



11

SPECIAL AREA PLANS

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### INTRODUCTION

The special area plans that follow contain a detailed discussion of the planning and design concepts for specific areas on the CSUMB campus. Each area includes a description of the design intent and its accompanying design strategies.

### MAIN QUAD

The Main Quad is the heart of the CSUMB campus. As the central gathering space on campus, the Main Quad should be an iconic space, one that reflects the identity of the university. The Main Quad will accommodate a variety of activities, including large events, small events, passive recreation, studying, and socializing. The Main Quad should be redesigned to better accommodate these various uses. The new Main Quad will be organized around two distinct spines; a north-south open space and an east-west corridor. (Figures 11.1, and 11.2)

1. The Main Quad as currently designed is an expansive area, too large to feel defined. To help alleviate this situation, the Main Quad should be designed to be a series of “rooms” rather than one large space. This can be achieved through planting, materials, and topography. The ground plane should be a combination of paving and planting areas. Landform can be utilized to create sloped areas for lounging, and seat walls integrated into the landscape can create rooms for studying and socializing. Turf areas should be selectively located to minimize maintenance and water use while maximizing opportunities for passive recreation and socializing.
2. Windrows of trees add to the character and help define the different areas of the Main Quad, and provide much-needed wind protection. This windrow vocabulary can be utilized throughout campus as a CSUMB identity-giving concept, but should be more legible as a distinct, repeated element of the Main Quad spaces.
3. The east-west spine builds around the major pedestrian promenade or mall. It creates a central corridor for efficient movement for students between facilities with minor pedestrian connectors organized along the windrow plantings to accommodate desired circulation routes. This corridor connects the facilities between Fourth Avenue and Fifth Avenue with identifiable entrances at each end.
4. South of the pedestrian promenade are a series of smaller garden rooms. These will have a more intimate scale and each will be designed to accommodate the adjacent uses. A

Figure 11.1: Main Quad - Plan



- Existing Buildings
- Proposed Buildings

Section Cut for Figure 11.2

1. Combination of paving and landscape
2. Windrows of trees
3. East-West Spine
4. Smaller-scaled garden rooms
5. North-south oriented "commons"
6. New buildings constructed on existing parking lots
7. New buildings frame Main Quad
8. North-south pedestrian connector

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combination of permeable and hard paving, dense planting and windrow trees will be used. The repeated palette of materials will provide a consistent identity to the promenade and garden rooms.

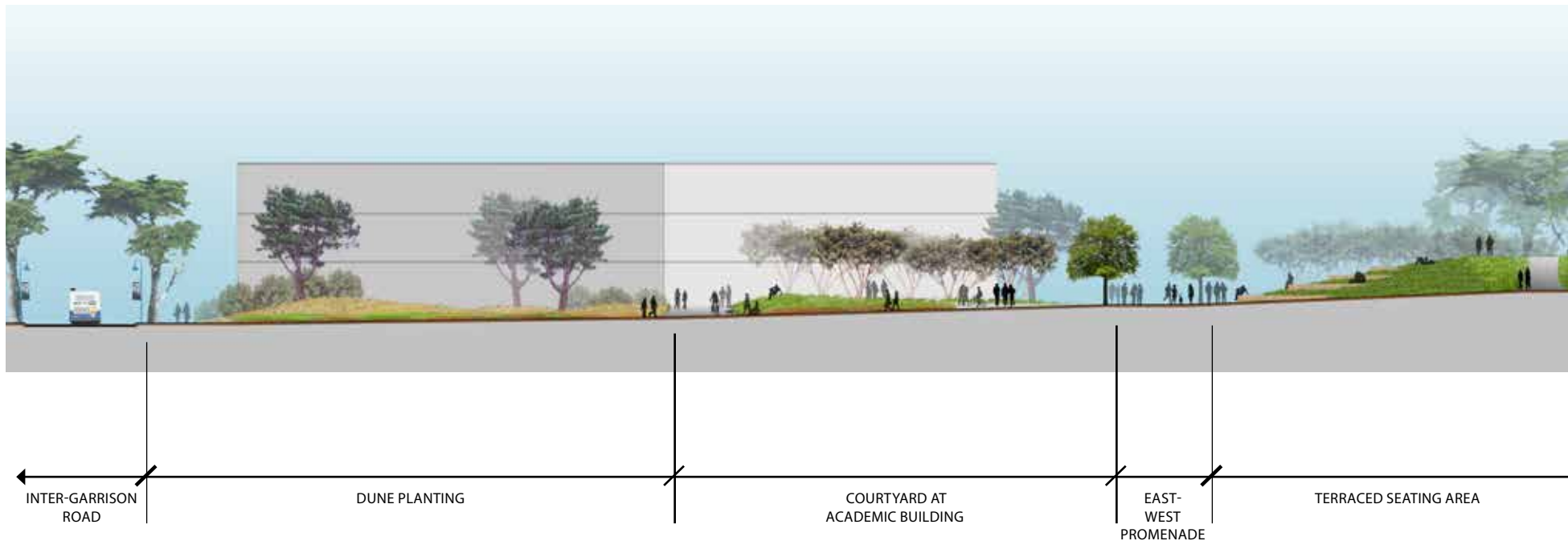
5. The north-south-oriented “commons” has a different character than the spine; it provides a large open space for gatherings and spontaneous recreation.

