

CALIFORNIA COASTAL COMMISSION

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RECORD PACKET COPY**Fri 6f**

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Staff Report: 1/26/05
Hearing Date: 2/16-18/05

REGULAR CALENDAR
STAFF REPORT AND PRELIMINARY RECOMMENDATION

Application No.: 6-04-148

Applicant: University of California, San Diego Agent: Milt Phegley

Description: Construction of seven-level parking structure (Hopkins Parking Structure) which will provide parking for 1,421 vehicles including a partial subterranean level on a 2.3 acre site. Also proposed is installation of several landscape elements.

Lot Area	118,550 sq. ft.
Building Coverage	67,245 sq. ft. (57%)
Pavement Coverage	9,583 sq. ft. (8%)
Landscape Coverage	41,722 sq. ft. (35%)
Parking Spaces	1,421
Zoning	None
Plan Designation	Academic
Ht abv fin grade	58 feet (approx.)

Site: Northwest corner of Hopkins Drive and Voigt Drive, Eleanor Roosevelt College, North Campus, UCSD campus, La Jolla, San Diego, San Diego County. APN 342-010-24

STAFF NOTES:**Summary of Staff's Preliminary Recommendation:**

Staff recommends approval of the subject permit with a special condition addressing landscaping. The primary issue raised by the proposed development relates to proposed landscaping and water quality. The applicant proposes to install several new Eucalyptus trees to the north, east and west of the new parking structure. Approximately 141 new Eucalyptus trees along with 11 Torrey Pines trees and 13 other tree species are proposed to be planted around the project site. UCSD has developed an overall landscape theme and strategy for future development on campus that eliminates use of Eucalyptus trees on or near environmentally sensitive habitat area and proposes retention and enhancement of

Eucalyptus trees on those portions of the campus that are far removed from any sensitive habitat areas and which are adjacent to the existing groves of Eucalyptus trees on the campus. This project site is well removed from any sensitive habitat areas and is in close proximity to the existing Eucalyptus groves. Thus, staff is recommending that in this particular case, the Eucalyptus trees be approved as proposed.

Substantive File Documents: University of California, San Diego "Draft" Long Range Development Plan; certified La Jolla Community Plan and Local Coastal Program Land Use Plan; CDPs #6-04-114, 6-04-105, 6-04-13, 6-04-12, 6-03-113, 6-03-4, 6-02-164, 6-02-24, 6-01-186 and 6-01-186; Project Level Environmental Impact Analysis for the University of California, San Diego Hopkins Parking Structure Project by PBSJ dated September 2004; Survey of Parking Space Occupancy Levels, Summer 2004.

I. PRELIMINARY STAFF RECOMMENDATION:

The staff recommends the Commission adopt the following resolution:

MOTION: *I move that the Commission approve Coastal Development Permit No. 6-04-148 pursuant to the staff recommendation.*

STAFF RECOMMENDATION OF APPROVAL:

Staff recommends a YES vote. Passage of this motion will result in approval of the permit as conditioned and adoption of the following resolution and findings. The motion passes only by affirmative vote of a majority of the Commissioners present.

RESOLUTION TO APPROVE THE PERMIT:

The Commission hereby approves a coastal development permit for the proposed development and adopts the findings set forth below on grounds that the development as conditioned will be in conformity with the policies of Chapter 3 of the Coastal Act and will not prejudice the ability of the local government having jurisdiction over the area to prepare a Local Coastal Program conforming to the provisions of Chapter 3. Approval of the permit complies with the California Environmental Quality Act because either 1) feasible mitigation measures and/or alternatives have been incorporated to substantially lessen any significant adverse effects of the development on the environment, or 2) there are no further feasible mitigation measures or alternatives that would substantially lessen any significant adverse impacts of the development on the environment.

II. Standard Conditions.

See attached page.

III. Special Conditions.

The permit is subject to the following conditions:

1. Final Landscaping Plan. PRIOR TO ISSUANCE OF THE COASTAL DEVELOPMENT PERMIT, the applicant shall submit to the Executive Director for review and written approval a final detailed landscape plan indicating the type, size, extent and location of all plant materials, the proposed irrigation system and other landscape features. Said plan shall be in substantial conformance with the landscape plans submitted with this application by Ellerbe Becket stamp dated 9/15/04 except that they shall be modified such that drought tolerant, native or non-invasive plant species shall be utilized with the exception of the proposed Eucalyptus trees.

The permittee shall undertake development in accordance with the approved landscape plan. Any proposed changes to the approved final plan shall be reported to the Executive Director. No changes to the approved final plan shall occur without an amendment to this coastal development permit unless the Executive Director determines that no amendment is legally required.

2. Construction Access. PRIOR TO ISSUANCE OF THE COASTAL DEVELOPMENT PERMIT, the applicant shall submit to the Executive Director for review and written approval, a final construction schedule, which shall be incorporated into construction bid documents. The schedule and construction documents shall specify that access corridors and staging areas shall be located in a manner that has the least impact on public access via the maintenance of existing public parking areas and traffic flow on coastal access routes (i.e., North Torrey Pines Road). No public street closures shall be permitted.

The permittee shall undertake development in accordance with the approved schedule. Any proposed changes to the approved schedule shall be reported to the Executive Director. No changes to the schedule shall occur without an approved amendment to this coastal development permit unless the Executive Director determines that no amendment is legally required.

3. Runoff Control/BMPs. PRIOR TO ISSUANCE OF THE COASTAL DEVELOPMENT PERMIT, the applicant shall submit, for the review and approval of the Executive Director, a drainage and runoff control plan prepared by a licensed engineer. The plan shall include the following requirements:

- a) Drainage from areas of the parking structure that are susceptible to runoff and that are used for motor vehicle parking, shall be directed through structural BMPs (such as vegetative or other media filter devices) effective at removing and/or mitigating pollutants of concern including petroleum hydrocarbons, heavy metals, and particulates. Selected BMPs (or suites of BMPs) shall be designed to treat, infiltrate or filter the amount of stormwater runoff generated by each runoff event up to and including the 85th percentile, 24-hour runoff event for volume based BMPs

and/or the 85th percentile, 1 hour event, with an appropriate safety factor, for flow-based BMPs.

b) Parking areas susceptible to stormwater shall be swept with a vacuum regenerative sweeper on a regular basis, including annually prior to each rainy season (no later than September 30th of each year).

c) The plan shall include provisions for maintaining the drainage and filtration systems, including BMPs, in a functional condition throughout the life of the approved development. Such maintenance shall include the following: (1) the drainage and filtration system shall be inspected, cleaned and repaired prior to the onset of the storm season, no later than September 30th each year and (2) should any of the project's surface or subsurface drainage/filtration or BMP structures fail or result in increased erosion, the applicant/landowner or successor-in-interest shall be responsible for any necessary repairs to the drainage/filtration system and restoration of the eroded area. Should repairs or restoration become necessary, prior to the commencement of such repair or restoration work, the applicant shall submit a repair and restoration plan to the Executive Director to determine if an amendment or new coastal development permit is required to authorize such work.

