

CALIFORNIA COASTAL COMMISSION

SOUTH CENTRAL COAST AREA
SOUTH CALIFORNIA ST., SUITE 200
VENTURA, CA 93001
(805) 641-0142



February 18, 1999

RECORD PACKET COPY

TO: Commissioners and Interested Persons

FROM: Charles Damm, Senior Deputy Director
Gary Timm, District Manager
Steve Hudson, Coastal Program Analyst

RE: **Notice of Impending Development 2-98, Pursuant to the University of California Santa Barbara Certified Long Range Development Plan (LRDP) for Public Hearing and Commission Action at the meeting of March 9-12, 1999, in Carmel.**

SUMMARY AND STAFF RECOMMENDATION

The impending development consists of the demolition of an existing 259-space parking lot and the construction of an 85,000 gross sq. ft., 60 ft. in height, four-story Environmental Sciences Building with a 102-space parking lot.

The completed notice was received in the South Central Coast Office on February 10, 1999, and was deemed filed on February 18, 1999. Staff is recommending that the Commission **approve** the impending development with three special conditions regarding revised plans, coastal access parking program, and plans conforming to geologic recommendations which are necessary to bring the development into conformance with the certified University of California at Santa Barbara Long Range Development Plan (LRDP).

Additional Information: Please contact Steve Hudson, California Coastal Commission, South Central Coast Area, 89 So. California Street, Second Floor, Ventura, CA. (805) 641-0142.

I. Procedure

Section 30606 of the Coastal Act and Article 14, §13547 through §13550 of the California Code of Regulations govern the Coastal Commission's review of subsequent development where there is a certified LRDP. Section 13549(b) requires the Executive Director or his designee to review the notice of impending development (or development announcement) within ten days of receipt and determine whether it provides sufficient information to determine if the proposed development is consistent

with the certified LRDP. The notice is deemed filed when all necessary supporting information has been received.

Within thirty days of filing the notice of impending development, the Executive Director shall report to the Commission the pendency of the development and make a recommendation regarding the consistency of the proposed development with the certified LRDP. After public hearing, by a majority of its members present, the Commission shall determine whether the development is consistent with the certified LRDP and whether conditions are required to bring the development into conformance with the LRDP. No construction shall commence until after the Commission votes to render the proposed development consistent with the certified LRDP.

II. Staff Recommendation: Motion and Resolution

Staff recommends that the Commission adopt the following motion and resolution. A YES vote by a majority of the Commissioners present is necessary to pass the motion.

Motion: *I move that the Commission determine that the development described in the Notice of Impending Development 2-98, as conditioned, is consistent with the Certified University of California at Santa Barbara Long Range Development Plan.*

Resolution: *The Commission determines that the proposed Impending Development 2-98, as conditioned, is consistent with the Certified University of California at Santa Barbara Long Range Development Plan for the reasons discussed in the findings herein.*

III. Special Conditions

1. Revised Plans

Prior to the commencement of development, the University shall submit, for the review and approval of the Executive Director, revised plans which provide for bicycle path improvements to be incorporated into the design of the project adequate to connect that portion of the existing bicycle route network located to the north of the project site to that portion of the existing bicycle route network located to the south of the project site consistent with the bicycle path configuration shown in Figure 19 (Bicycle Route Network) of the UCSB Long Range Development Plan.

2. Public Coastal Access Parking Program

Within 30 days after the completion of construction activity, the University shall conspicuously post signs at each of the four designated public coastal access parking

spaces in Lot 1 which clearly state that the parking spaces are reserved for public coastal access parking only. If parking meters are used in conjunction with the designated public coastal access parking spaces, then such meters shall allow for a maximum parking time of at least four hours at a rate equivalent to that charged by other parking meters located on campus, but in no instance shall the total parking fee charged for the 4-hour maximum use time exceed 4/5 of the fee charged for a one-day campus parking permit. Prior to the commencement of development, the University shall submit, for the review and approval of the Executive Director, the wording to be used for all signage.

3. Plans Conforming to Geologic Recommendation

All recommendations contained in the Geotechnical Investigation Report by Law/Crandall, Inc. dated 3/4/94 shall be incorporated into all final design and construction plans, including foundation, grading and drainage. All plans must be reviewed and approved by the geologic and geotechnical consultant. Prior to the commencement of development, the applicant shall submit, for review and approval by the Executive Director, evidence of the geologic and geotechnical consultant's review and approval of all project plans.

