PART II: NEIGHBORHOOD PLAN
Neighborhood Plan
FIGURE 5
Neighborhood Plan
NEIGHBORHOOD PLAN

The overall objective of the plan is to firmly establish the character of a neighborhood in which buildings and landscape are interwoven with indoor and outdoor meeting and working areas. On the existing campus the favored spaces and buildings are mostly small in scale, intimate but serviceable and conducive to fruitful exchange among faculty, staff and students.

Discussions with the Planning Advisory Committee indicate that the Munk Laboratory (IGPP I) and its related open spaces can serve as an exemplary model of the relationships being sought for the SIO Hillside Neighborhood. It is built simply, but carefully fitted to the land, taking advantage of changes of grade for service areas and for exceptional views from the commonly used areas of the building and from many offices. The outlook provided is not only to ocean views but in some cases to close, well tended landscaped areas, including a wind-sheltered picnic and outdoor seminar area. Entry to the building is easily identified and circulation spaces within the building are spacious and pleasant. Wooden surfaces and compatible colors lend an inviting warmth and informality to a structure that is rational, carefully detailed and straightforward. Many of these same qualities may be found in the recently completed Revelle Laboratory (IGPP II) complex which serves as the connection point between SIO West and the SIO Hillside Neighborhood.

In the SIO Hillside Neighborhood buildings create embayments or land dams that retain the natural hillside outboard of development and focus activity around west facing courts located on the existing graded areas inboard of development (Figures 5 and 6). Simply massed structures, predominately three-story, accommodate the required building program and shape large, multi-purpose outdoor rooms. Deep Sea Court to the south and Ocean Court to the north accommodate parking, fire access, building services and lay-down areas. Upper Mesa Court to the east meets the access requirements but is limited in the amount of parking and outdoor work space it can accommodate by the steep topography of the hillside.

The development pattern shapes a contiguous open space along the eastern edge of the site. The open space is contained to the west by a permeable built edge intermittent with terraces that engage the surrounding landscape. To the east the open space is bordered by La Jolla Shores Drive, Expedition Way and the Expedition Way parking lot. Approximately one acre of the open space east of Deep Sea Court is Preserve Lands, a category of open space within the UCSD Park system.

The Scripps Ladder and connecting path network rely on the buildings, inclined paths and bridges within the neighborhood to link activities. Two transition buildings provide elevator access required for accessibility from lower elevations along Shellback Way to the Upper Mesa Court buildings. The Scripps Ladder generally follows the Redwood Fault, taking advantage of the swath of open space the fault creates through the middle of the neighborhood.
Existing roads are used where possible to accommodate buildings around the lower courts. The Upper Mesa Court will require the installation of a new short access road.
LANDSCAPE PLAN

The landscape is as important as the buildings in forming outdoor rooms and setting the character for open spaces that people will use, move through and view. Like the building configuration, proposed landscape interventions engage the entire site and are important in establishing continuity across the neighborhood (Figure 7).

The landscape outboard of development remains rustic in character. New plantings in this area should be in keeping with the existing coastal sage scrub and eucalyptus. Fire regulations will limit what is allowable in close proximity to the structures and this will establish a partially irrigated buffer between the buildings and the existing, outlying landscape. The emphasis is on maintaining a native vegetation context while introducing irrigation within this zone.

On the inboard or courtyard side of the buildings, color and formal plantings should serve to strengthen the presence of the Scripps Ladder, individualize courts and emphasize the difference between the rustic and transformed environments. Instead of the rigor of a fire code which primarily effects the landscape character outboard of development, the views required by the users, occupants and community require an equally demanding rigor for inboard areas.

The establishment of Scripps Grove along the Ladder underscores the significance of the pedestrian path. This is the most important landscape intervention in the plan. The core of the neighborhood from the western edge of Nierenberg Hall to the eastern parking lot is marked with a stand of low headed trees planted in rows.

Colorful trees should be planted in the parking areas of the arrival courts to provide shade, break-up the scale of the court and help distinguish the courts from one another.

