III. DESIGN STANDARDS & GUIDELINES

A. How to Use This Document

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

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

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

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

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

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

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

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

1. Buildings

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

Building Form and Location

- To achieve the desired urban character, construct new buildings in University Center to a minimum height of 64’ at the top of the parapet or eave at the building’s outer edges.

- Allow buildings to step back (a minimum of 10’ from the outer edge of the building) to a maximum building height of 88’ (including rooftop mechanical equipment and screening).

- Design buildings to the specified arcade lines to define the public realm. The arcade lines are analogous to build-to or facade lines, which establish the plane of a building’s outer edge at the pedestrian level. Arcades are at least 12’ wide and 16’ high. (See following section, “Arcades,” for more detail.)
Front building entrances onto sidewalks and squares in order to animate the social spaces and create safe and lively pedestrian environments.

Encourage the development of small mixed-use buildings to provide variety and a fine-grained scale. The intention is to provide opportunities for a mix of different building types and scales to occur within the fabric of the blocks and avoid the monotony of too many large unbroken single-use buildings. This will guide University Center to be as similar in character (as possible) to a compact downtown.

Design building entrances to meet the finish grade of adjacent sidewalks, streets, and open spaces. The intent is to eliminate the need for stairs, walls, and ramps that impede pedestrian access.

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

Distinguish buildings in University Center with arcades at the pedestrian level where defined in Figure 3-1.

Align arcades with those established by adjacent development—e.g. new arcades on the north side of Rupertus (development parcel U-3) must align with arcades of the Student Academic Services Facility.

Consider the use of arcades on other parcels in University Center where the building’s program of room use and circulation will be better served—e.g. to shelter people queued outside classrooms under arcades, where the buildings relate to the adjacent open spaces and corridors.
- Provide frequent windows at the arcade level to provide views and to express the use of the building.

- Locate rooms of a public nature along the arcade, with frequent windows and entrances to animate the public space.

**Ground Floors**

- Design buildings that are transparent and permeable at the ground level to create a lively pedestrian environment. Transparency implies the use of a large enough area of glass to provide see-through conditions. Permeable suggests multiple walkways through buildings to allow pedestrians through, not just around buildings.

- Program ground floors with uses that have the highest movement of people, interaction, and relationship with the adjacent open spaces.

- Provide pedestrian passageways to courtyards and public open spaces throughout the neighborhood (minimum 12' wide).

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

**Natural Ventilation**

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

**Loggias and Rooftop Decks**

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

**Courtyards**

- Design the interiors of the blocks to contain publicly accessible courtyards designed to provide for a variety of quiet, contemplative uses, such as outdoor gathering.

- Provide opportunities for adjacent buildings to use courtyards for informal outdoor dining, reading, etc.

- Use interior courtyards as the place for dynamic color, ornamental plant material, etc.

- Align pedestrian passageways with adjacent pedestrian passageways.

**Mechanical Equipment, Service, and Utilities**

- Assure aesthetic compatibility between the design of the site improvements and utilities. Avoid mechanical venting and service access adjacent to pedestrian spaces.
Integrate utility and service access into the building and site design and with respect to existing and future adjacent parcels and uses. Avoid service truck access across pedestrian paths.

- Design all mechanical equipment and building utilities to be within the building envelope. Where this is impossible due to safety code, screen utilities in a manner that is consistent with the overall building design.

- Screen service yards and delivery areas from view with walls, gates, and plant material to maintain an orderly, pedestrian-friendly environment.

- Design building roofs to ensure that mechanical equipment is not exposed to view.

- Locate and obtain approval for exterior utility boxes, vaults, mechanical equipment, etc. at schematic design.

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

Building Colors, Materials, and Finishes
- Follow the “University Center Neighborhood Master Exterior Palette” for building colors, materials, and finishes.

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

- Consider the following materials to complement buildings to remain at University Center:
  - glass – clear with low-e coating, patterned or fritted glass, and photovoltaic panels
  - concrete – cast-in-place and precast panels
  - metal panels and perforated metal screening
  - stone – cut, not polished
  - concrete masonry units – precision
2. Site Development
The neighborhood is divided into development parcels. Specific requirements for each parcel are defined to ensure that building development enhances the whole neighborhood. See Figure 3-6.

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

Parcel U-1 Price Center Expansion
This site is slated for expansion of the Price Center.

- Design the southwest building facade to meet the realignment of Lyman Lane at Library Walk.

- Provide pedestrian access entries and gathering areas along Lyman Lane north of Town Square and Matthews Quad.

