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STATE OF CALIFORNIA -- THE RESOURCES AGENCY GRAY DAVIS, *Governor*

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

RECORD PACKET COPY

May 25, 2000

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 3-00, Pursuant to the University of California Santa Barbara Certified Long Range Development Plan (LRDP)** for Public Hearing and Commission Action at the meeting of June 13, 2000, in Santa Barbara.

SUMMARY AND STAFF RECOMMENDATION

The impending development consists of the demolition of an existing 5,142 sq. ft. temporary building (Bldg. No. 514), demolition of a portion of Parking Lot 10 (removal of 217 parking spaces of an existing 417 parking space lot), and the construction of a new 106,000 gross sq. ft. (59,500 assignable sq. ft.) 45 ft. high Engineering-Science Building. The impending development also includes approximately 13,400 cu. yds. of grading (10,000 cu. yds of excavation and 3,400 cu. yds. of backfill/recompaction), installation of 26 water quality stormdrain-inlet fossil filters, landscaping, and bicycle and pedestrian path improvements.

The required items necessary to provide a complete notice of impending development were received in the South Central Coast Office on May 24, 2000, and the notice was deemed filed on May 25, 2000. Staff is recommending that the Commission determine that the impending development **is consistent** with the certified University of California at Santa Barbara Long Range Development Plan (LRDP) with five special conditions regarding consistency with the LRDP, coastal access parking program, plans conforming to geologic recommendations, removal of excavated material, and a drainage and polluted runoff control program and which are necessary to bring the development into conformance with the LRDP.

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

MOTION: ***I move that the Commission determine that the development described in the Notice of Impending Development 3-00, as conditioned, is consistent with the certified University of California at Santa Barbara Long Range Development Plan.***

STAFF RECOMMENDATION:

Staff recommends a **YES** vote. Passage of this motion will result in a determination that the development described in the Notice of Impending Development 3-00, as conditioned, is consistent with the certified University of California at Santa Barbara Long Range Development Plan and adoption of the following resolution and findings. The motion passes only by affirmative vote of a majority of the Commissioners present.

RESOLUTION TO DETERMINE DEVELOPMENT IS CONSISTENT WITH LRDP:

The Commission hereby determines that the development described in the Notice of Impending Development 3-00, 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. Consistency with LRDP

Prior to the commencement of development, Long Range Development Plan Amendment 1-00 must be effectively certified and deemed legally adequate by the California Coastal Commission.

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 10 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 . In addition, the visitor campus map/parking map that is distributed to all campus visitors at the entrance gates to the University shall be revised to indicate the availability of parking for public coastal access in Lot 10.

3. Plans Conforming to Geologic Recommendation

All recommendations contained in the Geotechnical Study by Fugro West, Inc. dated October 1998; Fault Evaluation Report by Fugro West, Inc. dated 8/21/98; Geotechnical Study Addendum by Fugro West, Inc. dated 4/7/00; the Geotechnical Study Addendum by Fugro West, Inc. dated 5/22/00; and the Storm Runoff Memorandum by Penfield & Smith Engineers dated 4/6/00 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.

4. Removal of Excavated Material

Prior to the commencement of development, the University shall provide evidence to the Executive Director of the location of the disposal site for all excavated material from the site. Should the dump site be located in the Coastal Zone, a coastal development permit or notice of impending development shall be required.

5. Drainage and Polluted Runoff Control Program

Prior to the commencement of development, the applicant shall submit for the review and approval of the Executive Director, a drainage and polluted runoff control plan designed by a licensed engineer which minimizes the volume, velocity and pollutant load of stormwater leaving the developed site. The plan shall be reviewed and approved by the consulting engineering geologist to ensure the plan is in conformance with the geologists' recommendations. The program shall include but not be limited to the following criteria:

(a) Post-development peak runoff rates and average volumes shall not exceed pre-development conditions.

(b) Runoff from all roofs, parking areas, driveways and other impervious surfaces shall be collected and directed through a system of vegetated and/or gravel filter strips or other media filter devices. The filter elements shall be designed to 1) trap sediment, particulates and other solids and 2) remove or mitigate contaminants through filtration and/or biological uptake. The drainage system shall also be designed to convey and discharge runoff in excess of this standard from the building site in non-erosive manner.

(c) The program shall include provisions for maintaining the drainage and filtration systems so that they are functional 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 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 a notice of impending development or amendment to the certified Long Range Development Plan is required to authorize such work.

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 nine 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 1.2 million sq. ft. of new structural improvements and 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, less than 50% of the available identified potential areas for development on campus have been developed. The proposed Engineering-Science Building will be consistent with the new development policy of the LRDP.

B. Description of Impending Development

The impending development consists of the demolition of an existing 5,142 sq. ft. temporary building (Bldg. No. 514), demolition of a portion of Parking Lot 10 (removal of 217 parking spaces of an existing 417 parking space lot), and the construction of a new 106,000 gross sq. ft. (59,500 assignable sq. ft.) 45 ft. high Engineering-Science Building. The impending development also includes approximately 13,400 cu. yds. of grading (10,000 cu. yds of excavation and 3,400 cu. yds. of backfill/recompaction), installation of 26 water quality stormdrain-inlet fossil filters, landscaping, and bicycle and pedestrian path improvements.