The water quality/BMP program shall be implemented in accordance with the approved plan. Any proposed changes to the approved plan shall be reported to the Executive Director. No change in the plan shall occur without a Commission-approved amendment to the permit unless the Executive Director determines that no such amendment is legally required.

IV. Findings and Declarations.

The Commission finds and declares as follows:

1. Detailed Project Description. Proposed is the construction of a new parking structure, known as the Hopkins Parking Structure, which will consist of a seven-level, approx. 58 foot high, 427,200 sq. ft. structure that will provide a total of 1,421 parking spaces. Due to the sloping grade of the project site, two levels of parking would be above grade at the western end and five levels would be below grade. At the eastern end, four levels would be above grade and three levels below grade. The principal entrance to the parking garage will be from Hopkins Drive to the east. A secondary entrance is proposed at the sixth level from Voigt Lane. An attendant booth is proposed at each of the two vehicle entrances. Handicapped accessible parking stalls are proposed to be located at the top level near the elevators of the proposed structure. The proposed structure will be located on a 2.3 acre area that is predominantly a landscaped turf area. An existing basketball court located on the project site is also proposed to be removed and relocated to a different part of the campus.

The proposed project site is located east of North Torrey Pines Road at the northeast corner of Hopkins and Voigt Drives on the Eleanor Roosevelt College campus. The

project site is within the Commission's area of permit jurisdiction. Thus, the standard of review is the Chapter 3 policies of the Coastal Act.

2. Public Access/Parking. Section 30252 of the Coastal Act states, in part:

The location and amount of new development should maintain and enhance public access to the coast by (1) facilitating the provision or extension of transit service, (2) providing commercial facilities within or adjoining residential development or in other areas that will minimize the use of coastal access roads, (3) providing nonautomobile circulation within the development, (4) providing adequate parking facilities or providing substitute means of serving the development with public transportation...

With respect to projects on UCSD's Main Campus, which is not between the sea and the first coastal roadway, nor within walking distance of shoreline recreational areas, the primary concern is maintaining free-flowing traffic on the major coastal access routes surrounding the campus. These include I-5, Genesee Avenue, North Torrey Pines Road and La Jolla Shores Drive. The Commission has taken the position that on-campus parking problems on the main campus are not a Coastal Act issue unless they result in spill-over effects within the surrounding off-campus area, particularly North Torrey Pines Road and La Jolla Shores Drive, which serve as major coastal access routes. In the case of the subject proposal, the proposed development will not have any such effect.

As noted in the project description, the project site is located well inland and east of North Torrey Pines Road in the Eleanor Roosevelt campus of UCSD. The proposed new parking structure is located immediately south of another project on the UCSD campus for additions to the Supercomputer Center (ref. CDP Application #6-04-147 on this same meeting agenda). The new parking structure will contain a total of 1,421 parking spaces and will consist of seven levels. Access to the garage will be obtained from its principal entrance along Hopkins Drive. A secondary entrance is proposed at the sixth level from Voigt Lane.

According to the "Survey of Parking Space Occupancy Levels" submitted by the applicant, the parking lots in the nearby area are not filled to capacity and at peak occupancy levels (Spring 2004) there will be approximately 153 parking spaces available to meet campus parking needs in the immediate area. Furthermore, the newly proposed parking structure will increase the supply of parking on campus and maintain the UCSD campus target parking ratio of 0.41 spaces per capita for the regular academic sessions. With the provision of 1,421 parking spaces, ample parking will be provided for both existing and future planned development on the campus.

According to UCSD, they intend to complete the parking structure at the same time that the Supercomputer additions are completed. As such, the construction phase for both projects have been timed such that they will be constructed simultaneously with each other and both structures are slated to be open in the fall of 2006.

With regard to potential impacts to traffic circulation, the EIR for the Hopkins Parking Structure indicates that the proposed project will have no significant impacts on surrounding on-campus intersections or roadway segments assuming the recommended mitigation measures are implemented (i.e., use of flagmen, maintenance of one travel lane open on campus roadways at all times, etc.). Several operational improvements such as left turn and right turn lanes on Hopkins Drive are also recommended as mitigation measures identified in the EIR for special events, etc. However, all of these mitigation measures will occur on interior campus roads only and not on public streets or major coastal access routes; as such, if for any reason such measures are not implemented, they would have no adverse effect whatsoever on public access or traffic circulation along major coastal access routes (i.e., North Torrey Pines Road). The proposed parking structure will result in an increase in on-site parking which will greatly improve campus parking conditions in the project vicinity. The closest major surface streets to the project site are North Torrey Pines Road, a major coastal access route, and Genesee Avenue. In addition, UCSD Transportation and Parking Services operates an extensive network of free shuttle routes to the campus population. No change to the Level Of Service (LOS) will result on these roadways as a result of this project.

Therefore, as the proposed parking structure will not result in traffic impacts and will provide additional campus parking, the Commission finds the proposed development consistent with the Chapter 3 policies of the Coastal Act addressing protection of public access.

3. Visual Resources/Landscaping. Section 30240 also states the following:

- (a) Environmentally sensitive habitat areas shall be protected against any significant disruption of habitat values, and only uses dependent on those resources shall be allowed within those areas.

- (b) Development in areas adjacent to environmentally sensitive habitat areas and parks and recreation areas shall be sited and designed to prevent impacts which would significantly degrade those areas, and shall be compatible with the continuance of those habitat and recreation areas.

In addition, Section 30251 of the Act states the following:

The scenic and visual qualities of coastal areas shall be considered and protected as a resource of public importance. Permitted development shall be sited and designed to protect views to and along the ocean and scenic coastal areas, to minimize the alteration of natural land forms, to be visually compatible with the character of surrounding areas,...

