III. CONCEPT ALTERNATIVES

The development of the concept plan first addressed the site massing alternatives and the circulation alternatives in order to generate the planar framework necessary to structure the three dimensional aspects of the plan. When combined, the site development and circulation recommendations presented a framework for concept refinement.

SITE DEVELOPMENT ALTERNATIVES

The academic development area of the study area totals approximately 7.5 acres and is located northeast of Warren Mall and in one site within University Center (Figure 8). Currently it is used for surface parking lots and Pryatel Field. Approximately 1.5 acres of this development area is impacted by the viewshed of the Central Library restricting any development to ten feet above ground level. This site is shown in the lighter tone on Figure 8.

Several land parcelization alternatives were generated and evaluated to determine an optimum level of program accommodation and response to the contextual attributes previously discussed.
- *Arcs:* One possible solution is a series of arcs that establish two circulation loops, an inner pedestrian loop and an outer vehicular loop. Although this geometry would give Warren College a unique form on campus, it does not relate to any of the current campus patterns or college organization structures (*Figure 9*).

- *Orthogonal:* A pure orthogonal grid when applied to the development area can divide the site into six logical parcels for buildings. Circulation, however, is not responding to the diagonal circulation and landform lines (*Figure 10*).

- *Diagonal:* A diagonal grid superimposed on the development area would structure the site into six development parcels as well, responding to the land vector and circulation routes but not addressing the academic grid already established with the buildings along Warren Mall (*Figure 11*).

- *Combination:* The combination of the orthogonal grid and the prevailing NE-SW diagonal as a form of organization offers the most flexibility in terms of development areas as well as direct circulation between the academic and residential areas. The academic buildings can be organized on the orthogonal grid while the circulation and housing both follow the land direction (*Figure 12*).

The combination plan was the recommendation of the review bodies and planning team for Warren College. It offered the order and flexibility for development parcels while it took on a unique character, special to the Warren College site in its emerging urban form.
CIRCULATION ALTERNATIVES

The campus loop road system passes through Warren College. The UCSD Master Plan delineates a route that passes to the northeast of the existing Warren Housing via Canyonview Road. As further development of planning and program refinements occurred, the neighborhood plan analyzed a variety of alternatives for connecting the loop road through Warren College. Each had different implications on land available for development and impacts on adjacent land uses.

- **Current Alignment:** Currently the loop road passes diagonally through Warren College between EBU I and Pryatel Field (*Figure 13*). As this area becomes prime for academic development, the road would have to be depressed in order to maintain its current location. Decking or covering the roadway would allow for the continuation of Warren Mall and other pedestrian circulation routes across the top of the loop road. Unless it was completely decked, the academic development sites would also be impacted. Buildings on the deck would require additional consideration of vibration and ventilation. With preliminary cost estimates of $3 to $5 million, the viability of this solution appears infeasible.

- **Master Plan Alignment:** Locating the loop road between the Warren Housing and the Housing Expansion site places the campus road in the midst of the residential area (*Figure 14*). Although this was the suggested route in the Master Plan, current program refinement and analysis suggest that this option would create a separation of the two residential areas.

- **Perimeter Alignment:** Options exist for increasing the length of the loop road and extending it around the perimeter of the housing expansion site (*Figure 15*). In order to provide safe and efficient circulation, the perimeter routes would eliminate one to two acres of residential development areas and have some impact on the campus parkland.

- **Proposed Alignment:** The loop road can also be located between the housing and academic core, rather than through the center of any one of these areas (*Figure 16*). This route is more efficient in terms of circulation although it reduces the academic area by approximately 1/4 acre. Because of underground utilities it is infeasible to depress the road or allow undercrossings although opportunities exist to provide overcrossings at major pedestrian connections when the traffic volumes and safety concerns dictate. Shuttle stops along the route can directly service both the academic and residential areas.

From the analysis of the circulation alternatives, the planning and review bodies accepted the proposed alignment between the academic core and the residential area. A separation of two land uses within the college was determined preferable to bisecting either of them. Noise is a concern and potential impact from any of the alternative alignments. If noise proves disruptive, a noise study should be prepared to assess the impact and recommend mitigations. Special care must also be taken during academic site design to visually buffer the housing and provide safe and efficient pedestrian and bicycle crossing.
Figure 17  Future Road Alignment
(All new building plans are schematic and do not represent the final design.)