The Hillside Meadow, flanked by buildings to the north and south and edged with circulation to the east and west, is the previously graded bank that rises east of Nierenberg Hall. It should be planted with blossoming ground cover that provide a foreground to ocean views from higher elevations and a pleasant outlook from the work spaces around it.
1. Ocean Court (014)
2. Deep Sea Court (016)
3. Expedition Way
4. Shellback Way East
5. Shellback Way North
6. Remote Lot (accessed from Expedition Way)
CIRCULATION PLAN

Vehicular Circulation - The vehicular access and circulation on the lower mesas of the SIO Hillside Neighborhood will remain unchanged except for realignment of Shellback Way to the periphery of Parking Lot 014 at Ocean Court. This realignment will provide improved access to the OAR Facility parcel. Upper Mesa Court will be reached from Expedition Way via an access road that would end in a turnaround on the court. This road will serve as an emergency, service, shuttle, and drop-off access to facilities on the upper mesa. (Figure 8).

A full intersection on La Jolla Shores Drive connecting Shellback Way with Biological Grade was proposed in the SIO Master Plan. A detailed study of topography revealed that Biological Grade could be realigned through Parking Lot 013 to create this intersection. The new intersection would include left-turn pockets on La Jolla Shores Drive to improve the safety of left turning movements over the existing center lane accommodation. This direct connection to the SIO West campus across La Jolla Shores Drive would be desirable, but it would be unsafe without a four-way stop or traffic signal because of the inadequate sight-line distance on the curving La Jolla Shores Drive. However, traffic conditions and volumes at this intersection are not such, as outlined in the City of San Diego criteria for the installation of stop signs, to warrant a four-way stop at this time. Therefore, realignment of Biological Grade should be revisited when potential redevelopment of the area north of Hydraulics Laboratory and the growth in the Hillside Neighborhood increase the traffic volumes to justify the four-way stop.

The Downwind Way intersection with La Jolla Shores Drive is located on a straight stretch of the road and has good visibility in both directions. Since a left turn movement is not allowed from Shellback Way, Downwind Way provides the only vehicular connection between this neighborhood and southbound La Jolla Shores Drive. It is recommended that a four-way stop be installed at this intersection in anticipation of the higher traffic volumes to be generated by the new development in this neighborhood and the potential conversion of the DSDP parcel to service uses.

Parking - The SIO Master Plan recommended that the future parking improvements be provided in smaller lots associated with individual buildings. This recommendation may be achievable in the neighborhoods where topography is relatively level, but given the predominance of steep terrain it is not possible here. Therefore, this neighborhood planning study carefully considered other parking options.

The projected parking demand, at the full build-out of the SIO Hillside Neighborhood, is estimated to be as much as 457 spaces (Table 4). However, the neighborhood plan identifies parking capacity of only 300 spaces within the boundaries of the neighborhood. These spaces will be located in two existing parking lots (Lot 014 and 016), the new Expedition Way parking lot and two small parking areas associated with individual buildings.

25
FIGURE 9
Transit Circulation

- UCSD Shuttle Route
- UCSD Shuttle Stop
- City Bus Route
- City Bus Stop

SIO Hillside Neighborhood Planning Study
SCRIPPS INSTITUTION OF OCEANOGRAPHY - UCSD
TABLE 4: PARKING LOCATIONS AND SUPPLY

<table>
<thead>
<tr>
<th>LOCATION</th>
<th>SPACES</th>
</tr>
</thead>
<tbody>
<tr>
<td>1 - Lot 014 at Ocean Court</td>
<td>115</td>
</tr>
<tr>
<td>2 - Lot 016 at Deep Sea Court</td>
<td>70</td>
</tr>
<tr>
<td>3 - Expedition Way Lot</td>
<td>75</td>
</tr>
<tr>
<td>4 - Shellback Way East*</td>
<td>20</td>
</tr>
<tr>
<td>5 - Shellback Way North</td>
<td>20</td>
</tr>
<tr>
<td><strong>Total On-Site Parking</strong></td>
<td>300</td>
</tr>
<tr>
<td>6 - Off-Site Parking**</td>
<td>157</td>
</tr>
<tr>
<td><strong>GRAND TOTAL</strong></td>
<td>457</td>
</tr>
</tbody>
</table>

*Optional use for this area would be for staging activities associated with Nierenberg Hall.
**Location, to be determined, elsewhere within the Scripps Campus boundary.