UCSD is a very large campus which is located within the geographic area of the community of La Jolla. While some portions of the campus are located nearshore (i.e., the Scripps Institution of Oceanography), the majority of the campus is located much further inland. For those areas of the campus that are nearshore, potential impacts on

scenic views of the ocean are a concern. In addition, several of the streets that the campus adjoins are major coastal access routes and/or scenic roadways (as designated in the certified La Jolla Community Plan and Local Coastal Program Land Use Plan).

In this particular case, the proposed new parking structure will be located well inland on a portion of the campus that is east of North Torrey Pines Road, a major coastal accessway in the La Jolla community. The proposed new structure is located on the Eleanor Roosevelt College campus in an area that presently consists of a landscaped turf area and a basketball court. Due to its location, the proposed new structure will not have any effect on public views to or along the ocean.

A landscape plan has been submitted with the proposed project which shows the planting of several new plant elements immediately north, east and south of the new building. As a result of the proposed development, approximately 46 existing Eucalyptus trees will be removed. These trees will be partially replaced with the planting of 141 new Eucalyptus trees along with 11 Torrey Pines trees and 13 other tree species. Because the project site is adjacent to one the historic groves of Eucalyptus trees on the campus, UCSD proposes to incorporate several Eucalyptus trees, as described above, adjacent to the new structure.

There are several areas on the campus where historic groves of Eucalyptus trees are prevalent and where UCSD would like to keep the theme of these trees intact. In this particular case, as noted above, the Hopkins Parking structure is located immediately adjacent to the historic Eucalyptus woodland on campus (ref. Exhibit No. 5). The use of Eucalyptus trees as a landscape element on the UCSD campus has been addressed in several past projects reviewed by the Coastal Commission. Most recently, the issue was discussed at the December, 2004 hearing. In the past decisions, the Commission has found that while Eucalyptus trees are not as "invasive" as other tree/plant species, they still do not meet the criteria for a "native, drought-tolerant" plant element. Given the San Diego region is located in an arid climate, it is important to conserve water. One way to do this is to utilize drought tolerant plants to reduce the need for irrigation. The main concern with the use of Eucalyptus trees, as noted by the Commission staff biologist, is that Eucalyptus trees generally do not provide habitat for native species. Although there are some exceptions to this rule (i.e., Monarch butterflies and raptors that use trees for perching, roosting, nesting) very few insects use the understory of Eucalyptus trees as generally it is very sterile. In addition, the trees have a negative effect on songbirds due to their gooey sap. In addition, the flowers and other tree materials can clog the nostrils of birds and not much grows in the understory of these trees because of the materials in the leaves. Sometimes wind rows of Eucalyptus trees can be seen in areas that used to be agriculture indicating that wind can carry the seeds of such trees and they can re-establish themselves in other areas. For these reasons, the planting of such trees near natural areas containing sensitive native plant and animal species, could result in the significant degradation of an environmentally sensitive habitat area. Not only are invasive plants a concern, but it is also important to use native plants adjacent to natural areas.

In its review of CDP Nos. 6-04-12 and 6-04-13, the Commission made it very clear that the use of Eucalyptus trees could not be supported on the campus if they were located

adjacent to an environmentally sensitive habitat area such as the natively vegetated canyons located on the campus. The Commission indicated concerns with the general use of this plant element elsewhere on the campus. However, at the time, UCSD did not have an overall landscape theme proposed and routinely proposed the use of Eucalyptus trees in most of their development proposals. As a result, the Commission has requested in past decisions (including but not limited to, CDPs #6-03-113, 6-03-4, 6-02-164, 6-02-24, 6-01-186 and 6-01-186) that any new trees approved on the UCSD campus be native, drought-tolerant plant species (which does not include Eucalyptus trees).

In response to the Commission's direction at the May, 2004 Commission meeting (when it approved CDPs No. 6-04-12 and 6-04-13), UCSD has now developed a draft plan for landscaping throughout the campus. UCSD has identified three major groves on the campus that currently contain and historically contained Eucalyptus trees. These include the north grove, the central grove and the Scripps Institution (SIO) grove. In addition, they have identified ecological reserve and restoration lands on the campus. In those areas where there is a preserve, UCSD will avoid the use of Eucalyptus trees. In the north grove location, UCSD does not propose to do anything to change the natural selection or succession of existing trees and habitat that is occurring there. In other words, as Eucalyptus trees die, they will be removed but they will not be replanted if they are adjacent to native habitat areas. Likewise, if native habitat takes over, UCSD will allow this natural process to prevail.

For the central grove on the main campus and the grove on the SIO campus, UCSD would like to be able to carry the Eucalyptus tree theme over to projects that are adjacent to these areas and also to Ridge Walk. The proposed project is adjacent to the historic grove where UCSD would like to maintain the theme of the existing Eucalyptus trees. In addition, there is a loop road that runs through the entire campus. In the past, UCSD has wanted to line the entire roadway with Eucalyptus trees. However, this loop road runs through several of the preserve areas where there is native habitat and chaparral. In light of the Commission's concerns with regard to Eucalyptus trees near these habitat areas, UCSD has since abandoned their plans to use Eucalyptus trees on the campus loop road.

Thus, for those projects that are further inland, adjacent to, or in close proximity to the natural preserve areas, UCSD proposes to avoid the use of Eucalyptus trees. In this particular case, the Hopkins Parking Structure is adjacent to two of the historic groves. As such, UCSD is proposing several new Eucalyptus trees in order to continue with that landscape theme. For each new project that is submitted to the CCC, UCSD plans to provide information relative to how close a project is to the sensitive areas or to the existing grove of Eucalyptus trees. With this information, it can then be determined whether or not the use of Eucalyptus trees is appropriate or not on a case-by-case basis. Based on this approach and in particular the subject proposal, the Commission finds the installation of Eucalyptus trees adjacent to the Grove Reserve will not result in impacts to ESHA.

In this particular case, the proposed project is located adjacent to both the Central Grove and North Grove areas. According to the applicant, the closest proposed Eucalyptus trees

at the Hopkins Parking Structure is about 80 feet from any sensitive species (Diegan Coastal Sage Scrub and Southern Maritime Chaparral) located southeast of the intersection of Voigt Drive and John Jay Hopkins Drive. In addition, these sensitive habitat areas are further separated from the project site by the presence of the roadway itself (John Jay Hopkins Drive) and portions of the grove reserve.