The University has indicated that the proposed Engineering-Science Building is necessary to expand the existing nanofabrication capability of the UCSB College of Engineering. The building will provide new classroom, laboratory, and office space for several engineering disciplines related to nanofabrication including Electrical and Computer Engineering, Materials Engineering, and Micro-electro Mechanical Systems.

The project site is located in the northeast portion of Main Campus immediately south of Mesa Road and is currently developed with a 5,142 sq. ft. temporary building and a 417-space parking lot (Parking Lot 10). Parking Lot 10 is specifically identified in the LRDP as available for the provision of public coastal access parking to accommodate public parking demand during Goleta Beach peak use periods. The certified UCSB LRDP indicates that the project site may be developed with a range of three different

potential uses including: (1) construction of a parking structure, (2) expansion of engineering, or (3) a visitor center. In this case, consistent with the identified uses for the project site, the University is proposing to re-develop the project site with an expansion of the engineering facilities on campus. In addition, the proposed development is consistent with all building height restrictions required by the LRDP. Further, 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. Consistency With Certified LRDP

Potential new building locations on campus have been previously designated by the LRDP. The proposed project site is located on identified Potential Building Site No. 27 (Exhibit 3). Potential Building Site No. 27 is located on a portion of the existing Parking Lot 10. The remaining portion of Parking Lot 10 is designated as Potential Building Site No. 28. Parking Lot 10 is specifically identified in the LRDP as available for the provision of public coastal access parking to accommodate public parking demand during Goleta Beach peak use periods.

The removal of a portion of Parking Lot 10 and the construction of the new engineering building on Site 27 is consistent with the designated potential uses for the site as identified in the LRDP; however, the proposed development would not be consistent with the allowable size (as designated by the LRDP) for a new structure at that location. The LRDP limits the total development potential for Site 27 to no more than 44,000 assignable sq. ft. *(assignable square feet is a standard measure of space used for state funding purposes by the University which measures useable area within a building available to occupants).* The proposed construction of a 59,500 assignable sq. ft. Engineering-Science Building on Site 27 will be 15,500 assignable sq. ft. greater in size than allowed by the LRDP. Therefore, the University has submitted a related application for an amendment to the certified Long Range Development Plan (UCSB LRDP Amendment 1-00) to transfer 15,500 sq. ft. of assignable building area from adjacent Potential Building Site No. 28 to Potential Building Site No. 27.

The Commission notes that the University's notice of impending development is subject to the Commission's review and certification of an amendment to the LRDP (LRDP amendment 1-00). Only by amending the LRDP to increase the potential buildable area of the proposed project site will the impending development be consistent with the LRDP. As such, the subject Notice of Impending Development 3-00 can only be found consistent with the LRDP, if LRDP amendment 1-00 is approved and effectively certified by the Commission. Therefore, in order to ensure that the University does not proceed with development prior to completing the amendment process, Special Condition One (1) requires that Long Range Development Plan Amendment 1-00 must

be effectively certified and deemed legally adequate by the California Coastal Commission prior to the commencement of construction.

D. 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. Goleta Beach County Park is located approximately 1,400 ft. to the east of the project site. An existing stairway (temporarily closed for repairs) is located approximately 2,000 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 6,447 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 10), have been specifically identified in the LRDP to accommodate public parking demand during Goleta Beach peak use periods.

The impending development includes the removal of 217 parking spaces of an existing 417 parking space lot (Lot 10). The Final Environmental Impact Report (FEIR) for the proposed project includes a study of campus parking resources in relation to the proposed development. The study indicates that the operation of the new Engineering-Sciences Building will generate an additional demand for 219 new parking spaces on campus. However, the study also found that the proposed project would not result in a significant impact to campus-wide parking resources. The study and FEIR indicate that although the proposed project will result in the loss of some existing campus parking, when taken in consideration with other University parking-space-generating projects (such as the 905-space parking structure constructed in 1998), the total supply of available parking spaces on campus has been significantly increased in the past ten years.

In addition, the Commission notes that in order to meet planned growth needs, the certified LRDP provides for the construction of up to 1,200 new parking spaces on Main Campus between 1990-2005. The FEIR for the proposed project indicates that the on-campus supply of parking spaces has increased from 5,400 spaces in 1990 to 6,447 currently existing parking spaces. As such, the total supply of on-campus parking spaces has increased by 1,047 new spaces since 1990. The Commission further notes that the allowable limit of 1,200 new parking spaces on campus was intended to provide for additional growth in student and faculty population that would result from the potential construction of up to 1.2 million sq. ft. of new structural improvements on campus. However, the Commission notes that less than ½ of the 1.2 million sq. ft. of

new structural improvements identified in the LRDP have been constructed. As such, although less than 50% of the potentially allowable structural improvements of campus have been constructed, almost all potentially allowable parking improvements have already been constructed. Thus, based on the overall net gain in the amount of parking available on campus in relation to new development, the Commission finds that the proposed project will not result in a significant adverse effect to parking on campus.

