VIII. SOUTH SCRIPPS NEIGHBORHOOD PLAN UPDATE

A. PURPOSE OF THE UPDATE

This document represents an update of the original 1996 South Scripps Neighborhood Planning Study. The update is needed at this time to guide the siting and design of the SIO Commons projects which is scheduled to be completed in time for SIO’s centennial celebration in 2003. The update reexamines the configuration of proposed future buildings at the southern end of the South Scripps Neighborhood including the SIO Commons, parking structure, and administration building.

Since completion of the 1996 Study, a number of major projects have been completed in the South Scripps Neighborhood, including the Ritter Hall Replacement Facility, Director’s House rehabilitation and electrical/telecommunications utility upgrades. In addition, plans are currently being finalized for the central open space referred to in the 1996 Study as the “Green”. Funding for this project, including the grading, pedestrian pavement, planting and irrigation has been donated by the Pawka family. Since the completion of the 1996 Study, the University has identified the need to preserve the basement of Ritter Hall after that building is otherwise demolished. The structural deck covering this basement space has been incorporated into the design for the Pawka Green.
This update responds to recent developments at SIO:

- The requirements for the SIO Commons have evolved resulting in a somewhat larger building program. A project architect was recently selected, and the update is needed to identify the site and design guidelines for this project.

- In particular, the 1996 Study's assumption that the Commons project would be located entirely on the west side of Discovery Way was questioned. Concern was expressed that the larger volume needed for the auditorium component of the project may be better located east of Discovery Way.

- Some of SIO's residential neighbors have expressed concerns that their ocean views would be negatively impacted by the Commons project and parking structure.

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**Buildings to remain**

**Buildings to be replaced**

(The Experimental Aquarium and Diving Locker will be replaced in adjacent future building sites.)

**Electrical/Telecommunications Duct Bank**

**Property line**

*Figure VIII-1 Existing Conditions*
B.   PROGRAM UPDATE

PROJECTED BUILDING SPACE

<table>
<thead>
<tr>
<th>SIO Commons</th>
<th>ASF</th>
<th>GSF</th>
<th>Efficiency</th>
</tr>
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<tbody>
<tr>
<td>Auditorium</td>
<td>5,100</td>
<td>7,300</td>
<td>0.70</td>
</tr>
<tr>
<td>Caterer’s Kitchen</td>
<td>1,500</td>
<td>2,100</td>
<td>0.70</td>
</tr>
<tr>
<td>Snack Bar/Cafe</td>
<td>1,500</td>
<td>2,100</td>
<td>0.70</td>
</tr>
<tr>
<td>Board Room</td>
<td>1,200</td>
<td>1,715</td>
<td>0.70</td>
</tr>
<tr>
<td>Meeting Room (1)</td>
<td>750</td>
<td>1,070</td>
<td>0.70</td>
</tr>
<tr>
<td>Meeting Rooms (2)</td>
<td>1,500</td>
<td>2,145</td>
<td>0.70</td>
</tr>
<tr>
<td>Surfside Lounge</td>
<td>1,000</td>
<td>1,400</td>
<td>0.70</td>
</tr>
<tr>
<td><strong>Subtotal SIO Commons</strong></td>
<td>12,550</td>
<td>17,830</td>
<td></td>
</tr>
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<td>SIO Administration</td>
<td>13,500</td>
<td>20,800</td>
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<td><strong>Total Building Space</strong></td>
<td>26,050</td>
<td>38,630</td>
<td></td>
</tr>
</tbody>
</table>

PROJECTED PARKING

| Parking Structure       | 230 |
| Surface spaces          | 146 |
| **Total parking spaces** | 376 |

376 spaces are a target based on the 1995 Plan, see page 10.

New projections of building space needs for the southern portion of the South Scripps neighborhood were provided by SIO Administration.

The original 1996 South Scripps Neighborhood Planning Advisory Committee was reconvened to guide the development of this update. Subsequently, the update was reviewed and approved by the Marine Sciences Physical Planning Committee, the Campus/Community Planning Committee and the Design Review Board.

Figure VIII-2
Neighborhood Plan Update
C. PLAN ELEMENTS UPDATE

1. Development Sites for SIO Commons Elements

a. Auditorium (5,100 ASF)
The auditorium is to accommodate 300 people. Sixteen square feet is allowed for each person. Storage space is included at 300 ASF. Direct access to the Caterer’s Kitchen is required. The proposed location of the auditorium is east of Discovery Way and south of Pawka Green. The site is defined by the following:
- the realignment of Discovery Way over the recently completed underground electrical/telecommunications lines on the west. Discovery Way should be aligned as far to the east as possible.
- The proposed relocation of the City’s sewer main should not dictate the location of the Auditorium.
- the minimum separation to Sverdrup Hall to accommodate service and emergency vehicle access on the east;
- the pedestrian ramp that defines the Pawka Green on the north; and
- site area for the future SIO Administration Building on the south.

