W14a & W15

STATE OF CALIFORNIA -- THE RESOURCES AGENCY ARNOLD SCHWARZENEGGER, *Governor*

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

ADDENDUM

DATE: July 12, 2005

TO: Commissioners and Interested Parties

FROM: South Central Coast District Staff

SUBJECT: Agenda Items W14a & W15, Wednesday, July 13, 2005, University of California at Santa Barbara Long Range Development Plan Major Amendment 1-04 & NOID 2-04 (San Clemente Housing Project)

University and Commission staff have had detailed discussions regarding parking and circulation issues with respect to the San Clemente Housing Project, since production of the June 29, 2005 staff report. Though the final proposal regarding the amount of parking has not been resolved to the University's complete satisfaction, Commission staff has endeavored to work with the University staff to the maximum extent feasible under the standards of the Long Range Development Plan and applicable Coastal Act policies.

The purpose of this addendum is to (1) clarify locations and height limits for parking structures on the San Clemente development site and Parking Lot #30; (2) revise language to reduce the amount of required on-site parking from 1,133 parking spaces to 976 parking spaces; (3) add a parking monitoring requirement to ensure that adequate parking is provided to residents, visitors, and associated staff; (4) delete requirement for road improvements prior to occupancy; (5) provide clarifying language with regard to the number and location of individual southern tarplant specimens that would be removed as a result of this project; (6) clarify that field lighting is not permitted in the *new* north field and *new* western field expansion area; and (7) attach correspondence received as of July 11, 2005.

Note: Double ~~strikethrough~~ indicates text to be deleted from the June 29, 2005 staff report and <u>double underline</u> indicates text to be added to the June 29, 2005 staff report.

1. Suggested Modification Three of the LRDP Amendment on Page 10 of the staff report shall be modified as follows:

<u>3. Height Limit</u>

The following policy shall be added at the end of Part 2, Section II.B.3, Scenic and Visual Qualities (pg. 2.II.14), of the LRDP:

<u>Policy 30251.15 The San Clemente Housing development on Storke Campus shall be limited to a maximum of 35 feet above existing grade (except for mechanical and electrical equipment) where it fronts El Colegio Road. Mechanical equipment shall be setback as far as feasible from view of El Colegio Road and screened by architectural features. The height may gradually increase from 35 feet to a maximum of 45 feet above existing grade as the development approaches Storke Field. Parking structures shall not exceed 35 feet in height, or 45 in height if an additional level of parking is provided on the San Clemente graduate student housing parking structure.</u>

2. Suggested Modification Four of the LRDP Amendment on Page 10 of the staff report shall be modified as follows:

4. Parking

The following policy shall be added at the end of the Part 2, Section II.F.3, Maintenance and Enhancement of Public Access (pg. 2.II.26), of the LRDP:

~~On Storke Campus, a~~A minimum of one parking space shall be provided for each bed space in San Clemente graduate student housing ~~and an additional ½ space shall be provided for each housing unit~~ for residents and visitors of the San Clemente graduate student housing project~~, staff and other parking needs of the residents~~. Existing parking spaces shall not be used to satisfy this requirement.

3. The following new Suggested Modification to the LRDP Amendment shall be added on Page 10 of the staff report as follows:

5. Parking Lot #30 --Structure

Figure 19, Potential Parking, shall be modified to designate Parking Lot #30 as a "Parking Lot or Garage."

Paragraph 6 on page 1.III.27 of the LRDP shall be modified as follows:

Figure 19 shows ~~four~~ **five** lots which could be redeveloped as parking garages (lot numbers 3, 10, 13W, ~~and~~ 22, **and 30**). None of the other potential parking locations are candidates for garages within the year 2005/6 planning horizon. Because of their high cost, parking structures will only be developed when necessary. Consequently, an important ingredient in the parking plan is encourage greater use of transit, carpools, van pools, on-campus housing, and other measures. [Note, in the above paragraph, the proposed changes to LRDP text are in bold text.]

4. The following new Suggested Modification to the LRDP Amendment shall be added on Page 10 of the staff report as follows:

6. Parking Lot #30 --Height

Figure 16, Campus Building Height Limits, shall be modified to show a maximum building height of 35 feet above existing grade, in the location of Parking Lot #30.

5. Special Condition Two of the NOID on Page 11 of the staff report shall be modified as follows (note, the deleted portion of special condition two below has been revised and elaborated on in special condition fourteen, as shown below):

2. Revised Project Description and Project Plans

A. Prior to the commencement of development, the University shall submit, for the review and approval of the Executive Director, two (2) sets of final revised project plans and revised project description. The revised final project plans and project description shall reflect the following:

~~(1) A total of 1,133 new parking spaces shall be constructed and permanently dedicated to serve the San Clemente housing on-site, and shall be located within the existing San Clemente Housing project footprint. Existing parking spaces shall not be used to achieve the required number of parking spaces for this project. All 1,133 parking spaces shall be restricted to use by San Clemente Housing residents, San Clemente housing visitors, and any staff associated with the San Clemente Housing development. One parking space shall specifically be reserved for each bed space, and the parking fee shall be incorporated directly into the housing fee (not through a separate fee) to ensure that parking is not displaced to Isla Vista. Visitor parking shall be metered, require special San Clemente visitor parking permit, and/or other measures to ensure that San Clemente Housing visitors are accommodated. Signage shall be permanently and conspicuously posted identifying the 1,133 parking spaces for the above described uses. Prior to commencement of grading, the University shall submit, for the review and approval of the Executive Director, plans showing the location, design, and content of the proposed parking area(s) signage. The 1,133 parking spaces shall not be available for any general UCSB parking needs, including the adjacent athletic fields. This restriction shall not be interpreted to exclude alternative parking configurations to address off-campus student and resident student parking in the Isla Vista community. Existing parking spaces on campus shall not be used to satisfy this requirement. The University may submit a separate Notice of Impending Development for other new alternative structures within 500 feet of the housing units which may accommodate the required number of parking spaces.~~

...

6. Special Condition Fourteen shall be added on Page 21 of the staff report as follows:

14. Parking Requirements

A. Prior to the commencement of development, the University shall submit, for the review and approval of the Executive Director, two (2) sets of final revised project plans and revised project description. The revised final project plans and project description shall reflect the following:

(1) A minimum of 976 **new** parking spaces shall be constructed and permanently dedicated to serve the San Clemente housing project either: (1) on-site or (2) in Parking Lot #30. Existing parking spaces shall not be used to achieve the required number of parking spaces for this project. All 976 parking spaces shall be restricted to use by San Clemente Housing residents, San Clemente housing visitors, and any staff associated with the San Clemente Housing development.

(2) One parking space shall specifically be available for each bed space, and the parking fee shall be incorporated directly into the housing fee for each resident (not through a separate fee) to ensure that parking is not displaced to Isla Vista. Any resident of the San Clemente housing project that requests a parking permit shall be entitled to a parking permit in one of the 976 parking spaces required in Item 1 above.

(3) Signage shall be permanently and conspicuously posted identifying the 976 parking spaces for the above-described uses. Prior to commencement of grading, the University shall submit, for the review and approval of the Executive Director, plans showing the location, design, and content of the proposed parking area(s) signage.

(4) The 976 parking spaces shall not be available for any general UCSB parking needs, including the adjacent athletic fields. This restriction shall not be interpreted to

exclude alternative parking configurations to address off campus student and resident student parking in the Isla Vista community.

(5) Any of the 976 parking spaces not required by residents may serve visitors to the San Clemente Housing project and staff specifically associated with the San Clemente Housing development. To ensure that adequate parking is made available to residents and visitors, the University shall submit a Parking Monitoring Program, for the review and approval of the Executive Director, that surveys occupancy of residential, visitor, and staff parking spaces. At a minimum, the Parking Monitoring Program for the San Clemente Residential Project shall include:

a) *Initial Evaluation/Baseline.* For the first month (or 4 consecutive weeks) of full occupancy of the housing project, the parking areas shall be surveyed for occupancy approximately once per hour, from 7 a.m. to 9 p.m., on one weekday and one weekend day each week. Weekdays and weekend days shall be alternated. This information will be used to establish a baseline of peak-hour parking timelines within the project area.

b) *Quarterly Monitoring.* Upon completion of the initial evaluation, the University shall submit a quarterly monitoring program, for the review and approval of the Executive Director, including the results of the Initial Evaluation Surveys. The quarterly program shall include a schedule of parking occupancy surveys to occur, at a minimum, during one full week (including Saturday and Sunday) during established baseline peak-hour(s) parking demands. This shall occur during Fall, Winter, and Spring quarters for two school years when students are anticipated to be present in high numbers.

c) *Quarterly Reporting.* The University shall prepare and submit to the Commission the results of a quarterly project-specific parking monitoring program, for the review and approval of the Executive Director, that includes the total number of residents and associated staff, quantitative information regarding the number of long-term and short-term parking categories, residential parking permit requests and issuance, day/evening and weekday/weekend occupancy rates for residential, visitor, and staff parking spaces. The quarterly report shall include a cumulative analysis of previous quarter and, where applicable, annual results.

d) *Results.* If the occupancy of either long-term or short-term parking, by parking type (e.g., resident, visitor, staff parking) reaches 97% occupancy or greater on any given point during a reporting day, on three separate days per year, then the University shall submit a Notice of Impending Development (and if necessary, an LRDP amendment) to the Executive Director within 180 days for a parking program that will provide the necessary parking spaces, unless the Executive Director determines that a Notice of Impending Development is not necessary.

7. Special Condition Three of the NOID on Page 11 of the staff report shall be modified as follows:

~~**3. Road Improvements**~~

~~Prior to occupancy, El Colegio Road improvements must be completed, pursuant to a coastal development permit approved by the County of Santa Barbara, to bring the El Colegio/Camino Del Sur; El Colegio/Los Carneros Rd; El Colegio/Camino Pescadero; and El Colegio/Embarcadero Del Norte intersections up to a minimum peak hours Level Of Service C.~~

8. Special Condition Eight on Page 15 of the staff report shall be modified as follows:

8. Habitat Restoration, Enhancement, and Monitoring Program

A. Prior to the commencement of development, the University shall submit, for the review and approval of the Executive Director, a final Habitat Restoration, Enhancement, and Monitoring Program prepared by a qualified biologist or environmental resource specialist in substantial conformance with the *Habitat Restoration and Enhancement Plan* prepared by the Morro Group, Inc. dated April 20, 2005. The final program shall include, but not be limited to, the following:

(1) *Tarplant Mitigation*. Identification of the area(s) for the 3:1 replacement of Southern Tarplant removed in conjunction with the habitat restoration project and western field expansion. The target population shall be replaced at a minimum of 3 tarplant specimens for each 1 removed. The tarplant mitigation area shall be located in approximately the same area, after the restorative grading. Tarplant shall be grown from seed or seedlings. Success of the tarplant mitigation shall be determined when the target number are documented to grow to maturity, flower, and seed.

...

9. Special Condition Thirteen on Page 20 of the staff report shall be modified as follows:

...

B. Lighting, whether temporary or permanent, of the western Storke Field expansion and/or the new northern field ~~located~~ is ~~prohibited~~ not permitted under this NOID.

10. The following paragraph shall be added at the end of the LRDP Consistency, Visual Resources Section on Page 28 of the staff report:

As discussed in the public access sections of this report (see Section V.E.2), additional parking is necessary to support the San Clemente Housing project in order to avoid adverse impacts to coastal access. The additional parking requirement may be accommodated on-site within the existing footprint of the proposed housing development. In order to accommodate a larger parking structure, Suggested Modification Two (2) allows for up to a maximum of 45 in height if an additional level of parking is provided on the San Clemente graduate student housing parking structure. A larger parking structure in that location, at the intersection of Stadium Road and El Colegio Road, will not have a significant adverse impact to public views or visual resources.

11. The first full paragraph on Page 29 of the staff report shall be modified and subsequent paragraph added as follows:

Consistent with Coastal Act Section 30252, the Commission finds that the parking associated with the proposed housing project site must be adequate for the entire population of residents, in order to avoid contributing to cumulative adverse impacts to the existing parking congestion in the community of Isla Vista. To ensure that the proposed project is designed to provide adequate parking facilities consistent with Coastal Act Section 30252, the Commission requires **Suggested Modification Four (4)** to provide a minimum of one new parking space for each bed in graduate student housing to accommodate all residents and visitors of the graduate student housing project~~, plus an additional ½ space per unit to serve visitors, staff and other parking needs of the residents~~. Existing parking spaces in other existing campus parking lots shall not be used to satisfy this requirement. This shall not be interpreted to exclude the provision of additional parking if associated project demand and occupancy surveys indicate more parking is needed.

In this case, the University has identified Parking Lot #30 as a potential location to accommodate additional parking demand, and University staff has indicated that the feasibility of a parking structure on Parking Lot #30 has been discussed as a preliminary concept. As discussed above and in Section V.E.2 of this report, additional parking is necessary to support the San Clemente Housing project in order to avoid adverse impacts to coastal access. An alternative to providing the new spaces within the project footprint, would be to construct additional parking spaces in Parking Lot #30, located across Stadium Road and opposite the proposed parking structure. In order to accommodate the potential construction of new parking in Parking Lot #30, Suggested Modifications Five (5) and Six (6) have been required to designate Parking Lot #30 as a potential site for a future parking structure and to assign a maximum height requirement of 35 feet.

12. The first paragraph on Page 37 of the staff report shall be modified as follows:

Approximately ~~24~~ 46 individual tarplants would be removed as a result of the wetland buffer restoration project and 18 individual tarplants would be removed as a result of the western field expansion. These are not within the six designated ESHA sites, but are isolated, scattered individuals that were determined not to constitute ESHA. The individuals would be lost as a result of restorative grading, to remove historic soil piles, in the area east of the existing wetlands and for grading of the western athletic field expansion area. To mitigate for loss of individual plants, **Special Condition Eight (8)** requires the University to submit a Habitat Restoration, Enhancement, and Monitoring Program prepared by a qualified biologist or environmental resource specialist, for the 3:1 replacement of southern tarplant areas removed in conjunction with the proposed habitat restoration and field expansion activities. The target population shall be replaced at a minimum of 3 tarplant specimens for each 1 removed. The tarplant mitigation area shall be located in approximately the same area, after the restorative grading. Tarplant shall be grown from seed or seedlings. Success of the tarplant mitigation shall be determined when the target number are documented to grow to maturity, flower, and seed.

13. The first full paragraph on Page 40 of the staff report shall be modified as follows:

Furthermore, night lighting of the adjacent athletic fields could adversely impact the neighboring wetland and open space areas for the same reasons described above. However, the impacts of lighting the fields at night would be even more substantial because of the intensity of stadium-type lighting that would be needed. Therefore, **Special Condition Thirteen (13)** specifically prohibits night lighting of the western Storke Field expansion area and the new northern field under this notice of impending development.

14. The second and third full paragraphs on Page 45 of the staff report shall be modified as follows:

Without the necessary intersection and roadway improvements, the proposed project is not consistent with LRDP Policy 30211.1 since the development will contribute additional vehicle traffic to coastal routes that already exceed capacity. Correspondence from the Executive Office of the County of Santa Barbara, dated July 11, 2005, asserts that a plan to improve El Colegio Road has been developed and that the University and County are in negotiations regarding fairshare contributions which will allow the road to be built in a timely manner consistent with the need to mitigate the impacts of the San Clemente project. Additionally, no feasible reason has been identified by either party why these improvements cannot be completed prior to occupancy of the San Clemente Housing Project. Therefore, given that these improvement are required by the EIR and given the coordinating efforts of the County and UCSB, the Commission finds that these responsible parties have agreed to complete the project in a timely manner to avoid adverse impacts to public coastal access. ~~Therefore the Commission finds that **Special Condition Three**~~

6.