This new Commons intersects the Promenade and Garden Rooms. It terminates at the north at the Northern Oak Wood-

land, and extends and invites pedestrians into the Crescent area to the south.

6. New buildings are constructed upon existing parking lots to increase density in the campus core.
7. New buildings are sited to frame the Main Quad spaces as well as create entry plazas and building courtyards. Building courtyards should be wind-protected and have sun access whenever feasible.

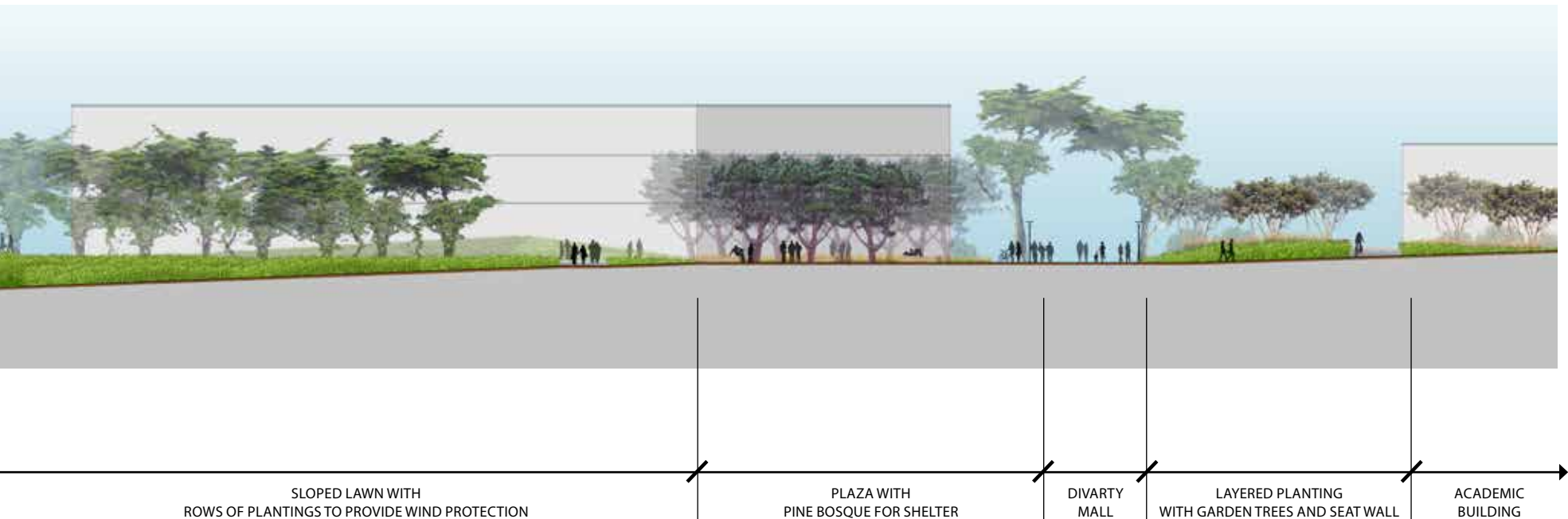
**Figure 11.2:** North-South Section of Main Quad Looking East



8. A north-south pedestrian connection between Inter-Garrison Road and Divarty Mall links student residences north of Inter-Garrison Road to the academic buildings south of Divarty Mall.