Design Guidelines
The finish floor elevation of the auditorium should be at approximately +33 to meet the existing grade at Discovery Way. The height of the building is expected to be approximately 22 feet.

The auditorium should take maximum advantage of the relationship to the Green and to the ocean. Views west are to remain open to the maximum extent possible. When the future Administration Building is constructed and the building additions surrounding the Old Scripps Building are removed, ocean views to the northwest will open up.

The formal entry should be generally located in the northwest corner of the facility to relate to both the forecourt for passenger drop-off, and to the Pawka Green. The grading of the Green should be designed to allow for a patio breakout area north of the Auditorium.

Service, fire and emergency vehicle access is located on the east side of the building to serve the adjacent Caterer’s Kitchen and Snack Bar/ Cafe. Service access directly into the Auditorium should be gained from the forecourt on the west.
b. **Caterer’s Kitchen (1,500 ASF)**

The Caterer’s Kitchen will support events at the SIO Commons. It is located a level below the snack/cafe, at the level of the Auditorium, and shares loading, utility and mechanical services with the Snack Bar/Cafe.

**Design Guidelines**

The kitchen should be on a single floor and have functional access to both the auditorium and the Snack Bar/Cafe building.

Service access is envisioned to occur at the upper, Snack Bar/Cafe level with vertical circulation to the kitchen provided mechanically (elevator or dumbwaiter) and by stairs.

Daylight and natural ventilation from the north side of the building should be provided.

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![Conceptual elevation of the Snack Bar/Cafe, Caterer’s Kitchen, Auditorium as viewed from Pawka Green. The Administration is shown behind the Auditorium.](image)

The slope of the site allows the Snack Bar/Cafe to be located at the elevation of Ritter Deck, one level above the Cater’s Kitchen.

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c. **Snack Bar/Cafe (1,500 ASF)**

The Snack Bar/Cafe will provide a valuable service for both the SIO Community and SIO Commons visitors. Daily social exchanges will be centered around the source of food with views across Pawka Green to the ocean. The planned location of the Snack Bar/Cafe as a part of the SIO Commons project was supported in a survey of the SIO community.

**Design Guidelines**

The Snack Bar/Cafe is to provide 900 SF for indoor seating in addition to food preparation and sales. Outdoor seating is required for 90 people in varied settings with various degrees of sun/wind protection. A variety of outdoor seating opportunities should be provided including fixed tables and chairs on Ritter Deck (covering Ritter basement structure) and seatwalls within the Green.
The Snack Bar/Cafe is accessed from Ritter Deck at elevation +43. In addition, design of the Snack Bar/Cafe should:

- provide sufficient separation to preserve the structural integrity of the Ritter basement structure;
- allow service and emergency vehicle access alongside Sverdrup Hall;
- provide shared service and loading area with the Caterer’s Kitchen;
- include canopy trees to shade the outdoor eating areas.

Trash containers must be enclosed from view. Odors from the kitchen must be controlled and trash must be transferred regularly to a central pickup area.

The loading area must be able to receive two trucks simultaneously. The orientation of the building might follow that of Ritter Replacement Facility conference room element, in contrast to the orientation of the other Commons buildings which are orthogonally oriented to the cardinal compass points.

A stair links the deck to the Pawka Green pathway.
d. **Meeting Rooms (3,450 ASF)**
The Board Room is to allow for 40 people to sit comfortably. Additional meeting room space should be subdividable to provide maximum flexibility.

**Design Guidelines**
The meeting rooms may be sited west of Discovery Way since their smaller scale is compatible with the beachfront location. Additionally, their location should:
- provide sufficient separation from the auditorium and the future Administration Building to provide the forecourt for passenger drop-off and emergency vehicle access;
- reserve sufficient space above the coastal bluff for a pedestrian path.

Meeting Rooms are to be single story, and may be divided into multiple structures to express a cottage-like scale and character and to allow ocean views between the buildings. The finish floor elevation is to be approximately +32 to allow level access from Discovery Way.

The Board Room should be have its primary access from the vehicular forecourt. Outdoor access, both physical and visual, should be provided to the west.

e. **Surfside Lounge (1,000 ASF)**
Surfside is the Graduate Student space traditionally located on the coast of the SIO campus. The facility should balance the students’ desire for autonomy with the need to compose an attractive series of small coastal buildings at the entrance to the campus.

Surfside is proposed to remain west of Discovery Way in its present location.