Although UCSD maintains that Eucalyptus trees have not been invasive in native habitat areas, they indicate the potential for invasiveness is further reduced by a proactive mitigation measure to be implemented by the campus. Under that program, UCSD is responsible for controlling exotic weeds in areas dedicated as mitigation for project impacts. This includes removal of exotic species, etc. In any case, the proposed project is consistent with UCSD's policy approach towards Eucalyptus trees and previous Commission actions on the campus. Special Condition No. 1 requires submittal of a final landscape plan that identifies the proposed irrigation system and other landscape features and requires the use of drought-tolerant native or non-invasive plant species with the exception of the proposed Eucalyptus trees near the central grove adjacent to the project site.

In addition, with regard to potential impacts on public views and visual resources, the proposed project will not be visible from North Torrey Pines Road, a major coastal access route. Two other nearby major coastal access routes are Interstate-5 and Genesee Avenue to the east and north of the site. However, looking west or south towards the project site from either of these two locations, the proposed new structure will not be visible due to distance and the presence of the existing North Grove of Eucalyptus trees. In addition, the site itself is far inland from the coast. As such, no public views to the ocean will be affected. The proposed parking structure will have seven levels; however, due to the sloping terrain, two levels would be above grade on the western end with five levels below grade; on the eastern end, five levels would be above grade and two levels below grade. Although the proposed structure is quite large in bulk and mass, due to the fact that portions of it will be terraced below grade to break up the massiveness as well as the provision of a substantial amount of landscaping which will help to buffer the structure (ref. Exhibit No. 3), it will be compatible in size and scale with the surrounding development. Further south are the Marshall Lower Apartments that are two stories in height, to the north is the existing (and proposed for expansion) approx. 80 ft. high Supercomputer Center and to the east is the historic Grove Reserve. As such, the proposed development will be visually compatible with surrounding development. Therefore, as conditioned, the proposed parking structure will not result in any adverse impacts to environmentally-sensitive resources or visual resources/public views and will be visually compatible with the surrounding development, consistent with Sections 30240 and 30251 of the Act.

4. Water Quality. Sections 30230 and 30231 address water quality and state the following, in part:

Section 30230

Marine resources shall be maintained, enhanced, and where feasible, restored....

Section 30231

The biological productivity and the quality of coastal waters, streams, wetlands, estuaries, and lakes appropriate to maintain optimum populations of marine organisms and for the protection of human health shall be maintained and, where feasible, restored through, among other means, minimizing adverse effects of waste water discharges and entrainment, controlling runoff,

The proposed project involves construction of a new parking structure, known as the Hopkins Parking Structure, which will comprise 427,200 sq. ft. in size, contain a total of 1,421 parking spaces and will consist of seven levels. The maximum height of the structure above finished grade is approx. 58 feet. The new parking structure will be located in an area that is presently landscaped (with the exception of a basketball court area that will be relocated to another portion of the campus); as such, the proposal will result in a substantial increase in the amount of new impervious surface area.

UCSD is required to have site specific drainage management plans for development of this scope (based on the school's own stormwater plan), since it is new development with more than 10,000 square feet of impervious surface. While it appears that UCSD proposes to treat the parking lot runoff and then detain the treated runoff for storms up to a 10-year storm event, several of the details of the plan have not been submitted.

While the proposed parking structure is located some distance from the ocean, it does result in the increase in impervious surfaces. Increasing impervious surfaces increases the amount of stormwater runoff generated and the velocity of that runoff. In the case of parking lots, it also tends to generate stormwater that is high in certain types of pollutants. Stormwater is conveyed through the storm drain system and will be discharged to ocean waters. Polluted runoff entering the storm drain system can have harmful effects on marine life, and may pose a risk to human health which can result in beach closures, limiting public access and recreational opportunities if not controlled or managed properly. Therefore, in order to find the proposed development consistent with the water and marine resource policies of the Coastal Act, the Commission finds it necessary to require the incorporation of Best Management Practices designed to control the volume, velocity and pollutant load of stormwater leaving the developed site. Critical to the successful function of post-construction structural BMPs in removing pollutants in stormwater to the Maximum Extent Practicable (MEP), is the application of appropriate design standards for sizing BMPs. The majority of runoff is generated from small storms because most storms are small. Additionally, storm water runoff typically conveys a disproportionate amount of pollutants in the initial period that runoff is generated during a storm event. Designing BMPs for the small, more frequent storms, rather than for the large infrequent storms, results in improved BMP performance at lower cost.

The Commission finds that sizing post-construction structural BMPs to accommodate (infiltrate, filter or treat) the runoff from the 85th percentile storm runoff event, in this case, is equivalent to sizing BMPs based on the point of diminishing returns (i.e. the BMP capacity beyond which, insignificant increases in pollutants removal (and hence water quality protection) will occur, relative to the additional costs. Therefore, the Commission requires the selected post-construction structural BMPs be sized based on design criteria specified in Special Condition No. 3, and finds this will ensure the proposed development will be designed to minimize adverse impacts to coastal resources, in a manner consistent with the water and marine policies of the Coastal Act.

Special Condition No. 3 specifically requires the applicant to implement a drainage and runoff control plan which includes BMPs designed to treat, infiltrate, or filter the amount of stormwater runoff generated by each runoff event up to and including the 85th percentile, 24-hour runoff event and/or the 85th percentile, 1-hour runoff event, with an appropriate safety factor, for flow-based BMPs. At a minimum, these BMPs include directing drainage from all parking lot areas susceptible to runoff, used for motor vehicle parking, through structural BMPs such as vegetative or other media filter devices effective at removing and/or mitigating pollutants, sweeping the parking lots susceptible to stormwater with a vacuum regenerative sweeper on a regular basis, on-going maintenance of the drainage and filtration system and replacement and repair of such structures in event of failure. With implementation of BMPs, the potential water quality impacts resulting from the proposed development will be reduced to the maximum extent feasible. Therefore, as conditioned, the Commission finds the proposed development consistent with the cited policies of the Coastal Act.

5. Local Coastal Planning. The University of California campus is not subject to the City of San Diego's certified Local Coastal program (LCP), although geographically the Scripps Institution of Oceanography (SIO) campus is within the La Jolla Shores segment or the City's LCP. UCSD does, however, have the option of submitting an LRDP for Commission review and certification.

While UCSD has submitted a draft LRDP, its EIR and topographic maps to the Commission staff informally, as an aid in analyzing development proposals, the Coastal Commission has not yet formally reviewed the LRDP, and the University has not indicated any intention of submitting the LRDP for formal Commission review in the future. The proposed structure is consistent with the University's draft LRDP to accommodate campus growth.

