a cool green open space on the traditional quad model. Modifications to Urey Green will be limited to, accommodation of a new academic building on Parcel 10, improved direct pedestrian connections to Pacific Hall and the Revelle Natural Science Quad beyond, and improvements associated with Ridge Walk.

Two of the academic quads also function as gateway quads: Revelle Gateway Quad and Muir Gateway Quad. In each case these quads lie along Ridge Walk at major pedestrian gateways to the colleges. Surrounded by academic buildings, they will be active spaces, designed and furnished to promote conversation and interaction.

The Academic Quads include:

- Revelle Sciences Quad
- Urey Green
- Revelle Gateway Quad
- Muir Gateway Quad.

The Thurgood Marshall Gateway Quad (open space p in Figure 10) is an enhancement of a space that currently does not take full advantage of the configuration of its adjacent buildings. The future building on Parcel 18 will complete the edges of this quad, creating a gateway to and from Thurgood Marshall College from Ridge Walk.
Recreation Open Space

Active Recreation
The recreation fields and tennis courts currently located between Revelle and Muir Colleges, west of the Main Gym and Natatorium, will be slightly modified to accommodate surrounding development, but will remain sized to suit a variety of field sports.

Informal Recreation
A new complex of courts will be added between the north Muir College academic buildings and the Muir College parking structure. In addition to the recreation fields and courts, additional informal recreation areas will be found in each college. Both are located in close proximity to the student residences: one is near Muir College (Figure 10, open space n), across Scholars Drive, south of the new parking structure on Parcel 16, the other (Figure 10, open space b) is located adjacent to the new Revelle housing between Parcels 6 and 2.

The Grove
The Grove is the primary natural open space in or adjacent to the neighborhoods. Pursuant to the Grove Development Guidelines, the Grove cannot be diminished in size; in the Revelle and Muir neighborhoods, planting consistent with the Grove will be extended wherever possible to make this tremendous campus asset more prominent in the colleges. In addition, two types of improvements to the Grove are proposed:

- Removal or clean-up of service and trash collection locations, removal of unnecessary roads and/or parking. A thorough review of these conditions within the Park is needed to improve its overall appearance.
- Improvements to pathways through the Park. Several paths connect Revelle and Muir Colleges through the Park with destinations to the east, including Geisel Library, Price Center and other student-oriented facilities in University Center.
Sustainable transportation practices are an increasingly important part of university activities. The University of California has adopted Sustainable Transportation Practices in conjunction with those associated with building and site design. UCSD is taking actions on many fronts, such as increasing use of low or zero-emission vehicles, monitoring travel patterns, supporting transit, carpool and other alternate modes of travel.

Modifications to the roads, walkways, parking locations and shuttle and bicycle routes will also facilitate circulation on campus, discouraging the use of autos for intra-campus trips by making other means of movement equally convenient.

**Vehicular Circulation**

**Campus Entries**

Currently there are three signalized entries to the university from North Torrey Pines Road within the Revelle and Muir College areas: at Revelle College Drive in the south, at La Jolla Shores Drive in the middle, and at Muir College Drive on the north. The north and south entries will be retained. They are well-located and provide good access to important destinations, parking, and to internal campus circulation along Scholars Drive.

The La Jolla Shores Drive entry will be closed. It is poorly configured, requiring Scholars Drive to shift eastward in order to accommodate stacking for inbound and outbound turning movements. This layout results in significant conflicts between autos, service vehicles, bicycles and pedestrians, and consumes a significant amount of land in an area where efficient land use is essential. Traffic studies conducted in the course of this planning study determined that the La Jolla Shores Drive entry is not necessary to the efficient operations of the campus circulation system, especially the Scholars Drive loop road. As a consequence, this entry will be closed to vehicular traffic. Bicycle and pedestrian access across North Torrey Pines Road from La Jolla Shores Drive will be retained through bike lanes and signalized crosswalks. Operations of La Jolla Shores Drive to the west of North Torrey Pines Drive will not be affected.

An additional entry-only, if needed, will provide direct access to the Revelle parking structure, facilitating ingress to this structure and minimizing potential congestion on Revelle College Drive. This is described further in the following section of this document - Parking.