However, the Commission also notes that the subject site has been previously developed as an improved parking lot designated by the LRDP as Parking Lot 10. Although no specific parking spaces have been formally designated as available for coastal access, the Commission further notes that the LRDP requires that parking be provided for public coastal access on the subject site. Policy 30210.4 of the LRDP specifically states:

> ***The Campus shall allow visitors to use, at the prevailing rate, designated parking in Campus Lots 1 and 10 to accommodate public parking demand during Goleta Beach peak use periods.***

The proposed project includes the removal of a portion of Parking Lot 10 (removal of 217 parking spaces of an existing 417 parking space lot) in order to construct the new Engineering-Science Building. Although the proposed conversion of the project site from parking facilities to structural improvements is consistent with the potential uses for the site as identified in the LRDP, the Commission notes that the removal of a portion of any parking lot on campus which is specifically designated in the LRDP as available for public coastal access parking (such as Parking Lot 10) will result in potential adverse effects to the public's ability to access the shoreline and the loss of existing lower cost visitor and recreational facilities.

The University has indicated that although all 417 parking spaces in the existing Lot 10 are currently available for public use during evening, holiday, and weekend hours, no parking spaces in the existing Lot 10 have been specifically designated as reserved for public coastal access parking. The University has indicated that, after construction of the proposed project, all remaining 200 parking spaces in Lot 10 will continue to be available for public coastal access parking during evening, holiday, and weekend hours. In addition, to mitigate adverse effects to public access that may result from the reduction in the amount of available parking spaces in Lot 10, the University is proposing to install four metered parking spaces, to be specifically reserved for coastal access parking at all times in the remaining portion of Lot 10. The Commission notes that the proposed amount of metered parking specifically designated for public coastal access parking in Lot 10 would be consistent with the amount of similarly designated metered spaces previously required by the Commission, and provided by the University, in other parking lots on campus specifically identified in the LRDP as available for public coastal access.

Therefore, in order to implement the University's proposal to specifically reserve four parking spaces for public coastal access parking at all times in Lot 10 and to ensure that adverse effects to public access resulting from the proposed project are minimized, Special Condition Two (2) has been required. In order to ensure that members of the public are able to adequately utilize the designated public coastal access parking spaces to access the beach, Special Condition Two (2) requires that the 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 Two (2) 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 Two (2) also requires the University to post signs at each of the four parking spaces in Lot 10 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, in order to ensure that campus visitors are aware of the availability of coastal access parking, the visitor campus map/parking map that is distributed to all campus visitors at the entrance gates to the University shall be revised to indicate the availability of parking for public coastal access in Lot 10.

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.

E. Geologic Stability

Section 30253 of the Coastal Act, which has been included in the certified LRDP, requires that new development minimize risks to life and property and assure structural stability and integrity. Consistent with Section 30253 of the Coastal Act, the LRDP contains many policies to ensure the stability of new development. In order to ensure that new development is not subject to geologic hazard Policy 30253.2 of the LRDP requires that subsurface and geotechnical studies be conducted to ensure structural and geologic stability.

The impending development consists of the demolition of an existing 5,142 sq. ft. temporary building (Bldg. No. 514), demolition of a portion of Parking Lot 10 (removal of 217 parking spaces of an existing 417 parking space lot), and the construction of a new 106,000 gross sq. ft. (59,500 assignable sq. ft.) 45 ft. high Engineering-Science

Building. The impending development also includes approximately 13,400 cu. yds. of grading (10,000 cu. yds of excavation and 3,400 cu. yds. of backfill/recompaction), installation of 26 water quality stormdrain-inlet fossil filters, landscaping, and bicycle and pedestrian path improvements.

The University has submitted a Geotechnical Study by Fugro West, Inc. dated October 1998 and a Fault Evaluation Report by Fugro West, Inc. dated 8/21/98 which indicate that the proposed project is feasible from a geologic standpoint. In addition, the Geotechnical Study Addendum by Fugro West, Inc. dated 5/22/00 also states that:

> ***No evidence of slope instability, such as landslides or surficial failures, was observed at the site or the adjacent sites at the time of our site reconnaissance. Additionally, no signs of incipient landsliding, such as tension cracks parallel to the slope face, were observed during our site reconnaissance. The closest slope is about 150 to 200 feet to the north. Based on our recent site reconnaissance and our previous explorations and evaluations, it is our opinion that the site will be safe from landslides, settlement, and slippage. Furthermore, it is our opinion that the proposed development will not adversely affect adjacent sites provided the recommendations presented in our geotechnical engineering report 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 consultants 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, the Commission finds that minimization of site erosion will add to the stability of the site. Erosion can best be minimized by requiring the applicant to landscape all disturbed and graded areas of the site. In the case of the proposed development, the University has submitted a landscaping plan for the project site, consistent with character of the surrounding campus, which will be adequate to ensure that erosion on site will be minimized.

Further, the Commission also notes that the amount of excavation proposed by the University is larger than the amount of backfill to be placed and will result in approximately 6,600 cu. yds. of excess excavated material. Excavated materials that are placed in stockpiles are subject to increased erosion. The Commission also notes that additional landform alteration would result if the excavated material were to be retained on site. Section 30251 of the Coastal Act, which has been included in the certified LRDP, requires that landform alteration be minimized in relation to new development. In addition, Policy 30231.1 of the LRDP prohibits the storage or deposition of excavated materials on campus where such material will be subject to storm runoff in order to minimize soil erosion and sedimentation of coastal waters.