~~(3) is necessary to require that, prior to occupancy, El Colegio Road improvements be completed to bring the El Colegio/Camino Del Sur; El Colegio/Los Carneros Rd; El Colegio/Camino Pescadero; and El Colegio/Embarcadero Del Norte intersections up to a minimum peak hours Level Of Service C.~~

~~Fully implemented, Special Condition 3 will ensure that the construction of the proposed San Clemente Housing project will not adversely impact public coastal access consistent with the provisions of the certified LRDP.~~

15. All references to Special Condition Two on Pages 50 – 52 of the staff report shall be modified to reference Special Condition Fourteen.

16. All references to 1,133 parking spaces within the staff report shall be modified to reference 976 parking spaces.

17. The first and second full paragraphs on Page 50 of the staff report shall be modified as follows:

Staff notes that the lack of available parking for residents would have the potential to displace parking from the campus to the Isla Vista community. Consequently, it is imperative that the San Clemente Housing project be designed to be self-sustaining with regard to parking demand. The project will provide housing for UCSB graduate students, with each graduate student having his/her own bedroom, in many instances contained within a 4-bedroom unit. Though the housing project is ideally located to serve graduate students in a manner that would encourage alternative forms of transportation (e.g., walking and/or biking distance to the University, Isla Vista amenities, the coast, etc.), the specific conditions regarding the location and development of this project warrant a conservative estimate of parking needs. At a minimum, a conservative estimate would ensure that a parking space is available to every resident with a car. ~~has an assigned parking space. Though~~ However, not every student is anticipated to have a vehicle, and therefore with a 1:1 ratio, the Commission recognizes that there will be some available parking for other project-related uses. ~~, the specific assignment of a parking space to each resident could be valuable in reducing parking congestion in the area. For instance, guests of the resident may use the parking space at their convenience rather than searching for parking on Isla Vista streets or paying for parking on an as-needed basis in nearby University lots.~~

For the above reasons, the Commission finds that the proposed number of parking spaces is not sufficient and may adversely impact existing parking congestion in the community of Isla Vista. Therefore to ensure that the proposed project is designed to provide adequate parking facilities consistent with Coastal Act Section 30252, the Commission requires the University to provide a total of ~~1,133~~ 976 **new** parking spaces either on-site or on Parking Lot #30, pursuant to **Special Condition ~~Two (2)~~Fourteen (14).** Existing parking spaces shall not be used to achieve the required number of parking spaces for this project. This equates to one parking space per resident~~, plus an additional ½ space per unit for visitor, staff, & other parking needs associated specifically with the needs of the housing complex~~. Special Condition ~~14~~2 requires that all ~~1,133~~ 976 new parking spaces shall be restricted to use by San Clemente Housing residents, San Clemente housing visitors, and any staff associated with the San Clemente Housing development. One parking space shall specifically be ~~reserved~~ available for each bed space. Any resident of the San Clemente Housing project that requests a parking permit shall be entitled to permit that allows them to park in one of the 976 required spaces. ~~Visitor parking shall be metered, require special San Clemente visitor parking permit, and/or other measures to ensure that San Clemente Housing visitors are accommodated.~~ Signage shall be permanently and conspicuously posted identifying the ~~1,133~~ 976 parking spaces for the above-described uses. Prior to commencement of grading, the University shall submit, for the review and approval of the Executive Director, plans showing the location, design, and content of the proposed parking area(s) signage.

18. The second full paragraphs on Page 51 of the staff report shall be modified as follows:

Pursuant to Special Condition Fourteen~~Two~~, ~~289~~ 132 additional new parking spaces need to be provided either on the San Clemente project site or by constructing a parking structure on Parking Lot #30. ~~Parking Lot #30 has only 188 available spaces and would not fulfill the amount of parking required. Additionally, s~~Staff notes that the dedication of the 188 Permit "C" parking spaces in Parking Lot #30 could contribute to the displacement of users to Isla Vista. Because Isla Vista is located just across El Colegio Road, visitors may perceive Isla Vista streets to be more conveniently located. Others may not be aware of the other remote parking options on the Main Campus. Because it provides Permit "C" spaces, Parking Lot #30 is also available for coastal access parking on a first-come, first-served basis.

19. The first full paragraphs on Page 52 of the staff report shall be modified and subsequent paragraph added as follows:

Accommodating an additional ~~289~~ 132 parking spaces within the proposed footprint of the San Clemente Housing project or Parking Lot #30 will ~~undoubtedly~~ require ~~significant~~ changes to the project plans. However, given the scale of the project site, there are potential opportunities on-site to secure additional parking such as redesigning/relocating housing units, subterranean parking, an additional level on the proposed four-level parking structure, a parking structure on Parking Lot #30 and/or the redesign of a portion of the western parking lot into a parking garage. ~~Note, all parking structures would be required to meet the maximum 35 foot above existing grade height limit. Additionally,~~ Parking Courts 1 and 2 at the ends of Embarcadero Del Mar and Embarcadero Del Norte provide valuable view corridors and would not lend themselves to modification into parking structures. ~~Alternately, the University may submit a separate Notice of Impending Development to build new parking structures within 500 feet of the housing units dedicated solely and permanently to the San Clemente Housing project. This could be in the form of a parking structure on Parking Lot #30.~~

Even with the provision of 976 parking spaces specifically dedicated to meet the demands of the San Clemente Housing Project residents, visitors, and staff, the University has an obligation under Section 30252 of the Coastal Act, and as incorporated into the LRDP, to provide adequate parking. University and Commission staff have had discussions as to the necessary amount of parking required for the San Clemente Housing project to be self-sustaining and not adversely impact the neighboring community. Commission staff has taken a conservative approach. However, there will be some variability in the amount of parking given that under the parking program, every resident shall have a parking space made available to him/her if requested. To ensure that adequate parking is made available to residents, visitors, and staff, Special Condition 14 requires the 976 parking spaces to be monitored for occupancy rates. Special Condition 14 specifically requires the University to submit a monitoring program for the review and approval of the Executive Director. The monitoring program shall include, but not be limited to, an initial evaluation of occupancy to determine the peak-hours of use; quarterly occupancy surveys; and quarterly reports. If the occupancy of either long-term or short-term parking, by parking type (e.g., resident, visitor, staff parking) reaches 97% occupancy or greater on any given point during a reporting day, on three separate days per year, then the University shall submit a Notice of Impending Development (and if necessary, an LRDP amendment) to the Executive Director within 180 days for a parking program that will provide the necessary parking spaces, unless the Executive Director determines that a Notice of Impending Development is not necessary.

20. Attach correspondence as of July 12, 2005:

Correspondence from UCSB regarding "Additional Information Related to the San Clemente Graduate Student Housing Project"

Letter from Santa Barbara County, Third District Supervisor Brooks Firestone

Letter from Santa Barbara County, Executive Officer Michael Brown

Letter from Carlos Rodriguez

Letter from Steve Johnson

UCSB

UNIVERSITY OF CALIFORNIA
SANTA BARBARA

Office of Campus Planning and Design • 1325 Cheadle Hall • Santa Barbara, CA 93106-2030

TO: Jack Ainsworth, Deputy Director
Gary Timm, South Central Coast District Manager
Steve Hudson, Supervisor, Planning and Regulation
Shana Gray, Coastal Program Analyst

California Coastal Commission, Ventura Office
FAX 805-641-1732

FROM: Jennifer Metz, Senior Planner
805-893-3820 FAX 893-3870

DATE: Friday, July 8, 2005

RE: San Clemente Graduate Student Housing Project

PAGES: 4 (including this cover sheet)

Per our conference call yesterday, attached is additional information on parking demand related to UCSB's proposed San Clemente Graduate Student Housing Project as well as proposed language on the condition related to parking from page 10 and 11 of the staff report. I will also send a version of the attached material to Shana via e-mail.

Let me know if you have any questions on the attached material. As we discussed yesterday, we will call you on Monday, July 11, at 11am for a follow-up conference call.

Thank you.

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10.

Additional Information Related to the San Clemente Graduate Student Housing Project

Parking Demand Data Utilized in the Design of the San Clemente Project

In order to study parking demand for graduate students at the San Clemente project, the campus evaluated the Santa Ynez apartments located adjacent to (west of) the proposed San Clemente project site. Santa Ynez has a mix of graduate students, and third and fourth year undergraduate students. Because of the location and the student mix - Santa Ynez has the highest number of single graduate students than any other UCSB-owned housing project - the Santa Ynez project is the most analogous of existing University housing projects to the proposed San Clemente project. The Final San Clemente EIR (April 2004), found a 0.75 parking space/bed ratio based on a survey of occupied spaces at the Santa Ynez project as a whole (including graduate students and undergraduates).

With this data in mind, 844 parking spaces or 0.86 parking spaces/bed are proposed at the San Clemente project. This is a higher ratio of parking spaces per bed than the 0.75 parking space/bed documented at Santa Ynez in order to accommodate both visitor parking and staff/service parking on the San Clemente site.

Opticos Design, the consulting firm who authored the *Isla Vista Master Plan* for the County of Santa Barbara County, has stated that their data show that only 60 percent of graduate students living in Isla Vista own cars.

2004/05 UCSB Graduate Students Parking Statistics

UCSB Housing and Residential Services grants parking permits to all students who request them in University-owned housing. Thus in University-owned housing, parking supply is not an impediment to obtaining a parking space. Parking permits cost students in these housing projects $10 per month.

As shown in the Table 1 below, of the 213 graduate students residing in UCSB-owned single student apartments (including Santa Ynez, West Gate and El Dorado Apartments) during the 2004/05 academic year, 113 graduate students obtained parking permits. This equates to 53 percent of the graduate students residing in UCSB housing. As shown in Table 2 below, data for all students (graduates and undergraduates) indicates that 450 or 810 students or approximately 56 percent of students had parking permits. Based on this data, the provision of 844 parking spaces or 0.86 parking spaces/bed is a conservative estimate of demand for parking on the San Clemente project.

Table 1: Graduate Students with Parking Permits in University Owned Housing

University Owned Housing	Graduate Students with Parking Permits	Total Graduate Students	% Graduate Students with Parking Permits
Santa Ynez	97	180	53.89 %
El Dorado	7	21	33.34 %
Westgate	9	12	75 %
Total	113	213	53.06%

Source: UCSB Housing and Residential Services, 2005.

Table 2: All Students with Parking Permits in University Owned Housing

University Owned Housing	All Students with Parking Permits	All Students	% of All Students with Parking Permits
Santa Ynez	349	645	55.84 %
El Dorado	60	128	46.88 %
Westgate	41	57	71.93 %
Total	450	810	55.56%

Source: UCSB Housing and Residential Services, 2005.

Additional Project and Parking Information

The University's San Clemente Graduate Student Housing project, located on Storke Campus, is one half mile from the coast. All of the community of Isla Vista is between the project and the coastline. According to the staff report (citing the Santa Barbara County Public Works Department survey), the heaviest concentration of parking in Isla Vista is along the eastern edge of Isla Vista, or along the western edge of the UC central campus (Ocean Road).

Although the proposed San Clemente Graduate Student Housing project would reduce campus parking demand, since it provides 976 beds of graduate student housing within walking or biking distance of campus, rather than living further away and commuting to the campus, the campus continues to expand its parking accommodations. At present, the campus has or is in the process of adding parking as follows:

- Campus Parking Structure 2: 605 spaces, including 40 coastal access spaces. Available January 2006 (before San Clemente would be built) on the east side of campus near Goleta Beach.
- Campus Parking Structure 3: 1,075 spaces, including 60 coastal access spaces. Available Summer 2006 (before San Clemente would be built) immediately adjacent to Ocean Road, just east of Isla Vista.
- Lot 23 (South): 203 existing spaces, including 14 coastal access spaces.
- 14 metered spaces along Ocean Road for coastal access.

When these parking structure projects are complete in 2006, the total parking inventory on the Main Campus (including Lot 38) will exceed 6,800 parking spaces. Additional parking areas, with over 2,200 spaces, serve residents in off-campus housing projects. With the 844 parking spaces proposed at the San Clemente Graduate Student Housing project the campus will have nearly 10,000 parking spaces in its inventory.

Alternative Transportation

According to a 2002 survey conducted by UCSB Institutional Research staff:

- 49 %, or approximately 10,000 UCSB students, commute to campus by bicycle,
- 21 %, or approximately 4,300 UCSB students, commute to campus as single occupancy drivers,
- 21 %, or approximately 4,300 UCSB students, walk to campus,
- 6 %, or approximately 1200 UCSB students, ride the bus to campus, and
- 3 %, or approximately 600 UCSB students, carpool or vanpool to campus.

As stated in the staff report, the project provides 976 bike parking spaces – one for each bed of housing provided as well as Class II bike paths north of El Colegio Road. UCSB Students also ride any MTD bus free with their current student identification card. UCSB's carshare program, a relatively new program for the campus, provides a fleet of Toyota Prius hybrid vehicles available for hour use.

Proposed Revisions

With the above data in mind, the University proposes that Suggested Modification 4 (Parking) to LRDP Amendment 1-04 be deleted from the Commission Staff's recommendation. The University proposes the following revised Condition language on Notice of Impending Development 2-04:

2. **Revised Project Description and Project Plans**

A. (1) A total of 844 parking spaces shall be constructed and permanently dedicated to serve the San Clemente housing on-site, and shall be located as described in the project description. Beginning upon occupancy of the project, the University shall prepare and submit to the Commission the results of a quarterly project-specific parking monitoring program that includes residential parking permit requests and issuance, day/evening and weekday/weekend occupancy rates for residential, visitor, and staff parking spaces. The University shall submit this report annually and for three years. Based on the results of the monitoring, and taking into account the impacts of any Isla Vista parking plan that may be implemented by the County of Santa Barbara, the University shall provide parking for all project-related parking demand and that parking shall be provided within 500 feet of the San Clemente project.

Additional Information Regarding Special Condition 3 - Road Improvements

As stated in the staff report, the existing Level of Service (LOS) on three intersections along El Colegio Road (Los Carneros, Camino Pescadero, and Embarcadero Del Norte) is at LOS "F," "F," and "E" respectively, during the PM peak hour.

The University's fair share contribution based on the San Clemente Graduate Student Housing Project is important to the funding of the County of Santa Barbara El Colegio Road Improvement project. Without the fair share contribution from the University's San Clemente Graduate Student Housing project it is our understanding that the County of Santa Barbara has not identified funds for the road improvements.

BROOKS FIRESTONE
County Supervisor
Third District
bfirestone@co.santa-barbara.ca.us

DAVID SMYSER
Chief of Staff
dsmyser@co.santa-barbara.ca.us

KRIS MILLER-FISHER
Director of Special Projects
Isla Vista / UCSB
kmfisher@co.santa-barbara.ca.us

KELLEY KAUFMAN
Office Manager/
Field Representative
kkaufman@co.santa-barbara.ca.us

SANTA BARBARA COUNTY

105 East Anapamu Street
Santa Barbara, CA 93101
Telephone (805) 568-2192
Fax (805) 568-2883

1745 Mission Drive
Solvang, CA 93463
Telephone (805) 686-5095
Fax (805) 686-8133

935 Embarcadero Del Norte,
Second Floor
Isla Vista, CA 93117
Telephone (805) 568-2192
Fax (805) 568-2883

July 11, 2005

Meg Caldwell, Chair
Coastal Commissioners
California Coastal Commission
89 South California Street, Suite 200
Ventura, CA 93001-2801

Dear Chair Caldwell and Coastal Commissioners:

Please add my support to the UCSB San Clemente project that is being presented for your consideration.

One of the main components of this project is a new entry sequence to UCSB and the community of Isla Vista. The County has worked with the University on the development of this plan and looks forward to the added benefits to the community both from a transportation point of view and the esthetics of the plan. The San Clemente project also frames the athletic field called Storke Field, and allows continued public access to the facilities for soccer and other field sports.