As stated previously, Chapter 3 policies of the Coastal Act are the standard of review for UCSD projects, in the absence of a certified LRDP. Since the proposed development, as conditioned, has been found consistent with all applicable Chapter 3 policies, the Commission finds that approval of the proposed project, will not prejudice the ability of UCSD to prepare a certifiable Long Range Development Plan for its campus.

6. Consistency with the California Environmental Quality Act (CEQA).

Section 13096 of the Commission's Code of Regulations requires Commission approval of Coastal Development Permits to be supported by a finding showing the permit, as conditioned, to be consistent with any applicable requirements of the California Environmental Quality Act (CEQA). Section 21080.5(d)(2)(A) of CEQA prohibits a proposed development from being approved if there are feasible alternatives or feasible mitigation measures available which would substantially lessen any significant adverse effect which the activity may have on the environment.

The proposed project has been conditioned in order to be found consistent with the Chapter 3 policies of the Coastal Act. Mitigation measures, including conditions addressing submittal of final landscape plans and drainage plans will minimize all adverse environmental impacts. As conditioned, there are no feasible alternatives or feasible mitigation measures available which would substantially lessen any significant adverse impact which the activity may have on the environment. Therefore, the Commission finds that the proposed project, as conditioned, is the least environmentally-damaging feasible alternative and is consistent with the requirements of the Coastal Act to conform to CEQA.

STANDARD CONDITIONS:

1. **Notice of Receipt and Acknowledgment.** The permit is not valid and development shall not commence until a copy of the permit, signed by the permittee or authorized agent, acknowledging receipt of the permit and acceptance of the terms and conditions, is returned to the Commission office.
2. **Expiration.** If development has not commenced, the permit will expire two years from the date on which the Commission voted on the application. Development shall be pursued in a diligent manner and completed in a reasonable period of time. Application for extension of the permit must be made prior to the expiration date.
3. **Interpretation.** Any questions of intent or interpretation of any condition will be resolved by the Executive Director or the Commission.
4. **Assignment.** The permit may be assigned to any qualified person, provided assignee files with the Commission an affidavit accepting all terms and conditions of the permit.
5. **Terms and Conditions Run with the Land.** These terms and conditions shall be perpetual, and it is the intention of the Commission and the permittee to bind all future owners and possessors of the subject property to the terms and conditions.