Additional general Divarty Mall guidelines include:

- Landform, walls, and plantings are utilized to create wind-breaks.
- Special paving is used along the main circulation routes to mark the Main Quad as an important space.
- Several areas of appropriate groundcover or drought-tolerant turf substitute are integrated into the Main Quad for lounging and passive recreation. The remainder of the quad is paved or planted with native species to minimize water use.
- Abundant seating options are provided to support recreation, outdoor classroom space, study areas, and gathering spaces.



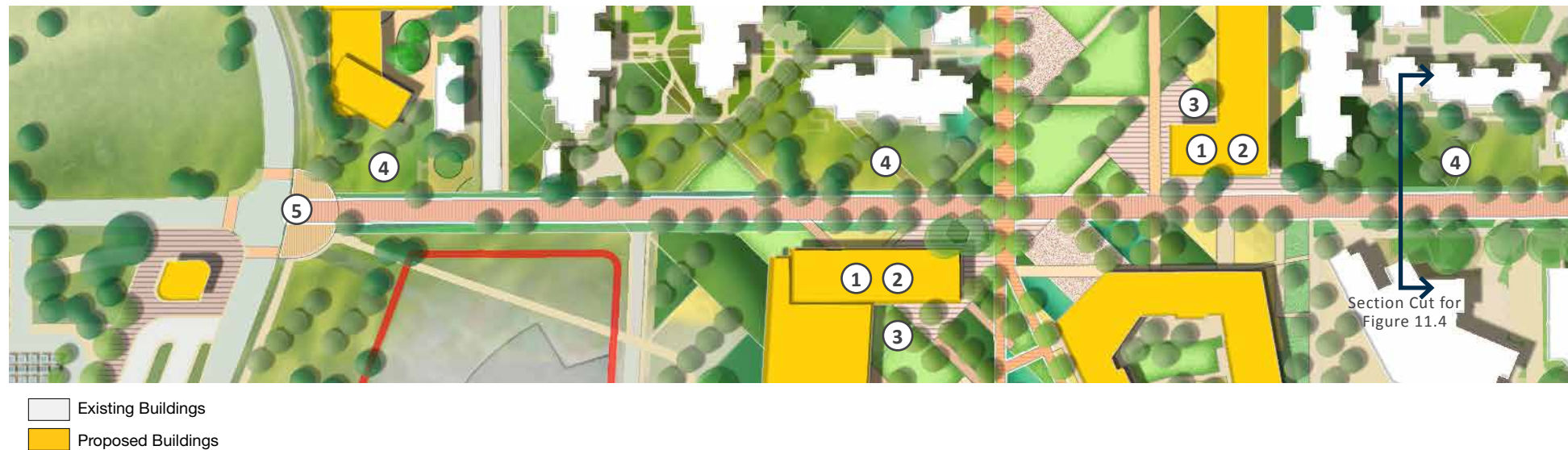
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## DIVARTY MALL

Divarty Mall is designed as a linear open space providing a movement corridor and student gathering spaces. (Figures 11.3, 11.4, and 11.5)