**Scholars Drive**

Scholars Drive is an essential campus loop road which accommodates general vehicular circulation, service and shuttle trips. Three improvements will be made to Scholars Drive:

- As described above, the La Jolla Shores Drive entry will be closed. By eliminating this entry, it will be possible to straighten Scholars Drive, simplify vehicular circulation, and eliminate confusion regarding movements to the service and parking areas associated with Pacific Hall, Urey Hall, and the Natural Sciences Building. It will also provide a major new academic parcel for the college. A traffic study should be undertaken to consider potential impacts of this closure on and off campus, including at the Scripps Institution of Oceanography. If necessary, traffic mitigation measures or improvements should be made to ensure safe and efficient vehicular circulation.

- Scholars Drive will be realigned in Muir College. Today it extends east into the campus, with most eastern portion running north-south along the alignment of Ridge Walk. This segment, especially at the southern end where traffic crosses Ridge Walk to access the Faculty Club parking lot and the Thurgood Marshall turnaround, presents significant conflicts for pedestrians. The north-south portion of Scholars Drive will be realigned to the west to be in direct alignment with that within Thurgood Marshall College. The abandoned portion will be transformed into an entry drive with turnaround for Muir College, and a limited access road for use solely by those with a specific desti-
Figure 11 - Vehicular Circulation and Parking

Legend
- Primary General Traffic Routes
- Restricted Access
- Parking Access
- Potential Third Entry Access to Revelle Parking Structure
- Primary Campus Entry
- Turnaround
- Parking Structure
- Existing Building
- Study Area Boundary
- Proposed New Building Site
nation to the east, such as the Faculty Club. Access to the Faculty Club will be controlled by the use of a rolled curb, special paving, special access permit, or with a gate or bollards.

- A realignment to establish a more nearly 90 degree, right-angle turn at the southwest corner of Revelle College near the parking structure, may be undertaken if needed to recapture additional development site space, and should not materially affect vehicular movements.

As illustrated in Figure 11, those roadways not considered Primary Traffic Routes (primarily Scholars Drive) will be considered Restricted Access. In these instances, general traffic will be discouraged through signage and physical means such as narrowing, change of paving, or curb treatments. Access will be restricted to service vehicles or others with special reason to be in these areas. By limited access in this way, conflicts between pedestrian, bicycle and vehicles will be minimized.

**Parking**

Currently, parking for faculty, staff, students and visitors is accommodated in large surface lots located in the north and south of the study area. An additional surface lot, which parks 144 cars, is located immediately west of the Faculty Club. Small areas of parking for disabled drivers and for service vehicles are found scattered throughout the study area.

The 2004 UCSD Long Range Development Plan consolidates parking throughout the campus into structures, locating them along the Loop Road. The intent is to keep the interior of campus pedestrian-oriented and keep vehicles at the perimeter. Two parking structures can be sited within Revelle and Muir Colleges and are anticipated to accommodate as many as 3,500 spaces in total. This study recommends an approximately equal split of parking spaces between the two colleges for the following reasons:

- The “center of mass” of potential users is midway between the two colleges.
- The expected population growth in Revelle College is such that providing 1,700 spaces here would maintain the current proportion of spaces to persons.
- A larger structure at Revelle College may create queuing problems along Revelle College Drive that could impact city streets.

However, further study will be required for the structures; if for financial or planning reasons it becomes necessary, this distribution of parking could be altered. Assuming that these improvements would be funded by the UCSD Parking System, the costs to replace this parking would result in substantial fee increases to the faculty, staff, students and visitors of UCSD. Financial studies that would define the financial effects and viability of implementing the parking components of this neighborhood planning study have not been completed as a part of this physical development study.

The surface parking lots represent significant opportunity sites for the campus and the colleges. As shown in the Illustrative Plan and Vehicular Circulation Plan, with the parking lots consolidated into two parking structures, both located at the periphery of the developed areas and immediately adjacent to Scholars Drive, major development sites become available that are conveniently located in proximity to other academic and residential sites.

**Revelle Parking Structure (Figure 12, Site A):** The Revelle Parking Structure is planned to accommodate 1,700 cars in nine levels. The structure can be entered and exited via either Revelle College Drive or via Scholars Drive. In addition, a dedicated right turn entrance lane from North Torrey Pines Drive may be necessary to mitigate possible congestion on Revelle College Drive in peak hours.

While a previous study proposed a circular configuration for the garage, this study proposes a more traditional rectangular structure, which makes possible the
Figure 12 - Parking Location Options

Legend
- Parking Sites
- Below Grade Parking
- Existing Building
- Study Area Boundary
- Proposed New Building Site

A  Revelle Parking Structure
B  Muir Parking Structure
C  Optional Central Recreation Fields Parking
D  Optional Faculty Club Replacement Parking
E  Optional Faculty Club Replacement Parking
addition of office space or residential uses along two sides to screen the garages bulk and appearance.