Therefore, consistent with Policy 30231.1 of the LRDP and Section 30251 of the Coastal Act, which has been included in the LRDP, in order to ensure that excavated material will not be stockpiled on site and that landform alteration and site erosion is minimized, Special Condition Four (4) requires the University to remove all excavated material, including concrete and asphalt debris resulting from the removal of the existing parking lot, from the site to an appropriate location and provide evidence to the Executive Director of the location of the disposal site prior to the commencement of development. Should the dump site be located in the Coastal Zone, a separate coastal development permit or notice of impending development shall be required.

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.

F. Water Quality

The Commission recognizes that new development has the potential to adversely impact coastal water quality through the removal of native vegetation, increase of impervious surfaces, increase of runoff, erosion, and sedimentation, introduction of pollutants such as chemicals, petroleum, cleaning products, pesticides, and other pollutant sources. Section **30231** of the Coastal Act, which has been included in the certified LRDP, states that:

> ***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, preventing depletion of ground water supplies and substantial interference with surface water flow, encouraging waste water reclamation, maintaining natural vegetation buffer areas that protect riparian habitats, minimizing alteration of natural streams.***

In addition, Policy **30231.2** of the LRDP states, in part, that:

> ***Projects shall be designed to minimize soil erosion and, where possible, to direct surface runoff away from coastal waters and wetlands...***

Further, Policy **30231.3** of the LRDP states, in part, that:

> ***Drainage and runoff shall not adversely affect the Campus wetlands.***
>
> ...
>
> ***b. Pollutants shall not be allowed to enter the area through drainage systems.***

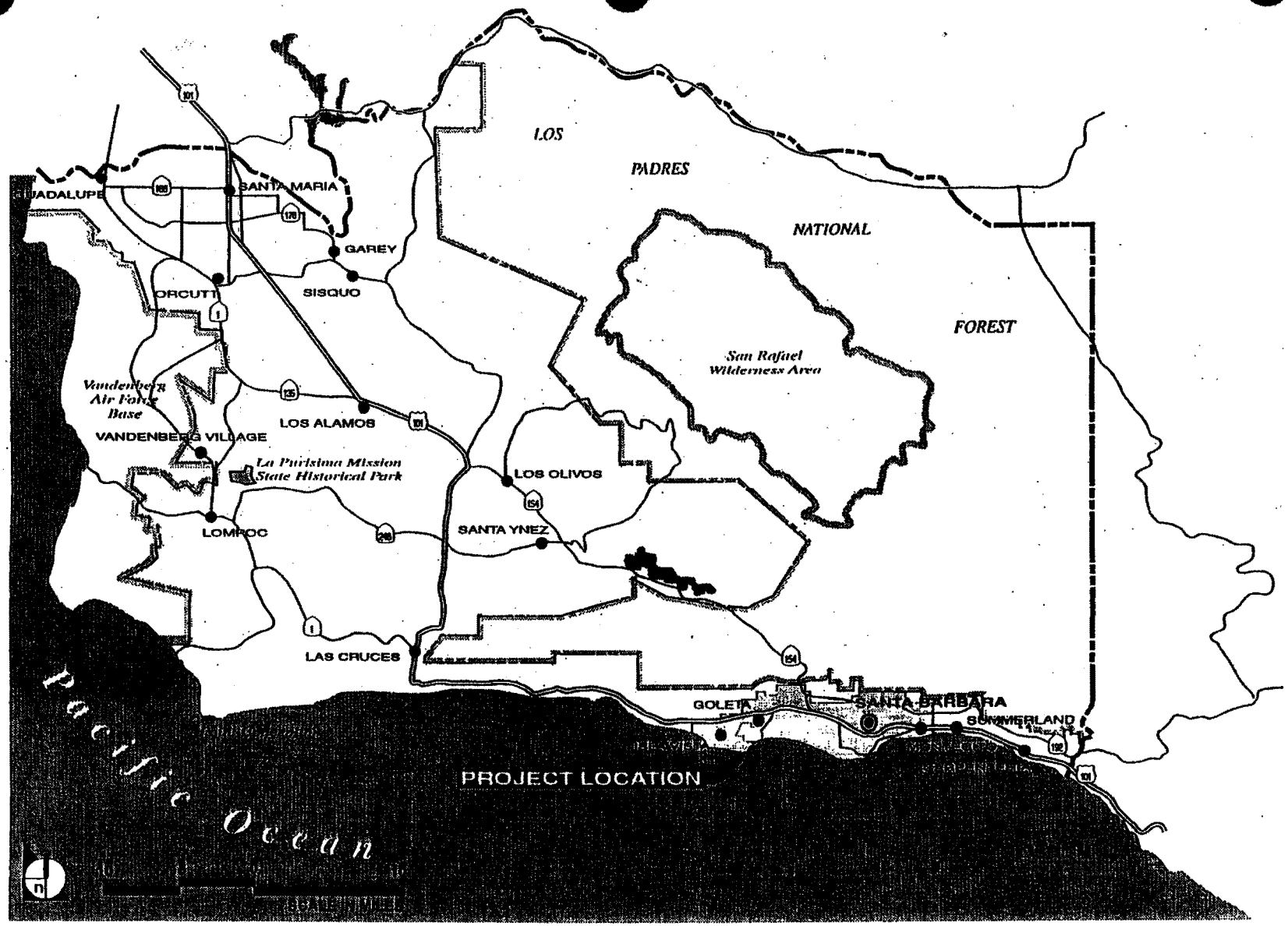
As described above, the proposed project includes the construction of a 106,000 sq. ft. ft. 45 ft. high Engineering-Science Building for laboratory research and academic purposes. All stormwater runoff on campus (via surface runoff or through the campus