**Design Guidelines**
The future Scripps Administration Building will require realignment of Discovery Way impacting the eastern wing of Surfside. The eastern wing of the building may be demolished now or in the future, since the former uses in this wing have been relocated elsewhere on the SIO campus.
2. Scripps Administration Building (13,500 ASF)

The potential maximum population for administration is for 72 employees requiring 120 ASF per employee. Additionally, interior circulation and workspace/conference rooms are calculated at 1.25% of the employee space. The building is to be attached directly to the south wall of the Auditorium.

The site for the Administration Building site is defined by:
- the auditorium to the north;
- minimum separation to Sverdrup Hall to accommodate service and emergency vehicle access on the east;
- realigned Discovery Way to the west;
- surface and structured parking on the south.

Design Guidelines

The finish floor of the building should optimize the topographical grade change east/west across the site.

The building may be up to three stories tall. The ground floor elevation should allow for access from Discovery Way, approximately +33. Entrance from the east from the pedestrian/service route should be provided.

Access to and improvements on the roof of the auditorium should be considered to increase the usable outdoor space of the campus. Additionally, a bridge linking the upper floor of Sverdrup Hall with the Administration Building could be considered. The required elevator may serve as a secondary elevator for Sverdrup Hall, and as access to the service level at elevation +43.
3. **Development Site for a Parking Structure**

The parking structure is proposed to accommodate approximately 230 cars in a two bay wide facility to maximize the landscaped setback area along El Paseo Grande. It is oriented parallel to Sverdrup Hall. The configuration illustrated in this document should not be construed to be a final design. Further design studies must be conducted to determine whether access from La Jolla Shores Drive is feasible, and to strike an appropriate balance between the cost of construction and the impacts to neighborhood views.

The parking structure is sited:
- a minimum 40 feet south of Sverdrup Hall;
- 55 feet west of the face of the western curb along La Jolla Shores Drive (note that this setback may be reduced if the University is able to acquire a vacation of, or encroachment permit within, the City’s extra wide right-of-way in this location);
- to provide a minimum separation to the Administration Building and Sverdrup Hall to accommodate service and emergency vehicle access to the SIO Commons.

**Design Guidelines**

The structure should be built into the slope and depressed below the surface grade as low as possible, balancing the costs of construction with the visual impact to the public streets and residential neighbors.

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*Figure VIII-6 Parking Structure*
The facade facing Sverdrup Hall must be carefully designed, enhanced and the buffer area landscaped in consideration of the views of occupants of Sverdrup Hall.

The required elevator should be located in the northwest corner of the structure.

Right-turn-only access and egress to La Jolla Shores Drive should be considered, provided the pedestrian and motorist safety of such a connection can be assured. If such access is provided, the high point of the structure must be at the northeast corner. (Note that if La Jolla Shores access/egress is provided, it will not be possible to sink the structure into the ground as much as if access is taken from Discovery Way only.)

The structure should be open as possible to take advantage of natural light and ventilation. Rooftop lighting must be shielded and low in profile in consideration of the visual impact to the public streets and residential neighbors.

The adjacent residential community has expressed interest in contributing supplemental project funds to allow the construction of an entirely below-grade parking structure supporting park-like vegetation on the rooftop. Such a funding strategy would provide an ideal opportunity to minimize the visual impact of the structure.

a. Automobile
The primary automobile entrance routes will remain from El Paseo Grande to Discovery Way on the southern edge of the campus, and Naga Way to Discovery Way on the north. A secondary access/egress to La Jolla Shores Drive from the Parking Structure should be considered with the design of the structure.

The forecourt west of the auditorium is the terminus of automobile circulation from the south. Removable bollards should be provided to allow service and emergency vehicles access.

In addition to the proposed parking structure, this study update proposes limited surface parking spaces. Surface parking lots should be well landscaped.

b. Service Vehicles
Service vehicles may utilize Discovery Way beyond the auditorium forecourt.

Figure VIII-7 Maintenance Vehicle Circulation Plan

University maintenance vehicles require an access path to Ritter Replacement Facility from the south. The proposed route shares the emergency access path from Discovery Way through the surface parking lot, then proceeding alongside the SIO Commons service/loading area and the east edge of the Ritter Deck.
c. **Emergency Vehicles**

Discovery Way is the primary fire access roadway in the South Scripps Neighborhood. An additional access route extends from Discovery Way through the surface parking lot to the space between Sverdrup Hall and the Administration Building. The planned route is less than 150 feet in length.

Fire truck egress south of the planned Sverdrup work yard should be constructed with turf block and removable bollards to minimize the paved area as a barrier to non-emergency vehicles.
**d. Pedestrian Circulation**
The City sidewalk along La Jolla Shores Drive and El Paseo Grande will remain as the primary public access paths leading to the beach access stairs at the southwest corner of the campus. The Bluff Walk should extend north from the top of the beach access stairs along the coast.