**Muir Parking Structure (Site B):** The Muir Parking Structure is illustrated as accommodating 1,800 cars in eight levels. Located immediately east of North Torrey Pines Road on the site of existing parking lot P208, the structure will be accessed from three points: Muir College Drive from the north, and two locations along Scholars Drive on the south and east sides. The parcel indicated for the Muir College parking structure is also adequate to accommodate informal recreation fields or courts along the southern edge in proximity to the Muir College housing.

**Optional Muir Recreation Fields Parking (Site C):** Additional parking could be provided in the future, if needed, under the Muir recreation fields. While well located to be convenient for many users, the parking would be more expensive to provide on a per-space basis than a typical parking structure, since development of recreation fields on the roof would add significantly to the cost of the structure. Removal of the fields to provide lower cost parking is not an option because of the importance of these fields to the students residing in the area and to the operations of the campus-wide recreation programs.

**Optional Faculty Club Parking Replacement/Reconfiguration (Site D/E):** Currently 144 parking spaces are provided in Lot P206 directly west of the Faculty Club. These spaces, a mix of metered, handicapped, and special permit, provide event and club activity parking for faculty and visitors. The metered spaces attract drivers (many of them students) hoping to park throughout the day, increasing traffic levels and compounding the conflicts between cars and pedestrians at the lot and at Ridge Walk.

Two options exist for this surface parking lot. In the short run, elimination of the metered parking, coupled with improvements to pedestrian walks, will limit the number of vehicles searching for parking throughout the day and will minimize the pedestrian and vehicular conflicts that currently plague the lot. In the long run, this parking lot could be replaced and relocated in a way that would further minimize conflicts. Options include:

- Locating parking under the new academic building sited directly west of the faculty club, with parking managed to prohibit general parking which would limit the number of trips, or
- Constructing a new parking structure under the Sun God Lawn/Faculty Club area, accessed from Mandeville Lane to the southeast. This alternative would eliminate the traffic / pedestrian conflicts at Ridge Walk, but requires careful site planning to minimize impacts to the Sun God Lawn and art work, and to the adjoining Park area to the east. Any relocation of the Sun God piece, even temporary, is likely to be very expensive and difficult to accomplish. As with potential parking under the recreation fields, this parking would be more expensive than a typical, above-grade structure.

If needed for larger events, shuttles or valet parking could be provided to assist visitors at special events who would be able to park in the Muir Parking Structure. In any scenario a minimum of 75 spaces shall be provided adjacent to the Faculty Club to support its operations. Similarly, access to the Faculty Club must remain open.

**Pedestrian Circulation**

On a university campus such as UCSD, the ease of movement of students, faculty and staff is tremendously important. Pedestrian walkways provide not only a means of moving between destinations efficiently, but also are places where a significant part of the social life of the campus occurs. Within Muir and Revelle Colleges there are three particularly important elements of the pedestrian circulation system that are illustrated in Figure 13.

The most important type of routes are the Primary Pedestrian Connectors. There are three of these that are of direct relevance to the colleges:
Figure 13 - Pedestrian Circulation

Legend
- Primary Pedestrian Connectors
- Ridge Walk
- Major Pedestrian Connectors
- Major Pedestrian Intersections
- Existing Building
- Study Area
- Proposed New Building Site
• Ridge Walk, which links several of the quads, academic areas and activity centers. It also connects Revelle and Muir Colleges to the colleges to the north.

• Mandeville Walk, which is an important connector between the Revelle and Muir Colleges, especially the Original Student Center, and the center of the campus including Price Center. These two student complexes are central to student life and connections between them need to be clear, convenient and safe.

• Library Walk, while not located within the colleges, is a key pedestrian link and destination for Revelle and Muir students.

Major Pedestrian Connectors, which primarily run east-west, are also illustrated. There routes provide intra-college access and link to the Primary Pedestrian Connectors. These routes are similar to the function of a collector street in the hierarchy of a roadway system.

Bicycle Circulation and Parking

Providing for bicycle access is important due to the significant size of UCSD, which can create a challenge for pedestrians traversing the campus, especially during class change periods. Bicycling is a good compliment to the campus shuttle system, and the climate and relatively flat terrain at the main UCSD campus are also conducive to bicycling.

