

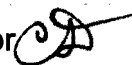
CALIFORNIA COASTAL COMMISSION

SOUTH CENTRAL COAST AREA
89 SOUTH CALIFORNIA ST., SUITE 200
VENTURA, CA 93001
(805) 585-1800

**RECORD PACKET COPY**

August 27, 2001

TO: Commissioners and Interested Persons

FROM: Charles Damm, Senior Deputy Director 
Gary Timm, District Manager
Shana Gray, Coastal Program Analyst

RE: **Notice of Impending Development 3-01, Pursuant to the University of California Santa Barbara Certified Long Range Development Plan (LRDP) for Public Hearing and Commission Action at the meeting of September 11, 2001, in Eureka.**

SUMMARY AND STAFF RECOMMENDATION

The impending development consists of the demolition of a portion of Parking Lot 1 (removal of 31 parking spaces of an approved 102 space lot) and the construction of a new 63,026 gross sq. ft. (38,446 assignable sq. ft.), 45 ft. to 60 ft. high Marine Science Research Building, construction of a 1,213 assignable sq. ft., single story Education and Outreach Center, and utility and trash enclosure. The impending development also includes approximately 1,070 cu. yds. of grading (200 cu. yds. of excavation and 870 cu. yds. fill), 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 August 6, 2001, and the notice was deemed filed on August 13, 2001. 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 seven special conditions regarding (1) plans conforming to geologic recommendations, (2) assumption of risk, (3) landscape and erosion control plans, (4) a drainage and polluted runoff control program, (5) removal of excavated material, (6) a public coastal access parking program, and (7) overflow coastal access parking program and which are necessary to bring the development into conformance with the LRDP.

SUBSTANTIVE FILE DOCUMENTS: 1990 Long Range Development Plan (UCSB, 1990); Environmental Impact Report, Environmental Sciences and Marine Science Institute Buildings (UCSB, January 1994); Addendum to Environmental Impact Report, Marine Science Research Building Project (May

2001); Geotechnical Engineering Report, Marine Science Research Building (Fugro West, Inc., March 2001); Geologic Consultation, Propose Marine Science Research Building (Fugro West, July 2001).

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 3-01, 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 3-01, 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 3-01, 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. Plans Conforming to Geologic Recommendation

All recommendations contained in the Geotechnical Engineering Report by Fugro West, Inc., dated March 2001 and Geologic Consultation by Fugro West, Inc. dated July 2001 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.

2. Assumption of Risk

Prior to the commencement of development, the University shall submit a signed document in a form and content acceptable to the Executive Director, which shall provide: (a) that the applicant understands the site may be subject to extraordinary hazard from seismic activity, liquefaction, storm waves, surges, erosion, landslide, and flooding and the University assumes the risk from such hazards; and (b) the applicant assumes the liability from such hazards and unconditionally waives any claim of liability against the Commission or its successors in interest for damage from such hazards and agrees to indemnify and hold harmless the Commission, its offices, agents, and employees against any and all claims, demands, damages, costs, expenses or liability arising from the project and relating to such hazards.

3. Landscape and Erosion Control Plans

Prior to the commencement of development, the University shall submit, for the review and approval of the Executive Director, landscape and interim erosion control plans designed by a licensed landscape architect, licensed engineer, or other qualified specialist. The plans shall be reviewed and approved by the consulting engineering geologist as required pursuant to Special Condition Number One (1) to ensure that the plans are in conformance with the consultants' recommendations and shall provide the following:

A) Landscaping Plan

- (1) All disturbed areas on the subject sites shall be planted with and maintained for erosion control purposes within (60) days of completion of construction for each segment of the project. Such planting shall be adequate to provide 90 percent coverage within three (3) years, and this requirement shall apply to all disturbed soils.
- (2) All development noticed herein shall be undertaken in accordance with the final approved plans. Any proposed changes to the approved final landscape plans shall be reported 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.

B) Interim Erosion Control Plan

- (1) The plan shall delineate the areas to be disturbed by grading or construction activities and shall include any temporary access roads, staging areas, and stockpile areas
- (2) The plan shall specify that should grading take place during the rainy season (November 1 – March 31) the applicant shall install or construct temporary sediment basins (including debris basins, desilting basins or silt traps), temporary drains and swales, sand bag barriers, silt fencing, stabilize any stockpiled fill with geofabric covers or other appropriate cover, install geotextiles or mats on all cut or fill slopes and close and stabilize open trenches as soon as possible. These erosion control measures shall be required on the project site prior to or concurrent with the initial grading operations and maintained throughout the development process to minimize erosion and sediment from runoff waters during construction. All sediment should be retained on-site unless removed to an appropriate approved dumping location either outside the coastal zone or to a site within the coastal zone permitted to receive fill.
- (3) The plan shall also include temporary erosion control measures should grading or site preparation cease for a period of more than 30 days, including but not limited to: stabilization of all stockpiled fill, access roads, disturbed soils and cut and fill slopes with geotextiles and/or mats, sand bag barriers, silt fencing; temporary drains and swales and sediment basins. These temporary erosion control measures shall be monitored and maintained until grading or construction operations resume.

4. 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.

5. 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 and debris 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.

6. 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.

7. Overflow Coastal Access Parking Program

Prior to the commencement of development, the University shall submit a signed document in a form and content acceptable to the Executive Director, which shall provide that all 71 parking spaces in Parking Lot 1 shall be available for use by the general public during weekday evening (5 p.m. – 6:30 a.m.), weekend, and holiday hours.

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.

B. Description of Impending Development

The impending development consists of the demolition of a portion of Parking Lot 1 (removal of 31 parking spaces of an approved 102 space lot) and the construction of a new 63,026 gross sq. ft. (38,446 assignable sq. ft.), 45 ft. to 60 ft. high Marine Science Research (MSR) Building, construction of a 1,213

assignable sq. ft., single story Education and Outreach Center, and utility and trash enclosure on the Main Campus at University of California, Santa Barbara (Exhibit 1-12). The impending development includes approximately 1,070 cu. yds. of grading (200 cu. yds of excavation and 870 cu. yds. fill), landscaping, and bicycle and pedestrian path improvements.

The Marine Science Research Building consists of two connected sections: a 60 ft. high, four-story laboratory structure to the west and a 45 ft. high, four-story office structure to the east. The MSR building is designed to satisfy the space needs of the Marine Sciences Institute. The building will provide new laboratory, office space, conference / seminar space, and a lecture hall to accommodate the specialized requirements of several marine science programs. The Final Environmental Impact Report prepared for this project estimated that approximately 60 people would relocate to the MSR Project site from existing facilities on campus and approximately 31 new people would be housed in the MSR facilities.

The project site is located on the east side of the Main Campus surrounded by a network of campus buildings to the north, west and south (Exhibit 2). Directly adjoining the site to the east is Lagoon Road, a primary north-south trending roadway. The area to be impacted by the proposed project is presently developed with a portion of Parking Lot 1, an access road to Parking Lot 1, landscaping, and hardscape features associated with the Biology II Building and adjoining maintenance facilities. The northern portion of Parking Lot 1 is presently under construction with the approved Environmental Sciences Building (NOID 2-98). The Environmental Sciences Building was approved with a 102-space parking lot, including four parking spaces metered and designated for Coastal Access Parking. Under the current proposal, these parking spaces would be reduced by 31 spaces for a total of 71 parking spaces retained as Parking Lot 1. The four Coastal Access Parking spaces would be relocated within the remaining area of Parking Lot 1. The impending development also includes the removal of the existing access to Parking Lot 1. Presently, Parking Lot 1 is accessed via Lagoon Road. The current accessway would be demolished and replaced by a portion of the Marine Science Research Building. Post-development access to the 71 parking spaces is proposed via a new road between the Biology II Building and Building 478 (Building 478 is proposed to be demolished and replaced with the Life Sciences Building as indicated in NOID 2-01) from UCEN Road (Exhibit 3).

The certified UCSB LRDP indicates that the project site may be developed with a range of potential uses including Marine Sciences Institute functions including: academic and administrative offices, conference rooms, research laboratories, research storage and support space. In this case, consistent with the identified uses for the project site, the University is proposing to house the Marine Science Research program to organize the diverse programs into a single campus facility.

C. Campus Development Consistency

The certified LRDP provides the basis for the physical and capital development of the campus to accommodate a student population of 20,000 in the academic year 2005/06. Policy 30250(a).1 provides for new development of no more 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. An account of site development has been provided by the University indicating that a total of 342,376 sq. ft. have been approved for development consistent with the 1990 LRDP provision. The University asserts that development of the proposed Marine Science Research Buildings would cover an additional 15,402 sq. ft. of site area. This would bring the total to 357,778 sq. ft., an amount under the 830,000 sq. ft. allowed under the LRDP. The University has submitted a concurrent Notice of Impending Development (NOID 2-01) for a proposed Life Sciences Building. Development of the proposed Life Science Building would cover an additional 23,905 sq. ft. Subsequently, the cumulative project development would total 381,683 sq. ft. of site area. This amount is consistent with the allowable site coverage provided in the LRDP. As described above, the proposed Marine Science Research Building Project will be consistent with the new development policy of the LRDP.