The Bluff Walk path should be 5' wide and paved with concrete colored to match the color and texture of the adjacent soil. The walk should be aligned east of the current edge of the bluff to minimize erosion potential. The path should serve as a ridge directing surface drainage to the east. The vegetation along the bluff should be drought tolerant species. Irrigation of the bluff vegetation and turf grass on the east side of the bluff should be monitored carefully to minimize impact to the bluff.

**Scripps Ladder**
The ADA accessible path from the upper campus to the South Scripps Neighborhood is intended to follow the diagrammed route. Critical links in the completion of Scripps Ladder are to be met with elevators associated with future building sites. These elevators should be accessible by the entire SIO population and not be tied to the security of the associated building. The series of ramps along the arc of Pawka Green linking Ritter Deck to Discovery Way provide a critical link in the Scripps Ladder. The route from the parking structure to Ritter Deck is shared with emergency and service vehicle access. The pedestrian experience along this path is important as it will host a large portion of the daily population. The pavement should be colored concrete with a high content of exposed aggregate on the surface to minimize the marks and stains associated with vehicular traffic.

The airway at the northwest corner of Sverdrup Hall should be readjusted to improve the campus character. The airway is covered with an open grill which is flush to the pavement. A six foot tall wall on the north and west side of the airway blocks the windows of Sverdrup, and limits pedestrian circulation.

**e. Bicycle Circulation**
Bicycle access should be encouraged to the campus. In keeping with the UCSD campus's standards for bicycle circulation, bicycle riding and skateboarding should not be permitted on heavily traveled pedestrian routes such as Ritter Deck and the access ramps. Secure bicycle parking should be provided in the parking structure as well as near the entrances to buildings.
Figure VIII-9 Pedestrian Circulation Plan

- Scripps Ladder
- Bluff Walk
- City Sidewalk
- Building Entrances
- Shared Pedestrian/Service Vehicle Route
- Elevators
3. Open Space Design Guidelines

a. Pawka Green
The green will allow seating for approximately 400 people on the concrete seat walls. Additional seating can be set in the grass terraces between the seatwalls. Wood tables and chairs should be bolted to the surface of Ritter Deck.

Figure VIII-10 Pawka Green Plan

It may be possible to further engage the occupants of Sverdrup Hall with the Pawka Green by retaining all or a portion of the two-story bridge connecting Sverdrup Hall with Ritter Hall, creating balconies that overlook the Green.

The exhaust stack from the boilers in the Ritter Hall basement should be relocated if possible to reduce elements in the landscape. For example, it might be aligned to run up the west elevation of Sverdrup Hall.

b. Sverdrup Park
The open space at the southern edge of the campus is updated to provide a generous landscaped area parallel to El Paseo Grande, from La Jolla Shores Drive to the beachfront. Additionally, it opens views to the coast from the public streets and for residential neighbors.

c. Auditorium Forecourt
The open space west of the auditorium is intended to serve as a formal drop off and turnaround as well as provide for emergency and service access. The forecourt to the Auditorium should be designed in such a way that it can be used for outdoor programmatic needs. The pavement materials should be colored concrete or unit pavers to compliment the architecture. Planting is encouraged to frame views and enhance the building composition.
d. **Vegetation and Screening**

Appropriate trees (included in the 1996 Study Plant List) should be planted to shade and screen both surface and structured parking.

Large trees suitable for Night Heron habitat should be included in Sverdrup Park away from paths and seating areas.
Figure VIII-12 Phase 1, Interim Plan Diagram
D. **PHASING**

1. **Buildings**
The SIO Commons, including the Auditorium, Caterer’s Kitchen, Snack Bar/Cafe and the Meeting Rooms are anticipated to be the next phase of development in the South Scripps Neighborhood.

The existing administration building will be utilized until funding is allocated for the design and construction of the new Scripps Administration Building. In the interim, this area may be used for additional surface parking.

2. **Circulation**
The existing alignment of Discovery Way may be utilized until the new Administration Building and/or parking structure is developed. Interim improvements may include additional surface parking and service access south of the Auditorium.

3. **Open Space**
Interim planting is encouraged south of the Auditorium to mitigate the impact of the Auditorium’s blank wall and shade surface parking spaces. Specific trees and or shrubs may be planted with the intention of relocating them on-site in the future.

Improvements to the Bluff Walk should be included in the development of the SIO Commons.

*Figure VIII-13 Alternative Phase 1, Interim Plan Diagram minimizing improvements to Discovery Way.*