The challenge in creating an effective bicycle system is two-fold:

• The potential for conflicts between pedestrians is significant; consequently, it is desirable to minimize bicycle route crossings of the Primary Pedestrian Connectors.

• The Loop Road is an appropriate location for cyclists with respect to pedestrian safety, but there are few connections to the roadway from the core areas of the West Campus, and bicycle lanes are provided only in parts of the Loop Road.

The bicycle routing system illustrated in Figure 14 shows a series of routes that largely utilize Scholars Drive, service roads, and existing pathways. Much of the Loop Road in this area already has a designated bike lane, where lanes are missing they should be added by widening the road whenever possible, as when capital projects are adjacent. Outside of the Loop Road, bicycles would share the roadway with other vehicles. This approach is meant to encourage cyclists to ride in the more open/visible areas and discourage them from riding in the narrow areas between buildings.

This bicycle system:

• Creates a backbone system for cross-campus bicycling.

• Avoids conflicts with Major Pedestrian Connectors such as Ridge Walk and Library Walk. Through the use of bollards, bicyclists would be required to dismount or travel very slowly when intersecting these pedestrian corridors.
Figure 14 - Bicycle Circulation and Parking

Legend
- Existing Bicycle Route
- Proposed Bicycle Route
- Existing Building
- Study Area Boundary
- Proposed New Building Site
• Provides east/west bicycle circulation, which is currently lacking.
• Provides a connection to the bike shop.
• Creates a new path through the Grove (north of Mandeville) which does not conflict with any pedestrian or vehicular facilities.

This bicycle route system will be augmented by a strategy of placing bicycle parking facilities along the bicycle routes and adjacent to primary destinations such as student housing and large academic buildings. Safe, visible, and convenient parking areas can be created approximately every 500’ (a 2-3 minute walk) along the bicycle routes in proximity to major destinations. Bicycle parking should be component of all capital projects on campus.

**Transit Circulation and Shuttle Stops**

The West Campus is served by nine distinct bus and shuttle systems. Four of these systems serve the Revelle/Muir Colleges area:

• City Shuttle (which will move to the Gilman Transit Hub).
• Coaster Shuttle (from Mandeville Center to/from the regional rail station).
• SIO Shuttle.
• Mesa Parking Shuttle.
• Loop Shuttle (circulates throughout West Campus, using Scholars Drive within Muir/Revelle).

These systems use the Loop Shuttle stops within Muir and Revelle Colleges. Therefore, the recommendations of the Transit Circulation Plan would apply to all four systems.

The shuttle stop locations shown in Figure 15 are slightly different than the current locations. A 500’ walking radius (which represents a 2-3 minute walking time) is used to identify the optimum location for shuttle stops to best serve the campus population.

The shuttle runs in two directions (clockwise and counterclockwise); therefore, two stops are needed at each location identified in the diagram. The preferred location for the stops is on the “far side” (downstream) of an intersection. A near-side stop reduces visibility of pedestrians crossing the street in front of the bus for motorists in the nearest travel lane.

As the colleges grow, shuttle service and stops will be adjusted to most optimally serve the growing population. Additionally, the planned extension of rail service to the northeast area of the campus may necessitate some modifications to bus service.

Shuttle stops throughout UCSD should have a consistent treatment of site furnishings to make them easily identifiable and comfortable for patrons. Improvements should include:

• Covered and wind-protected shelter structure.
• Information board or kiosk with campus events, shuttle schedules and routes, emergency contact information.
• Lighting.
• Seating and trash receptacles.
Figure 15 - Campus Shuttle Circulation

Legend
- Existing Shuttle Stop
- New Location of Existing Shuttle Stop
- 500' Radius
- Existing Building
- Study Area Boundary
- Proposed New Building Site
Service and Emergency Access

The Service and Emergency Access Plans (Figures 16 and 17) lay out the proposed pattern of vehicular circulation needed to meet emergency access requirements and to provide convenient and adequately sized access to loading docks at academic buildings sited according to the Parcel Plan.

Emergency access has been planned to accomplish the following:

- Provide access to all buildings by fire department vehicles on appropriately surfaced access routes with a minimum 20 foot width; where buildings exceed 35 feet in height, these access routes will be 26 feet in width. Also provide rooftop access along one full side of the building.

- Ensure access by vehicular fire apparatus to within 150 feet of all portions of a non-sprinklered building or within 200 feet of a sprinklered building.