1. New buildings along Divarty Mall are sited to frame the street by minimizing the setback from the mall. Where greater setbacks are required, use planting, topography, and windrows to create interesting, pleasant outdoor spaces for socializing.
2. Building entries face Divarty Mall. Buildings adjacent to the Crescent and Southern Oak Woodland should maintain a connection to those areas.
3. Building courtyards and entry plazas include planting, seating, and bicycle parking where appropriate. Courtyards respond to building facades, entries, and solar orientation. They are more intimate spaces, and are therefore appropriate locations for accent and ornamental planting. Courtyards can become extensions of the interior spaces.
4. Open spaces on the north side of Divarty Mall become gathering spaces that are extensions of the mall. These are improved to create smaller, more intimate outdoor rooms that connect the academic to the residential uses.
5. The terminus of the mall on the western end is at General Jim Moore Boulevard. This terminus should create a safe and visible street crossing to accommodate the pedestrians and bicyclists traveling to and from the multimodal hub. On the eastern end, Divarty Mall terminates at a new academic building.
6. Fifth Avenue continues through the roundabout to connect with A Street. A Street terminates at Seventh Avenue, between two student housing clusters.

Figure 11.3: Divarty Mall - Plan



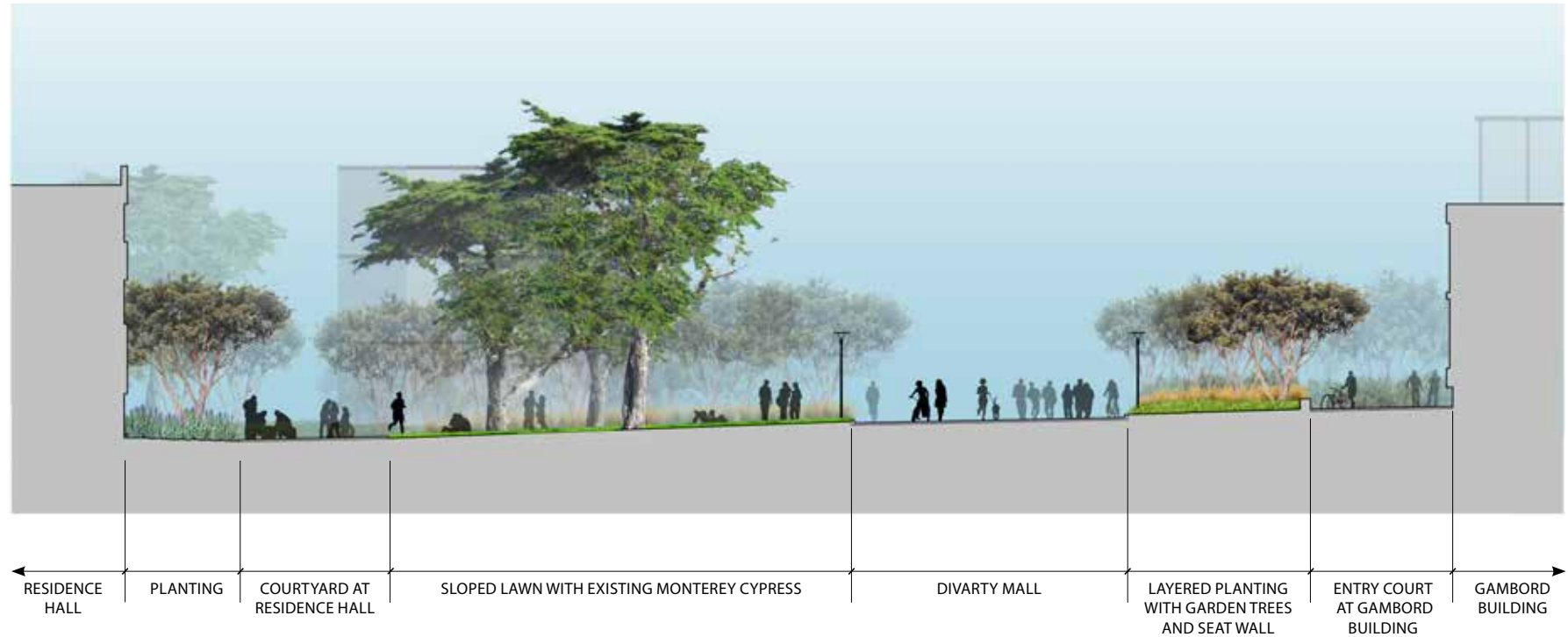
Additional general Divarty Mall guidelines include:

- Vehicle access is limited to campus shuttle, service, and emergency vehicles between General Jim Moore Boulevard and Seventh Avenue.
- Divarty Mall has flush curbs and special paving to set it apart as a pedestrian mall and important space.
- Divarty Mall is not striped for separate lanes for bicycles, pedestrians, and shuttle; studies have shown that a lack of striping increases safety, as vehicles and bicycles tend to drive and ride more cautiously.
- Mall improvements, including consistent planting, pedestrian lighting, and seating, are included to create a safe, comfortable, and human-scaled corridor.
- Shelters and seating are provided at campus shuttle stops.