The San Clemente Housing will provide a high quality of housing close to the UCSB campus for the graduate student population and adds an older population to the mix of the Isla Vista demographic.

This project also promotes a sustainable community, placing housing proximate to campus, reducing trips to campus, and encouraging pedestrian and bicycle circulation.

Thank you for your consideration.
Sincerely,

Brooks Firestone

Brooks Firestone
Third District Supervisor
Santa Barbara County

14.

County Of Santa Barbara

Michael F. Brown
County Executive Officer

105 East Anapamu Street, Suite 406
Santa Barbara, California 93101
805/568-3400 • Fax 805/568-3414
www.co.santa-barbara.ca.us

Executive Office

July 11, 2005

Meg Caldwell
Chairperson, California Coastal Commission

Jack Ainsworth
Deputy Director
California Coastal Commission
89 South California Street, Suite 200
Ventura, California 93001

RE: Proposed Major Amendment 1-04 to the UCSB Certified Long Range Development Plan (LRDP); and Notice of Impending Development (NOID) 2-04, for the San Clemente Housing Project, at the July 13, 2005 Commission Meeting.

Dear Chairperson Caldwell and Director Ainsworth:

I am writing on behalf of the County of Santa Barbara to express the County's support for the University of California, Santa Barbara San Clemente Housing Project currently before the Coastal Commission for approval.

Due to the location and size of the project we are naturally concerned with the impacts that it may have on parking and traffic congestion in Isla Vista. A shortage of on site or nearby campus parking at San Clemente would force residents or visitors to seek public parking away from the project and in the surrounding Isla Vista community, while a surplus would encourage additional auto use and further aggravate traffic congestion and parking conflicts. Public testimony has indicated a strong sentiment to provide the minimum level of parking consistent with the essential demands of residents and to emphasize development of alternative transportation systems and provide options to the use of cars.

The County and the University are actively working together on a revision of the Isla Vista parking plan, which was reviewed and continued at the Coastal Commission's April meeting. While testimony presented at the hearing placed heavy emphasis on the

James T. Laponis
Deputy County Executive Officer
jlaponis@co.santa-barbara.ca.us

Ron Cortez
Deputy County Executive Officer
rcortez@co.santa-barbara.ca.us

Terri Maus-Nisich
Assistant County Executive Officer
tmaus@co.santa-barbara.ca.us

Ken Masuda
Director of Budget and Research
masuda@co.santa-barbara.ca.us

University as the primary cause for Isla Vista parking congestion, provisions for extra parking that might be made at San Clemente cannot solely resolve this problem; a comprehensive, community wide, residential permit parking program is needed for Isla Vista.

We support the parking assessment contained within the San Clemente EIR. We believe a combination of onsite parking and alternative transportation programs more appropriately address the community's desire for sustainable living solutions. We applaud the University for situating San Clemente close enough to the campus to reduce the need for student cars with the potential cumulative effect of reducing traffic on El Colegio and other local roads. Therefore, we recommend that, rather than increasing the onsite parking requirements, the Commission support alternative transportation solutions by::

a. Restricting the 132 un-parked bed spaces in San Clemente to students who do not own a vehicle;

b. Requiring UCSB to dedicate funding so residents in un-parked bed spaces can participate in a car-share program; and

c. Providing up to three parking spaces for car share vehicles on-site.

As noted in your staff report, existing levels of service (LOS) on El Colegio Road are below County standards and construction of the proposed project will further impact LOS. It is critical to note however, that a plan to improve El Colegio Road has been developed, and the University and the County are now negotiating a cooperative agreement to ensure that parties contribute their fair share to the project and that all roadway improvements are completed in a timely manner consistent with County permitting requirements for access to/mitigation for San Clemente.

Thank you for the opportunity to provide comments on this important project. If you have any questions regarding our comments, please do not hesitate to contact me or Terri Maus-Nisich, Assistant County Executive Officer at (805) 568-3412.

Sincerely,

Michael F. Brown, Executive Officer
Santa Barbara County

cc: Brooks Firestone, 3rd District Supervisor
Terri Maus, Assistant County CEO
Jamie Goldstein, Deputy Director, Redevelopment Agency
Donna Carpenter, Acting Vice Chancellor, Administrative Services, UCSB

Richard Watts, Special Assistant to the Chancellor, UCSB
Tye Simpson, Director of Planning, UCSB
Willie Brown, Executive Director, UCSB Housing & Residential Services
Derek Johnson, General Manager, IVRPD

17.

Agenda Item Nos. 14a & 15
(Wednesday, July 13, 2005)
Carlos Rodriguez

July 9, 2005

Chairwoman Meg Caldwell and Commissioners
California Coastal Commission
45 Fremont Street, Suite 2000
San Francisco, CA 94105

Re: UCSB LRDP Amendment 1-04 and UCSB Notice of Impending Development No. 2-04 (San Clemente Housing)

Dear Chairwoman Caldwell and Commissioners:

I urge the Coastal Commission to reject the staff recommendations regarding parking and road expansion. Staff's concerns regarding the effects of the project on the parking situation in Isla Vista can be addressed in a much more environmentally beneficial manner that doesn't slam financially strapped graduate students, including those who don't have cars, with the expense of unneeded parking.

There Is An Environmentally Preferable Alternative to Address the Isla Vista Parking Problem

The parking problem in Isla Vista stems largely from the fact that on-street parking there is mostly unregulated and free. Unsurprisingly, people who live on campus or who commute there try to avoid on-campus restrictions by parking off campus. The solution to this is simple: restrict parking in Isla Vista so that it's no longer an attractive parking option for on-campus residents and commuters. Something as simple as a residential parking permit program that restricts over-night parking by non-Isla Vista residents would entirely cure the problem of on-campus residents parking in Isla Vista. Given that Coastal Commission staff has previously endorsed restrictions on over-night parking, it's surprising that the current staff report entirely ignores this option.

This solution is realistic, environmentally beneficial, and fair to the many students who don't own cars. Realistic because UCSB already has parking lots that are underutilized. Environmentally beneficial because, if free parking is no longer readily available, more people will take advantage of UCSB's alternative transportation programs, including free bus passes for students and half-price passes for faculty and staff. Fair because people who do not use cars should not be compelled to subsidize those who do.

18.

The Staff Recommendation Flouts The Coastal Act, The LRDP and CEQA - And Is Bad Environmental Policy, To Boot

Despite the availability of a fair and environmentally beneficial approach to reducing parking demand in Isla Vista, Coastal Commission staff recommends a draconian approach to avoiding the slightest possibility that a future resident of the San Clemente housing project might ever park in Isla Vista. Staff's recommendation is legally flawed because it ignores relevant and controlling requirements of the Coastal Act and UCSB's certified Long Range Development Plan (LRDP), because it is not supported by substantial evidence, and because it fails to consider environmentally preferable mitigation and alternatives as required by CEQA. It is also awful and irresponsible environmental policy because it promotes car use and undercuts efforts to encourage alternatives at a time when the United States is fighting a war for oil and when even President Bush has admitted that fossil fuel consumption is contributing to global climate change.

The Coastal Act and LRDP Require Promotion Of Public Transit, Walking, and Biking and Reduction of Automobile Use.

Public Resources Code § 30252 requires new development to facilitate public transit and to provide nonautomobile circulation. Public Resources Code § 30253(4) requires new development to minimize energy consumption and vehicle miles traveled. These policies are incorporated in the LRDP, which also calls for the diversion of at least 10% of single occupant vehicles to other modes of transportation and which refers to the use of parking restrictions and charges as one strategy for discouraging automobile use. The staff recommendation entirely ignores Section 30253(4) and discusses Section 30252 solely to establish the point that new development should provide adequate parking. Given that parking supply is such a major factor in people's transportation decisions and given that many alternatives to the automobile are readily available to UCSB students, it is inexcusable for the staff report to ignore the likelihood that increasing parking supply by more than one-third and that requiring parking to be provided at no additional charge will increase automobile use despite the requirements of the Coastal Act and the LRDP.

The Record Does Not Support The Staff Recommendation.

Moreover, the staff recommendation to require additional parking is based on sheer, unsubstantiated speculation that parking demand will far exceed current documented parking demand. UCSB calculated the parking demand for the project by surveying parking demand at other on-campus housing projects at UCSB. The project as proposed by UCSB already includes **112 more** parking spaces than the projected parking demand. Although staff does not identify any faults in UCSB's parking survey and although staff concedes that many graduate students do not own cars, staff nonetheless recommends that one parking space be required for every single bed in the complex and that an additional 0.5 spaces be provided for every unit. Staff refers to the Santa Barbara County Local Coastal Program parking requirements to support this recommendation, but those

requirements are not the legal standard of review and do not indicate anything about what the actual parking for this project will be.

The staff recommendation to prohibit occupancy until El Colegio Road is expanded is also without factual foundation. The San Clemente housing project will allow graduate students who must currently commute to campus instead to live on campus. If anything, it will reduce traffic congestion around UCSB. Moreover, even if the project were to generate more traffic than the no-project alternative, the staff report simply assumes that it would worsen congestion during the P.M. peak hour period. Graduate students who live on campus, however, are highly unlikely to have the same driving patterns as UCSB employees who drive to work.

The Staff Recommendation Does Not Consider Environmentally Preferable Mitigation and Alternatives in Violation of CEQA

As explained at the beginning of this letter, a feasible alternative is available that would avoid the adverse environmental impacts that the staff recommendation will cause. Specifically, a residential parking permit program in Isla Vista would avoid the adverse environmental impacts related to traffic and energy consumption that the staff recommendation would cause. A parking permit program would also minimize the water quality impacts associated with surface parking lots and the adverse visual effects and consumption of natural resources associated with constructing an even larger parking garage. Because the staff report does not consider this alternative, it is inconsistent with the requirements of CEQA.

The Staff Recommendation Is Bad Environmental Policy

Finally, given our over-dependence on foreign oil and given that fossil fuel consumption is transforming the earth's climate, the Coastal Commission should be doing everything it can to promote alternatives to the automobile. If it requires this development to accommodate grossly inflated scenarios regarding automobile use, the Coastal Commission will become part of the problem, not part of the desperately needed solution.

Yours truly,

Carlos Rodriguez

cc: Jack Ainsworth, Deputy Director

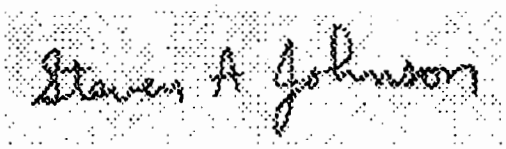
Steve Johnson
319 W. Cota St.
Santa Barbara, CA 93101
July 6, 2005

California Coastal Commission
Santa Barbara County
ATTN: Shana Gray

Subject: Proposed Major Amendment 1-04 to the UCSB Certified LRDP

I would like to express a concern about the Proposed Major Amendment 1-04 to the UCSB Certified LRDP. The public notice dated June 30, 2005 discusses the impacts to coastal access created by the additional parking demand generated by the proposed UCSB project. This impact may be greater than described in the staff analysis due to a policy currently in use at the Francisco Torres housing facility owned and operated by UCSB. Francisco Torres has over 1300 beds, but only slightly more than 700 parking spaces.
This imbalance is made even worse due to the UCSB practice of charging FT residents for a parking space, but not requiring that resident s with cars contract for parking. As a result, a large number of the 700 spaces remain empty, while FT resident s park for free in Isla Vista.

I request that the conditions of approval for the new UCSB project include an agreement that the University change its parking policy for both Francisco Torres and its new project, so that residents agree to contract for parking if they maintain a vehicle within 3 miles of campus.



Steve Johnson
319 W. Cota St SB 93101
steve@stevej.com
805-962-1895 (home) 805-455-4826 (cell)
877-840-2578 (/fax)
http://stevej.com

STATE OF CALIFORNIA – THE RESOURCES AGENCY
Arnold Swhwarzenegger, *Governor*

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

ADDENDUM ITEMS W 17b & c

July 12, 2005

TO: Commissioners and Interested Parties

FROM: South Central Coast District Office

RE: **Coastal Permit Application Nos. 4-04-026 & 099, Malibu Ocean Ranches, LLC, Stoney Heights, LLC, Creekside, LLC.**

The attached letter was received on July 12, 2005 from Paul Edelman, Deputy Director for Natural Resources and Planning, Santa Monica Mountains Conservancy. The Conservancy is requesting that the Commission require that: 1) the applicant submit evidence of any access or road easements on the subject parcels; 2) a deed restriction be imposed prohibiting future widening or expansion of the road beyond the minimum necessary for the subject three houses; 3) a conservation easement be required over the open space areas on the three parcels, except for the grading footprints of the three proposed houses; and 4) at least a $50,000 per acre in-lieu mitigation fee be required for impacts to ESHA.

404026 099malibuoceanranchesaddendumletter

STATE OF CALIFORNIA–THE RESOURCES AGENCY ARNOLD SCHWARZENEGGER, Governor

SANTA MONICA MOUNTAINS CONSERVANCY
RAMIREZ CANYON PARK
5750 RAMIREZ CANYON ROAD
MALIBU, CALIFORNIA 90265
PHONE (310) 589-3200
FAX (310) 589-3207

July 11, 2005

Chairperson Meg Caldwell and Commissioners
California Coastal Commission
South Central Coast District Office
89 South California Street, Suite 200
Ventura, California 93001-2801

Comments on Applications No. 4-04-026, 4-04-99, Agenda Items 17.b. and 17.d., July 13, 2005 California Coastal Commission meeting

Dear Chairperson Caldwell and Commissioners:

We concur with the California Coastal Commission's approach that these two applications (the three parcel resubdivision and the development of one home) be considered in one staff report, and considered by the Commission at one meeting. The Santa Monica Mountains Conservancy (Conservancy) commented on these projects in an April 11, 2005 letter to the Commission. The Conservancy recommends that the Commission take the following actions:

1. The Commission should require that the applicant submit evidence of any access or road easements on the subject parcels. The Commission should require that this project come back to the Commission if any access easements are disclosed, which facilitate additional development on adjacent parcels. The proposed open space deed restriction allows for existing roads, trails and utilities (staff report, p. 6). The locations of any access easements are necessary to fully understand the growth-inducing environmental impacts of the proposed subdivision, and those impacts should be addressed in the staff report. Essentially, the applicant owns (under various partnerships) approximately 160 acres contiguous and north of the 40-acre parcel that is part of the subject application. The applicant can grant himself an easement to those additional 160 acres (and the proposed open space restriction allows this), essentially providing access and facilitating development to those parcels. Therefore, this road is expected to provide access not just for potentially three houses, but to many more to the parcels to the north.

2. The Commission should require that a deed restriction be imposed such that future widening or expansion of the road, beyond the minimum necessary for the subject three houses, is prohibited. The deed restriction over the road is necessary to

prevent the possibility of expanding or widening the road in the future, which would result in piece-mealing of the analysis of environmental impacts. If the applicant or Commission staff states that this infeasible, the reason must be explicitly stated.

3. The Commission should require a conservation easement over the open space areas on the three parcels, excluding the grading footprints of the three proposed houses. Although we concur with the intent of the proposed open space deed restriction, prohibiting development, grazing, and agricultural activities in the Open Space Areas, a more enforceable and effective approach is to require a conservation easement. The conditions must require that the applicant supply a metes and bounds description of these conservation easements to prevent any future disagreements regarding what activities are allowed in which areas. This conservation easement should be made favor of a park and open space agency such as Mountains Recreation and Conservation Authority (MRCA), State Parks, or National Park Service (NPS), and to the County of Los Angeles. Specifically this conservation easement should prohibit development, structures, roads, grading, mineral extraction, grazing, vineyards, corrals, agricultural operations, planting of non-native vegetation, fencing (other than used for habitat restoration), lighting, utilities (other than what is allowed under current utility easements), and brush clearance (other than what would be required for these three houses). Uses that should be allowed in this conservation easement include public trails (no greater than four-feet-wide) and habitat restoration.