- Create a pedestrian arrival plaza north of the building at the west terminus of Matthews Lane for campus shuttle patrons.
Parcel U-2 Town Square West
This parcel is located at the west end of the Central Pedestrian Core between Library Walk and Town Square, Lyman Lane, and Rupertus Way. South of the Price Center, it is also part of the “retail town grid” and offers high visibility from daily pedestrian traffic. It is currently the Chancellor’s Complex. Service access is limited to Rupertus Way south of the SASF building, or from adjacent parcels U-5 and U-5. See Figure 3-8.

- Develop an arcade on Town Square at the parcel line. The parcel line is 15’ from the face of curb in Town Square.

- Consider an arcade on Library Walk at the parcel line, 25’ from the eastern edge of Library Walk. See Figure 3-10. Align arcade with Center Hall’s arcade.

- Provide an interior courtyard with 12’–wide (minimum) ground-floor access from each side to encourage pedestrian passage from the north, south, east, and west. See Figure 3-8.

- Step buildings to follow the topography. See Figure 3-9.
Parcel U-3 Russell Lane West
This parcel defines the eastern edge of Matthews Quad. Russell Lane, north of Rupertus is a pedestrian corridor. The parcel has limited vehicular service access along Rupertus Way and Russell Lane. See Figure 3-11.

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

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

- Develop an arcade on Myers Drive at the parcel line 15’ from Myers’ ultimate face of curb, aligned with parcel U-2.
- Locate the southern edge of the parcel 60’ from Gilman Drive face of curb.
- Provide rustic landscape improvements to the 60’ setback from Gilman Drive.
- Design and build the courtyard shared with Center Hall.

**Parcel U-5 Gilman Myers East**

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

- Develop an arcade on Myers Drive at the parcel line 15’ from Myers’ ultimate face of curb.

- Set the parcel back 60’ from Gilman Drive face of curb.

- Provide landscape improvements to the 60’ setback from Gilman Drive.

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

- Design the mixed-use parcel so that uses such as retail and housing are outside the parking structure to screen the structure from view.

- Make retail space on ground-floor approximately 40’ wide.

- Provide multiple ground floor entrances. See Figure 3-13.

- Make housing and/or office space on upper floors approximately 40’ deep on north and west sides, with balconies above the arcade.

- Provide access corridor and ventilation space.
between the parking structure and wrap-building to be a minimum of 10’ wide.

- Design the parking structure to meet Occupancy Group S, Division 4 Classification requirements, therefore requiring not less than 10’ separation from an assumed property line of the wrapped development. The wrapped development will be required to meet all applicable codes based upon its building type, occupancy, etc.

- Screen the parking structure if the wrapped development is to be delayed more than five years. Screening may include temporary building and/or tree planting.

- Provide service access from Myers Drive.

- Locate the southern entrance to the parking structure to avoid conflicts between parking access, bus stop, and vehicles entering Myers Drive.

Parcel U-6 Russell Rupertus Southwest
The Music Building is being designed for this site. An arcade extends along Russell Drive and at the corner of Rupertus Way.

- Develop an arcade on Russell Lane at the parcel line, 25’ from Russell Lane’s face of curb.

- Include the parcel development completion of the Transit Walk pedestrian corridor from the Gilman Transit Hub to Rupertus Way.

- Contribute to the east portion of Market Place and complete this open space.

Parcel U-7 Gilman Russell West
This is a prominent site at the south east corner of the University Center Neighborhood. It is south of the future Music Building (U-6) and across Russell from the Gilman Parking Structure.

- Consider an arcade on Russell Lane at the parcel line if it serves the building’s use. The parcel line is 25’ from Russell Lane’s face of curb, to align with U-6.

- Locate the parcel 60’ from Gilman Drive face of curb.

- Provide landscape improvements to the 60’ setback from Gilman Drive.

- Provide service access from Russell Lane, shared with the U-6.
3. Open Space and Circulation
The University Center neighborhood open space section is presented in four parts: a) Open Space; b) Circulation Corridors; c) Landscape Elements; and d) Landscape Recommendations. Each element plays an important role in creating a functional and attractive public realm.

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

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

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

- Design Town Square with respect for its history as the center of Camp Matthews, preserving significant elements including the flag pole, memorial boulder, and Stuart Collection drinking fountain. See Figure 3-18

- Include electrical outlets located throughout the square and ample conduit providing for temporary sound and lighting systems.

- Provide conveniently located connections to potable water for temporary use in the preparation or clean-up of approved events.

- Design plaza pavement to highlight the special event character of Town Square.

- Design pedestrian pavement to relate to the pedestrian pavement of Myers Drive and Rupertus Way.

- Consider retaining the historic lawn in the center of the plaza.
Provide for interim use as parking and drop-off area until alternative parking is provided nearby.

Assess the health of the existing trees and consider pruning techniques to enhance visibility across the site to visually connect buildings and uses around Town Square.

Extend Myers Drive street trees along the arcade of U-2.