Approximately 157 additional parking spaces will have to be provided outside of the neighborhood at the full build-out. There are several ways to accommodate this demand:

1. Build remote parking lots outside the SIO Hillside Neighborhood boundaries, but within the Scripps campus. Assume adequate shuttle service.

2. Utilize excess capacity in the Aquarium-Museum parking lot during the school year and in the Revelle Campus parking lots during summer months.

3. Build decked or underground parking with redevelopment of the Deep Sea Court parcel.

The feasibility of building decked or underground parking should be evaluated during pre-design efforts for new development around Deep Sea Court.

Since the parking demand for this neighborhood was based on a greater population density and parking ratio (space/person) than experienced overall on the Scripps campus, an estimate of anticipated growth in population and related demand for parking should be made at the time a new facility is planned. Two years after completion of the construction, a survey should be conducted to verify if population and parking projections were on target. It is recommended that at the time when surveys indicate parking lots are nearing full occupancy, a new parking project of appropriate capacity should be planned.
FIGURE 10
Bicycle Circulation

- City Route
- UCSD Route
- Potential Interim Route
To assure timely implementation of additional parking to serve the SIO campus, when supported by the survey results, the UCSD Transportation Policy Committee should be alerted. This Committee is charged with evaluating needs and setting priorities for parking improvements. Subsequently, potential parking lot sites would be evaluated and the project processed for approval.

It is anticipated that the construction of the VH/TBR Facility and the OAR Facility, both fronting on the Ocean Court (Lot 014) will fill the existing lots to capacity. This may require implementation of an increment of new parking, especially since the Ocean Court parking lot will be used increasingly by the occupants of Revelle Laboratory. A remote location along Expedition Way, east of the neighborhood, may be the best site for this parking improvement project because of availability of level ground and proximity to the shuttle route.

**Transit Circulation** - The SIO Shuttle will continue to transport people between the lower and upper portions of the SIO campus and to the UCSD central campus. As the SIO campus develops, the effectiveness of shuttle stops will be constantly monitored and adjusted to respond to the needs of the SIO community. Typically, shuttle stops will be at locations which link to pedestrian routes or remote parking lots (Figure 9).

San Diego Transit buses serve SIO and offer connections to La Jolla, Pacific Beach, downtown San Diego, La Jolla Village Square, and University Towne Center. Three bus stops on La Jolla Shores Drive serve the neighborhood.

**Bicycle Circulation** - Bicycle circulation in this neighborhood will be confined to the existing roadways because of the steep terrain (Figure 10). Generally, bicyclists should be encouraged to use campus roadways wherever possible to avoid potentially dangerous traffic and curbside parking conditions present on public roadways.

Bicycle parking areas will be provided with each new facility. Bicycle parking requirements are outlined in the 1993 Campus Bicycle Circulation and Parking Planning Study.
FIGURE 11
Pedestrian Circulation

- - - - Scripps Ladder
- - - - Ladder alternate
- - - - Connecting paths
- - - - Elevators

SIO Hillside Neighborhood Planning Study
SCRIPPS INSTITUTION OF OCEANOGRAPHY - UCSD
Pedestrian Circulation - The path system within this neighborhood is designed to extend the social fabric of SIO West via an accessible passageway into the SIO Hillside Neighborhood (Figure 11). The possibilities for casual meetings and social encounters are maximized by concentrating direct movement through the neighborhood and overlapping the use of building corridors and elevators with pedestrian through-traffic.

Scripps Ladder moves from Scripps Crossing to the Expedition Way parking lot around the south end of Nierenberg Hall. A Ladder alternate goes around the north end of Nierenberg Hall through VH/TBR. The connecting paths generally run north to south, accessing places not directly adjacent to the Ladder. Paths parallel to the Ladder provide outdoor routes that do not require use of elevators. The Eucalyptus Walk north of development connects Ocean Court to the Expedition Way parking lot. The Scripps Ladder, Scripps Ladder alternate, and the connecting paths are accessible via elevators, gently inclined paths and exterior building walkways while the parallel paths and the Eucalyptus Walk are not.
PARCEL DESCRIPTIONS AND DEVELOPMENT PARAMETERS

The placement of development shown in this neighborhood is informed by the specific context of each parcel and by the principles set down to extend the valued planning aspects of SIO West. The intent is the creation of a neighborhood that is rooted in its site and composed of defined and useful spaces. Landscaping and buildings work together to form the gateways, focal points, activity centers and passageways that make this neighborhood pleasant to work in and easy to move through. Because the program for most of the neighborhood development was not determined at the time of the study, the urban design described is conceptual and intended to indicate the opportunities the site offers in the planning a neighborhood that fits its setting. All development on the site is subject to view studies which will inform more specifically the heights and mass of the buildings in the neighborhood.