IV. Findings and Declarations

The Commission finds and declares as follows:

A. Background

On March 17, 1981, the University's Long Range Development Plan (LRDP) was effectively certified by the Commission. The LRDP has been subject to eight major amendments. Under LRDP Amendment 1-91, the Commission reviewed and approved the 1990 UCSB LRDP; a 15-year long range planning document, which substantially updated and revised the certified 1981 LRDP. The 1990 LRDP provides the basis for the physical and capital development of the campus to accommodate a student population in the academic year 2005/06 of 20,000 and for the new development of no more than 830,000 sq. ft. of site area on Main Campus for buildings other than parking garages and student housing. Since the certification of the 1990 LRDP by the Commission, approximately 323,183 sq. ft. of available area on campus has been developed. The building footprint of the proposed Environmental Sciences Building is 26,526 sq. ft. and will result in a cumulative new development buildout of Main Campus of 349,709 sq. ft. consistent with the new development policy of the LRDP.

B. Description of Impending Development

The impending development consists of the demolition of an existing 259-space parking lot and the construction of an 85,000 gross sq. ft., 60 ft. in height, four-story

Environmental Sciences Building with a 102-space parking lot. No grading, except for the removal and recompaction of soil, is proposed.

The proposed Environmental Sciences Building consists of two connected sections: a 60 ft. high, four-story laboratory structure and a 45 ft. high, four-story office structure. The proposed building will house office, laboratory, teaching, and research facilities for the new Professional School of Environmental Sciences and Management. The new school will consist of several programs including the following: Applied and Quantitative Ecology, Earth Systems Sciences, Environmental Engineering, Environmental Microbiology and Toxicology, and Environmental Policy and Resource Management.

The 4.3 acre project site is located on the east side of the Main Campus on the west side of Lagoon Road and is currently used as a 259-space parking lot (Lot 1). An existing bicycle path currently crosses the project site. The project site is designated by the certified UCSB LRDP as a potential building location for academic uses. The proposed development is consistent with all building height restrictions required by the LRDP. In addition, the proposed development (structure and landscaping) is located in a built-out section of Main Campus and will be visually consistent with the surrounding development.

C. Circulation and Public Access

Consistent with Section 30210 of the Coastal Act, the LRDP provides for maximum public coastal access on campus. Public pedestrian access is available to and along the entire 2 ½ miles of coastline contiguous to the campus. An existing stairway (temporarily closed for repairs) is located approximately 1,000 ft. to the south of the project site which provides public access from the blufftop to the beach below. The parking facilities on campus constitute the majority of publicly-available beach parking in the Goleta area. Most of the approximately 6,520 parking spaces on campus may be used by the general public for a nominal charge. In addition, there is no charge for parking on campus during evenings, weekends, or holidays. Campus parking facilities provide effective overflow parking for the County of Santa Barbara operated Goleta Beach Park located adjacent to the campus. Several parking lots on campus, including the proposed project site (Lot 1), have been specifically identified in the LRDP to accommodate public parking demand during Goleta Beach peak use periods.

The impending development consists of the demolition of an existing 259-space parking lot (Lot 1) and the construction of an 85,000 gross sq. ft., 60 ft. in height, four-story Environmental Sciences Building with a 102-space parking lot. The Final Environmental Impact Report (FEIR) for the proposed project includes a study of campus parking resources in relation to the proposed development. The FEIR indicates that the proposed project would include the removal of 188 existing parking spaces from the project site (Lot 1). In addition, the University has estimated that the

operation of the new Environmental Sciences Building will generate an additional demand for 81 new parking spaces on campus. However, the FEIR found that the proposed project would not result in a significant impact to campus-wide parking resources since the new 905-space campus parking structure (previously approved by the Commission as a component of NOID 1-97) was opened for use last year. As a result, although the proposed project will result in some loss of campus parking, the Commission notes that when taken in consideration with other University parking-space-generating projects (such as the recently constructed parking structure), the total supply of available parking spaces on campus has been significantly increased. The FEIR indicates that the on-campus supply of parking spaces has increased from 5,366 spaces in 1993 (when the initial EIR for the project was written) to 6,520 spaces in 1999. Therefore, based on the overall net gain in the amount of parking available on campus, the Commission notes that the proposed project will not result in any cumulative adverse effects to parking.