4. We respectfully recommend that the Commission require at least $50,000 per acre for the in-lieu mitigation fee for impacts to Environmentally Sensitive Habitat Areas (ESHA). This amount more adequately reflects the real costs of not only installation of plants, but also adequate removal of weeds, installation and maintenance of irrigation, and monitoring for five years for less. It is imperative that a water source be available for the restoration site. The Commission should require that any mitigation areas (habitat restoration or conservation) required for the direct disturbance to ESHA be protected via conservation easements be made in favor of a park and open space agency such as MRCA, State Parks, or NPS and to the County of Los Angeles. Alternately, these could be offered in fee title to a park and open space agency.

These four recommendations are particularly important due to the expected significant impacts to ESHA (staff report, p. 32) on the property, the location of public parkland (Corral Canyon Park) owned by the Conservancy downstream of the project, the location

of public parkland to the north, northwest, and northeast of the subject parcels, and due to the visual impacts (to Corral Canyon Road, Backbone Trail, and potentially to the planned Corral Canyon Trail). (The use of colors and vertical elements [plantings] can minimize, but may not eliminate adverse visual impacts.) Thank you for your serious consideration of these comments. Please contact me by phone at (310)-589-3200, ext. 128, if you have any questions.

Sincerely,

Judi Tamasi for

PAUL EDELMAN
Deputy Director for
Natural Resources and Planning

W-18a

STATE OF CALIFORNIA -- THE RESOURCES AGENCY ARNOLD SCHWARZENEGGER, *Governor*

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

ADDENDUM

DATE: July 12, 2005

TO: Commissioners and Interested Parties

FROM: South Central Coast District Staff

SUBJECT: Agenda Item 18a, Wednesday, July 13, 2005, Amendment Application 4-02-251-A1 (Santa Barbara County Parks and Recreation Department)

The purpose of this addendum is to (1) correct a typographical error in the expiration date of the amended permit and (2) attach correspondence received as of July 12, 2005 concerning the project. *Note: ~~Strikethrough~~ indicates text deleted from the June 23, 2005 staff report and underline indicates text added to the June 23, 2005 staff report pursuant to this addendum.*

1. The following sections of the June 23, 2005 staff report shall be amended to reflect the accurate expiration date of coastal development permit 4-02-251 and the proposed amendment (4-02-251-A1) to the permit:

   a. *Summary of Staff Recommendation on Page 1 shall be revised as follows:*

      SUMMARY OF STAFF RECOMMENDATION: Staff recommends approval of the proposed amendment to Coastal Development Permit (CDP) 4-02-251 with five special conditions, to authorize the temporary retention of an additional 350-foot long revetment at Goleta Beach. The Term of the amended permit, as described in Special Condition One, will coincide with the original 30-month term of CDP 4-02-251, meaning that the amended permit would expire ~~June 14, 2006~~ July 14, 2006.

   b. *Special Condition One (1) on Page 3 shall be revised as follows:*

      (A) This permit approval is valid until ~~June 14, 2006~~ July 14, 2006, for a total term of thirty (30) months, commencing January 14, 2004, the date of Commission approval of Coastal Development Permit 4-02-251.

   c. *Section III.C. Project Description and Purpose on Page 13 shall be revised as follows:*

      The subject application is for the amendment of CDP 4-02-251 to allow for the temporary retention of the 350-foot long rock revetment to protect park facilities from winter storm tides until completion of the technical studies required by Special Condition Two of CDP 4-02-251. The County Parks Department has proposed that the term of the amendment coincide with the original permit, meaning that the amended permit would expire ~~June 14, 2006~~ July 14, 2006, or 30 months from January 14, 2004, the approval date of CDP 4-02-251. Additionally, the County has agreed to apply all terms and conditions of the original permit to the 350-foot long revetment that is the subject of this amendment application, including the studies

required by Special Condition Two and the CSLC boundary determination required by Special Condition Four. Additionally, inclusion of the 350-foot long revetment into the requirements of CDP 4-02-251 would ensure inclusion of the revetment in the long term planning process at Goleta Beach. Commission staff notes that it is still undetermined whether the subject revetments are within the jurisdiction of the CSLC. **Special Condition Four (4)** as revised, therefore, requires either CSLC approval of lease for the retention of the revetments or written evidence from CSLC that no permit or lease is required.

d. *Section III. D. Shoreline Protection Devices on Page 16 shall be revised as follows:*

The Commission finds that a lack of information still currently exists to make any of the abovementioned temporary erosion control options feasible for protection of Goleta Beach County Park for the remainder of the 30-month temporary term of permit 4-02-251. The County has stated that without the additional 350-foot long revetment, existing structures at the park are in danger of serious damage or destruction due to further wave attacked and associated beach erosion. The Commission has previously found that protection of the park facilities is necessary during the limited term allowed to complete studies of Goleta Beach. The proposed retention of the 350-foot long revetment is, therefore, necessary to further protect the park for the remainder of the study and planning period. Therefore, **Special Condition One (1)** of CDP 4-02-251 has been revised to include the subject 350-foot long revetment in the permit application submittals that are required in ~~June 2006~~ July 2006. Additionally, **Special Condition Two (2)**, which requires technical studies of shoreline processes and biological resources at Goleta Beach, has been revised to ensure inclusion of the subject 350-foot long revetment area in the study. The County and the Commission concur that undertaking and completing the studies required by Special Condition Two (2) will better enable all concerned parties to evaluate relevant information that is presently unavailable and thereby arrive at better informed decisions concerning the long term solution to management of Goleta Beach.

2. Staff notes the attached letter dated June 30, 2005 and received by Commission Staff July 7, 2005 from Santa Barbara County Parks. The letter describes the status of the Goleta Beach long term planning process and the associated public working group process.

Santa Barbara COUNTY PARKS

Rick Wheeler
Director of Parks
(805) 568-2461

Michael Gibson
Business Manager
(805) 568-2477

Coleen Lund
Project Manager
(805) 568-2470

Jim Isaac
South County Deputy Director
Tel: (805) 681-5651
Fax: (805) 681-5657

Jeff Stone
North County Deputy Director
Tel: (805) 934-6145
Fax: (805) 934-6213

610 Mission Canyon Road
Santa Barbara, CA 93105
Tel: (805) 568-2461
Fax: (805) 568-2459
administration@sbparks.org
www.sbparks.org
Reservations:
(805) 568-2460

Equal Opportunity Employer

June 30, 2005

California Coastal Commission
South Central Coast Area
89 South California Street, Suite 200
Ventura, CA 93001

RE: 4-02-251-A; Status Update Goleta Beach County Park

Dear Commission;

Your staff has requested that Santa Barbara County provide you with an update on the status of the Goleta Beach Long Term planning process and the associated public working group process.

This process began in late Summer 2003 with the commencement of multiple general public meetings held in order to gather information on what the community at large holds valuable at Goleta Beach County Park. This information was then taken to a smaller stakeholder group comprised of members of the community including; public members at large, environmental groups and local chamber of commerce and utility companies with interests at Goleta Beach. The stakeholder group met monthly for a full year at which time they heard from technical experts in the field of coastal processes, coastal biology, coastal engineering, sand retention, and beach nourishment. The stakeholder group also held one meeting solely for the purpose of learning from local County planning staff as well as your Commission's staff about coastal policies relating to shore protection, coastal recreation and marine resource protection. Documentation of the entire master planning process for Goleta Beach can be found under its own web site at *www.sbparks.com/goletabeach*.

The group last met June 23, 2005 to hear presentations on the history of the shoreline along the Goleta Beach area and a conceptual layout of the park under a managed retreat scenario. Having now been presented with a series of alternatives for the park, the stakeholder group will meet one final time on July 18, 2005 to discuss their options and hopefully come to a consensus on a final long term plan for the park. The preferred alternative or alternatives that come from the working group will then be presented in public hearing format in front of the Santa Barbara County Park Commission and Board of Supervisors. The Board of Supervisors will be asked to approve an alternative or alternatives for purposes of commencing environmental review. This decision is anticipated to be before the Board of Supervisors in late September /.early October 2005.

28.

During this same time period, as required under our coastal development permit, the County has continued to perform quarterly monitoring at the park for intertidal habitat, off shore kelp, shore birds, grunion, beach width surveys and beach bathymetric surveys. Each quarter's report has been provided to CCC staff. A full year's monitoring has been completed and the report will be submitted to CCC staff in July 2005. The information gathered from the monitoring reports will be used in the preparation of the environmental impact report for the long term plan for the park.

It is the County's intent to submit an application in mid 2006 for a long term plan for Goleta Beach Park that will reflect the community's goals and objectives for the park. Goleta Beach County Park is recognized throughout the community as a valuable and essential resource from both a recreation and natural resource perspective. The County has worked diligently with the community to assemble all information and has provided them with a full array of options for consideration in hopes of achieving an attainable and sustainable solution to the issues facing Goleta Beach.

We look forward to working with the Coastal Commission and your staff as we continue through the process to achieve the best possible future for Goleta Beach County Park that will address the values, needs, and desire of our community.

Sincerely,

Rick Wheeler
Director of Parks

Terri Maus Nisich
Assistant County Executive Officer

Lund/goletabeach&pier/January2005rock/CCCstatusletter.doc

Received at Commission Meeting

JUL 1 3 2005

From:_____

ISLA VISTA RECREATION & PARK DISTRICT
961 EMBARCADERO DEL MAR ISLA VISTA, CA 93117
www.ivparks.org 805-968-2017 FAX 968-2829

Board of Directors

Bryan Brown

Kelly Burns

Diane Conn

Alisha Dahlstrom

Logan Green

Staff

Derek Johnson
General Manager

Angela Kamm
Executive Secretary

Jeffrey Yolles
Bookkeeper

Enid Osborn
Board Secretary

Anne E. Aziz
Rec. Coordinator

Jay Scheidemen
Grounds Supervisor

July 12, 2005

Chair Meg Caldwell
California Coastal Commissioners
89 South California Street, Suite 200
Ventura, CA 93001

Transmitted by FAX: (805) 641-1732

Re: July 13, 2005 Item W14a & W15
San Clemente Housing Project

Chair Caldwell and Commissioners:

We appreciate the opportunity to comment on this important student housing project. The District certainly supports more University housing. There is an acute housing shortage both regionally and in Isla Vista, which the San Clemente project would help alleviate. The Isla Vista Recreation and Park District has enjoyed working with the University of California, Santa Barbara over the last few years on projects and planning issues. The University's new approach to collaborative planning, and its recognition that University projects impact Isla Vista, have been significant to addressing problems that spill over from the UCSB campus. We hope that the University will continue to outreach to the community and to provide opportunities for critical and constructive input that will strengthen town/gown relationships.

IMPACTS TO RECREATION

In March 2004, the District commented on the Draft EIR for the San Clemente Housing Project. The proposed project would result in a net loss of 0.3 acres of recreation fields. The region currently has a recreation field deficit of approximately 22 fields, according to a 1999 study funded by the County and City of Santa Barbara. Losing field space would have a significant, but mitigatable impact. To mitigate this loss, we feel that the University should provide field space for future projects, or provide funds to be used in the creation of new field space proportional to the amount of fields lost as a result of the San Clemente Project.

IMPACTS TO LOCAL GOVERNMENT SERVICES

The University has indicated that the construction of the San Clemente Project is not to accommodate additional University students or to accommodate increased enrollment, but to provide affordable housing closer to campus. The construction of a 291-unit, 900-bed facility adjacent to Isla Vista would create a living capacity for 900

"MORE THAN JUST PARKS"

students who might otherwise have lived in Goleta or Santa Barbara. This would definitely create additional use of parks and recreational facilities in Isla Vista. We feel that the University of California, Santa Barbara should consider providing financial assistance to mitigate the impacts to recreation and park facilities by both students currently living in Isla Vista and by students who will live in the proposed San Clemente Housing Project. Continued University expansion into Isla Vista impacts important governmental services and should be mitigated. It should be noted that the FEIR does not mitigate the impacts to local government services as a result of the San Clemente Project.

EL COLEGIO ROAD

The level of service (LOS) along El Colegio Road is currently below County roadway standards and, notwithstanding San Clemente, must be improved. The recent addendum to the staff report dated 7/12/05 removes the requirement that El Colegio Roadway improvements be completed prior to occupancy. The proposed Isla Vista Master Plan recognizes the need for the University and the County to coordinate improvements along El Colegio Road. It is our understanding that the University and County have been negotiating for the past few years on funding and design considerations for this major thoroughfare.

While the El Colegio Roadway design is not within the scope of the LRDP amendment being sought for the San Clemente project, staff did originally recommend as a condition of approval, and prior to occupancy, that all El Colegio Road improvements be completed, pursuant to a coastal development permit approved by the County of Santa Barbara. Approving the San Clemente project without an approved design and funding mechanism for El Colegio seems to ignore a significant impact, and will make worse a roadway that is already not meeting County LOS standards.

The District recommends that the Commission require that, prior to approval, both the County and the University submit a plan and analysis of the two design alternatives, and that the Commission Executive Director be given discretion to select the preferred alternative, and that El Colegio Roadway improvements be completed prior to occupancy. The District strongly supports the roundabout roadway design alternative and believes that the University has a tremendous responsibility to share a significant portion of the construction costs to ensure that student pedestrians have a safe route to Isla Vista.

PARKING & PUBLIC TRANSPORTATIO0N

The University and the County of Santa Barbara have been working on planning efforts to mitigate the effect of automobiles on the quality of life on the University campus and in Isla Vista. The University's proposed San Clemente project followed previous University parking strategies to discourage students from bringing automobiles, i.e., the charge of $410 per year. The unintended yet logical outcome of this policy has been a massive inundation of resident hall automobiles being parked and stored in Isla Vista. This pattern will repeat itself with the San Clemente project, unless parking fees for the San Clemente project are incorporated into the housing fee. This requirement seems reasonable in the short term, but should be reconsidered after a parking program for Isla Vista has been approved by the Coastal Commission.

The University and County are trying to promote a local transportation culture that does not rely on the automobile. Mandating parking fees in perpetuity will increase car use. The District supports coupling parking and housing fees in the short-term, but suggests that this condition be revisited after the Commission approves the Isla Vista Parking Program; and after the University has conducted a monitoring program that demonstrates that decoupling parking and housing fees would not impact the availability of Isla Vista parking. If the monitoring program determines that there is a surplus of parking, then parking should be made available for recreation purposes for Storke Field. Coupling parking and housing fees in perpetuity would *weaken* the likelihood of successful alternative transportation strategies.

IN SUMMARY

The District remains supportive of additional University housing. There remains an acute housing shortage both regionally and in Isla Vista. Infill housing projects like San Clemente will help alleviate local housing demands. However, the District respectfully requests that the Commission address the issues raised in this letter, regarding impacts to recreation, impacts to government services, impacts to El Colegio Road, and impacts to parking and transportation in Isla Vista.

Thank you for the opportunity to comment on the San Clemente Housing Project.

Sincerely yours,

Bryan Brown
Chairperson

WED 14 A,B
SUPPORT
STAFF REC

Surfrider Foundation
Santa Barbara Chapter

July 12, 2005

California Coastal Commission
89 South California Street, Suite 200
Ventura, CA 93001

RE: UCSB LRDP Amendment 1-04/NOID 2-04

Dear Coastal Commissioners,

The Santa Barbara Chapter of the Surfrider Foundation supports the Staff's recommendation to certify the University of California at Santa Barbara Long Range Development Plan Amendment 1-04 ***only if modified as suggested in the staff report.***

Our chapter has been working with the Commission and the County of Santa Barbara in an attempt to create alternative solutions for the existing parking problems in Isla Vista. Any new development projects in, or adjacent to, Isla Vista must address the cumulative impacts of the project on surrounding resources.