If historic trees are removed, plant the following trees:

- Black Acacia, *Acacia melanoxylon*
- Torrey Pine, *Pinus torreyana*
- Jacaranda, *Jacaranda mimiosfolia*

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

Design the Quad with respect for its historic use and character as an open lawn with pedestrian paths following desire lines.

Design the Quad to include a minimum 180’ x 180’ rectangular area of open lawn.

Preserve site elements from the Camp Matthews era including the cannon mount and mature trees.

Include stormwater retention systems in the regrading of the lawn.

Program low-intensity activities to preserve the quiet quality of Matthews Quad.

Plant new trees in informal groupings.

- California Sycamore, *Platanus racemosa*
- Torrey Pine, *Pinus torreyana*
- Canary Island Palm, *Phoenix canariensis*
Market Place
This public space will serve as the forecourt to the U-6 and U-5 development parcels. It will be a paved open space with canopy trees above. It will be used for a variety of smaller special events as well as for daily activity. See Figure 3-17.

- Design the plaza to a minimum of 140' X 50', and incorporate the Rupertus drop-off area.

- Integrate permanent retail pavilions for daily activity needs.

- Allow for interim retail carts until adjacent parcel development is complete.

- Include Rupertus Way street trees.

- Provide seating, trash receptacles, lighting, campus signage, and apparatus for awnings and temporary banners.

- Include electrical outlets located throughout the square providing for temporary sound and lighting systems.

- Provide conveniently located connections to potable water for temporary use in the preparation or clean-up of approved events.
b. Circulation Corridors

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

- Conduct a comprehensive campus traffic and circulation study to address roads, parking, transit, mitigation, and funding.

- Consider improvement of vehicular traffic flow through the design of right-turn lanes at the intersections of the loop road. Typical lane width is 12’ and right turn lane length is 100’ depending on existing site conditions. Design minimum curb radius to enhance pedestrian crossings, yet allow access for busses, service, and emergency vehicles.

- Locate all utilities in the street to not conflict with street trees and their root structures.

- Center all utility connections from street to buildings between street trees (or a minimum of 20’ from the center of tree trunks).

Gilman Drive

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

- Set buildings back 60’ from the curb with 52’ of planting and an 8’ sidewalk. Locate a 5’ bicycle lane is on each side of the road. See Figure 3-21.

- Design for public uses in the setback to include an 8’ wide concrete sidewalk contiguous with the curb.
Plant the buffer with informal groups of the following trees:

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

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

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

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

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

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

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

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

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

Maintain access for emergency vehicles.

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

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

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

Rupertus Way

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

- Provide for two lanes (12’ wide each) for two-way vehicular traffic with parallel on-street parking for service vehicles (10’ wide) on the north side. See figure 3-25.
- Design a drop-off area at Market Place.
- Continue the established alignment of New Zealand Christmas Tree, *Metrosideros excelsus*, as the street trees on the south side.
- Maintain the existing street trees on Rupertus Way west of Myers Drive.
- Plant New Zealand Christmas Tree, *Metrosideros excelsus*, along the south side of Rupertus Way at regular intervals, 25’–30’ on-center.
Lyman Lane
Lyman Lane is a pedestrian-only corridor from Library Walk to Station Square. It is to be straight and parallel to Rupertus, until it reaches Pepper Bowl, where it curves around Pepper Bowl to Station Square. The Evergreen Elm street tree is established along Price Center and SERF and serves as a visual identity for this important pedestrian “main street” linking Library Walk, Town Square, Matthews Quad, Pepper Bowl, and Station Square.

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

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

- Between Gilman Drive and Rupertus, provide for two lanes (12’ wide each) for two-way vehicular traffic with parallel on-street parking (10’ wide) on the west side.
- For pedestrian pavement along both sides of Russell Lane, use custom plum-brown precast concrete pavers to match those at the Gilman Parking Structure, set in a running-bond pattern, parallel to the curb.
- For the entire width of pavement north of Rupertus, from building to building, use custom plum-brown precast concrete pavers to match those at the Gilman Parking Structure, set in a running-bond pattern, parallel to the curb.
- Design a service lane for authorized vehicles to access parcels U-3 and Visual Arts. Delineate the 26’-wide path as a fire lane (with no parking).

- Limit (non-emergency) vehicular access to Lyman Lane with removable bollards just north of the service lane.

- Discourage unauthorized use of the service lane with a rolled-curb and appropriate signage at Rupertus Way.

- Plant Chinese Flame Tree, *Koelreuteria bipinnata*, as the street tree at regular intervals 25’–30’ on center. Center trees in a 10’ x 10’ planting area at the back of the curb. Fill the planting area with a flowering groundcover.

**Matthews Lane**

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

- Set buildings 40’ from the curb, except where Matthews Lane is the designated fire lane for the building.