stormdrain system) is either directed to the ocean or to the Campus Lagoon wetland which constitutes the lowest elevational point on Main Campus. Potential sources of pollutants such as chemicals, petroleum, cleaning agents and pesticides associated with new development, as well as other accumulated pollutants from rooftops and other impervious surfaces result in potential adverse effects to water quality to the Campus Lagoon and coastal waters. Such cumulative impacts can be minimized through the implementation of drainage and polluted runoff control measures. In addition to ensuring that runoff is conveyed from the site in a non-erosive manner, such measures should also include opportunities for runoff to infiltrate into the ground. Methods such as vegetated filter strips, gravel filters, and other media filter devices allow for infiltration.

In the case of this project, all portions of the project site have been previously developed with an existing structure and a parking lot. Since the proposed project will be located in an area previously developed with hardscape features, the proposed development will not result in any new increase in impermeable area on campus. The University has submitted a stormwater runoff and erosion control plan which provides for the installation of 26 new water-quality fossil filters at all stormdrain-inlets on the subject site. The University of California at Santa Barbara Storm Water Quality Study dated October 1998 indicates that the proposed filtering devices will significantly reduce the level of pollutants, including oil and sediment, that would potentially be discharged to coastal wetlands by stormwater runoff. The Commission notes that the use of the proposed stormwater filtering devices will serve to minimize adverse effects to coastal waters resulting from either contamination or increased sedimentation.

In addition, the Commission notes that the geologic and engineering consultants have included a number of recommendations which will increase the stability and geotechnical safety of the site. To ensure that the recommendations of the geotechnical consultants are incorporated into the drainage plans, the Commission finds it necessary to require the applicant, as required by Special Condition Five (5), to submit Drainage and Polluted Runoff Control Plans certified by the consulting geologic and geotechnical engineering consultant as conforming to their recommendations. In addition, to ensure that proposed drainage and stormwater quality improvements are properly implemented, in order to ensure that adverse effects to coastal water quality do not result from the proposed project, Special Condition Five (5) also requires the University to monitor and maintain the drainage and polluted runoff control system to ensure that it continues to function as intended throughout the life of the development.

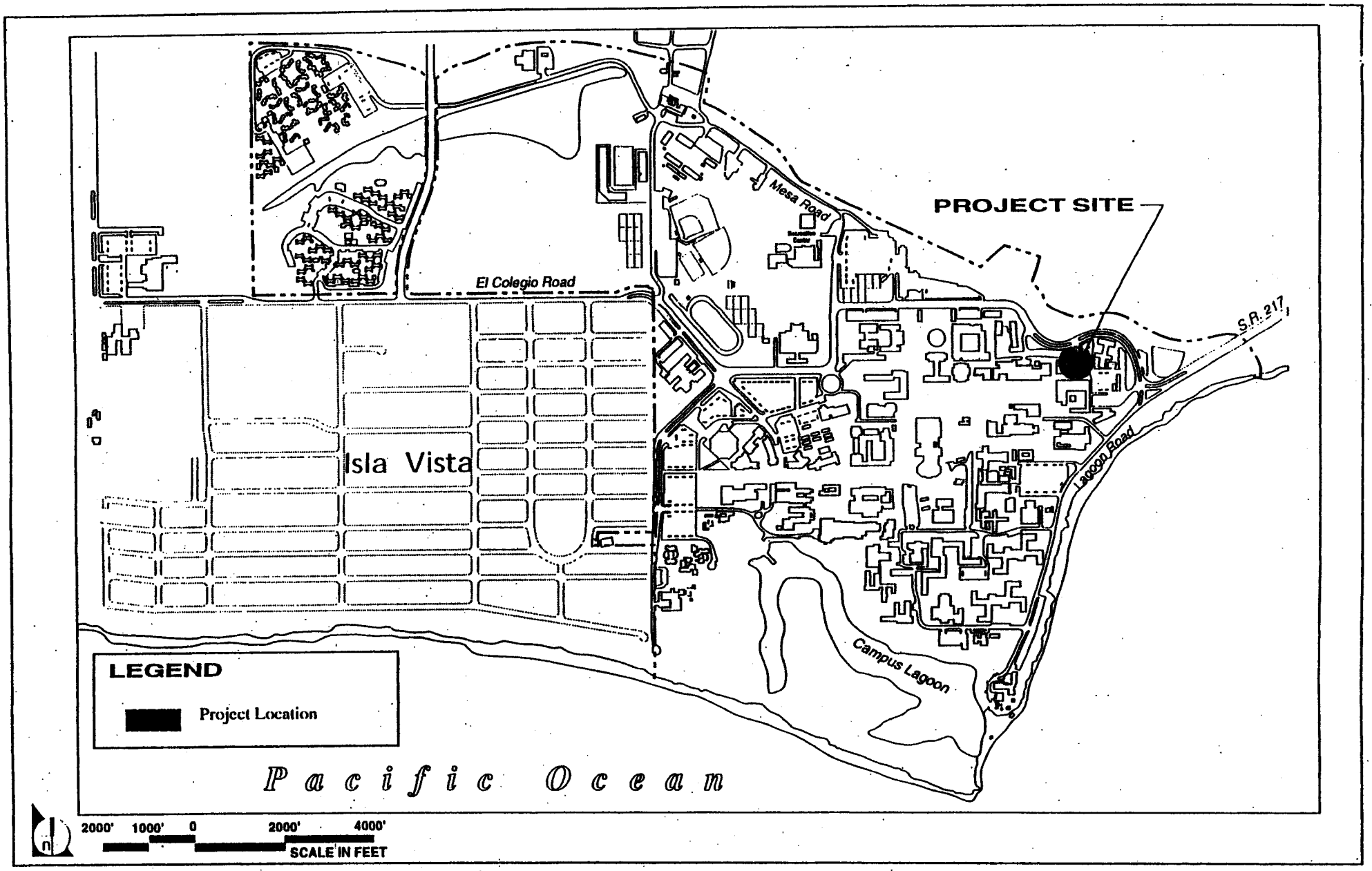
Therefore, the Commission finds that the notice of impending development, as conditioned, is consistent with the applicable policies of the LRDP with regards to water quality and new development.