It is imperative that the Commission requires additional parking for the UCSB San Clemente Housing project. One parking space per bed-space plus additional parking to allow visitor and staff parking is prudent given the current Isla Vista parking situation. These spaces must be located on site as satellite parking locations have proven ineffective.

The Santa Barbara Chapter of the Surfrider Foundation hopes the Commission will support the recommendations of the Coastal Commission Staff. The Staff's recommendations will aid UCSB in becoming part of the solution, instead of the problem.

Thank you for your thoughtful consideration of this proposal.
Sincerely,

Kara Kemmler
Chair

po box 21703 santa barbara, california 93121

Peter Neushul
915 Camino Lindo
Goleta, CA 93117

12 July 2005

Wed 14a/15

Coastal Commissioners
Catamaran Resort Hotel
3999 Mission Boulevard
San Diego, CA 92109

Dear Commissioners:

I urge you to reject the University of California's proposed San Clemente Housing project on the grounds that they are not providing adequate parking. I am a long term resident of Isla Vista and co-president of the Isla Vista Association (IVA), a homeowner's organization.

IVA members are very familiar with UCSB's history as a bad parking neighbor. UCSB houses 3,400 students in their on-campus dormitories. In 1989, 800-room Manzanita Village appeared on the border with Isla Vista with absolutely no new parking whatsoever. Ironically, Manzanita was built on top of on-campus dormitory parking. Apart from two tiny lots (B-1 and B-2) parking for all on-campus residents is located in outlying lots adjacent to Storke field (see attached map).

Residents at Manzanita and all pre-existing dorms have a choice: pay UCSB $315 per academic year to park in a satellite lot that is further from their on-campus dorm than Isla Vista or park for free in town. The choic for a budget minded student is obvious. They are parking in Isla Vista. Indeed, many UCSB staff, whose parking fee is $420 a year, are making a similar cost effective choice.

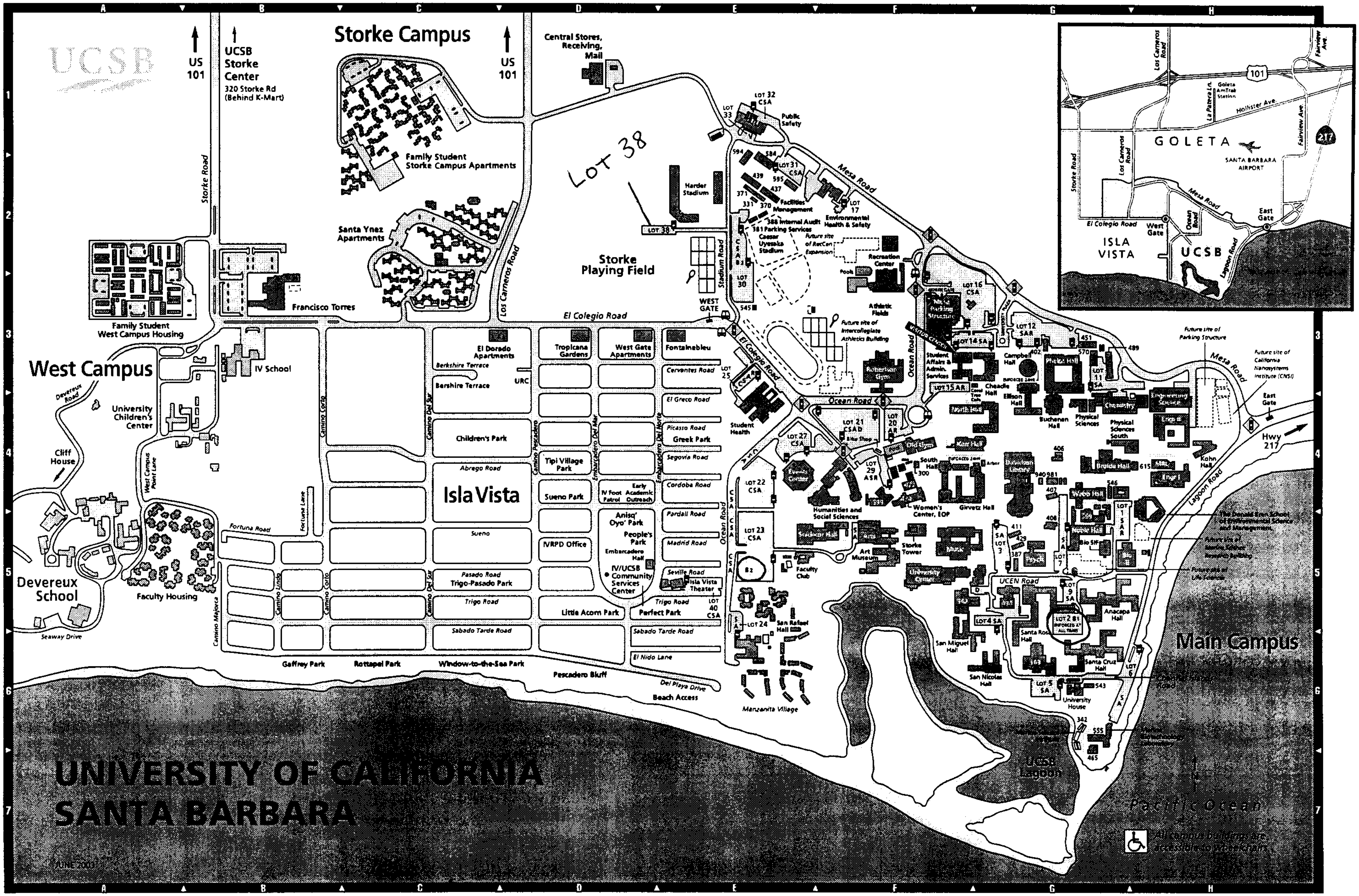
UCSB maintains that graduate students do not bring cars to school. This is a specious argument that contradicts the demographics of graduate education. Graduate students already live in Isla Vista. Indeed these older students are exactly the type with the wherewithal to maintain an automobile. Graduate study requires trav for research and participation in academic conferences. What California resident aged 21 or above is going to liv in this state without a car? Are "San Clemente" residents supposed to walk into Isla Vista to eat every day? Wal to work? To visit the grocery store? The notion that graduate students do not use cars is absurd.

UCSB needs to provide parking for ALL of their staff and residents at a cost that ensures that they will no park in Isla Vista. This town is bursting at the seams with its own residential parking limitations and simply cannot accommodate yet another UCSB housing complex that adds to their backlog of insufficient parking.

Santa Barbara County has building codes that require as many as 2 parking spaces per bedroom 50 feet from the curb for new construction. A good neighbor incorporates existing code into proposed housing projects. Manzanita Village was slap in the face for Isla Vista. The San Clemente dormitory is more of the same. The Coastal Commission Staff is very familiar with the parking nightmare in Isla Vista. Please use this information t make UCSB a responsible parking neighbor.

Sincerely yours,

Peter Neushul
Co-President, IVA


UCSB
Storke Campus
West Campus
Isla Vista
Main Campus
UNIVERSITY OF CALIFORNIA
SANTA BARBARA
US 101
UCSB Storke Center
320 Storke Rd
(Behind K-Mart)
Storke Road
Family Student Storke Campus Apartments
Santa Ynez Apartments
Central Stores, Receiving, Mail
Lot 38
Storke Playing Field
Harder Stadium
Family Student West Campus Housing
Francisco Torres
El Colegio Road
Los Carneros Road
IV School
University Children's Center
Cliff House
Devereux Road
Devereux School
Faculty Housing
Seaway Drive
West Campus Point Lane
Fortuna Road
Fortuna Lane
Camino Majorca
Camino Lindo
Camino Corto
Camino Del Sur
Camino Pescadero
Embarcadero Del Mar
Embarcadero Del Norte
El Dorado Apartments
Berkshire Terrace
URC
Tropicana Gardens
West Gate Apartments
Fontainebleu
Cervantes Road
El Greco Road
Picasso Road
Greek Park
Segovia Road
Cordoba Road
Pardall Road
Madrid Road
Seville Road
Trigo Road
Sabado Tarde Road
El Nido Lane
Del Playa Drive
Beach Access
Children's Park
Abrego Road
Tipi Village Park
Sueno Park
Sueno
IVRPD Office
Pasado Road
Trigo-Pasado Park
Little Acorn Park
Perfect Park
Anisq' Oyo' Park
People's Park
Embarcadero Hall
IV/UCSB Community Services Center
Isla Vista Theater
Gaffney Park
Rottapel Park
Window-to-the-Sea Park
Pescadero Bluff
WEST GATE
Stadium Road
Ocean Road
Mesa Road
Lagoon Road
UCEN Road
Student Health
Events Center
Humanities and Social Sciences
Art Museum
Storke Tower
Faculty Club
San Rafael Hall
Manzanita Village
Women's Center, EOP
Girvetz Hall
South Hall
Robertson Gym
Athletic Fields
Recreation Center
Pools
Caesar Uyesaka Stadium
Facilities Management
Environmental Health & Safety
Public Safety
Student Affairs & Admin. Services
Cheadle Hall
Campbell Hall
Ellison Hall
Buchanan Hall
Physical Sciences
Physical Sciences South
Chemistry
Engineering Science
Kohn Hall
Santa Rosa Hall
Anacapa Hall
Santa Cruz Hall
San Miguel Hall
San Nicolas Hall
University House
UCSB Lagoon
Pacific Ocean
East Gate
Hwy 217
Future site of Parking Structure
Future site of California Nanosystems Institute (CNSI)
All campus buildings are accessible to wheelchairs
JUNE 2003
GOLETA
ISLA VISTA
UCSB
SANTA BARBARA AIRPORT
Goleta AmTrak Station
Hollister Ave.
La Patera Ln.
Fairview Ave.
West Gate
East Gate

W14a & W15

STATE OF CALIFORNIA – THE RESOURCES AGENCY

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

RECORD PACKET COPY

DATE: June 29, 2005

TO: Commissioners and Interested Persons

FROM: Jack Ainsworth, Deputy Director
Gary Timm, South Central Coast District Manager
Steve Hudson, Supervisor, Planning and Regulation
Shana Gray, Coastal Program Analyst

SUBJECT: **Proposed Major Amendment 1-04** to the UCSB Certified Long Range Development Plan (LRDP); and **Notice of Impending Development (NOID) 2-04,** for the San Clemente Housing Project, for Public Hearing and Commission Action at the July 13, 2005, Commission Meeting in San Diego.

STAFF RECOMMENDATION: staff recommends that the LRDP amendment be **approved if modified as suggested** in this staff report, and that the Commission **approve the respective NOID with special conditions** as described within the staff report to address project-specific impacts on coastal resources necessary to bring the development into conformance with the certified Long Range Development Plan.

Motions and Resolutions: Page 8.

SUMMARY

The University of California at Santa Barbara (UCSB or University) is requesting Commission certification of an amendment to the University's certified Long Range Development Plan (LRDP). UCSB has also submitted the accompanying Notice of Impending Development (NOID) for implementation of the proposed project upon certification of the LRDP amendment.

The Long Range Development Plan amendment relocates a 17-acre area designated for student housing on the Storke Campus to an adjacent 11.5-acre site on the southern portion of the existing Storke Field. Storke Field provides approximately 16.5 acres of irrigated turf that is used for recreation and athletic uses. The existing LRDP indicates that the area north and west of Storke Field may be developed with up to 281 apartment units and 900 bed spaces. The amendment is proposed in order to accommodate the proposed 315-unit and 976-bed space San Clemente Housing Project in the revised location.

Pursuant to the related Notice of Impending Development, the proposed project would provide for the San Clemente Student Housing Project on Storke Campus. The

impending development consists of the construction of a 380,000 sq. ft., three-story, 315-unit, 976 bed, graduate student housing complex, comprised of three housing blocks approximately 35 feet in height with a maximum 44 ft. in height above existing grade. The impending development further includes: a four-level, 622 space parking structure, approximately 35 feet in height and maximum 45 ft. in height for elevator overrun; 3 surface parking lots with combined total of 222 parking spaces; western Storke field extension; north athletic field; landscaping; bicycle and pedestrian paths; a field house for recreational field users; a stormwater management system; habitat restoration; 49,900 cu. yds. (11,200 cu. yds. cut, 38,700 cu. yds. fill) of grading; and 59,000 cu. yds. of overexcavation.

The 1990 LRDP identified a location for construction of the student housing on Storke Campus which has been determined to contain three freshwater marsh wetlands, eliminating much of that area from consideration. The area now proposed is primarily the site of an existing athletic field and will not directly affect sensitive habitat areas. However, the stormwater management system, a bioswale consisting of a series of detention basins planted with native species, would be located within the buffer of delineated wetlands and within 50 feet of designated southern tarplant ESHA. At Commission staff's request, the University has revised their original project plans in order to limit the intrusion of the bioswale into the wetland and tarplant ESHA buffers. As originally proposed, approximately 1.1 acres of wetland buffer (approximately 47,000 sq. ft.) would have been disturbed as a result of this project and tarplant would have been removed. However, the revised conceptual plan to reconfigure the stormwater management system minimizes the footprint of the bioswale basins within the 100 ft buffer to provide the maximum setback from sensitive resources while providing the same flood control and water quality benefits. The new system would have the same capacity but would be more linear, and the previously proposed berms separating the bicycle path from the area would be eliminated. As revised, the stormwater basins would be setback a minimum of 65 to 80 feet from the delineated wetlands and would only occupy approximately 9,000 sq. ft. of the buffer area. No tarplant would be removed for the stormwater basins and they would be located a minimum of 30 feet from tarplant ESHA.

Staff is recommending approval of the stormwater management system as shown in the revised plans (Exhibit 16). The Commission's biologist has determined that the presence of the reconfigured stormwater infiltration basins in the wetland and tarplant buffer is acceptable, in this case, because the nature and intensity of the stormwater management system would still be conducive to wildlife movement and native habitats; no fuel modification is required; no lighting would be necessary now or in the future; construction disturbance and noise would occur only during initial development except for periodic maintenance of the basins to maintain capacity; and the proposed habitat restoration of the remaining area within the 100-ft wetland buffer would enhance the currently degraded habitat to provide a significant connection with the large contiguous undeveloped habitat area comprised of Storke Wetlands and surrounding open space and buffer areas. Additionally, the stormwater management system itself will benefit receiving wetlands by improving the overall quality of runoff that ultimately drains to the Storke Wetland complex, and will itself provide some limited wetland function as a

result of the establishment of low marsh, transitional marsh, and high marsh habitats. Furthermore, staff notes that there is no alternative location in the vicinity that would accommodate this structure. The University's proposed restoration is a significant feature that will serve to offset the reduction in the wetland buffer as well as the direct and indirect impacts associated with the densely populated housing project.

In addition to the sensitive resource issues described above, a major issue of the project is the amount of parking supplied and the potential impact to public coastal access and parking in the adjacent Isla Vista community. The San Clemente Graduate Student Housing project proposes 976 beds of graduate student housing and a total of 844 parking spaces in a parking structure and three surface lots. Of the 844 spaces, 732 would be available to residents, and the remaining 112 spaces would be available for other uses such as short-term, handicap, staff, and vendor parking. The LRDP is silent with regard to parking standards for new housing projects.