However, as mentioned above, the LRDP contains several policies that require the University to provide for coastal access parking on campus. Policy 30210.4 specifically requires the Campus to accommodate public parking for coastal access in Lot 1. In addition, LRDP policy 30210.9 requires the University to conspicuously post public access signs which note the direction of the nearest beach access point in Lot 1. Four existing metered parking spaces, designated by the University for coastal access, are currently located in Lot 1. The University is proposing the demolition of the 259-space Lot 1 and the reconstruction of a smaller 102-space parking lot. Consistent with Policy 30210.4 of the LRDP and with the current number of spaces provided by the University for coastal access in Lot 1, the University is proposing to designate four metered parking spaces in the new Lot 1 for coastal access parking. However, the University has also indicated that the four metered parking spaces in Lot 1 will be limited to a 45-minute maximum usage time. The Commission notes that restricting parking spaces that are specifically designated for the provision of coastal access to a maximum use-time of only 45 minutes does not allow for adequate use of the parking spaces for beach user oriented activities. Therefore, in order to ensure that beach users are able to use the parking spaces that are specifically designated for the provision of coastal access, Special Condition One (1) requires that any parking meters used in conjunction with the above mentioned parking spaces shall allow for a maximum parking time of at least four hours at a rate equivalent to that charged by other parking meters located on campus, but in no instance shall the total parking fee charged for the 4-hour use time exceed 4/5 of the fee charged for a one-day campus parking permit. The Commission notes that Special Condition One (1) will maintain the current ratio between parking fees charged for metered stalls and permit parking fees on campus. Current parking fees on campus are the same whether visitors purchase a parking permit or use a metered stall: a daily parking permit costs \$5.00, a 3-hour permit costs \$3.00, and a 30 minute permit costs 50 cents (4-hours of metered parking = \$4.00 or 4/5 of the fee charged for a one-day campus parking permit). Further, in order to minimize competition with campus faculty and students for parking spaces, Special Condition One (1) also requires the University to post signs at each of the four parking spaces in

Lot 1 that are specifically designated for the provision of coastal access which clearly state that the parking spaces are reserved for public coastal access parking only.

In addition, the LRDP indicates that the primary mode of transportation for many UCSB students is the bicycle. The University has indicated that approximately 14,000 students at UCSB have bicycles and use them on a regular basis. The campus has more than seven miles of bikeways which provide access around the campus, as well as connect to bicycle routes leading to the surrounding urban areas including Isla Vista, Goleta, and Santa Barbara. Further, the UCSB bikeways constitute an important alternative to automobile transportation in providing for public access to the coast. Consistent with Section 30252 of the Coastal Act, which requires that non-automobile circulation be provided for within new development, the LRDP provides that the Campus' existing network of bicycle routes should be expanded in conjunction with new development.

The proposed project includes the demolition of an existing bicycle path which currently crosses the project site. The existing bicycle path on site runs from north to south and serves to connect that portion of the existing bicycle route network located to the north of the project site to that portion of the existing bicycle route network located to the south of the project site as shown on Exhibit 4 (Bicycle Route Network). The Commission notes that although the project plans submitted by the University indicate a potential location on the project site for bicycle path improvements, the project plans also specifically indicate that such improvements are not included as part of the proposed project. Further, although the Notice of Impending Development (NOID) submitted by the University indicates that bicycle access would be accommodated on site; University staff have confirmed that the submitted project plans, in contradiction to the project description of the submitted NOID, do not provide for the replacement of the existing bicycle path on site to be demolished. Policy 30210.15 of the LRDP requires the University to maintain and improve bicycle and pedestrian accessways to the beach as necessary to protect sensitive habitat areas and public safety. If the existing bicycle path on site is demolished without replacement, bicycle riders will be forced to use busy pedestrian-filled sidewalks and/or Lagoon Road (restricted to automobile access only) which would result in potential adverse effects to public safety. In addition, the demolition and non-replacement of the existing bicycle path located on the project site or reconstruction of the path in an inappropriate configuration would not be consistent with Figure 19 (Bicycle Route Network) of the LRDP which specifies the location of all existing and proposed bicycle routes on the Main Campus. Therefore, in order to ensure that the proposed project is consistent with the LRDP, Special Condition One (1) requires the University to submit, for the review and approval of the Executive Director, revised plans which provide for bicycle path improvements to be incorporated into the design of the project adequate to connect that portion of the existing bicycle route network located to the north of the project site to that portion of the existing bicycle route network located to the south of the project site as consistent with Policy 30210.15 and with the bicycle path configuration shown in Figure 19 (Bicycle Route Network) of the LRDP.

Therefore, the Commission finds that the notice of impending development, as conditioned, is consistent with the applicable LRDP policies with regards to circulation and public access.

D. Geologic Stability

Consistent with Section 30253 of the Coastal Act, which requires that new development minimize risks to life and property and assure structural stability and integrity, the LRDP contains many policies which ensure the stability of new development. In order to ensure that new development is not subject to geologic hazard from bluff erosion and to minimize adverse effects to public views from beach areas, Policy 30251.1 of the LRDP requires that all new buildings, other than the Marine Sciences Laboratory, shall not be constructed or expanded within 50 ft. of the west curb of Lagoon Road. In the case of the proposed project, all structures will be located more than 50 ft. from Lagoon Road. Further, Policy 30253.2 of the LRDP requires that subsurface and geotechnical studies be conducted to ensure structural and geologic stability.