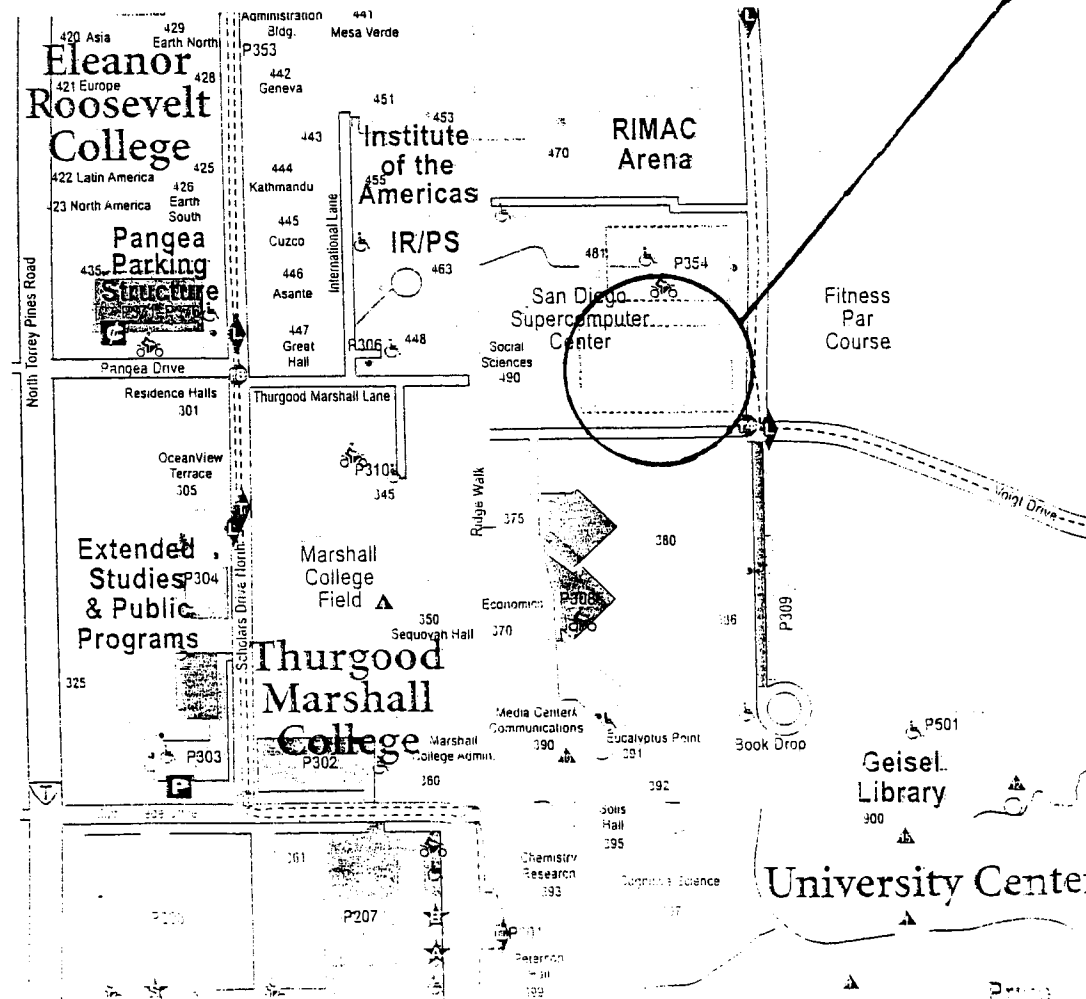
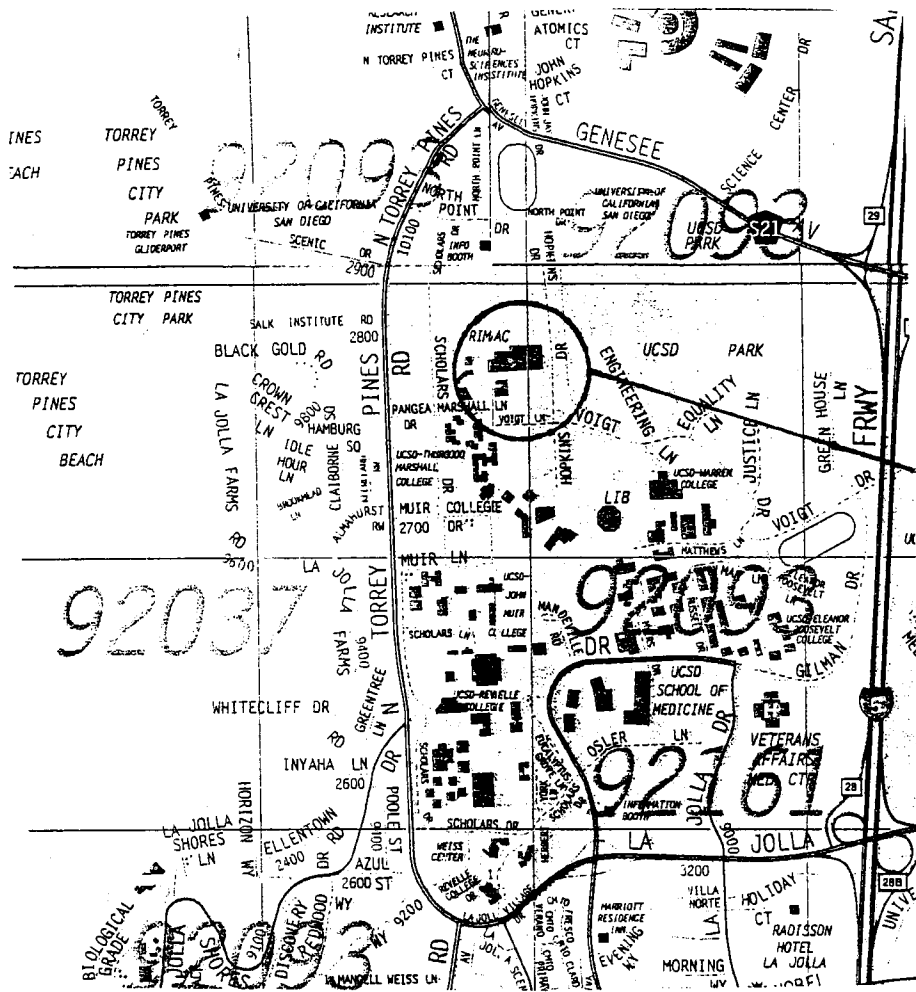
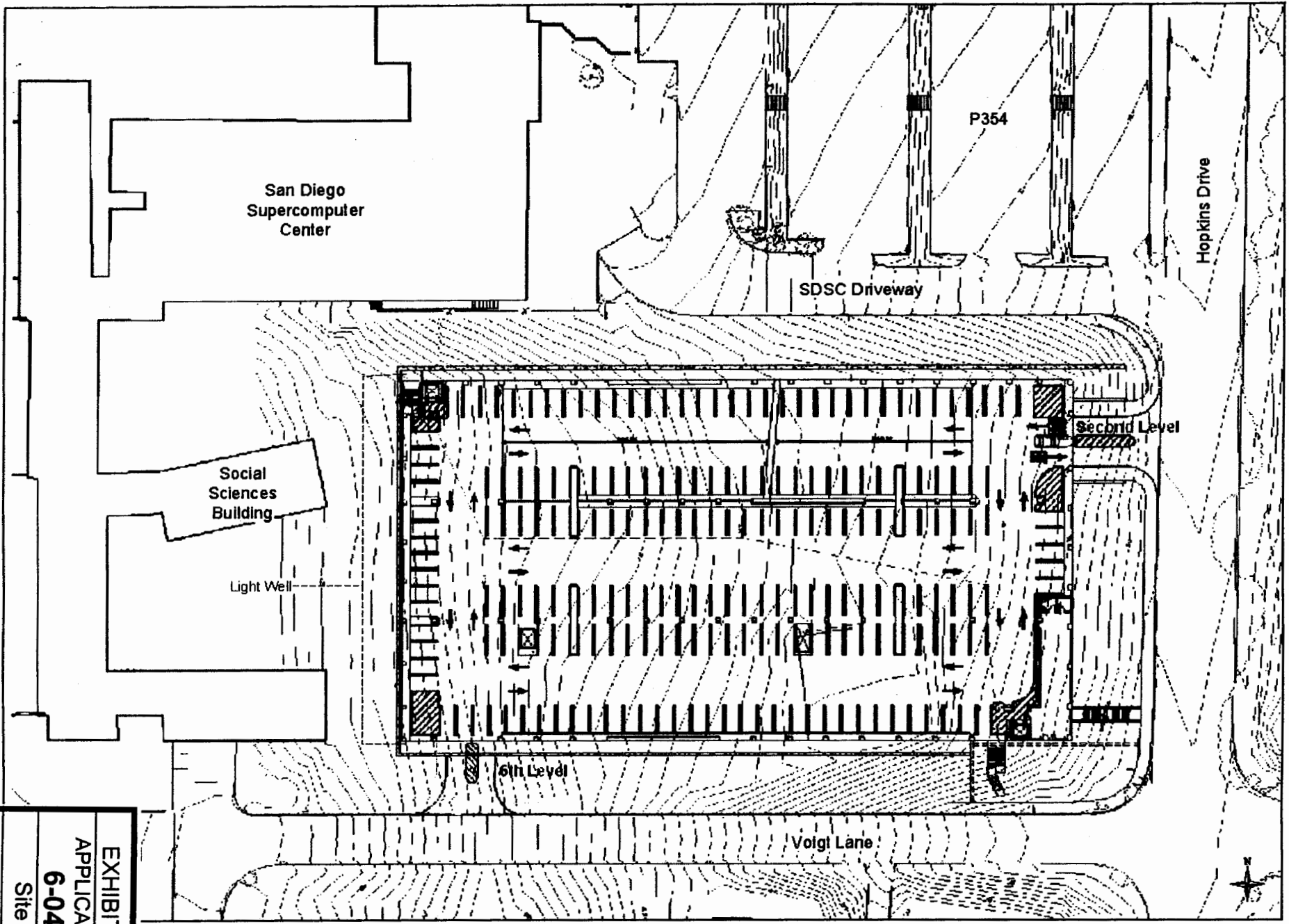