The Commission has recently given direction, in its recent review of the Isla Vista parking program, that future University housing projects be carefully examined to ensure that they do not exacerbate the existing parking problems. It is particularly important in this case to examine parking issues because the proposed housing project is proposed on Storke Campus, directly adjacent to the eastern end of the community of Isla Vista which has been identified as an area experiencing a severe overdraft in available parking. The growing campus exacerbates the existing and historical lack of parking in Isla Vista, which has been attributed to a number of different factors, including: substantial development of Isla Vista in the 1950s and 1960s when only one space per unit was required; the large number of residents (primarily students) per unit was not contemplated at the time of development; dense multi-unit housing stock was encouraged on the east side of Isla Vista in order to make development of Isla Vista feasible (which may now provide housing such as off-campus dormitories, fraternities, and sororities); and commuters to the University utilizing on-street parking in the areas close to the University to avoid on-campus parking fees.

Staff is recommending a minimum of one dedicated parking space per resident, plus an additional parking space for every two units to accommodate visitors to the housing complex, staff and maintenance vehicles associated with the management of the San Clemente Housing project, as well as short-term, handicap, and vendor parking. This translates to 976 parking spaces dedicated to residents, plus an additional 157 spaces for other San Clemente users. The 157 spaces is equivalent to roughly one parking space for every six bed spaces/residents. All of these spaces are required to be new spaces located on the designated San Clemente Housing development site. The University has stated that there may be alternatives to providing the additional parking on-site. For instance, nearby Parking Lot #30 has been noted to have excess capacity, and has not reached full occupancy during Transportation Services quarterly occupancy surveys.

However, Parking Lot #30 has only 188 available spaces and would not fulfill the amount of parking required. Additionally, staff notes that the dedication of the 188 parking spaces in Parking Lot #30 could contribute to the displacement of users to Isla Vista. Because

Isla Vista is located just across El Colegio Road, visitors may perceive Isla Vista streets to be more conveniently located. Others may not be aware of the other remote parking options on the Main Campus. Therefore, to avoid contributing to the cumulative parking problem in Isla Vista, the amount of parking proposed must be sufficient to sustain the demands of the entire 976 residents in addition to guests of the housing complex and any associated staff, maintenance, and other service vehicles. The 1,133 on-site parking space required in Special Condition Two are therefore necessary to ensure that the construction of the proposed San Clemente Housing project will not adversely impact public coastal access and will provide adequate parking to accommodate the needs of the new development consistent with Section 30252 of the Coastal Act, as incorporated into the LRDP.

For these reasons, staff recommends that the LRDP amendment be approved if modified as suggested in this report, and that the Commission condition the respective NOID as described within the staff report to address project-specific impacts on coastal resources.

The standard of review for the proposed LRDP amendment is the Chapter 3 policies of the Coastal Act. The standard of review for the related NOID is the policies of the certified LRDP.

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Exhibit 1. Vicinity Map
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Exhibit 9. Grading Plan
Exhibit 10. North Field Site Plan
Exhibit 11. Floor Plans
Exhibit 12. Elevations
Exhibit 13. Architectural Cross-sections
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Exhibit 15. Wetland and Tarplant Delineations
Exhibit 16. Revised Bioswale Configuration, dated June 14, 2005
Exhibit 17. Typical Cross-section of Bioswale
Exhibit 18. Pedestrian Trail Revised Location

Exhibit 19. Habitat Restoration and Enhancement Plans
Exhibit 20. UCSB Visitor Parking Map
Exhibit 21. Correspondence

Substantive File Documents: University of California, Santa Barbara, 1990 Long Range Development Plan; Constraints Analysis for Storke Campus, UCSB, Padre Associate, Inc. (December 2000); Soils Engineering Report, Proposed San Clemente Student Housing, UCSB Project 986497, El Colegio and Los Carneros Roads, Earth Systems Pacific (July 8, 2002); Final Environmental Impact Report for San Clemente Graduate Student Housing and El Colegio Road Improvements Project, Rodriguez Consulting, Inc. (April 2004); Soils Engineering Report, San Clemente Apartments, Parking Structure, UCSB, Earth Systems Pacific (April 19, 2004); *Habitat Restoration and Enhancement Plan*, Morro Group, Inc. (April 20, 2005);

I. PROCEDURAL ISSUES

A. STANDARD OF REVIEW

LRDP Amendment:

The standard of review for the proposed amendment to the certified LRDP, pursuant to Sections 30605, 30512(c), and 30514(b) of the Coastal Act, is that the proposed amendment meets the requirements of and is in conformance with the Chapter 3 policies of the Coastal Act.

Notice of Impending Development:

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.

B. PUBLIC PARTICIPATION

Section 30503 of the Coastal Act requires public input in preparation, approval, certification and amendment of any LRDP. The University held public hearings and received written comments regarding the projects from public agencies, organizations and individuals. The hearings were duly noticed to the public consistent with Sections 13552 and 13551 of the California Code of Regulations which require that notice of availability of the draft LRDP amendment (LRDPA) be made available six (6) weeks prior to the Regents approval of the LRDP amendment and Final EIR. Notice of the subject amendment has been distributed to all known interested parties.

C. PROCEDURAL REQUIREMENTS

LRDP Amendment:

Pursuant to Section 13551(b) of the California Code of Regulations, the University resolution for submittal must indicate whether the LRDPA will require formal adoption by the Board of Regents after the Commission approval, or is an amendment that will take effect automatically upon the Commission's approval pursuant to Coastal Act Sections 30512, 30513 and 30519. Because this approval is subject to suggested modifications by the Commission, the University must act to accept the adopted suggested modifications and the requirements of Section 13547, which provides for the Executive Director's determination that the University's action is legally adequate, within six months from the date of Commission action on this application before the LRDPA shall be effective.

Notice of Impending Development:

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: MOTIONS & RESOLUTIONS

A. LRDP AMENDMENT 1-04: DENIAL AS SUBMITTED

MOTION I: ***I move that the Commission certify the University of California at Santa Barbara Long Range Development Plan Amendment 1-04 (San Clemente Housing) as submitted.***

STAFF RECOMMENDATION FOR DENIAL OF LRDP/LRDP AMENDMENT:

Staff recommends a **NO** vote. Failure of this motion will result in denial of the Long Range Development Plan Amendment 1-04 and the adoption of the following resolution and findings. The motion to certify passes only by an affirmative vote of a majority of the appointed Commissioners.

RESOLUTION I:

The Commission hereby denies certification of the University of California at Santa Barbara Long Range Development Plan Amendment 1-04 and adopts the findings stated below on the grounds that the amendment is inconsistent with Chapter 3 of the Coastal Act. Certification of the amendment would not comply with the California Environmental Quality Act because there are feasible mitigation measures or alternatives that would substantially lessen the significant adverse effects that the approval of the amendment would have on the environment.

B. LRDP AMENDMENT 1-04: CERTIFICATION WITH SUGGESTED MODIFICATIONS

MOTION II: ***I move that the Commission certify the University of California at Santa Barbara Long Range Development Plan Amendment 1-04 if modified as suggested in the staff report.***

STAFF RECOMMENDATION FOR CERTIFICATION OF LRDP AMENDMENT WITH SUGGESTED MODIFICATIONS:

Staff recommends a **YES** vote. Passage of this motion will result in certification of the Long Range Development Plan 1-04 as modified. The motion to certify passes only by an affirmative vote of a majority of the appointed Commissioners.

RESOLUTION II:

The Commission hereby certifies the University of California at Santa Barbara Long Range Development Plan Amendment 1-04 as modified and adopts the findings stated below on the grounds that the amendment as modified is consistent with Chapter 3. Certification of the amendment if modified as suggested complies with the California

Environmental Quality Act because either 1) feasible mitigation measures and/or alternatives have been incorporated to substantially lessen any significant adverse effects of the amendment on the environment, or 2) there are no further feasible mitigation measures or alternatives that would substantially lessen any significant adverse impacts of the amendment on the environment.

C. NOID 2-04: APPROVAL WITH CONDITIONS

MOTION III: ***I move that the Commission determine that the development described in the Notice of Impending Development 2-04 (San Clemente Housing), as conditioned, is consistent with the certified University of California at Santa Barbara Long Range Development Plan.***

Staff recommends a YES vote. Passage of this motion will result in a determination that the development described in the Notice of Impending Development 2-04 as conditioned, is consistent with the certified University of California at Santa Barbara Long Range Development Plan as amended pursuant to LRDP Amendment 1-04, and adoption of the following resolution and findings. The motion passes only by affirmative vote of a majority of the Commissioners present.

RESOLUTION III: TO DETERMINE DEVELOPMENT IS CONSISTENT WITH LRDP:

The Commission hereby determines that the development described in the Notice of Impending Development 2-04, as conditioned, is consistent with the certified University of California at Santa Barbara Long Range Development Plan, as amended pursuant to LRDP Amendment 1-04 for the reasons discussed in the findings herein.

III. SUGGESTED MODIFICATIONS TO LRDP AMENDMENT 1-04

The staff recommends that the Commission certify the following, with two modifications as shown below. Language presently contained within the certified LRDP is shown in straight type. Language recommended by Commission staff to be deleted is shown in ~~line-out~~. Language proposed by Commission staff to be inserted is shown <u>underlined</u>. Other instructional suggested modifications to revise maps or figures are shown in italics.

1. ESHA Overlay

Figure 28, Environmentally Sensitive Habitat, shall be modified to designate the wetlands and southern tarplant areas as ESHA consistent with Exhibit 15 of this staff report.

2. Figure 16

Figure 16, Campus Building Height Limits, shall be modified to show a maximum building height of 35-45 feet above existing grade, in the location of the housing development as shown in Exhibit 7 of this staff report. The exhibit shall specify that structures adjacent to El Colegio shall not exceed 35 feet above existing grade. The height may gradually increase to a maximum of 45 feet above existing grade as it approaches Storke Field. Parking structures shall not exceed 35 feet in height.

3. Height Limit

The following policy shall be added at the end of Part 2, Section II.B.3, Scenic and Visual Qualities (pg. 2.II.14), of the LRDP:

Policy 30251.15 The San Clemente Housing development on Storke Campus shall be limited to a maximum of 35 feet above existing grade (except for mechanical and electrical equipment) where it fronts El Colegio Road. Mechanical equipment shall be setback as far as feasible from view of El Colegio Road and screened by architectural features. The height may gradually increase from 35 feet to a maximum of 45 feet above existing grade as the development approaches Storke Field. Parking structures shall not exceed 35 feet in height.

4. Parking

The following policy shall be added at the end of the Part 2, Section II.F.3, Maintenance and Enhancement of Public Access (pg. 2.II.26), of the LRDP:

On Storke Campus, one parking space shall be provided for each bed space in graduate student housing and an additional ½ space shall be provided for each housing unit for visitors, staff and other parking needs of the residents. Existing parking spaces shall not be used to satisfy this requirement.

IV. NOTICE OF IMPENDING DEVELOPMENT 2-04 SPECIAL CONDITIONS

1. Consistency with the LRDP

Prior to the commencement of development, Long Range Development Plan Amendment 1-04 must be effectively certified and deemed legally adequate by the California Coastal Commission.

2. Revised Project Description and Project Plans

A. Prior to the commencement of development, the University shall submit, for the review and approval of the Executive Director, two (2) sets of final revised project

plans and revised project description. The revised final project plans and project description shall reflect the following:

(1) A total of 1,133 new parking spaces shall be constructed and permanently dedicated to serve the San Clemente housing on-site, and shall be located within the existing San Clemente Housing project footprint. Existing parking spaces shall not be used to achieve the required number of parking spaces for this project. All 1,133 parking spaces shall be restricted to use by San Clemente Housing residents, San Clemente housing visitors, and any staff associated with the San Clemente Housing development. One parking space shall specifically be reserved for each bed space, and the parking fee shall be incorporated directly into the housing fee (not through a separate fee) to ensure that parking is not displaced to Isla Vista. Visitor parking shall be metered, require special San Clemente visitor parking permit, and/or other measures to ensure that San Clemente Housing visitors are accommodated. Signage shall be permanently and conspicuously posted identifying the 1,133 parking spaces for the above-described uses. Prior to commencement of grading, the University shall submit, for the review and approval of the Executive Director, plans showing the location, design, and content of the proposed parking area(s) signage. The 1,133 parking spaces shall not be available for any general UCSB parking needs, including the adjacent athletic fields. This restriction shall not be interpreted to exclude alternative parking configurations to address off campus student and resident student parking in the Isla Vista community. Existing parking spaces on campus shall not be used to satisfy this requirement. The University may submit a separate Notice of Impending Development for other new alternative structures within 500 feet of the housing units which may accommodate the required number of parking spaces.

(2) Final plans for the stormwater management system in substantial conformance with conceptual plans dated June 14, 2005.

(3) The pedestrian path proposed between the wetland areas shall be rerouted to avoid wetlands and tarplant, as shown in Exhibit 18. Construction of the trail shall be limited to a three- to four-foot compacted soil path. Alternately the trail may be constructed of Class 2 road material, and decomposed granite shall not be used. The trail shall be demarcated by a low-profile, maximum 42-inch high, post and cable or other open fencing, acceptable to the Executive Director. Signage shall be placed along the fence which explains the presence of the sensitive habitats and discourages trespass outside of the designated walkway.

B. The University shall undertake development in accordance with the approved final plans. Any proposed changes to the approved final plans shall be reported to the Executive Director to determine if a notice of impending development or amendment to the Long Range Development Plan is required to authorize such work.

3. Road Improvements

Prior to occupancy, El Colegio Road improvements must be completed, pursuant to a coastal development permit approved by the County of Santa Barbara, to bring the El

Colegio/Camino Del Sur; El Colegio/Los Carneros Rd; El Colegio/Camino Pescadero; and El Colegio/Embarcadero Del Norte intersections up to a minimum peak hours Level Of Service C.

4. Construction Monitoring

Prior to commencement of development, the University shall retain the services of an independent qualified biologist or environmental resource specialist with appropriate qualifications acceptable to the Executive Director to serve as the biological monitor. The biological monitor shall be present during: all grading, excavation, and construction of the new north field, western Storke Field expansion, and western parking lot area. Additionally, the biological monitor shall be present during all tree and vegetation removal (not including Storke Field turf removal); installation of wetland buffer fencing, silt fencing and erosion control best management practices; and all habitat restoration activities and bioswale construction. The University shall cease work should any sensitive species be identified anywhere within the construction area, if a breach in permit compliance occurs, if work outside the scope of the notice of impending development occurs, or if any unforeseen sensitive habitat issues arise. In such event, the biological monitor(s) shall direct the University to cease work and shall immediately notify the Executive Director. Project activities shall resume only upon written approval of the Executive Director. If significant impacts or damage occur to sensitive habitat or species, the University shall be required to submit a revised, or supplemental program to adequately mitigate such impacts at a minimum 3:1 replacement ratio. The revised, or supplemental, restoration program shall be processed as a new Notice of Impending Development.

5. Construction Staging Area and Fencing

A. All construction plans and specifications for the project shall indicate that impacts to wetlands and environmentally sensitive habitat areas (ESHA) shall be avoided and that the California Coastal Commission has not authorized any development in wetlands or other environmentally sensitive habitat. Said plans shall clearly identify all wetlands and ESHA and their associated buffers in and around the construction zone. Prior to commencement of development, the University shall submit a final construction staging and fencing plan for the review and approval of the Executive Director which indicates that the construction zone, construction staging area(s) and construction corridor(s) shall avoid impacts to wetlands and other sensitive habitat consistent with this approval. The plan shall include the following requirements and elements:

(1) Protective fencing shall be used around all ESHA, wetland areas, and their associated buffers that may be disturbed during construction activities.

(2) Construction equipment, materials, or activity shall not be placed/occur within any ESHA, wetlands or their buffers, or in any location which would result in impacts to wetlands or other sensitive habitat.