SOURCE: U.S.G.S. *"State of California (South Half) 1:500,000"*, 1981.

EXHIBIT 1
UCSB NOID 3-00
Regional Map

160-03•10/99



SOURCE: University of California at Santa Barbara (U.C.S.B.), 9/99.

160-03•10/99

EXHIBIT 2
UCSB NOID 3-00
Project Location Map

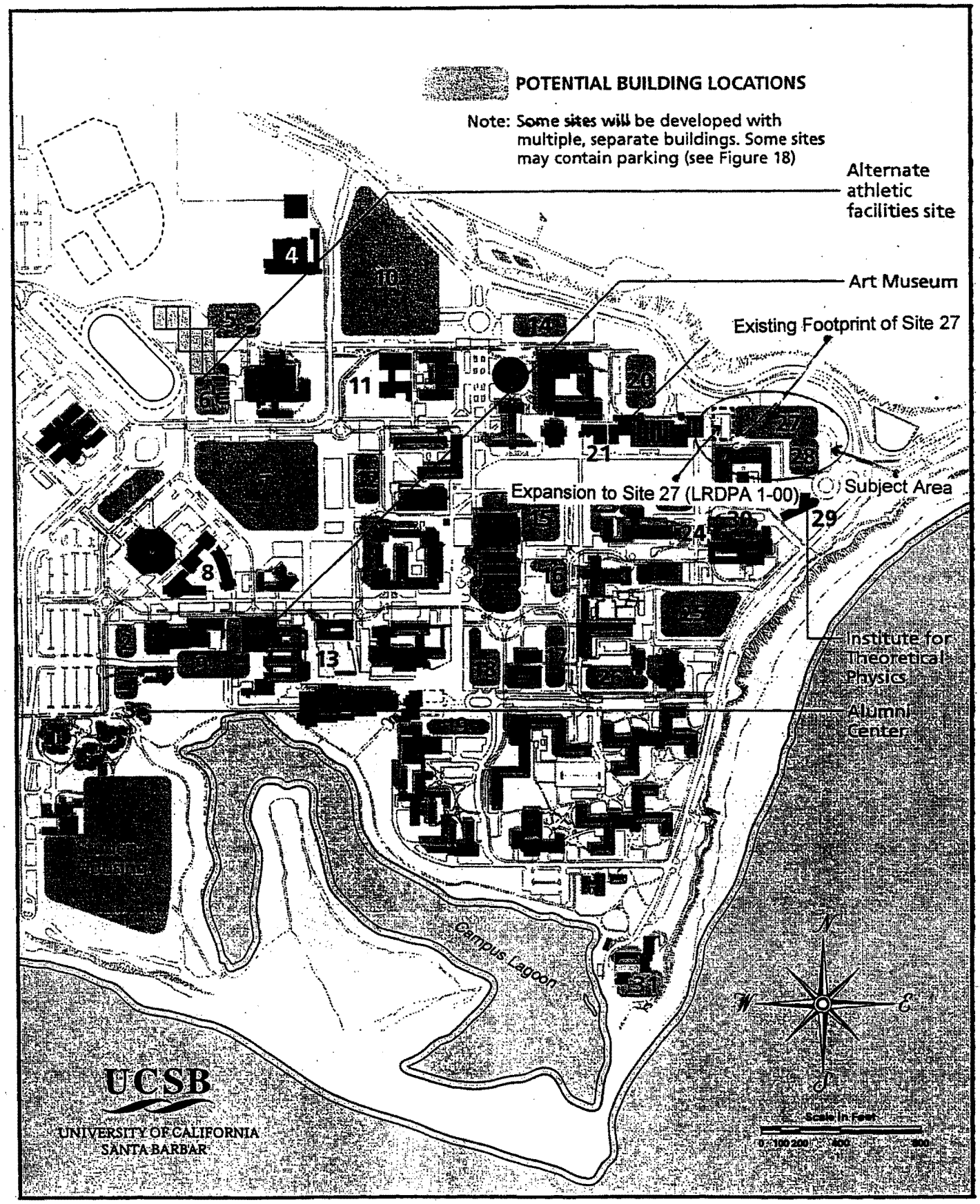


EXHIBIT 3
UCSB NOID 3-00
Potential Building Locations

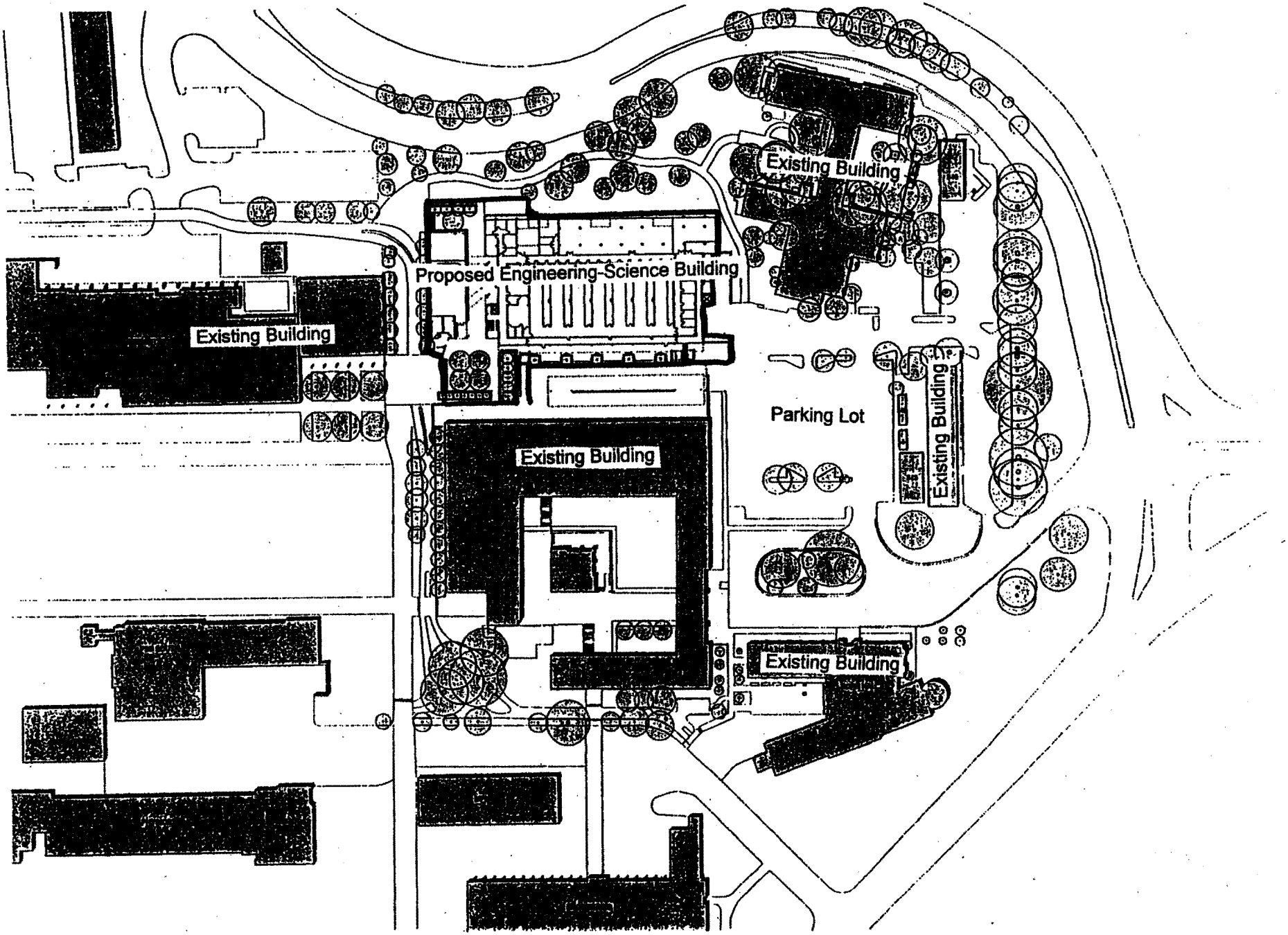
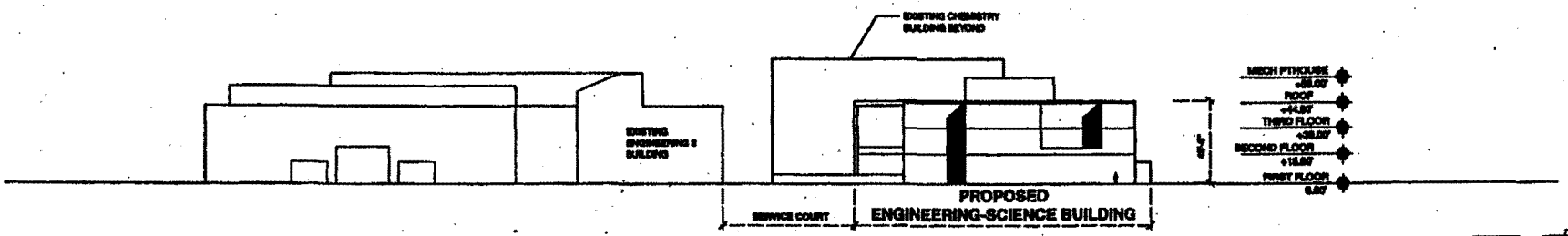
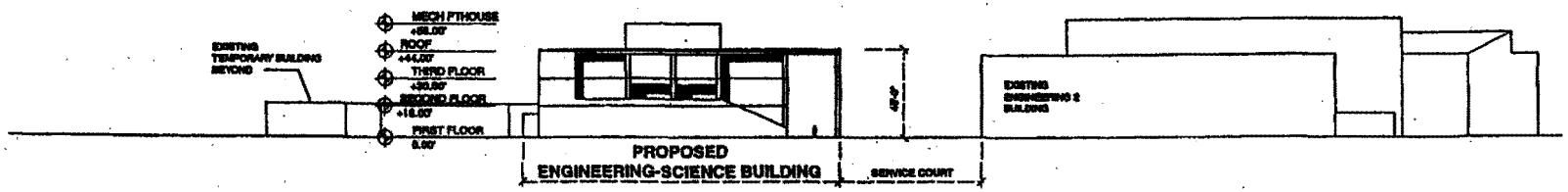