D. Site Development Consistency

Potential new building locations, uses, and building area guidelines have been designated in the certified LRDP. The proposed project site is located on identified Potential Building Site No. 25. The certified UCSB LRDP indicates that the project site may be developed with a range of four different potential uses including: (1) academic offices and support space for natural and physical sciences disciplines; (2) Marine Sciences Institute functions including: academic and administrative offices, conference rooms, research laboratories, research storage and support space; or (3) Environmental Sciences Management class and research laboratories, academic and administrative offices, and space and support space for ancillary functions; and (4) expansion of geological sciences. The proposed Marine Science Research Building will provide for the academic, research, and laboratory needs of the marine sciences, including laboratory, office space, conference/seminar rooms, and a lecture hall for the science disciplines. The proposed project is intended to provide space for the Antarctic Research Program, Coastal Research, Ocean Coastal Policy Center, Oceanography, Marine Science Institute, Marine Science Education and Outreach Facility, and Seawater Center. The use of this facility to support the marine sciences is consistent with the location and building uses designated in the LRDP.

The LRDP also designates that structures developed at this site have a maximum of 103,000 assignable square feet (*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 Marine Science Research building is proposed to be 63,026 gross square feet with 38,446 assignable square feet. The Environmental Sciences Building that is presently being constructed at the site is an approved 85,000 square foot building with 49,000 assignable square feet. The combined development of the site is 87,446 assignable square feet, less than the maximum 103,000 assignable square feet allocated for the site. The proposed project is designed within the development guidelines for Potential Building Site No. 25, and therefore, the proposed Marine Science Research Building Project would be consistent with the allowable size designated in the LRDP.

Therefore, the Commission finds that the notice of impending development is consistent with the applicable LRDP policies with regards to building location, use, and corresponding building area guidelines.

E. Visual Resources

The LRDP contains several policies to ensure that the scenic and visual qualities of coastal areas shall be considered and protected as a resource of public importance consistent with Section 30251 of the Coastal Act which has been included in the certified LRDP. For instance, Policy 30251.4 requires that bluff top structures be set back from the bluff edge a sufficient distance so that new development will not adversely affect views from the beach. Policy 30251.5 requires that new structures on campus shall be consistent with the scale and character of surrounding development and that clustered developments and innovative designs are encouraged. In addition, Policy 30251.6 restricts new buildings to certain height limits specified in the LRDP.

The impending development consists of the demolition of a portion of Parking Lot 1 (removal of 31 parking spaces of an approved 102 space lot) and the construction of a new 63,026 gross sq. ft. (38,446 assignable sq. ft.), 45 ft. to 60 ft. high Marine Science Research (MSR) Building, construction of a 1,213 assignable sq. ft., single story Education and Outreach Center, and a utility and trash enclosure. The impending development includes approximately 1,070 cu. yds. of grading (200 cu. yds. of excavation and 870 cu. yds. fill), landscaping, and bicycle and pedestrian path improvements.

As described previously, the project site is located on the east side of the Main Campus surrounded by a network of campus buildings to the north, west and south. The project is contiguous to existing facilities on the Main Campus and is characterized as in-fill development. Directly adjoining the site to the east is Lagoon Road, a primary north-south trending roadway. The site is situated west

of Lagoon Road and is visible to the public from Goleta Beach and the public pier. The proposed MSR building would be visible but would not dominate the view due to its lower profile in comparison with the taller buildings directly to the north and south of the site (The Biological Sciences II Building is 104 feet in height and the Engineering I Building is 82 feet in height.) larger buildings. As proposed, the stair-stepped building design diminishes in height as it approaches the eastern and southeastern perimeters of the site. The angling of the front portion of the building is intended to lessen the mass of the development to avoid a block-like appearance. For the above reasons, the Commission finds that 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. Further, the proposed development is consistent with the scale and character of other structures located on Main Campus.

The project site is currently developed with relatively low-lying features including a parking lot, road, and hardscape interspersed with vertical landscape elements. Construction of the proposed project would result in the removal of a portion of Parking Lot 1, an access road to Parking Lot 1, landscaping, and hardscape features to be replaced with a four-story, stair-stepped 45 to 60 foot high building, a single story Outreach and Education Center, and a utility and trash enclosure. As a result, the new development will increase the structural bulk at the site and create a loss of open visual character. However, the University has submitted preliminary landscape plans to minimize and soften any adverse effects that result from the proposed development. The Commission notes that the proposed landscaping will provide vertical elements to minimize adverse effects to public views consistent with other landscaping on campus. Preliminary landscape plans have been prepared based on the University's Campus Landscape Concept Plan. The project site is located in a transition zone between the central campus garden zone and the natural areas around the perimeter of the campus. The landscape criteria established for the transition zone emphasizes low maintenance and low water usage as a transition to the natural landscape concept in perimeter areas. Therefore, the Commission finds that **Special Condition Three (3)**, which requires the applicant to submit final landscape plans subject to the approval of the Executive Director, is necessary to ensure the proposed development will minimize visual impacts.

The LRDP restricts the height of new buildings on the Main Campus in concentric zones consistent with 35-foot, 45-foot, and 65-foot maximum height profiles. Higher profile buildings are designated at the core of the Main Campus with lower height buildings maintained along the perimeter to allow views from inland buildings to the coast. The project site is bisected along a north-south axis by two different height zones: (1) the eastern portion of the site is limited to a maximum of 45 feet and (2) the western portion of the site is designated with a maximum building height of 65 feet. As proposed the building would be stair-stepped back from Lagoon Road with the eastern office component having a

maximum height of 45 feet and the western laboratory component having a maximum height of 60 feet. Therefore the proposed development is consistent with the building height restrictions required by the LRDP.

Therefore, the Commission finds that the notice of impending development, as conditioned, is consistent with the applicable policies of the LRDP with regards to visual resources.

F. 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 2½ miles of coastline contiguous to the campus. An existing stairway 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 6,187 parking spaces on campus may be used by the general public for a fee. In addition, there is no charge for parking on campus during evenings, weekends, or holidays. Campus parking facilities provide 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 includes the demolition of a portion of Parking Lot 1 (removal of 31 parking spaces of an approved 102 space lot) and the construction of a 63,026 gross sq. ft. 60 ft. high Marine Science Research (MSR) Building. The northern portion of Parking Lot 1 is presently under construction with the approved Environmental Sciences Building (NOID 2-98). The Environmental Sciences Building was approved with a 102-space parking lot, including four parking spaces metered and designated for Coastal Access Parking. Under the current proposal, these parking spaces would be reduced by 31 spaces resulting in a total of 71 parking spaces retained as Parking Lot 1. The four Coastal Access Parking spaces would be relocated within the remaining area of Parking Lot 1 (Exhibit 12). The impending development also includes the removal of the existing access to Parking Lot 1. Presently, Parking Lot 1 is accessed via Lagoon Road. The current accessway would be demolished and replaced by a portion of the Marine Science Research Building. Post-development access to the 71 parking spaces is proposed via a new road between the Biology II Building and Building 478 (Building 478 is proposed to be demolished and replaced with the Life Sciences Building as indicated in NOID 2-01) from UCEN Road (Exhibit 3).

A combined Final Environmental Impact Report (FEIR) was prepared for both the proposed Marine Science Research Project and the previously approved Environmental Sciences Building. The FEIR includes a study of campus parking resources in relation to the proposed developments. The FEIR indicated that a total of 188 existing parking spaces would be removed from the original 259-space Parking Lot 1. The removal of 157 parking spaces was approved in conjunction with the construction of the Environmental Sciences Building (NOID 2-98). An additional 31 parking spaces would be removed from Parking Lot 1 as a result of the current project. In addition, the University has estimated that the operation of the Marine Science Research Building will generate an additional peak parking demand of 17 new parking spaces on campus.

The University has supplemented the FEIR with a review of the parking resources that would serve the MSR Building. The area that would serve the project is generally bound by Mesa Road to the north, UCEN Road to the south, Lagoon Road to the east and Ocean Road to the west. The core parking area applicable to the new building, which represents a ten-minute walk from the project site, contains a total of 4,669 parking spaces. The review indicated that some reserve parking is generally available on-campus but that the core area parking is somewhat limited. The campus-wide Spring 1999 occupancy surveys found that the utilization was 68% during the A.M. peak period (11 a.m.) and 67% during the P.M. peak period (2 p.m.). Of the 6,187 parking spaces on campus, the survey concluded that there were 1,510 spaces available in the morning peak period and 1,556 spaces available during the afternoon peak period. The removal of 31 parking spaces and additional demand for 17 spaces would not significantly alter the existing parking condition. Based on this data, the proposed project would not result in a significant impact to campus-wide parking resources.