The University has submitted a Geotechnical Investigation Report by Law/Crandall, Inc. dated 3/4/94 which indicates that the proposed project is feasible from a geologic standpoint. Further, the Geotechnical Investigation Addendum Letter by Law/Crandall, Inc. dated 2/9/99 states that:

Based on our recent site reconnaissance, and our previous subsurface explorations and analysis, it is our opinion that the site will be safe from landslides, settlement and slippage. Furthermore, it is our opinion that the development will not adversely affect adjacent sites, provided the recommendations presented in our previous report dated March 4, 1994...are incorporated into the design of the project and implemented during construction.

The Commission notes that the geologic and engineering consultants have included a number of geotechnical recommendations which will increase the stability and geotechnical safety of the site. To ensure that the recommendations of the geotechnical consultant are incorporated into the project plans, the Commission finds it necessary to require the applicant, as required by Special Condition Three (3), to submit project plans certified by the consulting geologic and geotechnical engineering consultant as conforming to their recommendations.

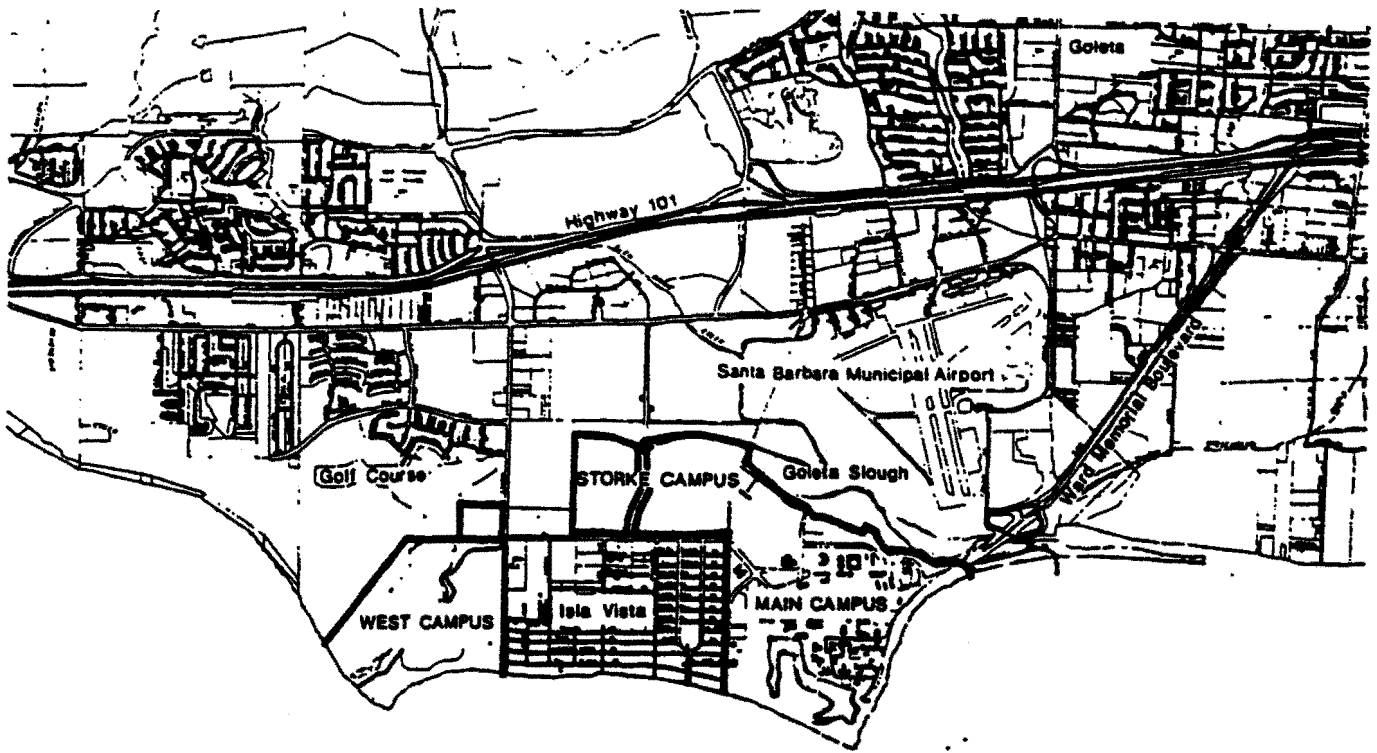
In addition, in past actions regarding new development, the Commission has found that minimization of site erosion will add to the stability of the site. The Final Environmental Impact Report (FEIR) for the proposed project indicates that construction of the Environmental Sciences Building in the same location as the currently existing Parking Lot 1 will not result in any increase to stormwater runoff volumes or rates since no additional impervious surface will be created. Further, Steve Wang, the University's engineering consultant has indicated in his letter dated 1/22/99 that the existing campus

storm drain system will be adequate to handle all storm runoff from the proposed project during a 25 year storm event. Therefore, the Commission notes that the existing drainage system is adequate to ensure that stormwater runoff will not result in site erosion

Therefore, the Commission finds that the notice of impending development, as conditioned, is consistent with the applicable policies of the LRDP with regards to geologic stability and new development.