- Design for public uses in the setback to include the 8’-wide sidewalk contiguous with the curb; bus and campus shuttle stops; site furnishings; and signage.

- Study additional pedestrian crossings at Matthews Lane and Voigt Drive and at the mid-block of Matthews Lane. Consider pedestrian-activated traffic signals to improve safety and efficient vehicular circulation. See Figure 3-32.
Plant the neighborhood boundary with groupings of the following flowering eucalyptus trees:

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

**Transit Walk**

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

- Design the walk to serve as an emergency access route and fire vehicle access for parcels U-5, U-6 and U-7.
- Plant Torrey Pine trees, *Pinus torreyana*, on the west side of the walk at irregular intervals.
c. **Landscape Elements**
This section addresses items to be used across the neighborhood open space. See Table 3-1.

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

- Unify the University Center through the use of a consistent palette of pavement types along streets, pedestrian corridors.
  - **A.** precast concrete pavers to match the color and finish of those installed at the Student Activities Services Facility. Pavers may be between 6” x 6” to 1’ x 2’
  - **B.** cast-in-place colored concrete with exposed aggregate
  - **C.** precast concrete pavers to match custom plum-brown pavers on Russell Drive, 6” x 12”
  - **D.** cast-in-place concrete with a natural type-2 cement, medium acid wash, scored at regular intervals of 18” – 4’, or cast-in-place porous concrete with a natural type-2 cement color. A native soil may also be applied for porous concrete on walks. Score pavement at regular intervals of 5.’
  - **E.** asphalt concrete

All other pedestrian pavement to be cast-in-place concrete with a natural type-2 cement,
medium acid wash, scored at regular intervals of 5.’

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

**Tree Planting in Pedestrian Pavement**

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

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

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

![Figure 3-36 Pedestrian Pavement types]
Street Trees

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

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

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

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

**JP** Lyman Lane - Evergreen Elm, *Ulmus parvifolia ‘Drake’*

**TP** Transit Walk - Torrey Pine, *Pinus torreyana*

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

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

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

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

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

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

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

Seating can be part of the building’s design.

Seating at the Price Center includes benches and walls.

The standard bench for University Center may be used in different lengths to fit the situation.

Figure 3-40 Seating examples for University Center
Install enough UCSD standard bicycle racks to meet the university's bicycle parking standards according to the type and use of each building.

Install university standard trash receptacles.

Place trash receptacles near building entrances and pedestrian circulation intersections.

d. **Landscape Recommendations**

- For new building and renovation projects, designate an amount of each construction budget to be used for the implementation of site improvements including plants, groundcover, site furnishings, site lighting, and pedestrian pavement.

- Establish a mechanism for funding the design and installation of campus-wide landscape improvements that enhance and help to knit the entire campus together. It is recommended that a fund be established that would finance site improvements independent of building, circulation, or infrastructure projects. These improvements might include pedestrian paths, habitat restoration, signage, etc.

- Discontinue memorial plaques located in planting areas. Update the program for campus donations.

- Work with the campus development office to identify potential private funding sources for site improvements to augment state building budgets for the installation and long-term maintenance of the campus' open space.

- Define opportunities for private donor funding for projects of all sizes.

- Consider integration of public art into the campus landscape.
C. Sixth College

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

1. Buildings

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

Building Form and Location

- Limit Sixth College buildings to 75’ tall at the top of the parapet or eave at the building’s outer edges.

- Allow buildings to step back (a minimum 10’ from the outer edge of the building) to a maximum building height of 88’ including rooftop mechanical equipment and screening.

- Design buildings to the specified build-to-lines to define the public realm as shown on Figure 3-41. The build-to-lines are analogous to facade lines, which establish the plane of a building’s outer edge at the pedestrian level.

- Front building entrances onto sidewalks and squares in order to animate the social spaces and create safe and lively pedestrian environments.

- Encourage the development of small mixed-use building parcels to provide variety and a fine-grained scale to the district. The intention is to provide opportunities for a mix of different building types and scales to occur within the fabric of the blocks and avoid the monotony of too many large unbroken single-use buildings to ensure that Sixth College is as similar in character (as possible) to a compact downtown.

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

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

- Design buildings that are transparent and permeable at the ground level to create a lively pedestrian environment. Transparency implies the use of a large enough area of glass to provide see-through conditions. Permeable suggests multiple walkways through buildings to allow pedestrians through, not just around buildings.

- Program ground floors with uses that have the highest movement of people, interaction, and relationship with the adjacent open spaces.

- Provide pedestrian passageways to courtyards and public open spaces throughout the neighborhood (minimum 12’ wide).

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

Natural Ventilation

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

Loggias and Rooftop Decks

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

Mechanical Equipment, Service, and Utilities

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

- Integrate utility and service access into the building and site design and with respect to existing and future adjacent parcels and uses. Avoid service truck access across pedestrian paths.