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 elimination of 31 parking spaces in Parking Lot 1 with 71 spaces remaining along the western portion of the project site. 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 relocate the four designated metered parking spaces in the new Lot 1 for coastal access parking (Exhibit 12). Under the previous NOID (2-98) for the site, the Commission found that restricting these 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. Subsequently, the Commission applied a special condition requiring that any parking meters used in conjunction with the coastal access parking spaces 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 would 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.

To ensure that these requirements continue to be applied to the relocated coastal access parking spaces and to ensure that beach users would be able to use the parking spaces that are specifically designated for the provision of coastal access, the Commission is requiring **Special Condition Six (6)** which addresses coastal access parking signage, parking length, and fee. The Commission notes that Special Condition 6 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 6 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, consistent with LRDP Policy 30210.4 to allow visitors to use designated parking in Parking Lot 1 to accommodate public parking demand at the prevailing rate during Goleta Beach peak use periods, the University has asserted that all 71 spaces will continue to be available for public use during weekend, holiday, and evening hours. To ensure that these spaces remain available to the public during the aforementioned hours, the Commission finds that **Special Condition Seven (7)**, which requires that all 71 spaces in Parking Lot 1 be available for use by the general public during weekday evening (5 p.m. – 6:30 a.m.), weekend, and holiday hours, is necessary.

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.

Consistent with LRDP policies, the proposed project includes a bicycle path on site that 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 3.

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.

F. 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 Study by Fugro West, Inc. dated March 2001 and an addendum prepared by Fugro West, Inc. dated July 24, 2001 for the Marine Science Building Project. Fugro West, Inc. makes numerous recommendations to foundation, grading, and drainage. The reports conclude that the site is suitable for the intended use provided that the recommendations of the geotechnical consultant are incorporated into the design and subsequent construction of the project. However, the susceptibility of the site to liquefaction has been specifically addressed at this site.

The Fugro West, Inc. letter dated July 24, 2001 reports that:

The terrace deposits located below the groundwater level are loose and potentially susceptible to liquefaction.... Measures to reduce the potential effects of liquefaction on the proposed building are outlined in Fugro (2001).

The addendum prepared by Fugro West, Inc. dated July 24, 2001 concluded:

No evidence of slope instability, such as landslides or surficial failures, was observed at the subject 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 feet east of the building

limits. Based on our recent site reconnaissance and our previous explorations and evaluations, in our opinion the site should be safe from landslides, settlement, and slippage provided the recommendations in our referenced geotechnical report are implemented. In addition, it is our opinion that the proposed development should not adversely affect adjacent sites provided the recommendations present in our geotechnical engineering report are incorporated into the design of the project and implemented during construction. Measures to reduce the potential effects of liquefaction on the proposed building are outlined in Fugro (2001).

Based on the conclusions of the Fugro West, Inc. reports, the Commission finds that the proposed development will be safe from geologic hazards if all recommendations of the geotechnical consultants are incorporated into the final project plans and designs. 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 One (1)**, to submit project plans certified by the consulting geologic and geotechnical engineering consultant as conforming to their recommendations.

Although the geologic and engineering consultants have included a number of geotechnical recommendations which will increase the stability and geotechnical safety of the site, the Commission notes that it is not possible to eliminate the potential for damage from seismic activity, liquefaction, storm waves, surges, erosion, landslide, and flooding. The Commission recognizes that development, even as designed and constructed to incorporate all recommendations of the consulting coastal and geotechnical engineers, may still involve the taking of some risk. When development in areas of identified hazards is proposed, the Commission considers the hazard associated with the project site and the potential cost to the public, as well as the individual's right to use the subject property.

Section 30253 of the Coastal Act, which has been included in the certified LRDP, in conjunction with Policy 30253.2 of the LRDP, require that new development ensure structural and geologic stability. As such, the Commission finds that due to the unforeseen possibility of seismic activity, liquefaction, storm waves, surges, erosion, landslide, and flooding the University shall assume these risks as a condition of approval. Because this risk of harm cannot be completely eliminated, **Special Condition Two (2)** requires the applicant to waive any claim of liability against the Commission for damage to life or property which may occur as a result of the permitted development. The assumption of risk, will show that the University is aware of and appreciates the nature of the hazards which exist on the site, and which may adversely affect the stability or safety of the proposed development.

Furthermore, 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 on the project site. To ensure that all areas impacted by the impending development are landscaped in accordance with the LRDP provision to minimize erosion, the Commission finds it necessary to require **Special Condition Three (3)** to submit final landscape plans subject to approval by the Executive Director.

Additionally, **Special Condition Three (3)** requires the University to submit interim erosion control plans which provide for the stabilization of all temporary stockpiled fill and disturbed areas on site and to utilize all best management practices including, but not limited to, the installation of temporary sediment basins (including debris basins, desilting basins or silt traps), temporary drains and swales, sand bag barriers, silt fencing during construction activity to minimize erosion on the project site.

The Commission also notes that the westerly driveway of the project site will be removed and will involve approximately 200 cubic yards of excess material and debris to be exported. The University has indicated that this materials will be disposed of at a facility licensed to accept such materials. The Commission notes that excavated materials that are placed in stockpiles are subject to increased erosion and 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 Five (5)** requires the University to remove all excavated material, including debris resulting from the demolition of existing hardscape, 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.

G. Water Quality

The Commission recognizes that new development has the potential to adversely impact coastal water quality through the removal of 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 impending development consists of the demolition of a portion of Parking Lot 1 and the construction of a 63,026 gross sq. ft Marine Science Research Building, construction of a single story Outreach and Education Center, and a utility and trash enclosure requiring approximately 1,070 cu. yds. of grading (200 cu. yds. of excavation and 870 cu. yds. fill). 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. Presently, runoff from the project site enters the drainage system and drains to the campus bluff. The site will continue to utilize this drainage system after the MSR Building project is completed.

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

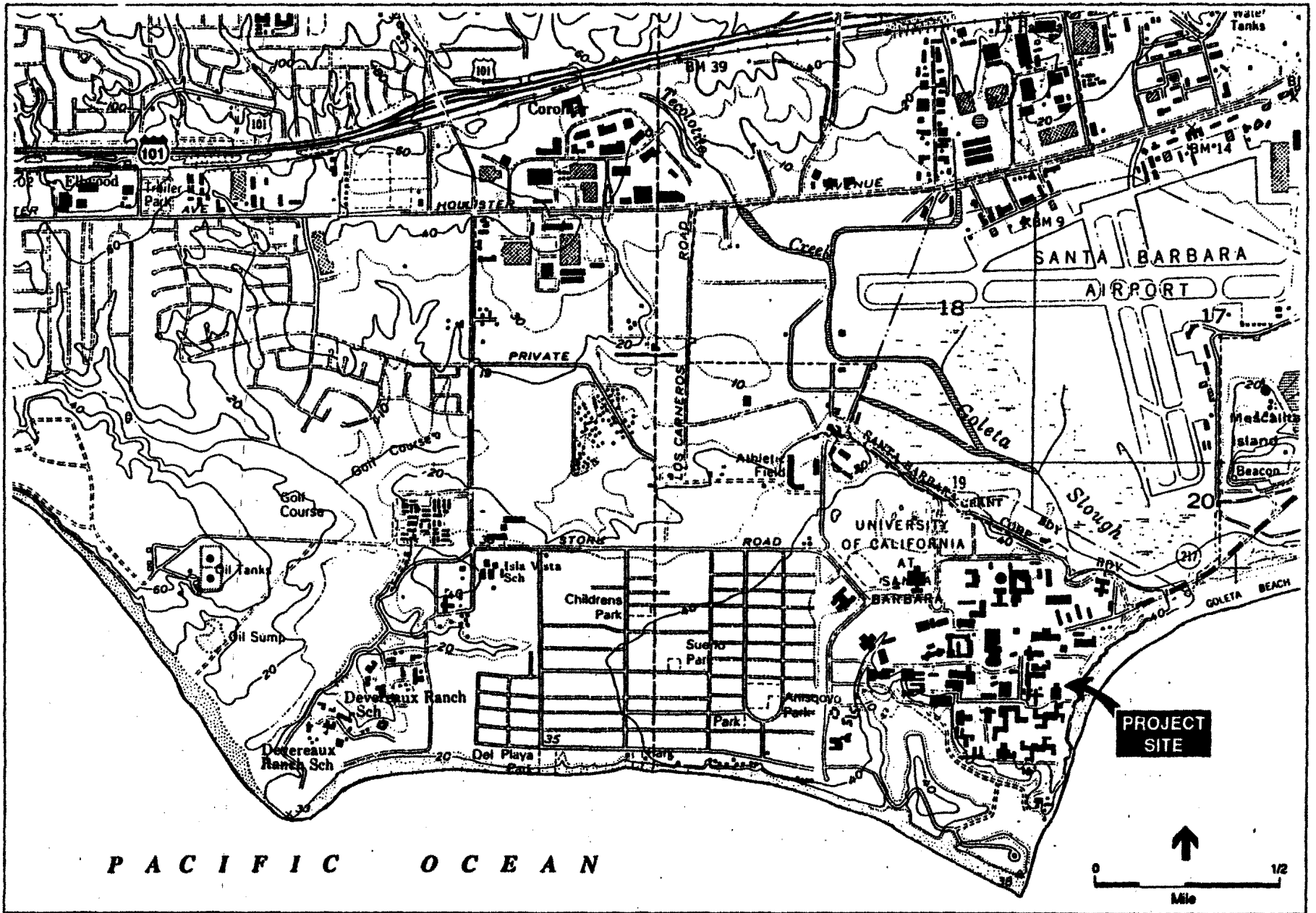
cumulative impacts can be minimized through the implementation of drainage and polluted runoff control measures. In addition to ensuring that runoff is conveyed from the site in a non-erosive manner, such measures should also include opportunities for runoff to infiltrate into the ground. Methods such 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 hardscape and landscape features. The Addendum to the FEIR indicates that "the proposed project is not expected to increase runoff volumes and rates since no additional impervious surface would drain into the Noble Storm Drain System." In addition, the University has submitted a stormwater runoff plan that provides for the installation of new water-quality fossil filters in the storm drain catchments that serve the parking lot. These proposed filtering devices will 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.