The neighborhood is divided in four development areas: Nierenberg, Ocean Court, Deep Sea Court and Upper Mesa Court. The remainder of the neighborhood area is dedicated to open space (Figure 12).

The individual parcels bordering on the open space typically include a 35' subzone of an 85' brush management zone mandated by the campus fire marshall. The remainder of brush management zone is within the open space areas. The landscape character of these areas should, insofar as possible, match that of the existing rustic landscape. Upon completion of development for a parcel, this area should be preserved and maintained as open space.

NIERENBERG HALL DEVELOPMENT AREA

This site is bounded by Downwind Way on the south, La Jolla Shores Drive on the west, and the VH/TBR Facility parcel on the north. It extends into the hillside east of Shellback Way. This area accommodates Nierenberg Hall, its south service yard, the eastern landing of Scripps Crossing and two paths from the crossing, one leading north to Ocean Court Parking Lot 014 and the other east to Shellback Way.

The southerly, one-story, component of Nierenberg Hall contains laboratories fronting on the south service yard. The laboratories are surrounded by an inadequate number of support offices. An opportunity exists for additional building space along the west side of this building component. New offices could either be clustered around a ground level atrium connected to the existing building, or they could be constructed as a second level addition over the existing offices. It is recommended that the south service yard entrance be widened to improve service access by trucks.

A pedestrian route between Scripps Crossing and the Ocean Court parking lot will require additional improvements to achieve full accessibility. A new elevator at the west end of Nierenberg Hall is recommended as a means of providing this access.
This elevator would also provide access to the proposed new entrance at the west side of Nieremberg Hall.

An area along the east side of Shellback Way could be developed to accommodate a limited component of staging activities, or it could be improved for a 20-space parking area. This area would be about 35 feet in depth, set into the hillside, and 170 feet in length. Approximately a 12-foot high wall would be required along its length to retain the hillside. If implemented, this project should include the proposed landscape improvements intended for the Hillside Meadow bordering the site to the east. Pedestrian circulation is to be accommodated along the eastern side of Shellback Way, whether staging or parking go there.

OCEAN COURT DEVELOPMENT AREA

The Ocean Court site resulted from the filling of two small canyons that come together at this location. The east and north sides are bounded by steep hillsides. The area to the south was graded to accommodate Nieremberg Hall and associated work yards. Ocean Court accommodates vehicular traffic between La Jolla Shores Drive and Shellback Way. It is surrounded on three sides by development parcels; the fourth side of the court remains open to the west and ocean views. The proposed massing for this court steps up in height from the west to the east, following the slope of the hillside. The court elevation is approximately 220 feet above sea level.

There are four individual parcels within this development area: VH/TBR Facility, Ocean Court Parking Lot, OAR Facility and North Parcel.

**VH/TBR Facility Parcel (1)** - This parcel is the approved site for Vaughan Hall/T-Building Replacement (VH/TBR) Facility and Nieremberg Hall Annex (NHA), which is being designed concurrently with preparation of the plan. The proposed project will consist of laboratories and associated offices, a 60-seat classroom, a photo/video facility, and the Marine Life Illustration unit.

This site adjoins the north end of Nieremberg Hall, contains its northern service yard and encompasses a portion of the hillside to the east. It borders Ocean Court to the south. Shellback Way separates the level and sloping portions of this site.

The massing of the VH/TBR Facility is critical to the preservation of existing ocean views from Nieremberg Hall offices and to the preservation of service access to the existing laboratories opening on the north service yard. To this end and to fit with the landform the building steps up in height from the west to east. The eastern mass helps to enclose the existing service area between Nieremberg Hall and VH/TBR. The western mass anchors the structure into the hillside and sits within the Hillside Meadow. Between the two ends the building steps up to span over Shellback Way.
The elevator which serves this building also provides an accessible pedestrian route by means of outside building passageways and paths on grade between Ocean Court and Upper Mesa Court. It is situated just west of Shellback Way and connects to the terraces between VH/TBR Facility and OAR Facility via open walkways.