- Design all mechanical equipment and building utilities to be within the building envelope. Where this is impossible due to safety code, screen utilities in a manner that is consistent with the overall building design.

- Screen service yards and delivery areas from view with walls, gates, and plant material to maintain an orderly, pedestrian-friendly environment.
‖ Design building roofs to ensure that mechanical equipment is not exposed to view.

‖ Locate and obtain approval for exterior utility boxes, vaults, mechanical equipment, etc. at schematic design.

Green Design
■ Meet the University of California’s Green Building Policy.

Building Colors, Materials, and Finishes
■ Follow the “Sixth College Master Exterior Palette” for colors, materials, and finishes.

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

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

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

2. Site Development

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

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

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Figure 3-43 Parcels in Sixth College
Parcel S-1 Matthews Voigt South
S-1 is at the corner of Matthews Lane and Voigt Drive. It is southwest of Canyon View Aquatics and Activities Center and the first large building site west of Interstate 5 on Voigt. It is in close proximity to the Jacobs School of Engineering across Matthews Lane; other engineering facilities are south of Matthews Drive along Lyman Lane. North of Pepper Bowl and facing Station Square, S-1 is a very public site in the Sixth College neighborhood.

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

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

Parcel S-2 Station Square North
South of S-1, this parcel forms the northern edge of Station Square. Service and loading will be from the south in coordination with the design and operations of Station Square.

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

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

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

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

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

Figure 3-44 Parcels S-1 and S-2
Parcel S-3 Station Square East
S-3 is west of Warren Field on Station Square Street, south of Voigt Drive. See Figure 3-45.

- Locate the parcel line:
  - 25’ from Station Square Street face of curb
  - 30’ from the western edge of the Warren Field
  - 20’ from the north edge of the Warren Field Allee

- Provide pedestrian access through the building at the ground level connecting the fields, parking structure, and Station Square.

- Provide service access at the north edge of the building from Station Square Street.

- Incorporate the space (1,800 ASF) and functions of the existing Warren Field building including restrooms, storage, etc. with appropriate access to the athletic fields.

- Design the site to accommodate a 12’ X 60’ locker room/dressing room trailer that allows use by field maintenance crews. Replace the special power and sewer hook-up for the locker room trailer.

- Provide separate special power for concessions trailer located on the west side of the fields.

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

- Locate the parcel line:
  - 50’ from Voigt Drive face of curb to allow the sidewalk and alignment of the Light Rail Transit line.

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

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

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

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

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

- Coordinate with SANDAG through the design and construction of the LRT to minimize impacts to the parcel and construction costs, and optimize ventilation opportunities along the depressed railway channel.

- Replace space and functions of the existing recreation buildings and site in coordination with development of Parcel S-3.

- Provide field lighting that does not negatively impact the adjacent uses including Sixth College housing.

- Consider findings of a comprehensive campus traffic and circulation study recommended to address parking structures, roads, transit, etc.
Parcel S-5 Warren Field South
This parcel is an infill site to complete the residential program of Sixth College. It offers views across Warren Field and close proximity to the center of the residential area. See Figure 3-47.

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

Parcel S-6 Warren Field Southeast
Located near Gilman Drive, the site would share the service access road to Parcel S-5. It is an infill site to complete the residential program of Sixth College. The difference in elevation between the housing south and athletic fields to the north offers screening for the building and associated uses such as a Housing and Dining Services maintenance facility (including the relocation of the carpentry shop).

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

Parcel S-7 Sixth College Lane
This site is at the center of Sixth College. On the western edge of the residential area, it is an important infill site to complete the program. On the eastern edge of Pepper Canyon, the site steps down to the LRT station. Vehicular access is limited along the pedestrian-oriented Sixth College Lane. Adjacent to the LRT, the site offers 24-hour activity.

- Design the building to mitigate impacts of the LRT.
- Coordinate with SANDAG to optimize the aesthetics of the LRT station to enhance the mission and identity of the college.
Parcel S-8 Sixth Plaza
The parcel is currently occupied by Housing and Dining Services’ Foodworx and loading area. It is near the center of the Sixth College residential area. Vehicular access is limited along the pedestrian-oriented Sixth College Lane. The open space at the center of the residential area is visually connected to both Station Square and Lodge Quad.

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

Parcel S-9 Pepper Canyon South
This development parcel is an infill site to complete the residential program of Sixth College. Located in Pepper Canyon on fill, its construction phasing should follow the completion of the LRT.

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

To promote security, design Sixth Lawn within common view from two or more nearby buildings and light it appropriately.