To ensure that proposed drainage and stormwater quality improvements are properly implemented and in order to ensure that adverse effects to coastal water quality do not result from the proposed project, the Commission finds it necessary to require the University, as required by **Special Condition Four (4)**, to submit a Drainage and Polluted Runoff Control Plan. The drainage plan shall be 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 Four (4)** 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.

Furthermore, interim erosion control measures implemented during construction and post construction landscaping will serve to minimize the potential for adverse impacts to water quality resulting from drainage runoff during construction and in the post-development stage. Therefore, the Commission finds that **Special Condition Three (3)**, which requires the applicant to submit landscape and erosion control plans for all components of the project, is necessary to ensure the proposed development will not adversely impact water quality or coastal resources.

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.



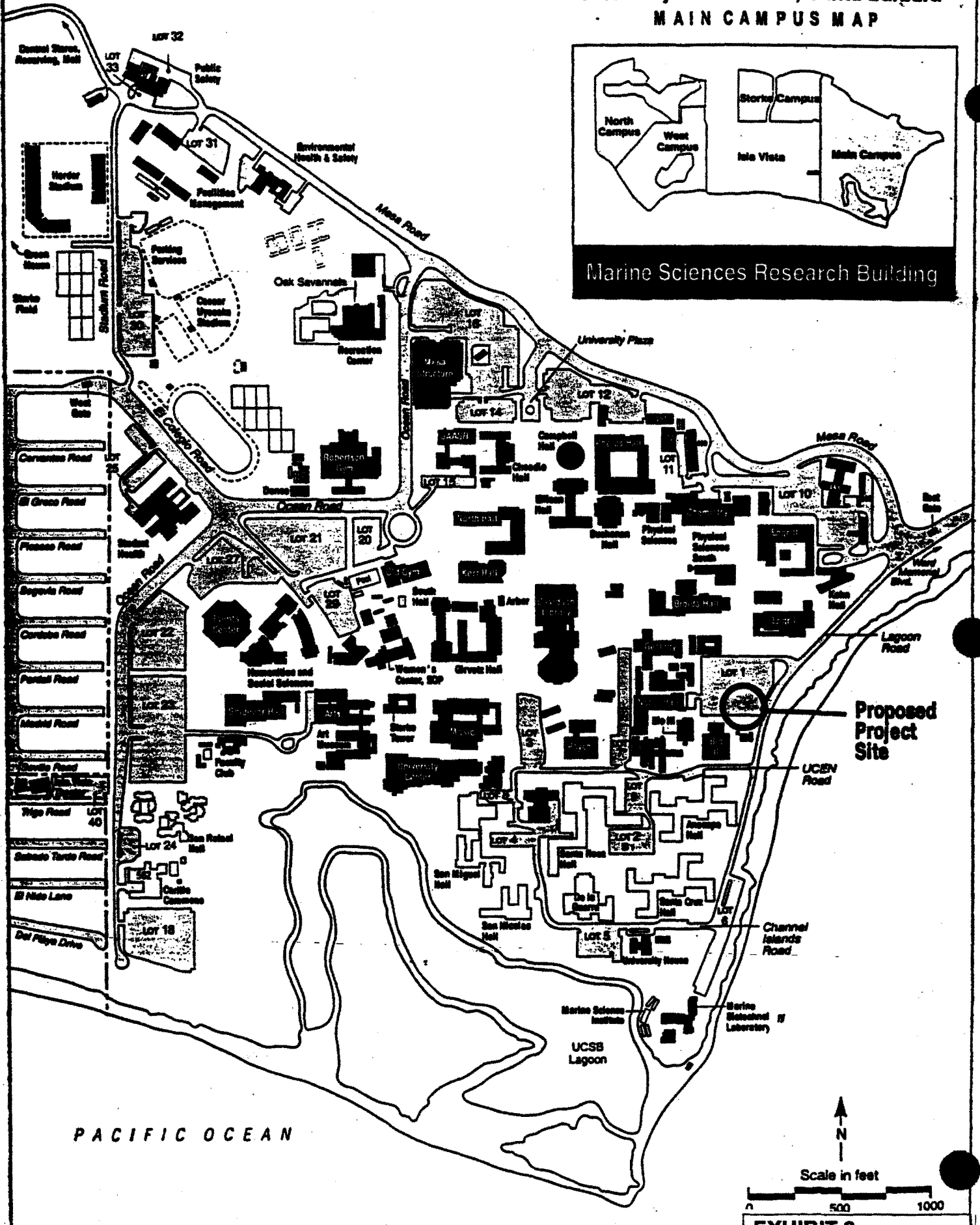
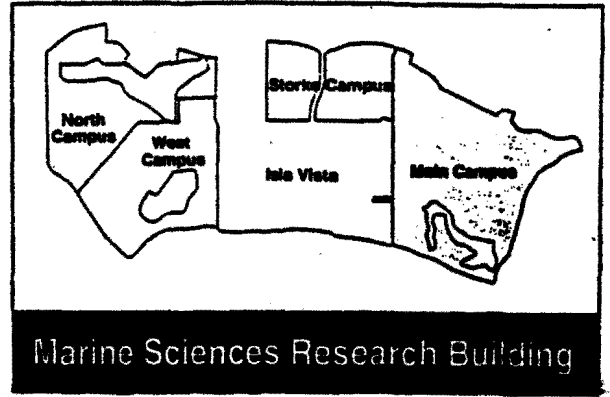
SOURCE: USGS, Dos Pueblos Canyon & Goleta Quadrangles. 7.5.