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Figure 11.4: Divarty Mall at Gambord Building Looking East





*Figure 11.5: Divarty Mall Rendering*



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## INTER-GARRISON ROAD

Inter-Garrison Road will transform into a pedestrian- and bicycle-oriented corridor with transit access that ties together the residential neighborhoods to the north, and the campus core to the south. (Figures 11.6, 11.7, 11.8, and 11.9)

1. New buildings along the south side of Inter-Garrison Road are designed to engage the street by building to the street edge.
2. Building entries front onto Inter-Garrison Road. Buildings located on the south side of Inter-Garrison Road should also provide entries onto the Main Quad.
3. Buildings should have transparent and welcoming ground floor uses with direct connections through to the Main Quad whenever feasible.
4. Buildings can be utilized to take up differences in grade through use of stairs, ramps, and elevators.

5. Buildings on street corners act as anchors, and should provide seating opportunities along the Inter-Garrison Road edge.
6. Clear signage on Inter-Garrison Road at the multi-modal hub is provided to direct drivers to parking facilities. Clear wayfinding signage is also provided for pedestrians and bicyclists to direct them to the transit facilities at the multimodal hub and from the multimodal hub to major destinations on campus.

Additional general Inter-Garrison Road guidelines follow:

- Vehicle access is limited to regional bus, campus shuttle, and service and emergency vehicles between General Jim Moore Boulevard and Fifth Avenue.
- Street improvements, such as wide sidewalks, street trees, pedestrian lighting, and crosswalks, are included to create a safe, comfortable, and human-scaled corridor.
- Shelters and seating are provided at regional bus and campus shuttle stops.

**Figure 11.6: Inter-Garrison Road - Plan**

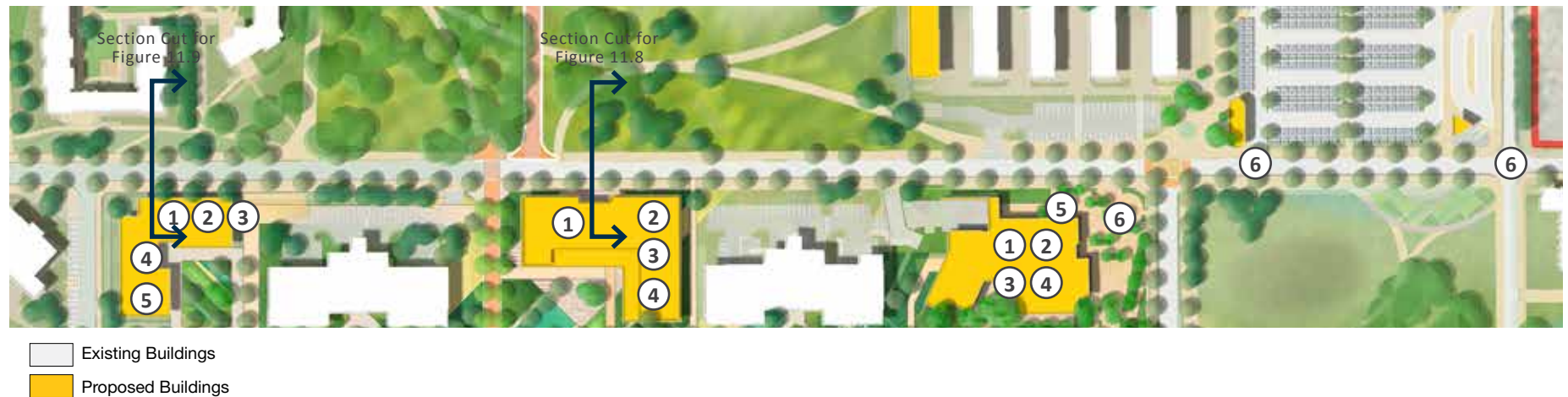


Figure 11.7: Inter-Garrison Road Rendering



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Figure 11.8: Inter-Garrison Road at Fifth Avenue Looking East

