

LRDP WORKING GROUP SUMMARY REPORT SUSTAINABILITY

Working Group Charter:

The Sustainability Working Group has been challenged to explore the three dimensions of sustainability – people, planet and profit – within the UC Riverside context. The group will identify the campus’ most challenging sustainability issues, and propose innovative ideas for addressing them via land use and design of the built environment. Particular emphasis will be placed on developing strategies that will assist the campus in meeting the University of California’s commitment to carbon neutrality, energy use reduction, water conservation, and more.

VISION & IMPLEMENTATION

In 2035, what does UCR look like with respect to Sustainability?

I. Vision Statement 1

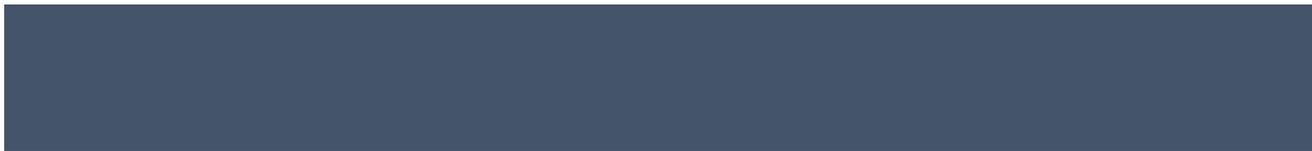
Brief, explanatory paragraph that provides context and justification of the vision.

Given the anticipated growth of the UCR campus, substantial thought and resources must be committed to sustainability. The Sustainability Working Group focuses on the environmental, social, and financial aspects of sustainability on campus. Best practices should emphasize minimizing resource use (e.g. energy, water, waste), promoting a clean, natural environment, and equitable access to resources for UCR students and the surrounding community. Broadly speaking, this requires dense, mixed-use development with a variety of sustainable transportation options and active promotion of walking, cycling, and public transit. Densification of the East Campus in particular will allow significant growth while maintaining or expanding open and recreational space in other parts of our campus.

- **Points that provide guidance or “best practices” (related to space, land use, development)**
- To ensure maximum mobility and access for students, staff and faculty, to the extent possible, concentrate development of academic facilities (with the exception of research that requires land-based resources) to the “academic core” of East Campus.
- To preserve open space, new buildings should be taller, promoting efficient use of space and replacing shorter, inefficient buildings that occupy large, valuable areas. This vertical growth should be done while also considering UCR’s “sense of place” at the foot of the mountains and its architectural history.

- Affordable undergraduate and graduate housing should be emphasized on or near campus to minimize commuting miles, thereby reducing emissions of air pollutants and greenhouse gases and decrease parking ratios.
- To decrease commuting emissions, increase access to forms of transportation that are not single-occupancy passenger cars. This includes improving campus access and mobility for pedestrians, bicycles/scooters, buses, rail, and ridesharing via improved walking paths, bike routes, and transit stops.
- To the extent possible, motorized transportation should utilize carbon-neutral fuels (e.g. electricity, hydrogen), and the University should provide charging stations and incentives to promote cleaner vehicles.
- To ensure equitable student access to recreational space, develop additional recreation facilities near residential buildings and far from sources of air pollution (e.g. establishing a 1000 ft. buffer from the 215/60 freeway).
- Additional solar power installations should not utilize valuable, otherwise unused land. Instead, the panels should be placed on rooftops or above walkways and parking structures to provide shade.