ES and MSI Buildings EIR 1930329

Figure 1
Regional Location Map

EXHIBIT 1
UCSB NOID 3-01

University of California, Santa Barbara
MAIN CAMPUS MAP



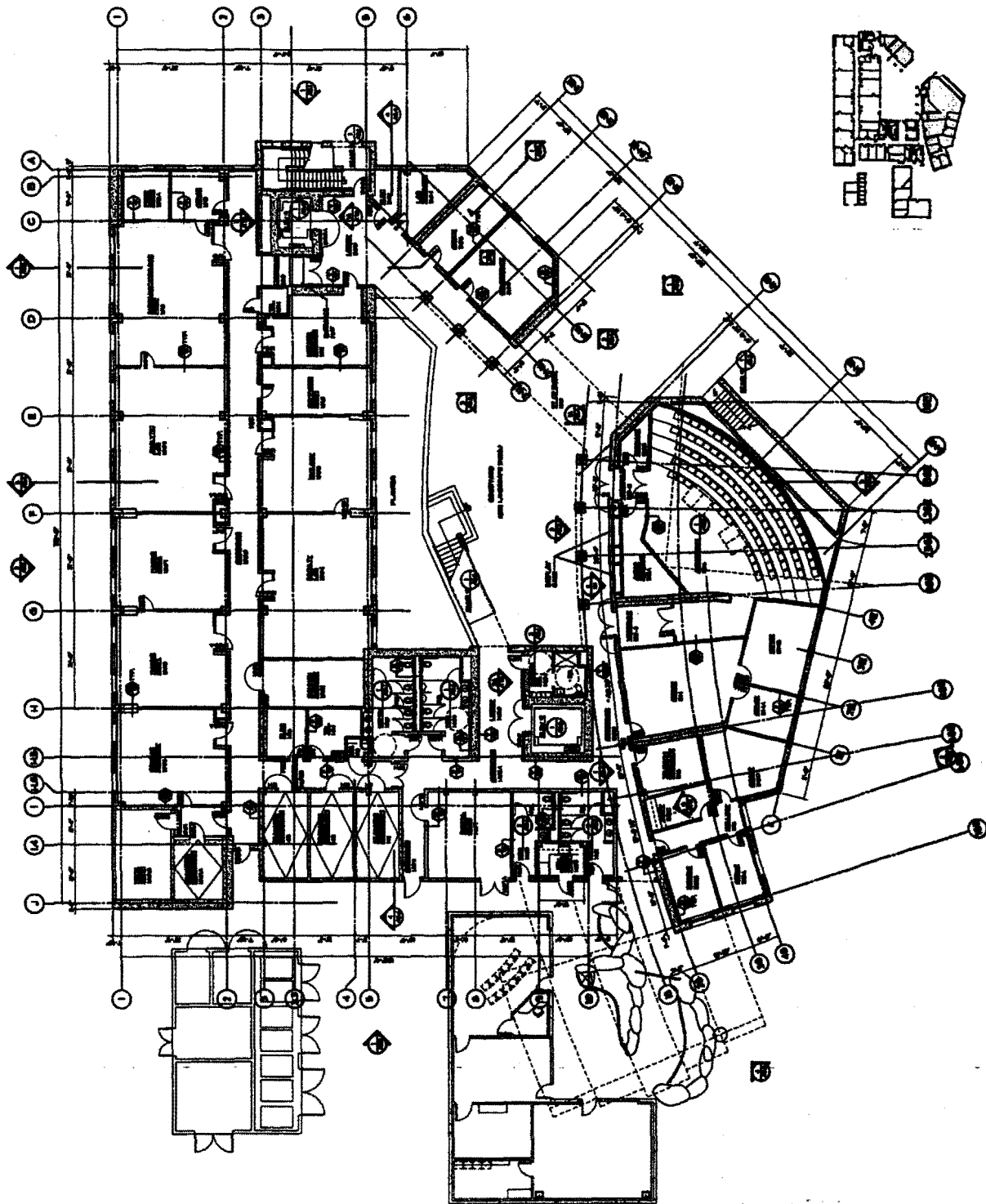
Proposed Project Site



Scale in feet



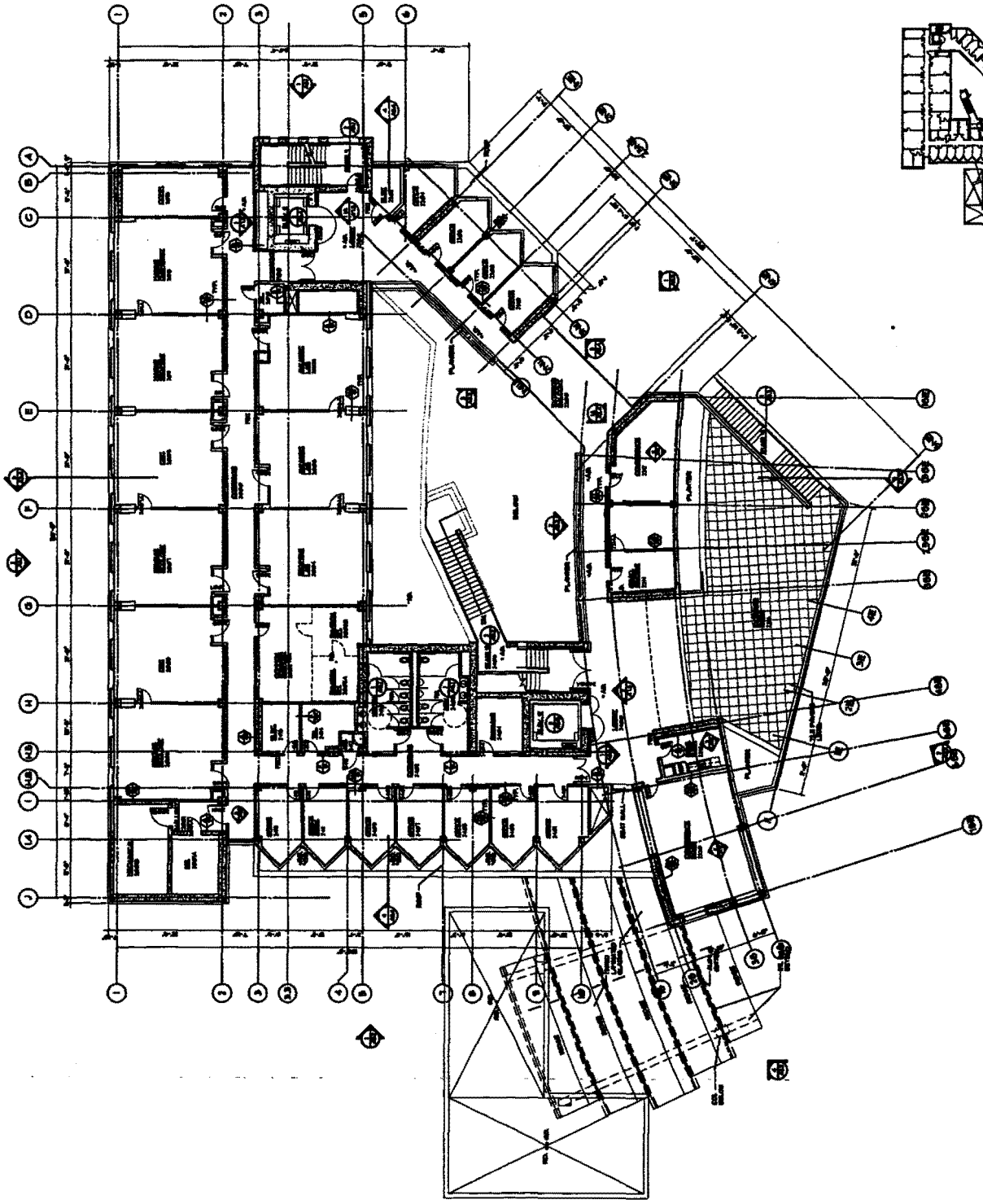
EXHIBIT 2
UCSB NOID 3-01
Project Location