- Provide adequately sized cul-de-sac or hammerhead turn around areas for fire apparatus vehicles to limit to the extent possible the need to traverse interior plazas and walkways to exit the site.

Service access is provided by means of existing and new service roads and loading areas. In some locations, service access is provided via facilities shared with general traffic. In other circumstances, service access is accomplished from dedicated roads directly from Scholars Drive. Service>Loading areas have been conceptually sized and configured to accommodate the full range of trucks that will be needed to provide service and deliveries, including large tractor-trailer vehicles.
Figure 16 - Service Access

Legend

- Service Vehicle Access
  (Precise routes to be determined in new development areas)

- Major Service Yard
- Minor Service Yard
- Existing Service Yard
- Existing Building
- Study Area Boundary
- Proposed New Building Site

Access, Circulation and Parking Framework
Figure 17 - Emergency Access

Legend
- Fire Access Road
- Fire Lane
- 150' Fire Lane Limit
- 100' Diameter Turnaround or Hammerhead
- Existing Building
- Study Area Boundary
- Proposed New Building Site
Despite the significant building program envisioned for Revelle and Muir Colleges, it currently appears that major upgrades to the Central Utility Plant, located at the southeast corner of Revelle College, will not be needed. The Plant will remain in place within the existing paved area, with minor expansions or improvements occurring over time per the Grove Development Guidelines.

Utility lines for high temperature water, chilled water and telecommunications generally emanate from the Central Utilities Plant to serve the colleges. A tunnel system serves Bonner, Mayer, Urey, York, Galbraith and the Commons, with additional tunnels reaching north to Muir. Electrical and natural gas also are provided from the Central Plant to the colleges, and a network of sewer and water lines are found throughout the colleges. A high pressure water pump station in Muir College is sufficiently sized to supply water for the growth anticipated at Revelle and Muir Colleges and will remain in its current location.

Extension of existing utility lines will be necessary to serve future development sites and facilities. Each facility will be responsible for providing utility service and in some cases the utility lines will need to be increased in size to anticipate future adjacent facilities also to be served by the same extensions.

Recommended phasing of facilities and site improvements are shown on the accompanying plans (Figures 18-21). New facilities and supporting site improvements, such as road improvements, service areas, and open spaces, are shown. It is particularly important that the non-facility improvements keep pace with the construction of academic buildings and housing; plazas, quads, paths, and other improvements will add immeasurably to the colleges’ and UCSD’s image and competitiveness in attracting the best students and faculty.

Phasing has been conceived based on several key criteria:

- Likely timing of state- and non-state-funded building projects.
- Required timing for parking reconfiguration (surface to structures) to free large site areas for new academic facilities or housing.
- Logical linkages of site improvements (quads, plazas, road improvements) to support the facilities improvements and improve the overall campus environment.

The accompanying diagrams show four possible phases of development, with facilities and site improvements indicated for each phase. While these phasing estimates are necessarily speculative, and timing for various elements may move more quickly or slowly, they illustrate the fundamental strategy for building out the two colleges.
Figure 18 - Phase 1

Phase 1 - 2006 - 2012

Legend
- Building - Current Phase
- Open Space - Current Phase
- Roadway - Current Phase
- Existing Building
- Study Area Boundary

Legend
- Building - Current Phase
- Open Space - Current Phase
- Roadway - Current Phase
- Existing Building
- Study Area Boundary
Figure 19 - Phase 2

Phase 2 - 2012 - 2016

Legend
- Building - Current Phase
- Open Space - Current Phase
- Roadway - Current Phase
- Building - Existing / Previous Phase
- Open Space - Previous Phase
- Roadway - Previous Phase
- Study Area Boundary

Phase 2 - 2012 - 2016

Legend
- Building - Current Phase
- Open Space - Current Phase
- Roadway - Current Phase
- Building - Existing / Previous Phase
- Open Space - Previous Phase
- Roadway - Previous Phase
- Study Area Boundary
Figure 20 - Phase 3
Phase 3 - 2016 - 2020

Legend
- Building - Current Phase
- Open Space - Current Phase
- Roadway - Current Phase
- Building - Existing / Previous Phase
- Open Space - Previous Phase
- Roadway - Previous Phase
- Study Area Boundary
Legend
- Building - Current Phase
- Open Space - Current Phase
- Roadway - Current Phase
- Building - Existing / Previous Phase
- Open Space - Previous Phase
- Roadway - Previous Phase
- Study Area Boundary

Figure 21 - Phase 4

Phase 4 - 2020 +

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