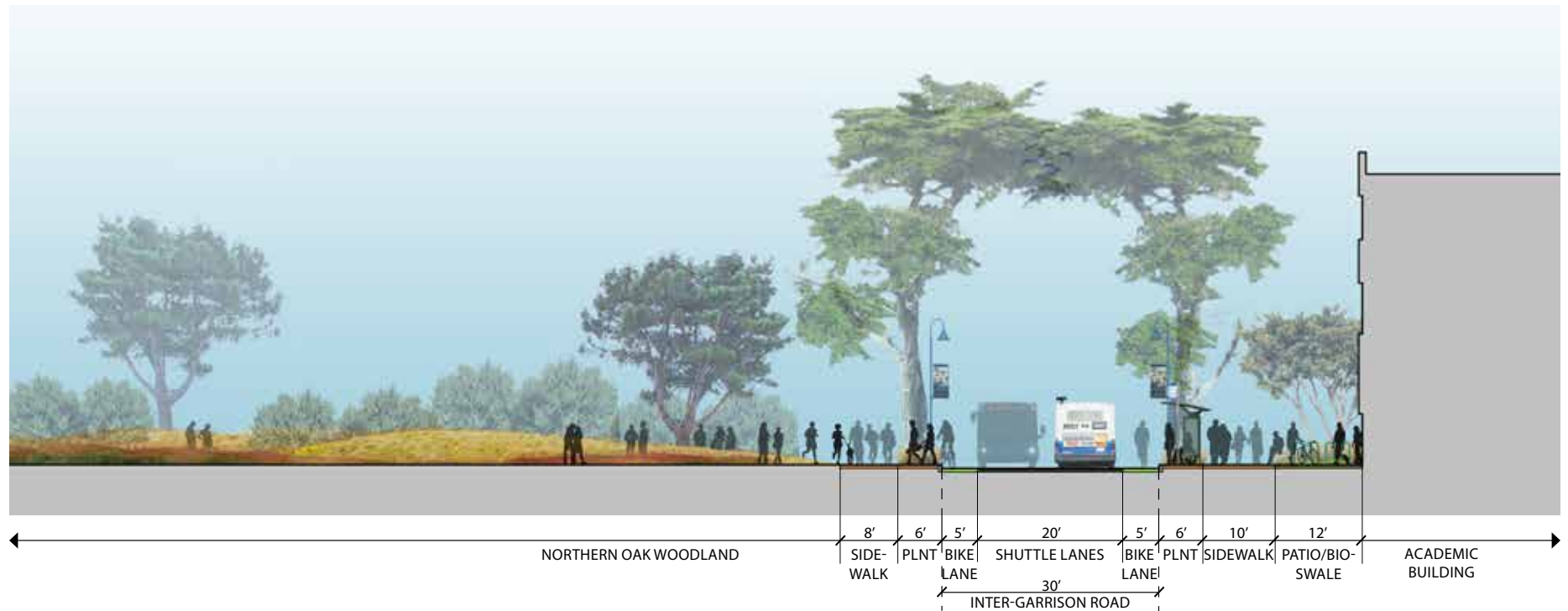