- Provide amenities including pathways to Station Square and Lodge Quad, seating, lighting, etc.
- Plant new trees in informal groupings:
  - California Sycamore, *Platanus racemosa*
- Plant understory shrubs, groundcover, and vines to meet campus and SANDAG goals for aesthetics and security.
Parcel S-10 Sixth College Lodge
The parcel includes the existing Lodge building and forecourt plaza. The development plan calls for the use to be changed to include an artist-in-residence program.

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

Parcel S-11 Pepper Bowl South
This site forms the southern edge of Pepper Bowl. It is suitable for a public building with a large footprint and has good access between the Gilman Parking Structure, Station Square, and parking at Parcel S-4. New roads of Sixth Mesa will serve the site from the south, and west, and north. Since a building located on this site will be set into Pepper Canyon, it may extend well below the level of Rupertus Way, providing the opportunity for its northern walls to open to Pepper Bowl. The building is a critical structure in the bridging of the neighborhoods.

- Provide access to the building’s lower floors from the lower level of Pepper bowl. Also provide access from Sixth Street “A.”
- Consider use of an architecturally distinct vine trellis on the eastern extension of Rupertus Way north of the building to conceptually tie the buildings along this corridor to the LRT station and the arcades in University Center. It may include a weatherproof roof to shelter pedestrians.
Parcel S-12 Station Square South
Located at the intersection of Rupertus Way and Station Square Street, the parcel offers views to Pepper Bowl, Station Square, the LRT station, and Pepper Canyon. It is adjacent and above the LRT station and part of the transit gateway to the campus. Pedestrian traffic expected at Station Square makes the parcel suited for mixed-use including retail and/or specialty housing. Its construction should be linked to the completion of the LRT. The building will have pedestrian access at the elevation of Rupertus Way and Station Square. Additionally, as a bridging structure across Pepper Canyon, it may include multiple stories below Station Square to connect with the level(s) of the LRT station.

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

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

- Provide a pedestrian passageway into Sixth Quad from the north.
- Design buildings to relate to both Sixth Streets “A” and “B,” and Sixth Quad.
Parcel S-14 Sixth Mesa SW
This L-shaped parcel will define the southwest corner of Sixth Quad. Service will be from Sixth Street “B” to the east. Its adjacency to the Gilman Parking Structure allows the large site to be considered for academic expansion beyond the current development program.

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

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

- Build portions of the structure down into the canyon to the level of the LRT station like parcel S-12. See Figure 3-57.
- 0’ setback between the LRT station and the building to enhance the urban character.
- Provide a pedestrian passageway to connect Sixth Quad to the pedestrian bridge and the Sixth College residential area.
- Provide landscape improvements to the 60’ setback from Gilman Drive.
Parcel S-16 Light Rail Transit Station

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

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

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

Consider a minimum quantity of pedestrian access points to the LRT station to maximize visibility of people entering/exiting the facility.

Provide regular maintenance of plant material in Pepper Canyon to ensure open visibility into the canyon and avoid creating unsecured sites.

Coordinate the schedule of the LRT station’s planning, engineering, and construction with SANDAG to appropriately phase the university development parcels S-4, S-7, S-9, S-11, S-12, S-13, S-14, S-15.
3. Open Space and Circulation

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

a. Open Space

Pepper Bowl

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

- Partially fill the canyon and sculpt the topography to form a grass amphitheater.
- Provide for a variety of seating, including the sloped lawn, site walls, and benches.
- Design site lighting for events and daily use of the entire site.
- Include electrical outlets located throughout the amphitheater providing for temporary sound and lighting systems.
- Provide pathways that meet requirements for ADA accessibility, and emergency access vehicles.
- Maintain limited vehicular access to the Visual Arts Facility.
- Consider location of facilities under Station Square to serve the uses of the parcel. For example, public restrooms, vendor sales and or storage rooms could be built into the topography.
- Plant new trees in an informal grouping to frame views and provide shade.
  - California Sycamore, *Platanus racemosa*
  - California Pepper, *Shinus molle*
  - Coast Live Oak, *Quercus agrifolia*
  - Torrey Pine, *Pinus torreyana*
- Ensure that the canyon collects and retains stormwater drainage without disturbing the site’s use.

Station Square

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

- Mitigate adjacent buildings for potential environmental impacts such as noise, lighting, security, and exhaust.
- Design the space to encourage pedestrian use throughout the square. Link pedestrian paths to Lyman Lane, Rupertus Way, Warren Field, and the Sixth College residential area.
- Include site furnishings to welcome and serve the transit users including shelter, seating, campus orientation maps etc.
- Provide for the circulation and queuing of six 36’– long campus shuttle busses.
- Include a lawn in the central area with shade trees in groupings to frame views in the central area:
  - California Sycamore, *Platanus racemosa*
- Street trees around the perimeter of the square may be California Sycamores, or trees that extend from Russell and Station Square Street.
Figure 3-59  Pepper Canyon, Station Square, Sixth Quad, and South Pepper Canyon
Sixth Quad
This open space will serve the neighborhood as a quiet lawn with canopy trees for informal use.