TRANSFORMER & TRASH ENCLOSURE

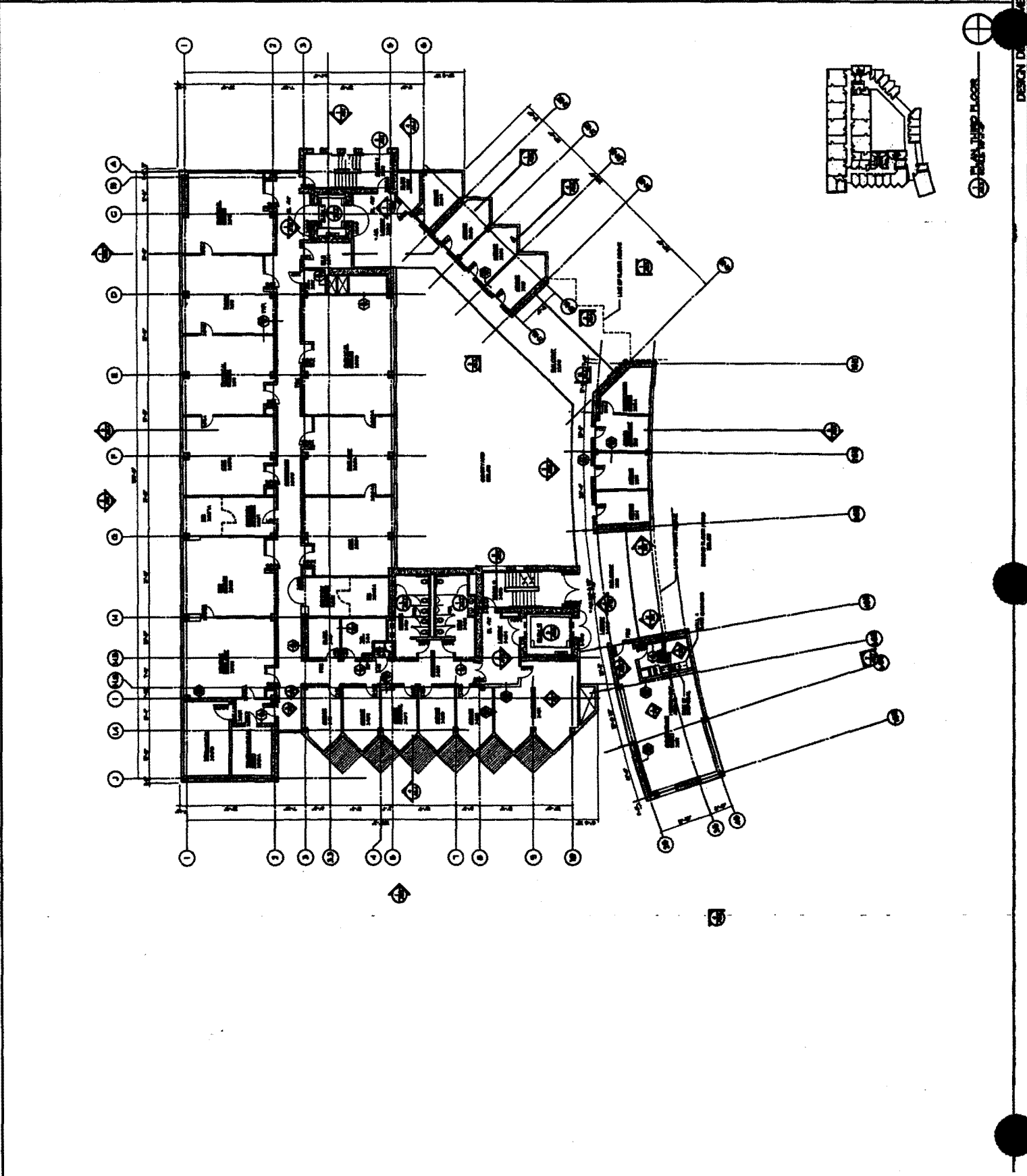
EDUCATION & OUTREACH CENTER

EXHIBIT 4
UCSB NOID 3-01
First Floor Plan



EDUCATION & OUTREACH
CENTER

EXHIBIT 5
UCSB NOID 3-01
Second Floor Plan



PLAN THIRD FLOOR
 A23
 DESIGN DATE 4/20/01

EXHIBIT 6
UCSB NOID 3-01
Third Floor Plan

PLAN FOURTH FLOOR - WEST

MARINE SCIENCES RESEARCH BUILDING
University of California, Santa Barbara

ZIMMER-GUNSUL-FRASCIA PARTNERSHIP
Architects
San Francisco, CA

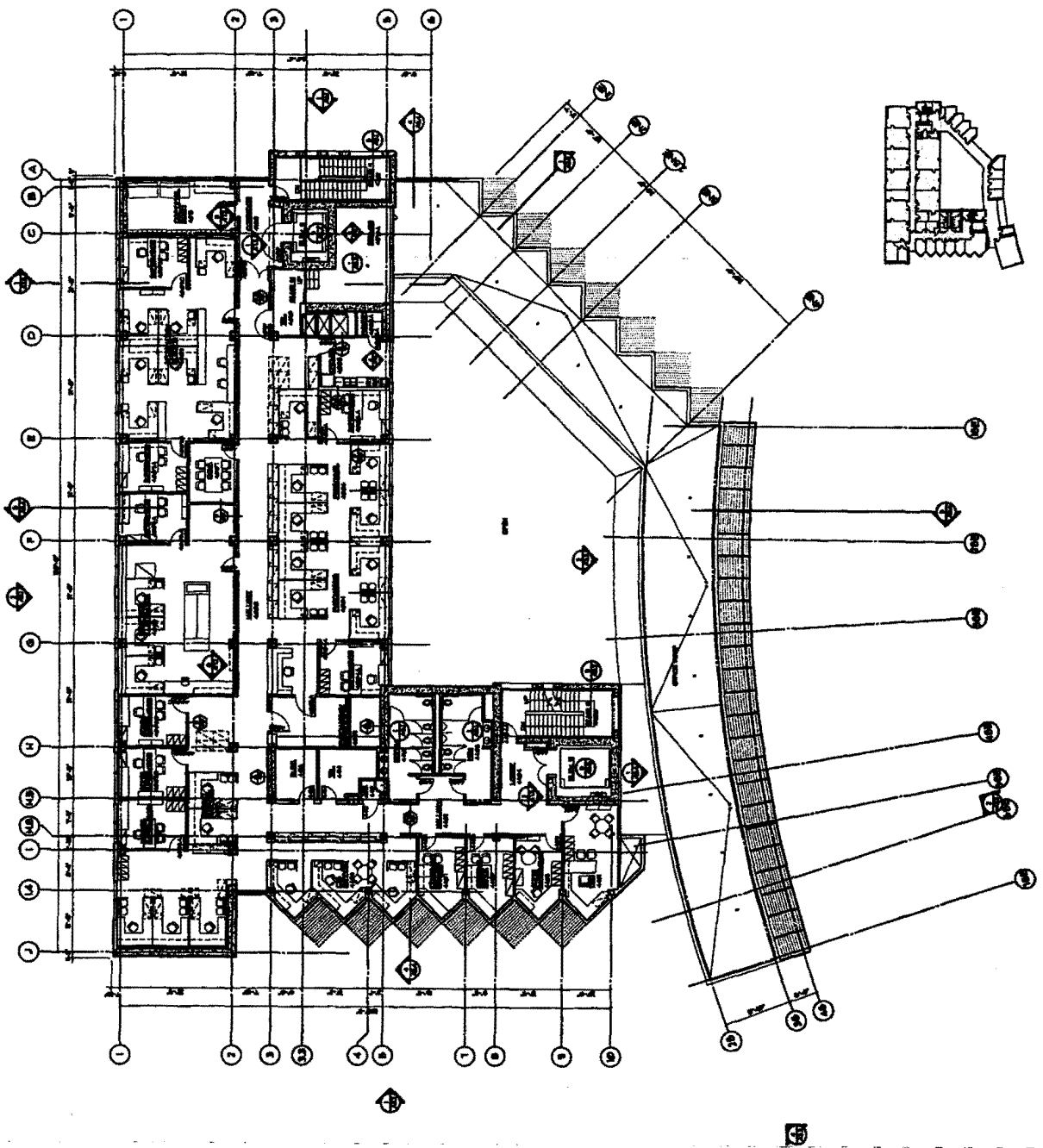
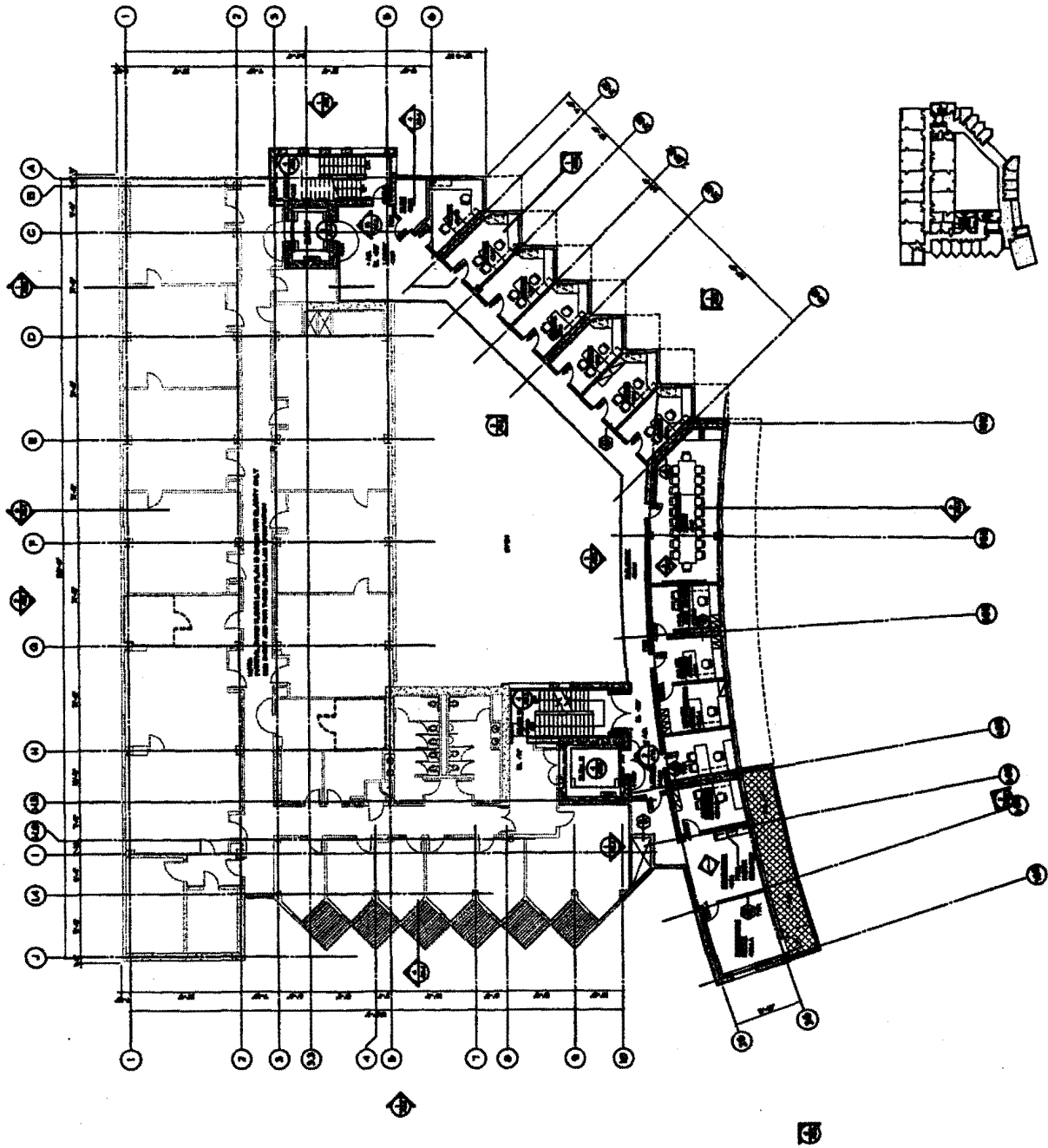