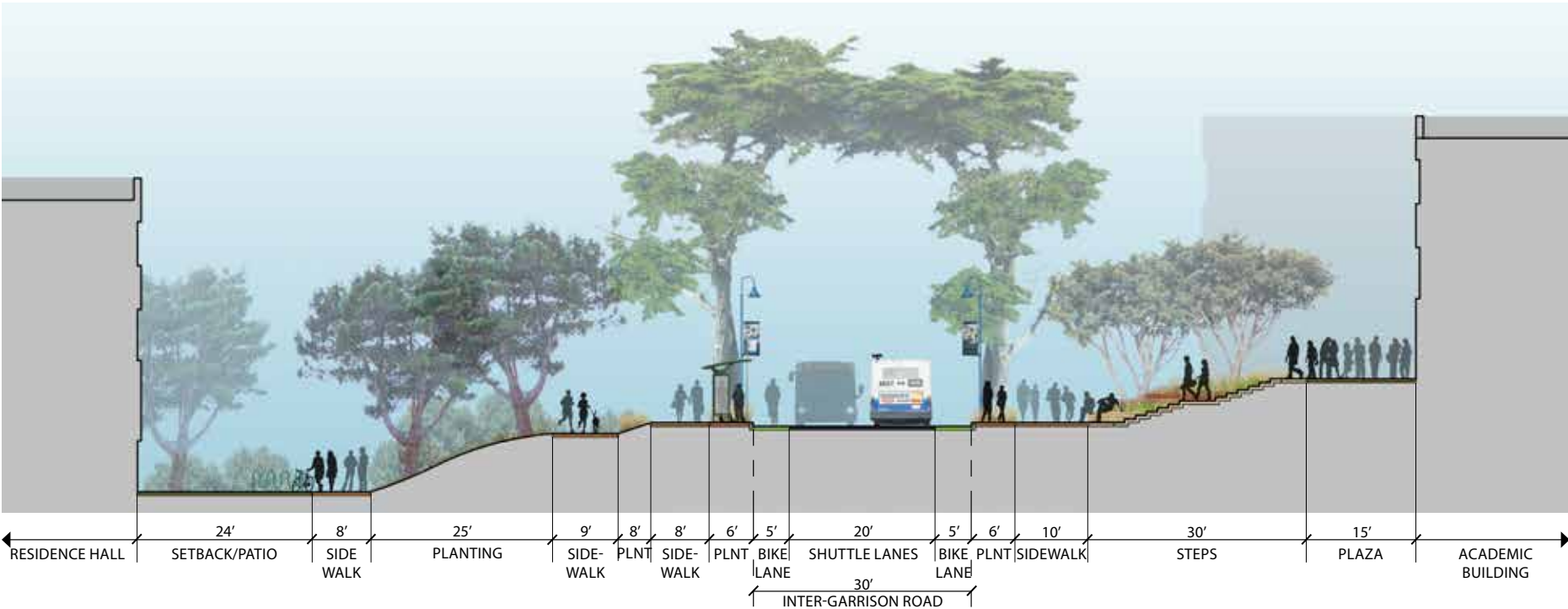