**OAR Facility Parcel (2)** - This parcel is an approved site for the Ocean/Atmosphere Research (OAR) Facility. The proposed OAR Facility will consist of offices, laboratories and outdoor testing facilities necessary for high technology oceanographic and atmospheric research. This 25,000 GSF building will comprise research and instrumentation laboratories requiring service access at the ground level and associated offices and electronic laboratories on the upper levels of the building. A service yard for this facility will contain a saltwater test pool, pressure test chambers, an overhead crane, and an area for staging and sea-going shipping containers. This area needs to be fenced off from public access. Shellback Way will be aligned along the west boundary of this parcel to provide easy access by large flat bed trucks.

This site is presently used for equipment storage and provides a staging area for sea-going expeditions connected with research activities housed in Nierenberg Hall. Relocation of this storage and staging area is required for the development of the OAR Facility. The Seaweed Canyon area and the DSDP parking lot are potential relocation sites.

The future building on this parcel is configured in two segments. The longer segment is turned to the northwest parallel to the contours of the hill behind. The building is three stories tall on the courtside and partially dug into the hill. The smaller building tucks into a draw in the northeast corner of Ocean Court. This four-story portion is a taller element which provides a focus when entering the court from La Jolla Shores Drive.

The smaller building contains the main entrance and an elevator core that serves both building segments. Open-air walkways span between buildings providing views of the ocean, the pocket garden below and the open space to the east. Terraces on the second and third levels at the south end of the OAR Facility access the VH/TRB Facility and walkways that lead to Upper Mesa Court and Expedition Way parking lot.

The court-level workspaces have direct access to the lay-down area which is configured to allow easy access for flat bed trucks.

**Ocean Court Parking Lot (3)** - This parcel is to remain a parking lot, which will be modified with the development of the OAR parcel. The proposed modifications include expanding the paved surface to the west to increase parking capacity, realigning Shellback Way to the east and north edges of the lot and installing landscape islands to visually improve the space. Trees should be planted in the parking area to break down the scale, soften the view of the buildings from the west and the upper levels of the surrounding buildings.
North Parcel (4) - This parcel is a sloping site which has excellent views of the coastline and is visible from La Jolla Shores Drive along the neighborhoods western boundary. Access to this parcel can be gained only from Shellback Way at the northern edge of Ocean Court. Development on this site should be low in profile to preserve ocean views from the portion of La Jolla Shores Drive lying to the east of the site.

Two buildings within this parcel climb in height from the west to the east. The eastern building, partially dug into the hill, steps up from two to three stories. The height change occurs at the elevator core and main entry which is sited at end of Shellback Way.

The western building is a two-story cottage also dug into the hill. It is sited to face La Jolla Shores Drive and serve as a marker for the vehicular entrance into Ocean Court. The pedestrian entry for the cottage is from a terraced garden between the two buildings. The lower terrace is slightly carved out of the hillside, providing direct access from Ocean Court. The upper terrace connects the second floors of the two buildings, providing elevator access to the upper floor of the cottage.

A walkway at the east end of the parcel provides a connection between an upper level of the eastern building and the OAR Facility.

DEEP SEA COURT DEVELOPMENT AREA

The site of Deep Sea Court was created by filling a portion of the canyon which intersects the court on the southwest corner. The south wall of the canyon contains the court, blocking views of La Jolla to the southwest and of surrounding public roads. The east side of the court is defined by a less steep hillside. To the north and west, the site opens to views of the Pacific Ocean. The court is approximately 160 feet above sea level, and is traversed by Redwood Fault.

The neighborhood plan recommends that, for the extended period of time (15-20 yrs.), the Deep Sea Court area be used for the SIO campus service and support functions. Given the convenient vehicular access and centrality of location, SIO physical plant services (consisting of storehouse, grounds, maintenance offices, and storage facilities) may be suitably relocated into the existing Deep Sea Drilling Project (DSDP) building complex. The SIO machine shop presently located at the beachfront location near the SIO's south entrance is another candidate for relocation to this site to be closer to research facilities that are its primary customers.

