VII. IMPLEMENTATION

PHASING AND PRIORITIES

The implementation of the Warren College Neighborhood Planning study and the proposed program will occur during the next twenty years based on demand, funding, and campus wide growth policies. Spatial concerns also suggest priorities for phasing in order to provide a coherent structure to the college as it moves towards build out (Figures 59, 60, 61, 62).

The Warren College housing expansion is scheduled to begin construction in January of 1992 in order to meet UCSD’s objective of expanding its housing supply. This will be the first project constructed under the guidelines of the Neighborhood Planning Study. The parking displaced by the construction of the housing (569 cars in lot 504) will be replaced partially on site with the remainder replaced outside of Warren College according to campus wide parking policies.

EBU II is scheduled to begin construction during the fall of 1992 and will be the first academic building to go on line following the completion of the Neighborhood Planning Study. EBU II will necessitate the closure of Voigt Drive and the relocation of the loop road to its future alignment between the academic and residential cores. The loop road should be completed by Fall of 1992 in order to ensure uninterrupted operations and construction schedules. The displaced parking (303 cars in lot 503) will be replaced elsewhere within the campus parking system.

With the construction of Warren Housing Expansion and EBU II, the parking at Warren College will be reduced to approximately 474 spaces or 63 percent of the initial program of 750 cars. Therefore two parking structures have been proposed, one at the north of Warren College and one at the interface of Warren and Fifth Colleges.

Prior to redevelopment of Parking Lot 502, additional parking should be provided. Two options exist for replacement facilities. The construction of Structure No. 2 would provide 500 cars and potential for recreational courts. The exact location and phasing of this structure, though, will be determined in the Fifth College Neighborhood Planning Study.

The northern parking structure, Structure No. 1, can also accommodate 500 cars. Its construction will displace a portion of the current Voigt Drive alignment that would not otherwise need to be realigned until Site A is utilized. One parking structure will need to be completed before lot 502 is redeveloped. If constructed in phases, the structure could accommodate 250 cars in the western section depending on the final design in the first phase. The second phase under Building Site A, with an additional 250 spaces, would come on line with the development of that building. Construction in phases may not be cost effective because of the economy of scale of a garage less than 350 stalls. The design of the parking structure should take into consideration the eventual buildout and the under structure portion so that service, access, and structural support is coordinated.
Sites B and G are currently being considered for SERF, which is scheduled to begin construction in 1993. At Site G the program will displace temporary building facilities in University Center. At Site B the program will partially displace recreational facilities at Pryatel Field.

Physics I is scheduled to begin construction in 1996. The recommended site for the large program requirements (100,000 ASF) is Site D, east of EBU I. The construction will displace any recreational uses maintained on Pryatel Field.

The development of two or more sites on Pryatel Field (Sites A, B, C, and/or D) will eliminate all recreation. The replacement locations for the recreational areas shown on the Master Plan on Parking Lot 302 (474 cars) and at the interface of Warren College and Fifth College. Future studies will look at the possibility of this interface site in conjunction with a parking structure and the possibility of locating fields on Warren Track. The removal of Lot 302 from service would necessitate the construction of the second potential parking garage.

A number of improvements to Warren College are retrofitting existing structures to better relate to the Neighborhood Planning Study. Retrofitting of Warren College Housing should occur simultaneously with the Warren College Housing Expansion in order to give consistency to the improvements and allow for a coherent housing complex.

Planting at the perimeter of Warren Mall in the filter areas should occur as soon as funding becomes available or with the implementation of Warren Mall.

With the construction of EBU II, the form of Warren Mall will become closer to realization. It also provides some funding for the terminus of the Mall at the forecourt of the building.

Additional funding from Physics I on Site D can contribute to the Mall, but will not be available until approximately 1996. Sources beyond the traditional funding should be explored. Enlisting additional funding from private donors and the support of the Stuart Collection for art pieces in Warren Mall will aid the realization of the plan. Ideally Warren Mall should be completed with EBU II to allow for economy of construction and consistency in materials.

FUTURE REVIEW BODIES

The implementation of the planning concepts and the design guidelines will be the responsibility of the Chancellor, UCSD offices of Campus Planning and Facilities Design and Construction and the two campus review bodies, Campus/Community Planning Committee and the Design Review Board. The Neighborhood Planning Study and the Design Guidelines will serve as tools for project direction, review, and evaluation by designers, planners, and those in the review capacity.