Figure 11.9: Inter-Garrison Road at Fourth Avenue Looking East



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### ATHLETICS AND RECREATION DISTRICT

The Athletics and Recreation District (Figure 11.10) will expand to accommodate a number of new athletic and recreation facilities, as well as a multi-modal hub. This hub will provide shared commuter and athletics parking, and amenities for regional transit, the campus shuttle, and bicyclists. A stadium plaza provides pre-game event space; it can also accommodate various campus and community events. As the Athletics and Recreation District grows, it will present opportunities to host athletic conference tournaments, and it will be able to share facilities with the surrounding communities.

The campus edge along Second Avenue should read as distinctly CSUMB. Design of the campus edge along Second Avenue should adhere to RUDG recommendations to create a comfortable, safe, and attractive environment for pedestrians and bicyclists. With this in mind, CSUMB facilities located along the Second Avenue corridor should embrace the public street and create a welcoming edge for the community. The street-fronting facilities should be of a scale that is friendly to pedestrians and bicyclists, and they should maximize visual and physical connections to the future planned development across Second Avenue.

1. The major vehicular entries to the campus from the west are located at Second Avenue and Divarty Street, and on General Jim Moore Boulevard at Lightfighter Drive. These entries should be marked with gateway signage and attractive landscaping that evokes the CSUMB identity. The windrow vocabulary employed at the Main Quad could be repeated at the gateways to signal arrival on campus. A distinct tree type should be used for the entry/gateway windrows, with a repeated palette of paving, site walls and signage to allow a variable, but recognizable, vocabulary at each campus entry. The Second Avenue and Divarty Street intersection has been designated a “town and village center” in the Fort Ord Regional Urban Design Guidelines. The Regional Urban Design Guidelines are required at all Town and Village Center locations for 1997 BRP consistency. The stadium can help define the gateway at this location.
2. The new stadium creates a positive interface with the community, with a ceremonial plaza and potential retail along Second Avenue to activate the ground floor street edge.
3. Where there are no facilities along the street edge, an informal planting of Monterey cypress, Monterey pine and coast live oak should be clustered along the perimeter. The density and pattern of these trees should create a distinct edge and signal that this is the CSUMB campus boundary, while also allowing intermittent views into the campus Athletics and Recreation District. The separated multi-use trail along Second Avenue provides a safe and attractive off-street route for pedestrians and bicyclists. Parking lots are considered an undesirable use at the street edge; they should be located behind all buildings fronting Second Avenue. Planting should be utilized to screen views of existing parking areas from the street.
4. The southern edge of the campus along Lightfighter Drive continues the wooded edge vocabulary from Second Avenue; here, a forested area of mature trees provides a positive community edge. A multi-use trail connects the Southern Oak Woodland to Second Avenue.
5. Stormwater management areas are located along Second Avenue, surrounded by the wooded edge. Intended to be both functional and attractive, these clearings will add to the appealing wooded campus edge and provide views into and out of the campus. These will also showcase the university’s commitment to sustainability.
6. Regional buses and the CSUMB shuttle will service the multi-modal hub with destinations on and off campus.
7. Vehicular traffic can enter the athletics district from Second Avenue or from Divarty Street.
8. Restricted-access streets are available for drop-off and servicing of the aquatic complex and athletic fields.

Figure 11.10: Athletics and Recreation District - Plan

-  Existing Buildings
-  Proposed Buildings

1. Campus gateways
2. Active street edge with retail and plaza
3. Wooded campus edge
4. Multi-use trail through wooded landscape
5. Stormwater management area
6. Bus and shuttle stops
7. Vehicular access points
8. Restricted-access streets
9. Drop-off area
10. Parking lots
11. Stadium plaza
12. Additional plazas/open spaces
13. Multi-purpose field
14. FORTAG alignment
15. Major pedestrian entry from campus core
16. East-west and north-south pedestrian connectors
17. Field house and administration offices
18. Potential athletics and recreation expansion location



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9. A drop-off area is located adjacent to the stadium plaza. Automobiles can then continue on to the parking areas if necessary.
10. Commuters arriving by transit or car are dropped off, or they can park their vehicles at the parking lots at the multi-modal hub, before continuing by foot, bicycle, or shuttle to their destination on campus.
11. The stadium plaza along Divarty Street adjoins the new stadium and provides a space for pre-game activities and other campus or community events.
12. Additional plazas are located near the baseball, tennis, soccer, and softball fields for pre-game gathering and other events.
13. A multi-use field is available for informal athletics, pick-up games, or other events.
14. The FORTAG trail runs along the northern edge of the district along Divarty Street, providing bicycle and pedestrian access to the campus and larger region. This is the most direct route from campus to the Monterey Bay Sanctuary Scenic Trail and the beach.
15. Pedestrians arriving from the campus core follow Divarty Mall or other bicycle or pedestrian paths, and cross into the Athletics and Recreation District at General Jim Moore Boulevard.
16. An east-west pedestrian route connects to the aquatic complex and on to the stadium, while a north-south route leads to the ball and soccer fields. Pedestrians can navigate through the district to most destinations without having to cross vehicular traffic.
17. The athletics field house and administrative offices are located adjacent to the stadium.
18. As the athletics and recreation program grows, additional fields can be accommodated east of General Jim Moore Boulevard. More active and passive recreation can also be integrated into the Southern Oak Woodland in the form of trails, a fitness trail with exercise stations, disc golf, and the existing ropes course.



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