EXHIBIT 7
UCSB NOID 3-01
Fourth Floor Plan
(West)



PLAN, FOURTH FLOOR - EAST

DESIGN DOCUMENT 4/30/01

EXHIBIT 8
UCSB NOID 3-01
Fourth Floor Plan
(East)

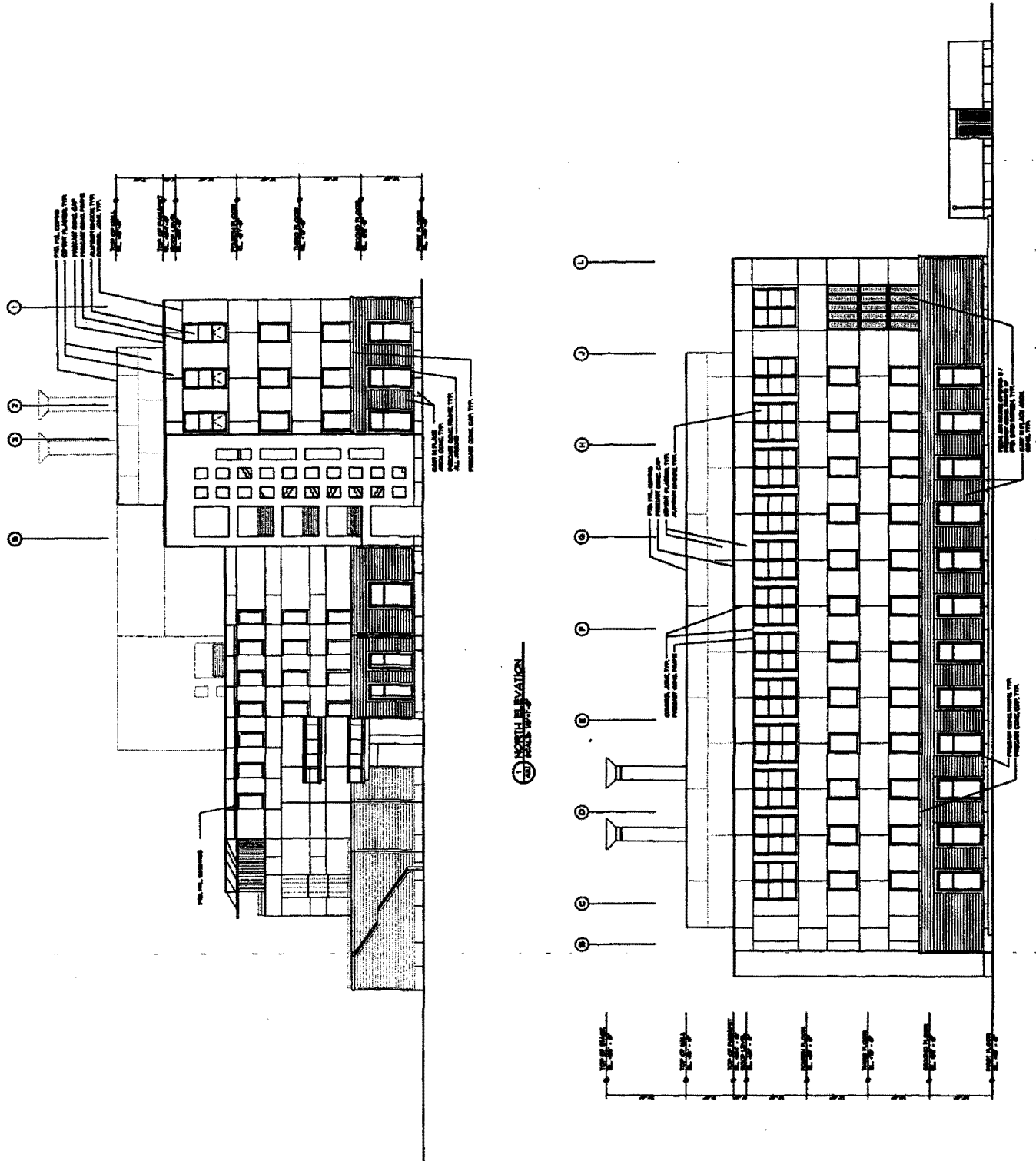
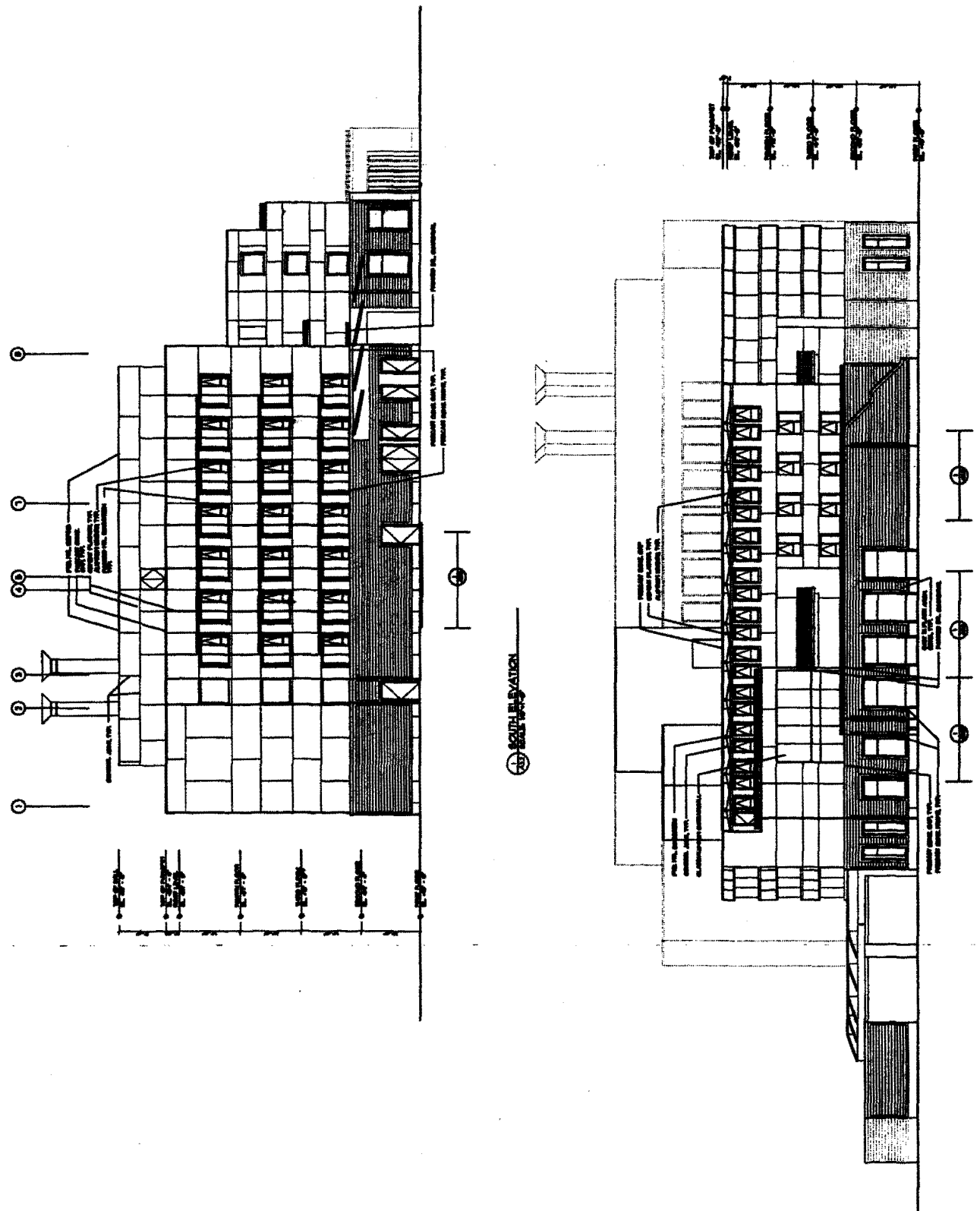