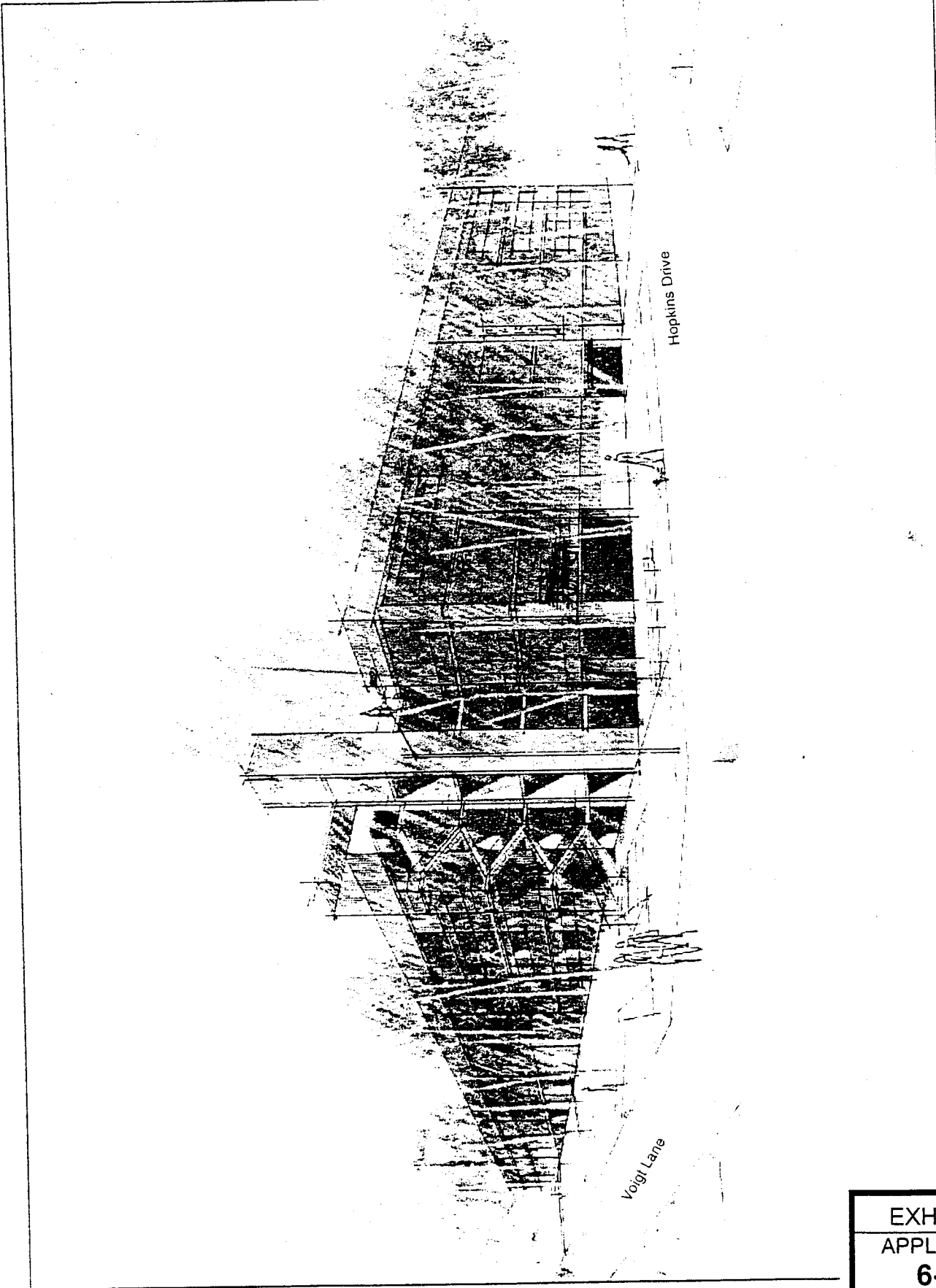
EXHIBIT NO. 1
APPLICATION NO.
6-04-148
Location Map
California Coastal Commission