SMH-VNT

File: smh/ucsb/noid 98-2



WEST CAMPUS.

STORKE CAMPUS

MAIN CAMPUS

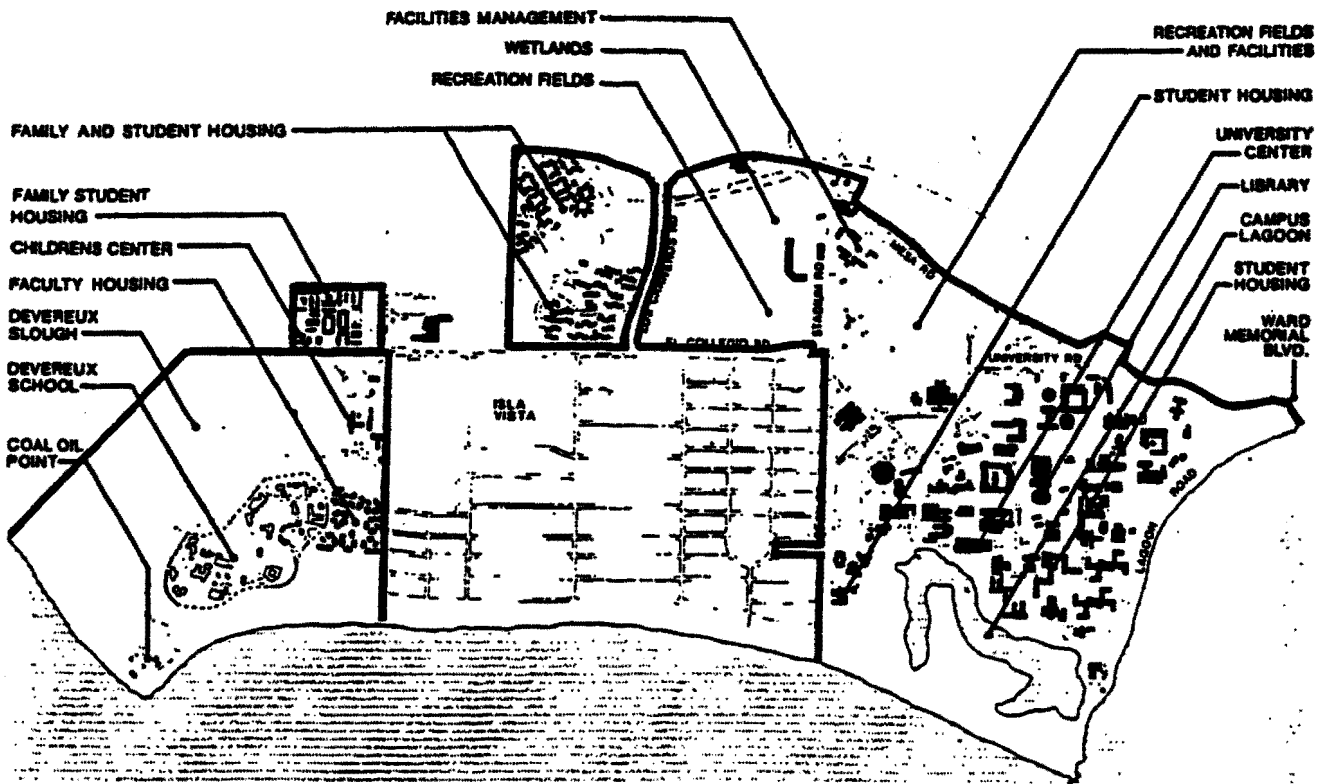
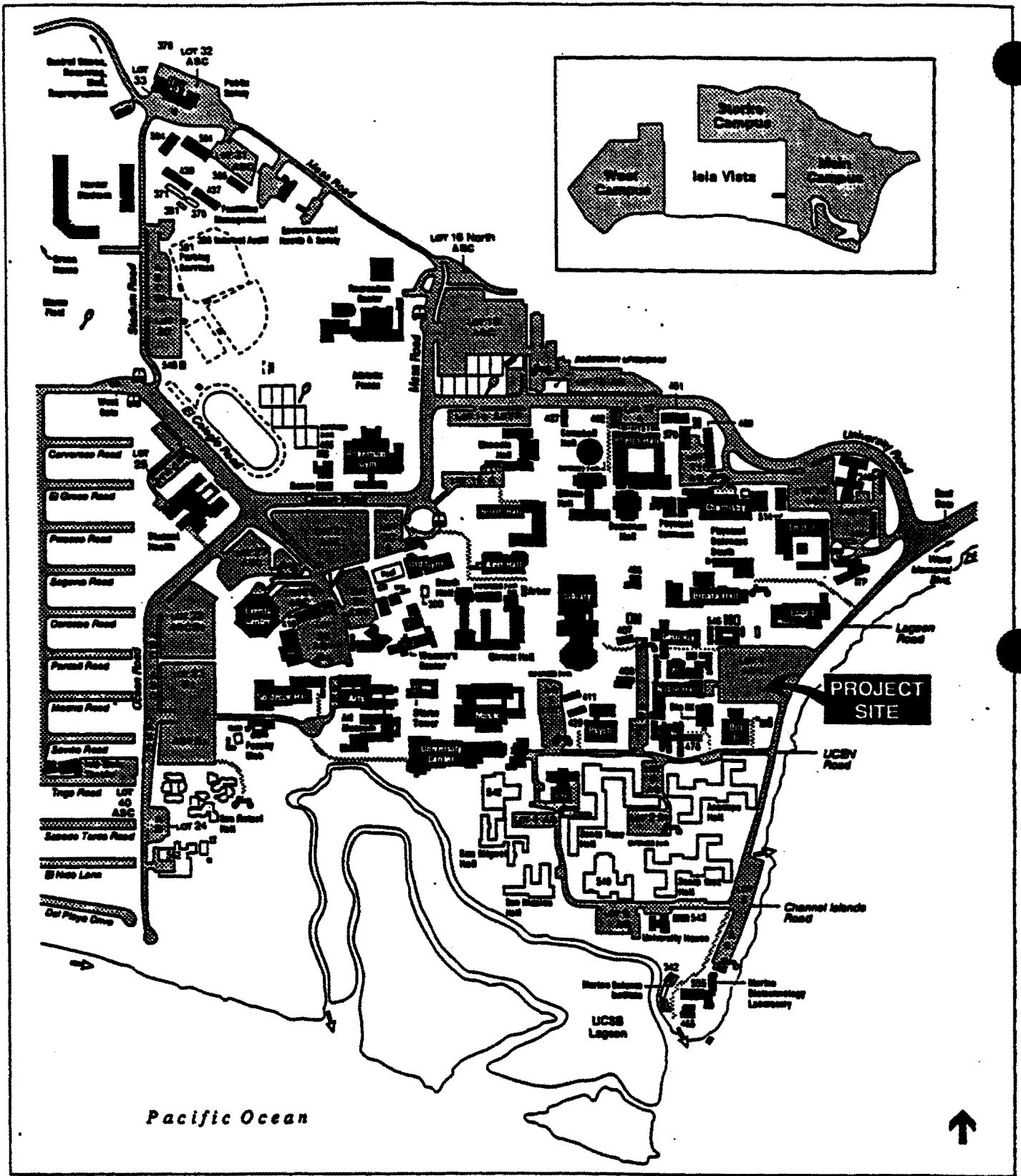