EXHIBIT 9
UCSB NOID 3-01
North/West Elevations

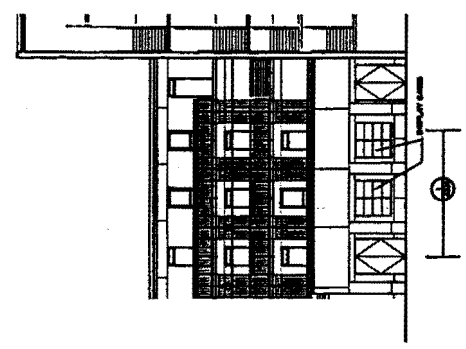
South Elevation

South Elevation

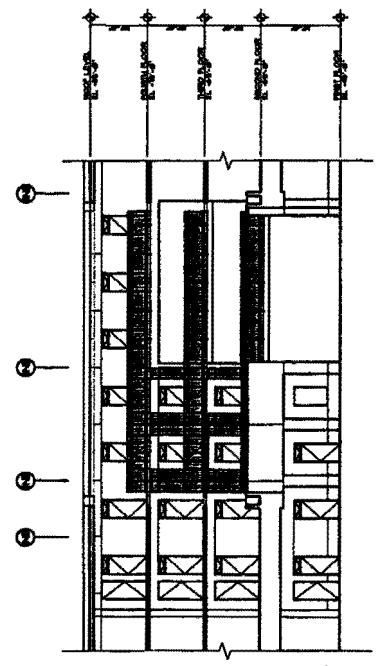
EXHIBIT 10
UCSB NOID 3-01
South / Southeast
Elevations



13 EAST COURTYARD ELEVATION



14 NORTHEAST COURTYARD ELEVATION



15 NORTHEAST ELEVATION

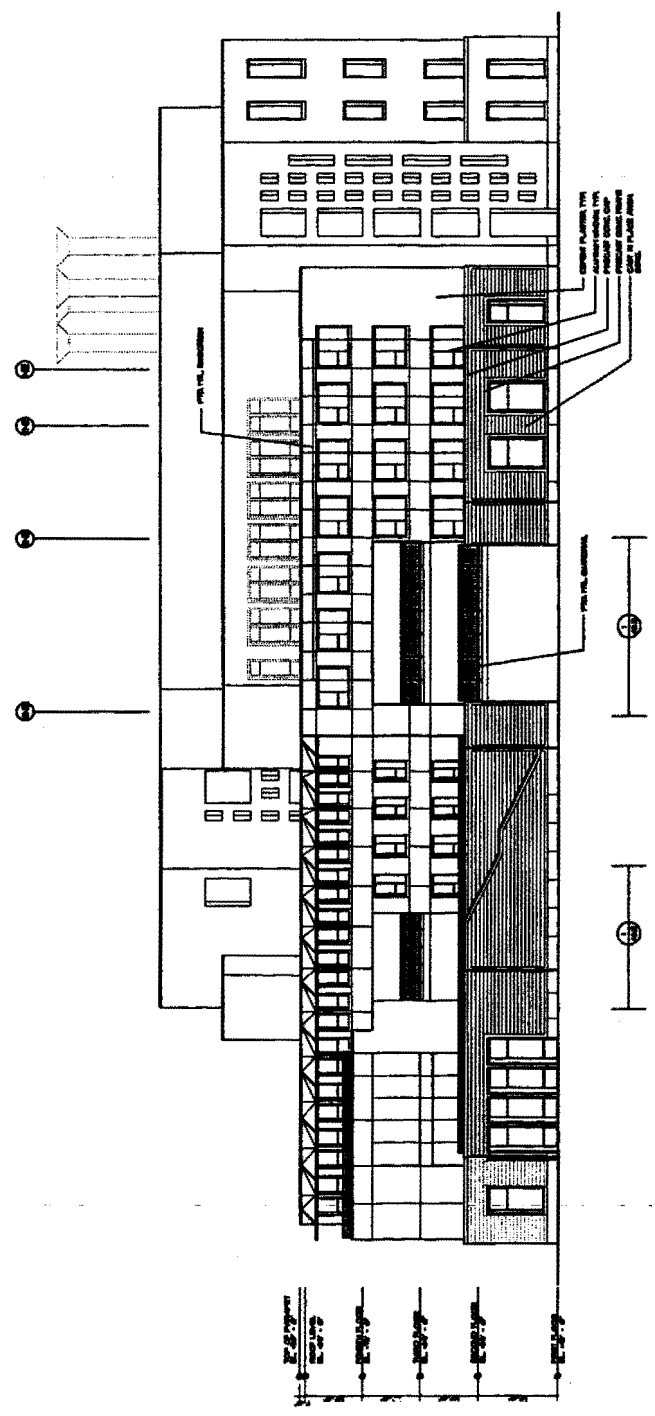
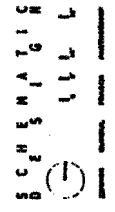
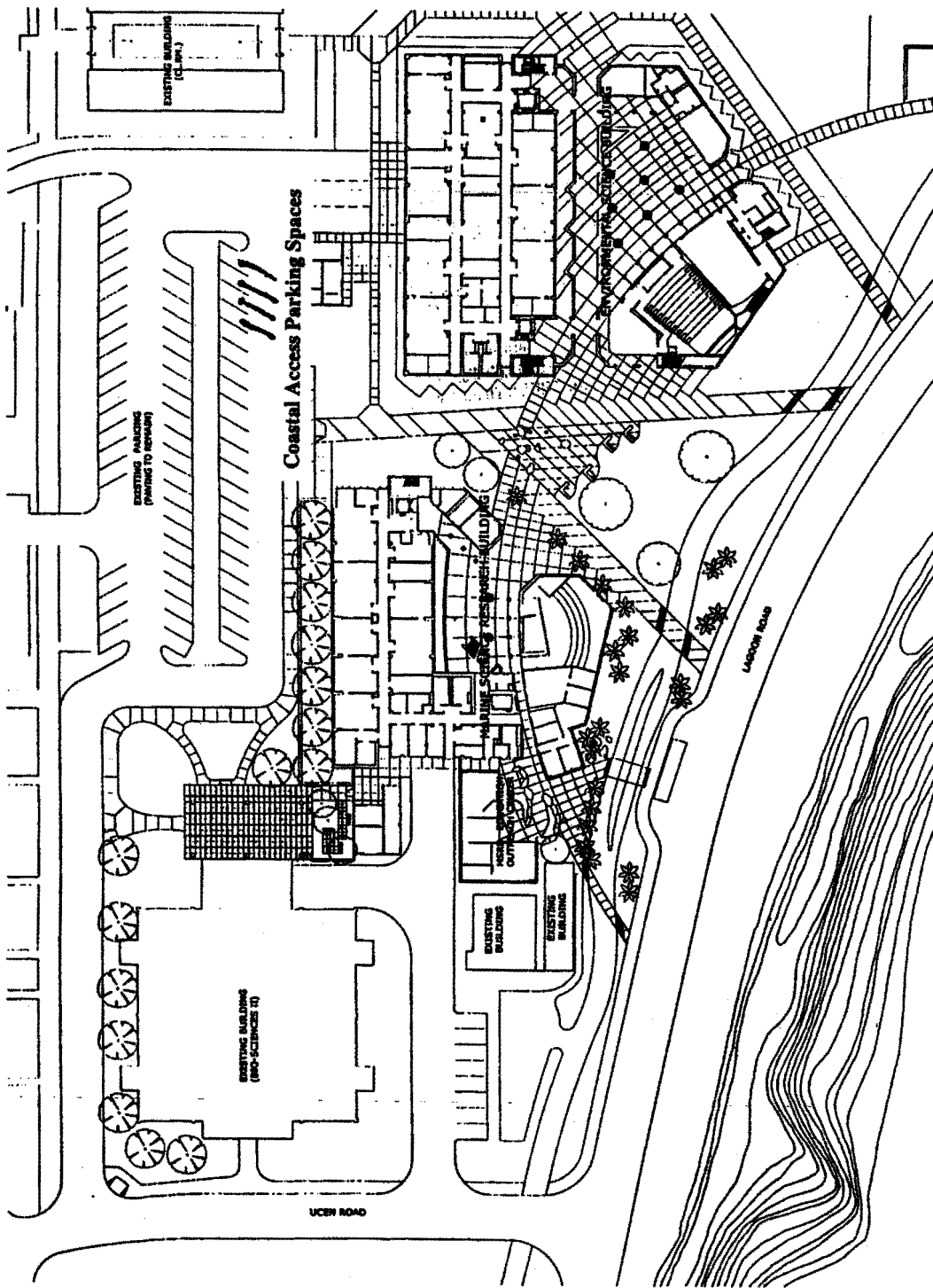


EXHIBIT 11
UCSB NOID 3-01
Northeast Elevation



MARINE SCIENCE RESEARCH BUILDING

Coastal Access Parking Spaces

| |
|--|
| EXHIBIT 12 |
| UCSB NOID 3-01 |
| Coastal Access Parking Location |