(3) No grading, stockpiling or heavy equipment shall occur within ESHA, wetlands or their designated buffers, with one exception. The construction of the

stormwater management system may occur within the wetland buffer as approved through this notice of impending development.

(4) No construction materials, debris, or waste shall be placed or stored where it may enter sensitive upland habitat or wetlands, storm drain, receiving waters, or be subject to wind erosion and dispersion;

(5) The plan shall include, at a minimum, a site plan that depicts the following components: limits of the staging area(s); construction corridor(s); construction site; location of construction fencing and temporary job trailers with respect to existing wetlands and sensitive habitat; and public access route through/around the site.

(6) The plan shall indicate that construction equipment, materials or activity shall not occur outside the designated staging area(s), construction zone, or corridors identified on the site plan required by this condition.

(7) During construction, washing of concrete trucks, paint, equipment, or similar activities shall occur only in areas where polluted water and materials can be contained for subsequent removal from the site. Wash water shall not be discharged to the storm drains, street, drainage ditches, creeks, or wetlands. Areas designated for washing functions shall be at least 100 feet from any storm drain, water body or sensitive biological resources. The location(s) of the washout area(s) shall be clearly noted at the construction site with signs. In addition, construction materials and waste such as paint, mortar, concrete slurry, fuels, etc. shall be stored, handled, and disposed of in a manner which prevents storm water contamination.

B. The University shall undertake development in accordance with the approved final plans. Any proposed changes to the approved final plans shall be reported to the Executive Director to determine if a notice of impending development or amendment to the Long Range Development is required to authorize such work.

6. <u>Erosion Control Plans</u>

A. Prior to commencement of development, the University shall submit two (2) sets of erosion control plans, prepared by a qualified engineer, for review and approval by the Executive Director. The plan shall incorporate the following criteria:

(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. The natural areas on the site shall be clearly delineated on the project site with fencing or survey flags.

(2) The final erosion control plans shall specify the location and design of erosion control measures to be implemented during the rainy season (November 1 – April 15). The University 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. Straw bales

shall not be approved. These erosion 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 shall 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. The plans shall also specify that all disturbed areas shall be seeded with native grass species and include the technical specifications for seeding the disturbed areas. These temporary erosion control measures shall be monitored and maintained until grading or construction operations resume.

(4) Storm drain inlets shall be protected from sediment-laden waters by the use of inlet protection devices such as gravel bag barriers, filter fabric fences, block and gravel filters, and excavated inlet sediment traps.

7. Raptor Survey

The University shall retain the services of a qualified biologist or environmental resources specialist with appropriate qualifications acceptable to the Executive Director to conduct a biological survey of tree windrows and known raptor habitat in the vicinity of the project area. The University shall provide the biological monitor's qualifications for the review and approval of the Executive Director at least two (2) weeks prior to commencement of the raptor survey. A survey by a qualified biologist shall be conducted no more than 7 days prior to construction in order to determine whether active nests are present with 200 feet of the area to be disturbed by grading and construction. If raptor nests are present within the 200-foot zone, recommendations regarding minimizing impacts during construction shall be provided to the Executive Director, including but not limited to, setbacks, fence protection, restrictions on construction scheduling, etc. Said recommendations shall be subject to the review and approval of the Executive Director prior to commencement of construction. Should the Executive Director determine that impacts on survival of young cannot be eliminated by the proposed recommendations, construction within 200-feet of active nests shall be suspended until the young have fledged.

8. Habitat Restoration, Enhancement, and Monitoring Program

A. Prior to the commencement of development, the University shall submit, for the review and approval of the Executive Director, a final Habitat Restoration, Enhancement, and Monitoring Program prepared by a qualified biologist or environmental resource specialist in substantial conformance with the *Habitat Restoration and Enhancement Plan* prepared by the Morro Group, Inc. dated April 20, 2005. The final program shall include, but not be limited to, the following:

(1) *Tarplant Mitigation*. Identification of the area(s) for the 3:1 replacement of Southern Tarplant removed in conjunction with the habitat restoration project. The target population shall be replaced at a minimum of 3 tarplant specimens for each 1 removed. The tarplant mitigation area shall be located in approximately the same area, after the restorative grading. Tarplant shall be grown from seed or seedlings. Success of the tarplant mitigation shall be determined when the target number are documented to grow to maturity, flower, and seed.

(2) *Fencing*. Fence plans shall be included in the final Habitat Restoration, Enhancement, and Monitoring Program. Fencing shall be designed to permit the free passage of wildlife. Chainlink fencing shall be prohibited within or along the habitat restoration and wetland buffer areas. Fencing shall be repaired and/or replaced when necessary, in a manner that complies with this notice of impending development.

(3) *Pedestrian Footpath*. As required pursuant to Special Condition Two, the pedestrian footpath shall be relocated outside of the wetland and tarplant areas.

(4) *Mowing*. No mowing or disking for fire control or any other use shall occur within the wetland, wetland buffer, or habitat restoration areas, except for necessary maintenance of the stormwater management system bioswale or where required for habitat enhancement purposes as authorized through this, or future, notice of impending development.

(5) *Invasive Species*. Invasive plant species shall be removed from the habitat restoration area.

(6) *Herbicides*. Herbicides shall not be used within the habitat restoration area or stormwater management system. Target non-native or invasive species shall be removed by hand.

(7) *SWMS Maintenance*. The final plan shall include documentation of the management and maintenance requirements for the stormwater management system, including specific maintenance procedures (access, equipment, methods, timing, etc.) and locations. Maintenance (including mowing or other plant cutting or removal) of the stormwater management system shall be limited to the minimum necessary to maintain the function and capacity of the system.

(8) *Habitat Restoration Maintenance*. The final plan shall include documentation of the management and maintenance requirements for the habitat restoration area, including provisions for timely remediation should the need arise. The plan shall include, but not be limited to, the need for supplemental irrigation and timeline for removal, weed abatement strategies, and timing of procedures.

(9) *Signage*. The final program shall include a minimum of ten sensitive/wetland habitat signs to be placed in conspicuous locations along the wetland buffer fences, including but not limited to, the north field, the western Storke field expansion area, parking lot 38, the new San Clemente Housing parking area to the west, and the proposed bicycle path adjacent to Los Carneros Road. The language shall notify the public that the area contains a sensitive wetland

habitat and that activities or entrance into the fenced area is prohibited. These signs shall be maintained in good condition for the life of the development and, when necessary, shall be replaced with new signs that comply with the plans approved pursuant to this notice of impending development. The final program shall specify the location, size, design, and content of all signs to be installed.

(10) *Education*. The final program shall include formal written notice to the occupant(s) of the San Clemente Housing Project of the sensitive habitat/wetland protection goals and objectives and statement that any activities, with the exception of approved maintenance activities, within the subject areas are strictly prohibited.

(11) *Monitoring*. A Monitoring Program to monitor the Restoration and Enhancement. Said monitoring program shall set forth the guidelines, criteria and performance standards by which the success of the enhancement and restoration shall be determined. The monitoring programs shall include but not be limited to the following:

(a) As Built. Documentation of the physical and biological "as built" condition of the site within 30 days of completion of the initial restoration activities. The report shall describe the field implementation of the approved restoration program in narrative and photographs, and report any problems in the implementation and their resolution.

(b) Interim and Final Success Criteria. Interim and final success criteria shall include, as appropriate: species diversity, total ground cover of vegetation, vegetative cover of dominant species and definition of dominants, wildlife usage, hydrology, and presence and abundance of sensitive species or other individual "target" species.

(c) Interim Monitoring Reports. The University shall submit, for the review and approval of the Executive Director, on an annual basis, for a period of five (5) years, a written monitoring report, prepared by a monitoring resource specialist indicating the progress and relative success or failure of the enhancement on the site. This report shall also include further recommendations and requirements for additional enhancement/ restoration activities in order for the project to meet the criteria and performance standards. This report shall also include photographs taken from predesignated sites (annotated to a copy of the site plans) indicating the progress of recovery at each of the sites. Each report shall be cumulative and shall summarize all previous results. Each report shall also include a "Performance Evaluation" section where information and results from the monitoring program are used to evaluate the status of the enhancement/restoration project in relation to the interim performance standards and final success criteria.

(d) Final Report. At the end of the five-year period, a final detailed report on the restoration shall be submitted for the review and approval of the Executive Director. If this report indicates that the enhancement/ restoration project has, in part, or in whole, been unsuccessful, based on the performance standards specified in the restoration plan, the University shall submit within 90 days a

revised or supplemental restoration program to compensate for those portions of the original program which did not meet the approved success criteria.

(e) Monitoring Period and Mid-Course Corrections. During the five-year monitoring period, all artificial inputs (e.g., irrigation, soil amendments, plantings) shall be removed except for the purposes of providing mid-course corrections or maintenance to insure the survival of the enhancement/restoration site. If these inputs are required beyond the first two years, then the monitoring program shall be extended for every additional year that such inputs are required, so that the success and sustainability of the enhancement/restoration is insured. The enhancement/restoration site shall not be considered successful until it is able to survive without artificial inputs.

B. The Restoration and Enhancement activities shall be implemented by qualified biologists, ecologists, or resource specialists who are experienced in the field of restoration ecology within 90 days after the completion of construction of the housing project. The Executive Director may grant additional time for good cause. The monitoring plan shall be implemented immediately following the enhancement/ restoration. The University shall provide the resource specialist's qualifications, for the review and approval of the Executive Director, at least two weeks prior to the start of such activities.

C. The University shall undertake development in accordance with the final approved plans. Any proposed changes to the approved final restoration and enhancement plans shall be reported to the Executive Director to determine if a notice of impending development or amendment to the Long Range Development Plan is required to authorize such work.

9. Archaeological Resources

By acceptance of this notice of impending development, where project activities that are undertaken within an area known to have cultural deposits, including but not limited to skeletal remains and grave-related artifacts, traditional cultural sites, religious or spiritual sites, paleontological artifacts or other artifacts, the University agrees to have an archaeologist(s) and appropriate Native American consultant(s), with qualifications acceptable to the Executive Director, present on-site during all vegetation removal and grading activities north of the existing bicycle path paralleling El Colegio Road, between Stadium Road and Los Carneros Road, and in the event that any cultural deposits are discovered on the project site. Specifically, the construction on the project site shall be controlled and monitored by the archaeologist(s) with the purpose of locating, recording and collecting any cultural materials. Alternately, under the direction of a qualified archaeologist and/or appropriate Native American consultant, the University may implement alternative techniques designed to temporarily protect such resources (e.g., placing temporary cap material in accordance with accepted protocols for archaeological resource protection). In the event that any significant archaeological resources are discovered during operations, all work in this area shall be halted and an appropriate data recovery strategy be developed, subject to review and approval of the

Executive Director, by the University's archaeologist and the native American consultant consistent with CEQA guidelines.

10. Plans Conforming to Geologic Recommendation

All recommendations contained in the applicable geotechnical reports submitted for Notice of Impending Development 2-04 shall be incorporated into all final design and construction plans, including foundation, grading and drainage. All final plans must be reviewed and approved by the geologic and geotechnical consultants and verified as incorporating the applicable recommendations of the consultants. Prior to the commencement of development the University shall submit, for review and approval by the Executive Director, evidence of the geologic and geotechnical consultant's review and approval of all final project plans.

11. Landscape and Tree Replacement Plans

A. Prior to the commencement of development, the University shall submit for the review and approval of the Executive Director, two sets of landscape plans designed by a licensed landscape architect or other specialist with qualifications acceptable to the Executive Director. The plans shall include the following requirements:

(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 years, and this requirement shall apply to all disturbed soils. Mature specimen trees, including non-native trees, removed for implementation of the subject project pursuant to Notice of Impending Development 2-04 shall be replaced with locally native trees selected for maximizing benefits to local and migratory wildlife, in consultation with the California Department of Fish and Game at a ratio of three new trees planted on the Campus for each mature tree removed or transplanted. The new plantings shall be in addition to any other plantings previously required for other approved projects, and shall be in addition to any other plantings UCSB has undertaken previously for any purpose. Priority shall be given to tree species that provide food or shelter for local or migrating wildlife. Invasive, non-indigenous plant species that tend to supplant native species shall not be used in campus landscaping plans. Replacement trees associated with the new north field shall be planted in proximity to the Storke wetlands for the purpose of enhancing raptor habitat. The replacement plan shall include a summary, prepared by a qualified biologist, specifying how the proposed new trees will enhance the raptor habitat along the Storke Wetlands.

(2) All landscaping shall consist primarily of native/drought resistant plants. No plant species listed as problematic and/or invasive by the California Native Plant Society, the California Exotic Pest Plant Council, or as may be identified from time to time by the State of California shall be employed or allowed to naturalize or persist on the site. No plant species listed as a 'noxious weed' by the State

of California or the U.S. Federal Government shall be utilized within the property.

B. 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 Long Range Development Plan is required to authorize such work.

12. Water Quality Management Plan (WQMP)

A. Prior to commencement of development, the University shall submit for the review and approval of the Executive Director, two (2) copies of a Final Water Quality Management Plan (WQMP) for the post-construction project site, prepared by a licensed water quality professional, and shall include plans, descriptions, and supporting calculations. The WQMP shall incorporate structural and non-structural Best Management Practices (BMPs) designed to reduce, to the maximum extent practicable, the volume, velocity and pollutant load of stormwater and dry weather flows leaving the developed site. In addition to the specifications above, the plan shall be in substantial conformance with the following requirements:

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

(2) Appropriate structural and non-structural BMPs (site design, source control and treatment control) shall be designed and implemented to minimize water quality impacts to surrounding coastal waters;

(3) Impervious surfaces, especially directly connected impervious areas, shall be minimized, and alternative types of pervious pavement shall be used where feasible;

(4) Irrigation and the use of fertilizers and other landscaping chemicals, including rodenticides, shall be minimized;

(5) Trash, recycling and other waste containers shall be provided within the designated parking areas, north field, and western Storke field expansion areas. All waste containers anywhere within the development shall be covered, watertight, and designed to resist scavenging animals.

(6) Runoff from all roofs, roads and parking areas shall be collected and directed through a system of structural BMPs including the proposed stormwater management system (bioswale), vegetated areas and/or gravel filter strips or other vegetated or media filter devices. The runoff from the parking lot to the wetland shall be pre-treated with a treatment system that will remove sediment, trash/debris, and oil and grease (e.g., CDS unit or equivalent) prior to distribution to the vegetated swales;

(7) Runoff, both irrigated runoff and stormwater runoff, from the western field expansion and north field locations shall be directed through structural BMPs including vegetated areas and/or gravel filter strips or other vegetated or media

filter devices. The system of BMPs shall be designed to 1) trap sediment, particulates and other solids and 2) remove or mitigate contaminants through infiltration, filtration and/or biological uptake.

(8) Post-construction structural BMPs (or suites of BMPs) shall be designed to treat or infiltrate the amount of stormwater runoff produced by all storms up to and including the 85th percentile, 24-hour storm event for volume-based BMPs, and/or the 85th percentile, 1-hour storm event, with an appropriate safety factor (i.e., 2 or greater), for flow-based BMPs;

(9) All BMPs shall be operated, monitored, and maintained for the life of the project and at a minimum, all structural BMPs shall be inspected, cleaned-out, and where necessary, repaired at the following minimum frequencies: (1) prior to October 15th each year; (2) during each month between October 15th and April 15th of each year and, (3) at least twice during the dry season;

(10) Debris and other water pollutants removed from structural BMP(s) during clean-out shall be contained and disposed of in a proper manner;

(11) There shall be no net reduction in clean stormwater runoff to the adjacent wetlands.

(12) The Plan shall specify best management practices regarding fertilizer and pesticide management, irrigation, and inspection for the proposed north field and western Storke Field expansion areas. Best management practices shall be employed as recommended in the California Storm Water Best Management Practices Handbook (2003) pertaining to municipal landscape. The use of pesticides, herbicides, fungicides, fertilizers, and other chemicals shall be minimized.