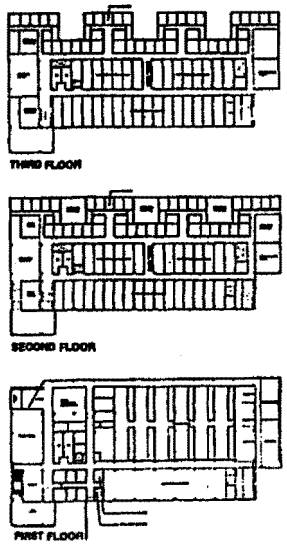
EXHIBIT 4
UCSB NOID 3-00
Site Plan



EAST ELEVATION



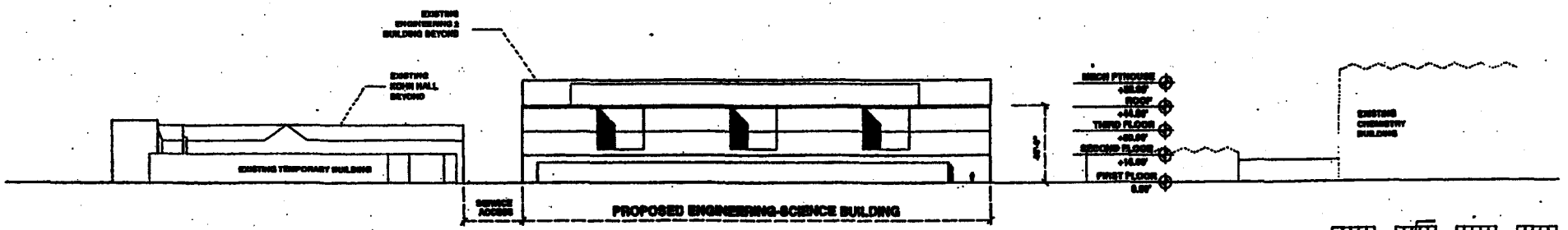
WEST ELEVATION



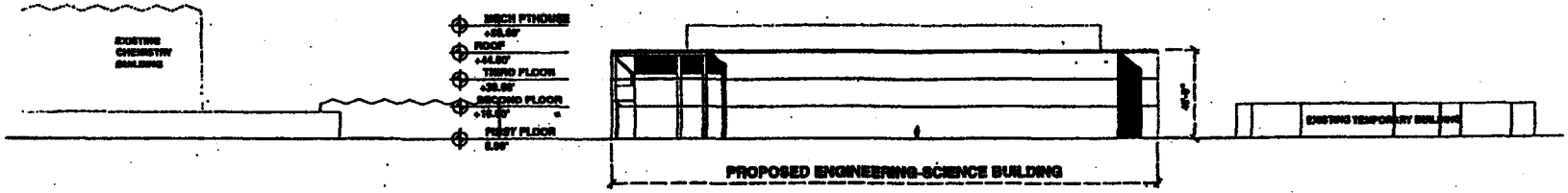
SOURCE: Anshen+Allen Los Angeles, October 1999.

160-03-0/98

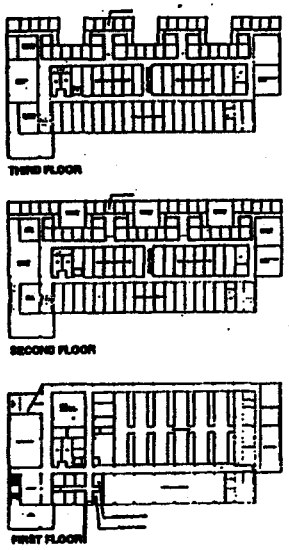
EXHIBIT 5
UCSB NOID 3-00
East/West Elevations



NORTH ELEVATION



SOUTH ELEVATION



SOURCE: Anshen+Allen Los Angeles, October 1999.

EXHIBIT 6
UCSB NOID 3-00
North/South Elevations