EXHIBIT 1
UCSB NOID 2-98
Regional Map



SOURCE: University of California Santa Barbara, Office of Budget and Planning.

EXHIBIT 2
UCSB NOID 2-98
Location Map

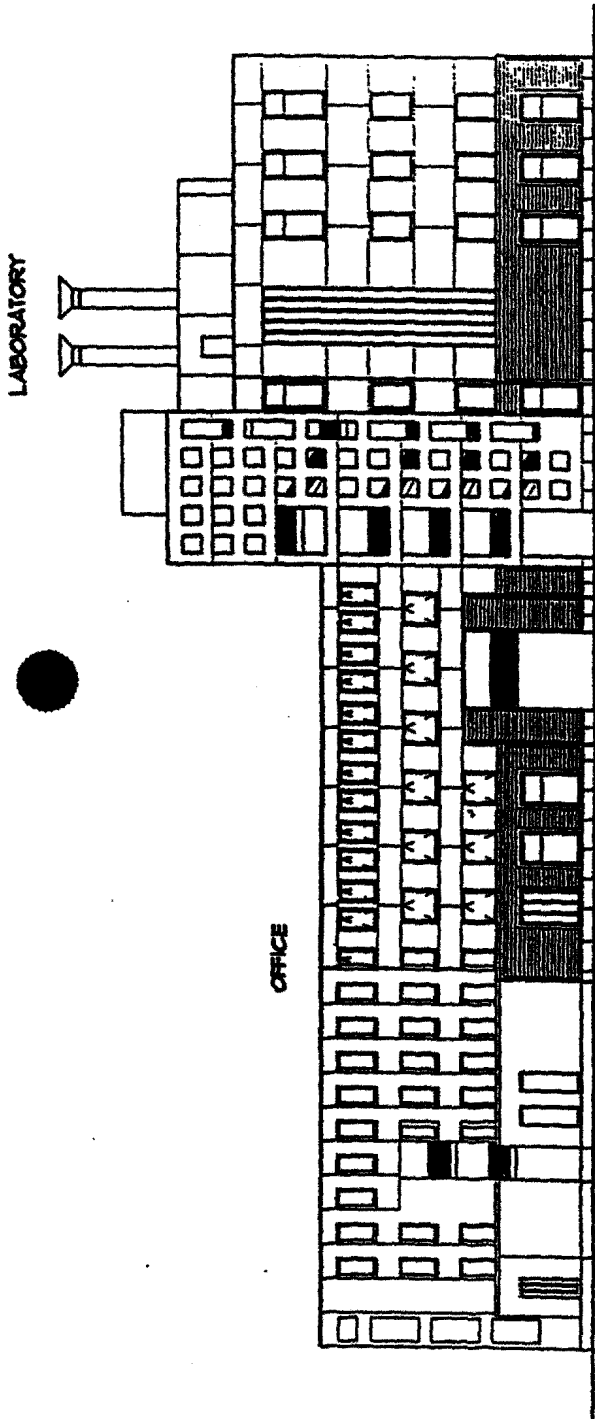
Figure 19
BICYCLE ROUTE NETWORK

-  Bike paths
-  On-street bike routes
-  Bike parking lots
-  Possible feeder bike paths to parking lots within building locations
-  Potential building locations

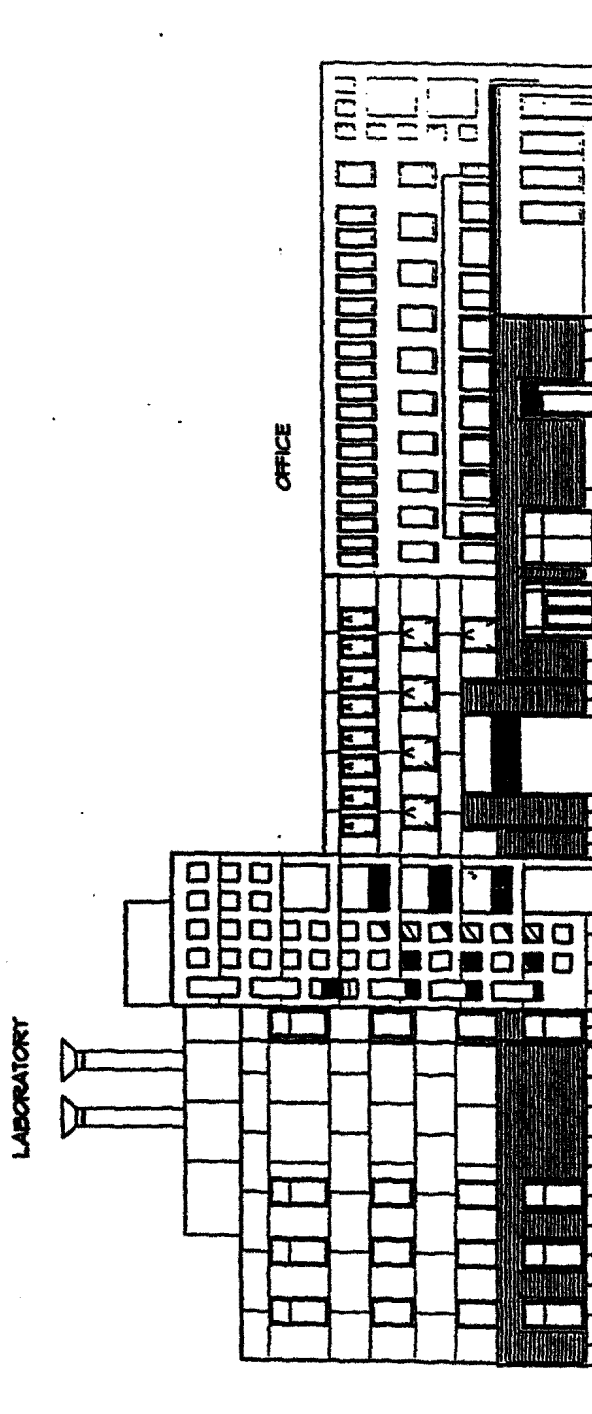
Note: For illustrative purposes only. Exact alignments may change.