Since the displacement of the existing buildings is not contemplated in the near term, the only potential site for the machine shop and its service yard would be at the south end of this parcel and would require relocation of the Image Processing Laboratory trailer and a storage trailer to another location outside the neighborhood. Development of the machine shop may preclude the potential use of the Deep Sea Court area for the staging facility, presently located on the OAR Facility parcel.
Resetting the SIO service and support functions would free sites on the SIO West campus for development of new academic facilities and would allow for potential conversion of the existing machine shop structure into a Scripps Campus Commons facility.

Finally, some parking capacity would remain at this site for service vehicles and general parking, but the lot would be reduced considerably in size from its current 86-space capacity.

In the very long term, assuming that an opportunity for an academic facility requiring a large level outdoor work area would present itself, the DSDP complex may be demolished and the entire parcel redeveloped. At that time, the impact of this redevelopment on the currently contemplated service uses for this site would have to be carefully evaluated. Relocation of existing uses to other sites on the SIO East campus, such as the Seaweed Canyon area, would be required. Parking and the machine shop would be integral components of the redevelopment project.

The future redevelopment building program is concentrated in three structures. Two buildings are sited to frame the canyon. The tallest building is set into the steep canyon wall south of the court. The eastern building steps down from four stories at the south end to two stories at the north end, minimizing its impact on public views from Expedition Way and La Jolla Shores Drive. The space between the two buildings forms a pocket garden at the foot of the canyon.

A single elevator core serves both buildings, marking the extent of the four story section of the eastern building. Open-air bridges connect the buildings, offering views to both the canyon and the ocean.

The third building establishes the extent of the court by anchoring the northeast corner. This building mass, a one-story building with a low vaulted roof, best suits the machine shop planned for this parcel. An accessible walkway is provided from Scripps Ladder by a bridge over Downwind Way that connects to the roof of the eastern building. The roof design needs to consider those who walk along it and those who view it from above. The elevator core at the end of the walkway provides access to all other levels of the court. To minimize the length of the rooftop walk the core should be placed as far north as possible without impacting public views.

The court is configured to accommodate flat bed trucks which need to access both the service yard and the lay-down area. Trees with wide and low canopies planted in the parking area serve to break down the scale of the court and provide shade.

UPPER MESA COURT DEVELOPMENT AREA

The graded area at this location resulted from filling the existing canyon with soil from the Nierenberg Hall site. At the time of the study, the development on Upper Mesa Court is limited to small, temporary experiment facilities. Having the highest elevation of all the
courts, this court commands the most impressive views of the shore and Point La Jolla. Upper Mesa Court accommodates the most program area of the three courts. Hillside Commons, a public gathering place, is situated to the west and terraced down from the court level. Mesa Way, the access road between the southwest corner of the court and Expedition Way, moves transversely across the hillside at approximately the same elevation of the court, 270 feet above sea level.

The buildings which shape the court generally step up from west to east. The building walls that face the surrounding rustic landscape are typically less than two stories above grade. On the interior of the court the buildings to the east may be as tall as four stories as they retain more of the hillside.

**Key Building Parcel (1)** - This building steps up the hillside from Shellback Way to Upper Mesa Court. It is the most complex building in this plan, responding to a number of different opportunities and constraints presented by the site. It is central to the neighborhood plan and as a link in the pedestrian circulation through the neighborhood. Elevators and open-air corridors within the building contribute to a direct route from Scripps Crossing to Upper Mesa Court. This parcel also includes a portion of Scripps Grove, a stroll garden and the Hillside Commons.

The key building has three portions. At the west end, a three-story portion is sited across Shellback Way from the south end of Nierenberg Hall to form a gateway at Shellback. Scripps Grove, along the south edges of the buildings, provides landscape symmetry on either side of Shellback Way, reinforcing the presence of the gateway.

The building portion at the eastern end of the building has one story above Upper Mesa Court and one story below which opens onto the Hillside Commons. The silhouette of this end of the key building is simple yet distinctive, providing a focal point at the end of Mesa Way.