California Coastal Commission
EXHIBIT NO. 2
APPLICATION NO.
6-04-148
Site Plan

PARKING STRUCTURE SITE PLAN

PBSJ

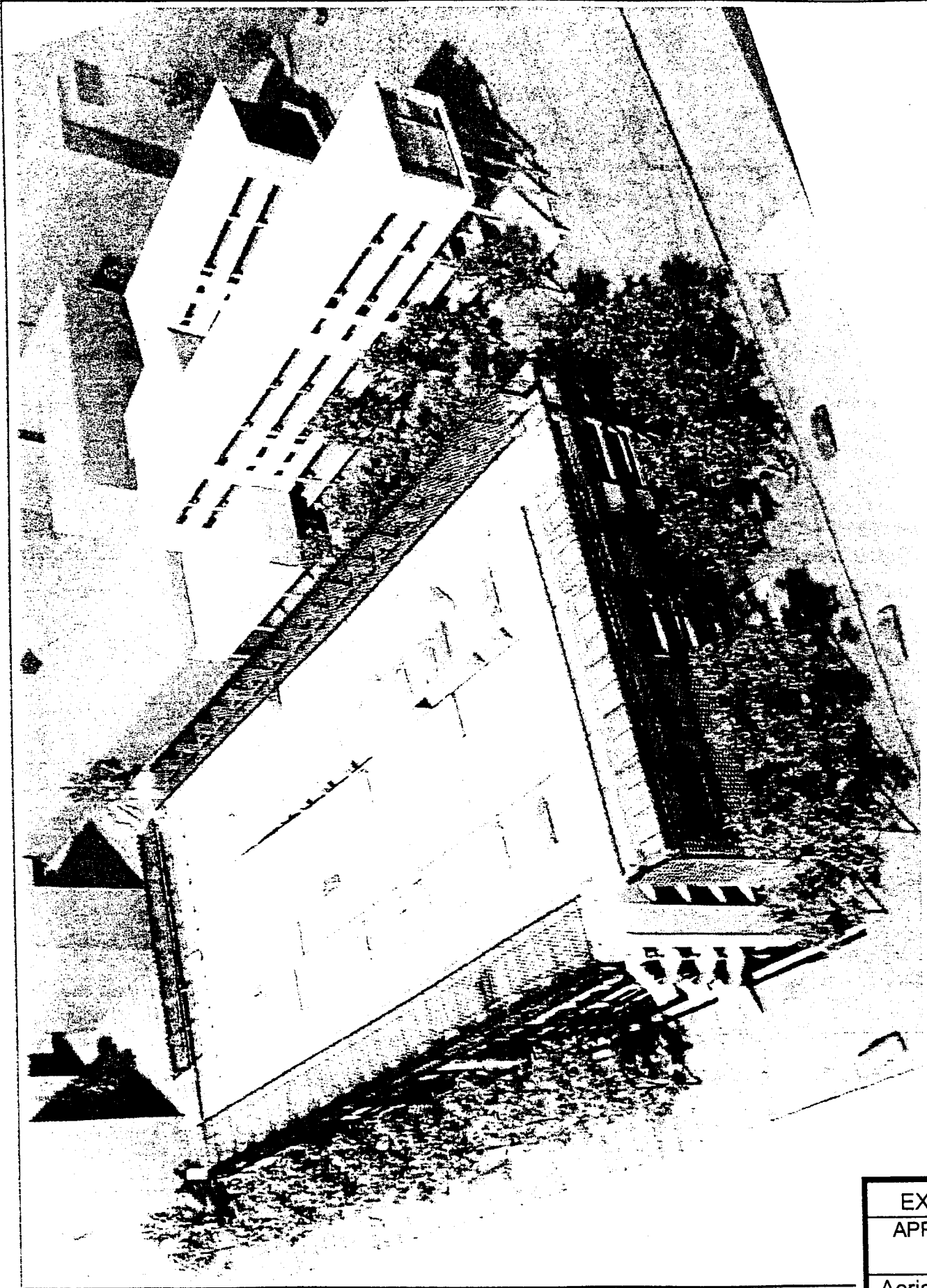


PHOTO

FIGURE 4.1-6

NS PARKING STRUCTURE
PTUAL VIEW FROM SOUTHEAST





EXHIBIT NO. 3
APPLICATION NO.
6-04-148
Conceptual View from SW with proposed landscaping

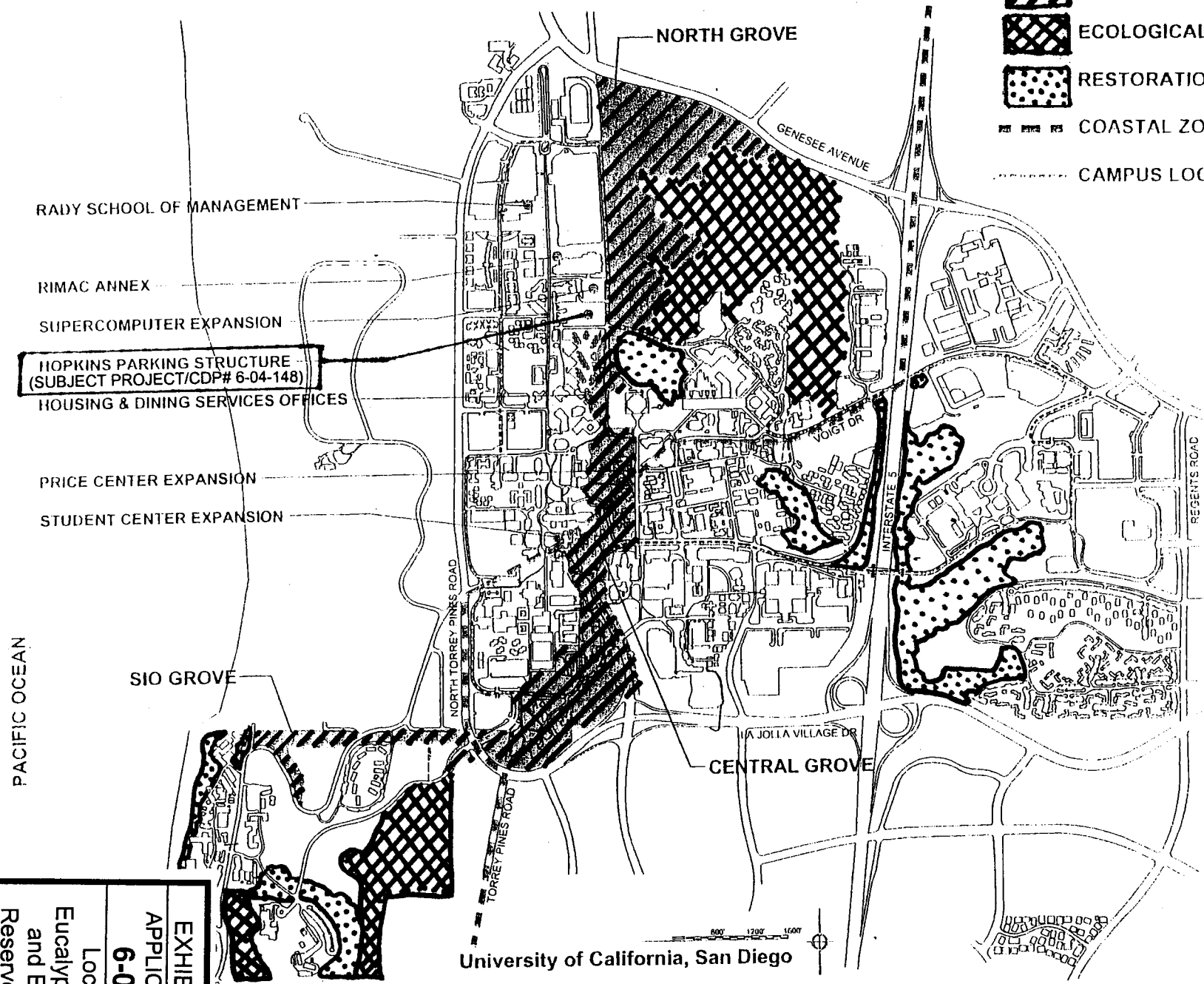


1181

PARKING STRUCTURE
PERSPECTIVE OF ARCHITECT'S MODEL FROM SOUTHEAST

EXHIBIT NO. 4
APPLICATION NO.
6-04-148
Aerial Perspective of Proposed Structure from Southeast
 California Coastal Commission


-  GROVE RESERVE
-  ECOLOGICAL RESERVE
-  RESTORATION LANDS
-  COASTAL ZONE BOUNDARY
-  CAMPUS LOOP ROAD



University of California, San Diego



**FIGURE 1:
UPCOMING PROJECTS IN THE COASTAL ZONE**

 California Coastal Commission	DEPARTMENT all Campus (Park)
	EXHIBIT NO. 5 APPLICATION NO. 6-04-148
	Location of Eucalyptus Groves and Ecological Reserve on UCSD campus