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

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

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

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

Gilman Drive

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

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

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

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

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

- Between Gilman Drive and Rupertus, provide for two lanes (12’ wide each) of vehicular traffic in each direction with parallel on-street parking (10’ wide) on the west side.
- For pedestrian pavement along both sides of Russell Lane, use the same custom plum-brown pavers as the whole of University Center but set in a running-bond pattern, parallel to the curb. Note: the gray pavers along Russell at the Visual Arts complex are to be replaced with the plum-brown pavers to conform to the standard.
- North of Rupertus the entire width of pavement, from building to building, use custom plum-brown precast concrete pavers to match those at the Gilman Parking Structure, set in a running-bond pattern, parallel to the curb.
Design a service lane for authorized vehicles to access parcels U-3 and Visual Arts. Delineate the 26' wide path as a fire lane (with no parking).

- Limit (non-emergency) vehicular access to Lyman Lane with removable bollards just north of the service lane.
- Discourage unauthorized use of the service lane with a rolled-curb and appropriate signage at Rupertus Way.
- Develop a program to activate Russell Lane as the “Avenue of the Arts” in the public realm. This should be done in coordination with Sixth College, the Stuart Collection, Visual Arts, and other appropriate campus representatives.

Plant Chinese Flame Tree, *Koelreuteria bipinnata*, as the street tree at regular intervals 25’–30’ on-center. Center trees in a 10’ x 10’ planting area at the back of the curb. Fill the planting area with a flowering groundcover.

**Lyman Lane**

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

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

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

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

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

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

Voigt Drive

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

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

- Plant Torrey Pine, *Pinus torreyana*, as the street tree. Planting should be at regular intervals of 30’–40’ on-center at the back of the curb.

- Consider planting understory plants in 10’ X 10’ areas on the east side of the street and in 6’ X 6’ tree grates on the west side, with understory plants at the base of the building (Parcel S-2).

- Construct the sidewalk and roadway of permeable concrete pavement.

- Use street trees, street lights, and furnishings to define the roadway from the pedestrian areas.

Warren Field Allee

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

Sixth College Lane

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

- Plant Evergreen Elm, *Ulmus parvifolia* ‘Drake’ as the street tree at regular intervals 25’–30’ on-center, both sides of the street.

- Consider unique pedestrian lighting along Sixth College Lane to enhance its “main street” character and function.

- Consider replacing lawn with groundcover where it is unused for student gathering.
Sixth Street “A”
- Provide on-street parking parallel to both curbs. The street narrows near the intersections and between Pepper Canyon Hall and the Gilman Parking Structure.
- Plant Tipu Tree, *Tipuana tipu* as the street tree at 6’ x 6’ cut-outs at regular intervals 30’–40’ on-center.
- Fill the planting area with flowering groundcover.
- Construct the sidewalk and roadway of permeable concrete pavement.
- Use street trees, street lights, and furnishings to define the roadway from the pedestrian areas.

Sixth Street “B”
- Provide on-street parking parallel to both curbs. The street narrows near the intersection with Gilman Drive.
- Plant African tulip tree, *Spathodea campanulata* as the street tree in 6’ x 6’ cut-outs at regular intervals 25’–30’ on-center.
- Fill the planting area with flowering groundcover.
- Construct the sidewalk and roadway of permeable concrete pavement.
- Use street trees, street lights, and furnishings to define the roadway from the pedestrian areas.
c. **Landscape Elements**
This section addresses items to be used across the neighborhood open space. See table 3-2.

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

- Unify the Sixth College neighborhood through the use of a consistent palette of pavement types along streets, pedestrian corridors.

A. precast concrete pavers to match the color and finish of those installed at the Student Activities Services Facility, pavers may be between 6” x 6” to 1’ x 2’.

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

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

D. cast-in-place concrete with a natural type-2 cement, medium acid wash, scored at regular intervals of 18”– 4’ or cast-in-place porous concrete with a natural type-2 cement color. A native soil may also be applied for porous concrete on walks. Scored pavement at regular intervals of 5’

E. asphalt concrete

F. grass-turf block, as approved by the City of San Diego.
G. All other sidewalks should be cast-in-place concrete with a natural type-2 cement, medium acid wash, scored at regular intervals of 5’.

- Allow pavement in courtyards, squares, and quads to vary.

- Limit interior or courtyard pavement within parcel lines.

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### Tree Planting in Pedestrian Pavement

- Plant trees in a minimum 6’ x 6’ planting area (10’ X 10’ on Russell Lane).

- Use structural soil under the entire pedestrian pavement area from face of building to the back of curb.

- Align the tree trunks 3’ from the back of the curb along streets.