II. Vision Statement 2,3, 4 (as needed)



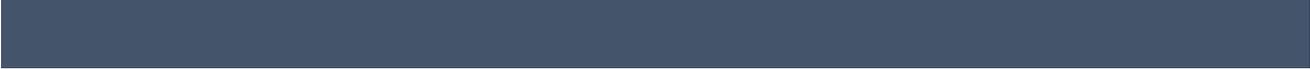
KPA	WORKING GROUP'S RESPONSE
<i>Enrollment and Planning Horizon</i>	
35,000 students in 2035	Substantial resources required ...
<i>East Campus</i>	
Increase density of the core campus; could include removal of older buildings	Increasing core density is critical for facilitating mobility and access, while minimizing energy and emissions associated with transit.
South District – hillside development of campus-owned land.	Currently undeveloped land on the south side of campus should remain undeveloped to preserve natural habitat, cultural resources, and recreational area.
South District- professional schools location?	?
On campus housing – how much?	The University should meet the 40% target for on-campus housing, as it promotes a large range of sustainability goals: minimizes energy usage, minimizes driving, promotes community.
<i>West Campus North of MLK</i>	
Appropriate land uses – potentially complementary to CARB	Consider developing facilities directly adjacent to CARB that would enhance research in sustainability, focusing on air quality and carbon agriculture.
Future of Solar Farm – No single land-use areas for renewable energy generation	Given the shortage of space, future solar panel installations should be placed on rooftops or over parking structures and walkways.
<i>Circulation</i>	
MLK to West Campus Dr.	IA campus entrance from MLK is desirable, as it will decrease congestion around University and Mobility hub, where a lot of pedestrian and bicycle traffic currently exists and will likely grow..
Central Ave. (via Watkins or Freeway)	

Campus Loop configuration	
Shared mobility and shuttles	As the campus expands and becomes more dense, shuttles and shared mobility become more advantageous. Infrastructure for transit stops and access to shared mobility (bikes/scooters) should be added.
Bicycle Caution Zone	Promote bicycle use throughout campus, even in the campus core, with dedicated bike/scooter lanes and parking facilities.
Regional Transit	
Potential train platform on Watkins?	The working group believes a train platform at Watkins/Blaine could greatly facilitate commute to/from campus, especially if paths are built to allow direct access to the core campus. The platform should not serve as a park-n-ride commuter station, as those exist nearby. The projected density of nearby students/faculty/staff and residents should be high enough to justify a platform without requiring a large parking lot.
Changes in transportation thinking – rideshare, autonomous vehicles, shuttle, etc	Campus planning should emphasize pedestrian, bicycle, and scooter access and mobility to decrease use of passenger cars for circulation on and near campus, and for university business. Access by pedestrians and bicycles to all sides of campus, and across campus should be simplified with improved paths and walkways that are appropriately marked. For auxiliary facilities such as Ag Ops (west campus) and CE-CERT, alternatives to passenger cars should be emphasized, which may include addition of a shuttle or bikeshare service.
Parking ratios	Parking ratios should slowly be decreased over time while also increasing alternative modes of transportation and affordable housing options.
Carbon Neutrality	
100% renewable by 2025	
Any Additional KPA Categories Not Identified in Work Plan, But of Interest to Working Group	
Facilities/Storage/Distribution near Freeway	Because of air pollution concerns immediately adjacent to the freeway, that land should be used for non-academic, non-recreational facilities like Fleet Services, Storehouse, parking structures, etc.
Comment on multi-use configuration of Canyon Crest	A multi-use location (e.g. a “village”) on the east side of the freeway (e.g. a along Canyon Crest) would increase access, decrease vehicle use, and eliminate the need for students to frequently cross under the freeway.
Large, native (or drought tolerant) shade trees	Native or drought tolerant shade trees help moderate local climate and local air pollution, promote walking, and decrease irrigation demands. New trees should be added along major thoroughfares and in large lawns, and every effort should be made to add new trees when mature trees are removed.

R-garden / Community garden	It is important to continue providing land for a community garden. Currently, the R-garden provides educational opportunities, promotes plant-based foods, and provides food to food-insecure students.
Recycle / Compost facility	Important to maintain significant area in the transfer station to increase efforts to decrease food waste, increase recycling rates, and increase on-site composting.
Water use	Lawns that are used for recreation (e.g., Pierce lawn) should be planted with ample shade trees to reduce evapotranspiration. Lawns that have no recreational value should be removed and replaced with drought-tolerant vegetation more appropriate to the local climate.



- I. **Any items/issues/assumptions that – from your working group’s perspective- fundamentally affect land use, space, and/or development not identified in the KPA handout that should be considered in this LRDP**

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- I. **Examples of other institutions that can serve as aspirational targets with respect to your working group's particular area of focus. Please list associated reference documents, as applicable.**