The building in between the two ends is configured to clear the seismic corridor that runs south of the building. It has a single-level roof, either flat or bowed, which is lower in height than the elevation of the court. This portion of the key building runs perpendicular to the contours of the hillside so while it is only one story above grade at the eastern end, it is four stories at the western end. It borders the Hillside Meadow to the north and borders the stroll garden through Scripps Grove to the south.

Two elevators serve this building and are critical to the Scripps Ladder between Shellback Way to Upper Mesa Court. An elevator at Shellback Way accesses the Hillside Commons via open-air walkways along the south side of the building. A second elevator connects the Commons to Upper Mesa Court. Access to these elevators from Shellback Way, Upper Mesa Court, the Hillside Commons and the gallery connecting the elevators should be direct, clear and prominent.
Mesa Way Parcel (2) - This parcel is located along the west side of Mesa Way. It is comprised of two building segments separated by an elevator core and main entrance. The structure is two stories, the lower story is at the same level as the Hillside Commons to the northeast and the upper story is at the same level as Mesa Way. This building together with the proposed development across Mesa Way forms a gateway into Upper Mesa Court.

The longer of the two segments is sited parallel to Mesa Way. The shorter segment turns to follow the contours of the hillside. Gardens fill the spaces created by the building. The garden on the east side of the elevator core should be irrigated and complementary to the gardens located between the buildings across the street. To the north, the building edges the stroll garden and Scripps Grove. To the south, the parcel is limited by the UCSD Park boundary. At the time of the development of this parcel the Park boundary should be reevaluated and possibly reconfigured to benefit both the project and the native vegetation resources in this area.

Upper Mesa North Parcel (3) - This parcel includes the development north of the court, Upper Mesa Court improvements and Eucalyptus Walk.

Upper Mesa Court is shaped to accommodate the necessary fire truck access, service areas directly adjacent to court-level laboratories and work spaces, and handicap parking. The parking area is centered in the court, shaded by a fragment of Scripps Grove. It is bisected by Scripps Ladder in the form of a pathway that connects the Hillside Commons to the stair that leads to the Expedition Way parking lot. Redwood Fault traverses the court and creates the gap between the buildings that accommodates this stair.

Building development in this parcel is sited against the eucalyptus grove north of the court. The program is accommodated in three buildings which step in plan as well as in height. The western building is two stories with one story below the court level. The middle building can be either two or three stories. The L-shaped building in the northeast corner of the court is the tallest, at either three or four stories, and accommodates the elevator core. An exterior stair between the middle and eastern building accesses grade level behind the buildings.

Exterior walkways facing the court connect the levels of these buildings. Bridges at the east side of the court link to the development in the Upper Mesa south parcel.

Expedition Way Parking Lot Parcel (4) - This parcel is a site for a terraced parking lot stepping down the hill from its entrance level off Expedition Way. Planter areas created by the ramps and terraces would be planted with rustic landscape materials compatible with those outboard of development. Eucalyptus trees like those in the nearby grove should be considered as a way to help screen the cars and frame the public view to the west. Sightline studies would be required to ensure that the parked cars do not become a foreground view for motorists travelling south on La Jolla Shores Drive who presently enjoy views of the ocean and the shoreline through the trees located on the site. This parking lot and its
access path and steps to Upper Mesa Court should be developed together with the L-shaped building in the Upper Mesa north parcel.

**Upper Mesa South Parcel (5)** - The building development in this parcel is similar to that in the parcel to the north. The buildings step up in height from two stories to a maximum of four stories at the east end of the court. Access to the fourth floor of the larger building is provided by the elevator in the corresponding building to the north via the connecting bridges. The elevator core to the west is sited where the building steps up from two to three stories and only serves the second and third floors.

The cottages at the west end are sited to parallel both Mesa Way and the contours of the hillside. The southernmost cottage is tucked into a small draw in the landform. Their lower levels are accessible from the street and the upper levels are accessed from a terrace garden behind that connects to the second level of the south court building. The cottages and gardens between them work with the court building across the way to form a gate into Upper Mesa Court.