- Center street trees in tree grates. On Russell Lane, fill the 10’ square planting areas with groundcover.
Figure 3-77 Sixth College Street Tree Diagram

Street Trees

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

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

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

**UP** Lyman Lane – Evergreen Elm, *Ulmus parvifolia ‘Drake’*

**TT** Sixth Street “A” – Tipu Tree, *Tipuana tipu*

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

**JP** Sixth Lane / Lyman Lane – Evergreen Elm, *Ulmus parvifolia ‘Drake’*

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


**PR** Warren Field Allee - California Sycamore, *Platanus racemosa*
Understory Plant Material

- Plant and maintain low-growing (1’ to 3’ in height), drought-tolerant species that are visually appealing in their natural form. These will serve to meet objectives of enhanced security, sustainability, and low maintenance. Suggested species include:
  - Acacia, *Acacia redolens*
  - California Lilac, *Ceanothus griseus horizontalis*
  - Rosemary, *Rosmarinus officinalis*
  - Dwarf Coyote Brush, *Baccharis pilularis ‘Pigeon Point’*
  - Big Blue Lily Turf, *Liriope muscari*
  - Senecio, *Senecio mandraliscae*
  - Dwarf Periwinkle, *Vinca minor*
  - English Lavender, *Lavatera assurgentiflora*
  - Western Marsh-Rosemary, *Limonium californicum*
  - African Iris, *Dietes vegata*

- Screen undesirable views with larger shrubs and vines on fences and/or trellises where visibility for security is not an issue. Suggested species include:
  - California Lilac, *Ceanothus ‘Joyce Coulter’*
  - Hopseed Bush, *Dodonaea viscosa*
  - Pride of Madeira, *Echium fastosum*
  - Giant Wildrye, *Elymus condensatus*
  - Bush Sunflower, *Encelia californica*
  - Toyon, *Heteromeles argutifolia*
  - Red Bush Monkey Flower, *Mimulus aurantiacus*
  - Deergrass, *Muhlenbergia rigens*
  - California Evening primrose, *Oenothera californica*
  - Catalina Cherry, *Prunus lyonii*
  - California Coffeeberry, *Rhamnus californica*
  - Lemonade Berry, *Rhus integrifolia*
  - Fuchsia-flowering Gooseberry, *Ribes speciosum*
  - Matilija Poppy, *Romneya coulteri*
  - Wild Rose, *Rosa californica*
  - Bird of Paradise, *Strelitzia reginae*
  - Mexican Bush Sage, *Salvia leucantha*
  - New Zealand Flax, *Phormium tenax*

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

■ Provide seating in a variety of forms that relate to the site and building design.

■ Design site walls 14”– 18” high to serve as seating. These walls may be design elements of the landscape and/or the buildings. Width of site walls should be between 12” and 36”.

■ Locate benches to encourage gathering in small informal clusters along pedestrian paths and in open spaces.

■ Meet the university’s standards for site and building signage.

■ Follow the UCSD Outdoor Lighting Design Guidelines (OLDG).

❏ Additional lighting is encouraged where it enhances the whole neighborhood.

❏ Consider Station Square Street as an “Entry Boulevard” as defined by OLDG.

■ Include all circulation corridors (Rupertus Way, Sixth Lane/Lyman Lane, Sixth Streets “A,” and “B”) as “Primary Paths” as defined by OLDG.

■ Prohibit specially designed lighting of an individual building that is out of character to the neighborhood and/or adjacent buildings and uses.

❏ Consider reduced spacing of pedestrian scale (8’ – 15’ tall) light fixtures to minimize conflicts with immature street trees.

■ Group bicycle racks near building entrances to encourage bicycle use and complement the neighborhood character.

■ Install university standard trash receptacles.

■ Place trash receptacles near building entrances and pedestrian circulation intersections.

■ Install enough UCSD standard bicycle racks to meet the university’s bicycle parking standards according to the type and use of each building.
d. Landscape Recommendations

- Develop a color palette to further express the unique mission and character of Sixth College through landscape interventions such as on site walls, umbrellas, and awnings.

- For new building and renovation projects, designate an amount of each construction budget to be used for the implementation of site improvements including plants, groundcover, site furnishings, site lighting, and pedestrian pavement.

- Establish a mechanism for funding the design and installation of campus-wide landscape improvements that enhance and help to knit the entire campus together. It is recommended that a fund be established that would finance site improvements independent of building, circulation, or infrastructure projects. These improvements might include pedestrian paths, habitat restoration, signage, etc.

- Discontinue memorial plaques located in planting areas. Update the program for campus donations.

- Work with the campus development office to identify potential private funding sources for site improvements to augment state building budgets for the installation and long-term maintenance of the campus’ open space.

- Define opportunities for private donor funding for projects of all sizes.

- Consider integration of public art into the campus landscape.