EXHIBIT 4
UCSB NOID 2-98
Bicycle Route Network
(Figure 19 UCSB LRDP)



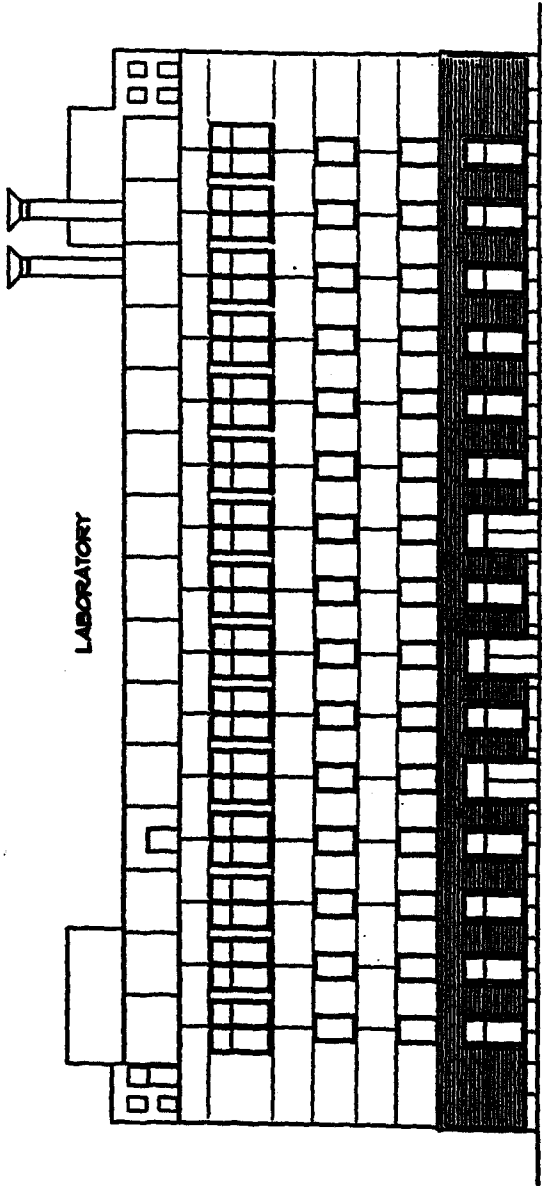
NORTH ELEVATION



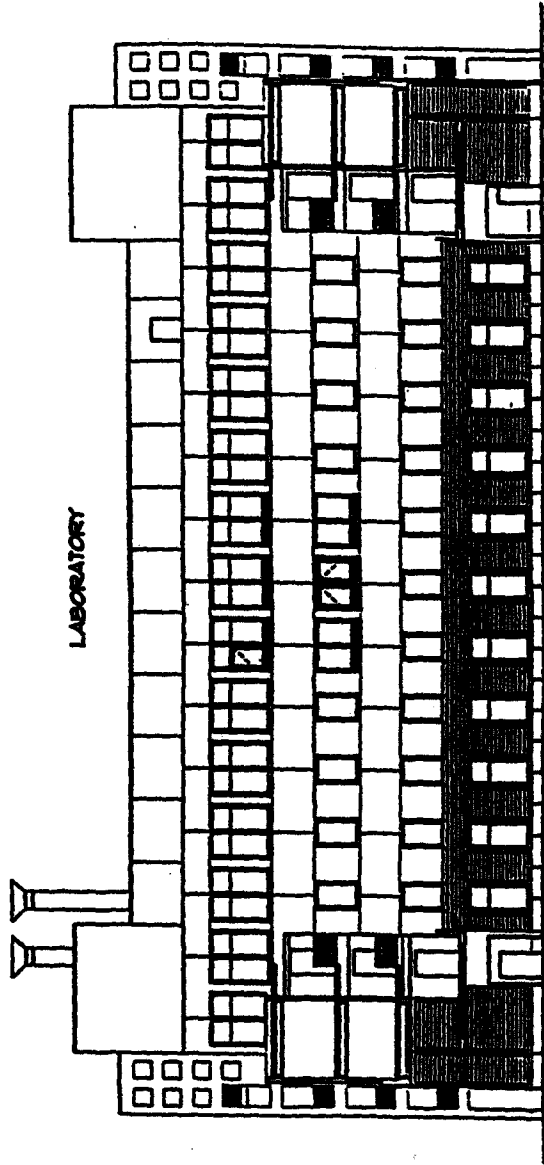
SOUTH ELEVATION

EXHIBIT 5
Permit 4-98-212
North/South Elevations

511
VE



WEST ELEVATION



EAST ELEVATION, LAB

EXHIBIT 6
UCSB NOID 2-98
West/East Elevations