**OPEN SPACE AREAS**

Two open space areas in the neighborhood are left undeveloped. Upon completion of development, 35' of the open space area adjoining the building parcels will be a brush management zone subject to vegetation pruning and clearance guidelines to ensure fire safety. The open space, including the brush management zone, should be maintained and preserved in its existing rustic character. The open space at the southern end of the neighborhood is a part of the preserve lands within the UCSD Park system. This area will be subject to appropriate resource management policies developed for the UCSD Park lands.

**PARCEL DEVELOPMENT CAPACITY**

Programs for most of the parcels had not been developed at the time of the planning study. On the accompanying chart a range in area is shown for various parcels (see Table 5). This range provides for the greatest amount of flexibility in locating square footage within the SIO Hillside Neighborhood while maintaining the maximum overall allowable building area of 249,000 gross square feet. The range in area is reflected in the range of heights listed for these parcels.
### TABLE 5: PARCEL DEVELOPMENT CAPACITY

<table>
<thead>
<tr>
<th>Building</th>
<th>No. Stories</th>
<th>Gross Sq. Ft.</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Ocean Court Development Area</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>VH/TBR Parcel</td>
<td>2-4 stories</td>
<td>16,000</td>
</tr>
<tr>
<td>OAR Facility Parcel</td>
<td>3-4 stories</td>
<td>25,000</td>
</tr>
<tr>
<td>North Parcel</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Court Building</td>
<td>2-3 stories</td>
<td>10,000</td>
</tr>
<tr>
<td>Cottage</td>
<td>2 stories</td>
<td>2,500</td>
</tr>
<tr>
<td><strong>Upper Mesa Court Development Area</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Key Building Parcel</td>
<td>1-4 stories</td>
<td>19,000</td>
</tr>
<tr>
<td>Mesa Way Parcel</td>
<td>2 stories</td>
<td>10,200</td>
</tr>
<tr>
<td>Upper Mesa North Parcel</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Court Buildings</td>
<td>2-3 stories &amp; 2-4 stories</td>
<td>21,000 - 30,000</td>
</tr>
<tr>
<td>Cottage</td>
<td>2 stories</td>
<td>2,500</td>
</tr>
<tr>
<td><strong>Upper Mesa South Parcel</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Court Building</td>
<td>2-3 stories &amp; 2-4 stories</td>
<td>26,000 - 30,900</td>
</tr>
<tr>
<td>Cottages</td>
<td>2 stories</td>
<td>5,000</td>
</tr>
<tr>
<td><strong>Deep Sea Court Development Area</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Machine Shop</td>
<td>1 story</td>
<td>10,000</td>
</tr>
<tr>
<td>Court Buildings</td>
<td>2-3 stories &amp; 2-4 stories</td>
<td>35,000 - 44,200</td>
</tr>
</tbody>
</table>

*Range given where applicable*
IMPLEMENTATION

The proposed implementation phasing strategy divides the neighborhood into four distinct areas where development can occur independently to one another; however, two development areas, Ocean Court and Upper Mesa Court, are subject to internally structured phasing (see Figure 12).

It may be desirable to fully build out development areas nearest to the SIO West campus, such as Ocean Court, before commencing development on the Upper Mesa Court, but that could occur only if the targeted increment of the new building space and use is compatible with the available site. For example, the Ocean Court development area has four parcels, three of them (VH/TBR, OAR and Ocean Court parking lot) are slated for development or redevelopment within the next 3-4 years. The remaining building site is the North Parcel which can accommodate about 12,500 GSF of building space with very limited yard space. Should the building program have different requirements other sites would have to be considered.

The most structured phasing strategy will be required for the Upper Mesa Court development area. To accomplish an orderly development of this area and accommodate access to individual parcels during construction periods the development should occur in the following sequence. The key building and the Upper Mesa Court access road (Mesa Way) should be constructed first. The Mesa Way building is next to be followed by the development of the north building and the Expedition Way parking lot with connecting stairways and paths. The construction of the south building completes the development of the Upper Mesa Court area.

The Nierenberg development area consists of several small infill projects that can be implemented at any time funds become available.

The Deep Sea Court development area may require some new construction to accommodate support functions that may be a long-term interim use of the area. These improvements can be implemented as decisions to allocate new functions to this area occur.

The open space areas within this neighborhood should be maintained on a continuous basis irrespective of the development timing for the designated building parcels in the area.