B. It is the University's responsibility to maintain the drainage system and the associated structures and BMPs according to manufacturer's specifications.

C. The University shall undertake development in accordance with the approved final plans. Any proposed changes to the approved final water quality management plans shall be reported to the Executive Director to determine if a notice of impending development or amendment to the Long Range Development Plan is required to authorize such work.

13. <u>Lighting</u>

A. Any exterior night lighting installed on the housing project site shall be of low intensity, low glare design, and shall be hooded to direct light downward onto the subject parcel(s) and prevent spill-over onto adjacent parcels, including public open space areas, and into the wetland habitat and buffer. The only outdoor night lighting allowed on the subject development is limited to the minimum necessary to light walkways used for entry and exit to the structures, including parking areas on the site. No lighting for aesthetic purposes shall be allowed.

B. Lighting, whether temporary or permanent, of Storke Field and/or the new northern field located is prohibited.

V. FINDINGS FOR THE APPROVAL OF THE LONG RANGE DEVELOPMENT AMENDMENT AND THE RESPECTIVE NOTICE OF IMPENDING DEVELOPMENT, AS CONDITIONED

The following findings support the Commission's approval of the LRDP amendment if modified as suggested in Section III above, and approval of the respective Notice of Impending Development, as conditioned by Special Conditions 1–13 set forth in Section IV above. The Commission hereby finds and declares as follows:

A. AMENDMENT DESCRIPTION (LRDPA 1-04)

The University of California at Santa Barbara (UCSB or University) is requesting an amendment to its Long Range Development Plan (LRDP) to relocate a 17-acre designated student housing on the Storke Campus to an adjacent 11.5-acre site on the southern portion of the existing Storke Field. Storke Field provides approximately 16.5 acres of irrigated turf that is used for recreation and athletic uses. The existing LRDP indicates that the area north and west of Storke Field may be developed with up to 281 apartment units and 900 bed spaces. The amendment is proposed in order to accommodate the proposed 315-unit and 976-bed space San Clemente Housing Project in the revised location.

The proposed amendment would increase the maximum height of the proposed housing from 35 feet to 50 feet, designate the proposed North Field and West Field Expansion areas from Housing to Recreation land uses, assign a Parking designation (associated with other existing student housing) to the existing Parking Lot #38, and apply an Open Space designation to the remainder of the previous housing site including identified wetlands and their 100-foot buffers.

Specifically, the proposed amendment modifies Figure 10 *Land Use and Circulation* (Exhibit 4), Figure 16 *Campus Building Height Limits* (Exhibit 5), and Figure 23 *Storke Campus Plan* (Exhibit 6) of the certified Long Range Development Plan to reflect the revised configuration of the housing site and design of the San Clemente Housing Project. Additionally, the amendment makes text amendments to all references within the 1990 LRDP regarding the number of residential units and bed spaces. The certified LRDP indicates that the student housing site adjacent to Storke Field may provide up to 281 residential units and contain 900 bed spaces. All such references shall be modified to represent the 315-unit and 976-bed space project proposed.

The proposed amendment has been submitted in conjunction with a related notice of impending development (NOID 2-04) for the construction of a 380,000 gross sq. ft., 3-story, 315-unit, 976-bed student housing complex not to exceed 45 ft. in height above existing grade. This project could not be approved without the proposed amendment to the LRDP. Therefore, the proposed amendment to the LRDP to designate a new

potential development site with an assignable development area is necessary in order for the related NOID 2-04 to be found consistent with the certified LRDP.

The subject amendment to the LRDP has two primary functions, the designation of a new building footprint for the San Clemente Housing Project and the assignment of developable housing units/bed spaces and height limits to that footprint. A third component is the assignment of the remainder of the previous housing site as permanent Open Space.

B. IMPENDING DEVELOPMENT AND BACKGROUND (NOID 2-04)

The project site is located on UCSB's Storke Campus, which is located north of El Colegio Road and the community of Isla Vista, west of Stadium Road and east of Los Carneros Road (Exhibits 1-3). The Pacific Ocean is approximately ½ mile south of the project site, and the Goleta Slough and Santa Barbara Municipal Airport are approximately ½ mile to the northeast. The Santa Ynez Mountains are located approximately 5 miles to the north of Storke Campus.

The impending development consists of the construction of a 380,000 sq. ft., three-story, 315-unit, 976 bed, graduate student housing complex, comprised of three housing blocks approximately 35 feet in height with a maximum 44 ft. in height above existing grade. The impending development further includes: a four-level, 622 space parking structure, approximately 35 feet in height and a maximum of 45 ft. in height for elevator overrun; 3 surface parking lots with combined total of 222 parking spaces; western Storke field extension; north athletic field; landscaping; bicycle and pedestrian paths; a 2,500 sq. ft. field house for recreational field users; a stormwater management system; habitat restoration; 49,900 cu. yds. (11,200 cu. yds. cut, 38,700 cu. yds. fill) of grading; and 59,000 cu. yds. of overexcavation.

The proposed housing site is approximately 11.5 acres in area and is located north of El Colegio Road. The proposed residences would be provided in three-story buildings, clustered in three "blocks." Block "A" would be on the eastern end of the project site between Stadium Road and Embarcadero Del Norte. Block "B" would be in the central portion of the site between Embarcadero Del Norte and Embarcadero Del Mar, and Block "C" would be on the western portion of the site between Embarcadero Del Mar and Camino Pescadero. This block pattern corresponds with adjacent street patterns. Landscaped areas, courtyards and pathways would be provided between the proposed buildings to provide active and passive recreation areas, and pedestrian circulation through the site. An existing bicycle path located on the north side of El Colegio Road would be realigned in approximately the same location. A new pedestrian sidewalk would also be provided adjacent to the bike path.

The proposed residential buildings would be developed in a variety of configurations, with some buildings having an east-west orientation, and others having a north-south orientation. The residential buildings would be approximately 35 feet in height. The new buildings would have a Mediterranean architectural style including arches, red tile roofs,

stucco or plaster exterior wall finish, and balconies for second and third-story units. The project includes approximately 9,800 sq. ft. of common facilities for the residences including multi-purpose rooms, laundry facilities, vending machine areas, television and study rooms. Additionally, a 1,600 sq. ft. housing office and lobby building would be located on the eastern portion of the site. Other support facilities include housekeeping, mechanical, and storage facilities.

Existing irrigated turf occupies most (approximately 4.1 acres) of the proposed housing site. Other features currently existing on the proposed housing project site include a Class I bike path, north of and adjacent to El Colegio Road; and four tennis courts, three sand volleyball courts and a golf putting green that are located in the southeast corner of the site. The proposed housing site is generally level and slopes gradually from east to west. The elevation of the site ranges from approximately 40 feet above mean sea level along the eastern perimeter to approximately 20 feet in the southwest corner of the site. Vegetation on the site consists primarily of irrigated turf grass, however, annual grassland and other non-native and invasive plant species are located along the southern portion of the site. Approximately 42 non-native trees, consisting of eucalyptus, casuarinas, and bottlebrush, are located along the southern perimeter of the housing site.

The impending development also includes an expansion of Storke Field to the west and a new, separate athletic field north of Parking Lot #38 (Exhibits 8-10). The western expansion of Storke Field would occupy approximately 1.6 acres of open area west of, and adjacent to, the existing field. The area of the proposed field expansion contains areas of annual grassland and other non-native and invasive species. However, located further to the west of the proposed expansion site are three wetlands. The configuration of the western field expansion is contiguous with the 100-foot wetland buffer from these wetlands, allowing for a total of approximately 14 acres of turf area at Storke Field. As part of the proposed habitat restoration activities, grading would occur along the westernmost end of the new Storke Field configuration, including removal of spoil piles and a recontoured berm would be built between the field and the wetland buffer to discourage pedestrian use and direct stormwater runoff to the north.

The north athletic field area is proposed north of, and adjacent to, Parking Lot 38. The proposed turf area would be approximately 420 feet long by 220 feet wide, providing approximately 2.2 acres of additional field area. There is presently a temporary recyclable material storage facility in a portion of the site proposed for the north field construction. The recyling facility is used primarily to store green waste, dirt, concrete and other materials before being transported off-campus for recycling or disposal. The proposed facility would be removed and there is no project proposed to replace this facility. Mature cypress and eucalyptus trees are interspersed around the perimeter of the recycling facility. Construction of the north field would require the removal of 2 large and 18 smaller eucalyptus trees, as well as a row of cypress trees.

The development of the housing project would require the removal of four tennis courts, a small putting green and three sand volleyball courts located on the eastern end of the project site.

A field house is proposed near the northeast corner of Storke Field to serve the recreational field users. The approximately 2,500 sq. ft., single-story field house provides space for restrooms, concessions, and storage.

A total of 844 parking spaces is proposed to accommodate the 976 students, guests, UCSB staff, maintenance personnel, and vendors associated with the San Clemente Housing development. The 844 spaces would be provided by construction of a four-level parking structure, approximately 35 feet in height (excluding mechanical equipment such as elevator overrun), located on the eastern end of the project site (providing 622 parking spaces) and 222 surface parking spaces in three separate lots near the eastern, central, and western portions of the project site. Access to the parking structure would be via Stadium Road with a secondary service-vehicle access driveway located near the southeast corner of the parking structure. Access to each surface parking lot would be provided from El Colegio Road.

The project includes a stormwater management system to infiltrate stormwater associated with the San Clemente residences. This stormwater management system is proposed west of the housing site, in an undeveloped area east of Los Carneros Road. The vacant area between Storke Field and Los Carneros Road contains some areas of identified wetlands and areas of southern tarplant, a sensitive plant species. Runoff from the housing site would be collected through a system of catch basins and underground pipes located within and adjacent to the development area. Catch basin inserts or storm drain inserts would be provided to filter runoff form the parking areas located on the project site. Runoff from the site would then be conveyed to a series of four infiltration basins. Runoff would be discharged to the first (southernmost) basin, where most of the sediment carried by the runoff would settle out. After runoff water reaches the final basin, it would be conveyed by an underground pipe to the exiting drainage channel located east of Los Carneros Road and north of Parking Lot #38. Runoff water from the proposed system would ultimately be discharged to the off-site drainage channel at a controlled rate such that the proposed project would not result in a substantial increase in peak stormwater flow discharge. The interior of the basins and the area surrounding basins would be landscaped with native plants and grasses as proposed in the *Habitat Restoration and Enhancement Plan* prepared by the Morro Group, Inc. dated April 20, 2005. Basin plantings would include establishment of low marsh, transitional marsh, and high marsh habitats.

As proposed, the stormwater management system basins would be constructed within the 100-foot buffer of delineated wetlands. As originally proposed, approximately 1.1 acres of wetland buffer (approximately 47,000 sq. ft.) would be disturbed as a result of the stormwater management plan; however, a revised conceptual plan, dated June 14, 2005, submitted by the University reduces the wetland buffer disturbance to approximately 9,000 sq. ft.

Additionally, southern tarplant, a special-status plant species, listed by the California Native Plant Society as rare, threatened, or endangered in California and elsewhere, has been identified in the project area between Storke Field and Los Carneros Road.

Six large areas of tarplant were mapped by the Morro Group during a May 2005 survey (Exhibit 15). The largest contiguous area was estimated to have 2,402 individuals. The other five areas were estimated to have between 30 and 238 individuals. Additionally, the survey identified several scattered areas of individual tarplants, located away from the main concentrations of tarplant. Due to the rare and sensitive nature of this species, in combination with the density and distribution of the population, the six contiguous areas of tarplant were determined to be environmentally sensitive habitat areas by the Commission's biologist. However, the scattered individual plants do not constitute ESHA. The proposed bioswale system would be located as close as 30 to 40 feet from designated tarplant ESHA. Additionally, approximately 24 individual tarplants would be removed as a result of the wetland buffer restoration project. These 24 individuals are isolated individuals that are not determined to be ESHA.

The University is proposing to restore all areas within the 100-foot wetland buffer of the three freshwater marsh wetlands to the west of the housing site (Exhibits 15 and 19), with the exception of the area approved for the bioswale basins. The University has submitted a *Habitat Restoration and Enhancement Plan* prepared by the Morro Group, Inc. dated April 20, 2005 which includes a planting plan, planting specifications, and irrigation plan. Restoration activities include the removal of non-native plant species, the removal of existing dirt spoils and restorative grading, and planting native species. The proposed restoration activities further include the removal of an area of ice plant within the 100-foot buffer of the Storke Wetlands, adjacent to the new north field.

C. LRDP AMENDMENT 1-04 CONSISTENCY

The proposed amendment is a project-driven amendment that would allow for the development of the University's graduate student housing project on Storke Campus. The amendment would relocate the existing housing site to an adjacent site, increase the number of units and bed spaces allowed under the LRDP, and increase the allowable height on Storke Campus. This amendment raises issue with respect to the sensitive habitat, visual resource, and public access protection policies of the Coastal Act, as discussed below. The amendment revisions are not anticipated to raise concerns with regard to water quality, geology, or archaeology. However, the proposed siting and design of the housing project and associated development proposed under the accompanying Notice of Impending Development may raise specific concerns with respect to coastal resources, as discussed, and where necessary modified, in other sections of this report.

Environmentally Sensitive Habitat Areas and Wetlands

The Coastal Act requires the protection of environmentally sensitive habitat areas (ESHA) against any significant disruption of habitat values. No development may be permitted within ESHA, except for uses that are dependent on the resource. Section 30240 of the Coastal Act further requires that development adjacent to ESHA be sited and designed to prevent impacts that would significantly degrade ESHA and to be compatible with the continuance of the habitat areas. Sections 30230 and 30231 of the

Coastal Act mandate that marine resources and coastal water quality shall be maintained and where feasible restored, protection shall be given to areas and species of special significance, and that uses of the marine environment shall be carried out in a manner that will sustain biological productivity of coastal waters.

Pursuant to the LRDP amendment, the existing 17-acre student housing site north and west of Storke Field would be moved to the 11.5-acre site in the southern portion of Storke Field. The previously certified 17-acre site is almost entirely comprised of open space areas (including delineated wetland and southern tarplant areas) with some existing development interspersed including Parking Lot #38, a recycling transfer facility, and student gardens. The revised location would avoid wetland, wetland buffer, and areas of southern tarplant, thereby avoiding environmentally sensitive areas. However, approximately 3.8 acres of open space would be developed for construction of the proposed recreation facilities: the western Storke Field expansion and the new north field. The proposed housing site is in a location of existing disturbed area, primarily irrigated area of the existing Storke Field as well as a bicycle path and informal pedestrian path. Consequently, the revised location is, overall, an environmentally superior alternative to the site identified in the certified LRDP and would provide additional protection of resources by placing development further from identified sensitive habitat areas.

To ensure permanent protection of the sensitive resources that have been identified in conjunction with the San Clemente Housing Project since certification of the LRDP, consistent with Section 30240 of the Coastal Act, the Commission finds that **Suggested Modification One (1)** is necessary to formally designate the ESHA on Figure 28 of the LRDP.

Visual Resources

Coastal Act Section 30251 requires that visual qualities of coastal areas be considered and protected, landform alteration shall be minimized, and where feasible, degraded areas be enhanced and restored. This policy requires that development be sited and designed to protect views to and along the ocean and other scenic coastal areas. This policy also requires that development be sited and designed to be visually compatible with the character of surrounding areas. Prominent visual features of the eastern portion of Storke Campus include the open turf area of Storke Field, Harder Stadium, the Facilities Management complex, the Central Stores and Receiving Building, Storke Wetlands, and the adjacent open space north and west of Storke Field. The Storke Campus is located directly across from the community of Isla Vista, developed with an array of two- and three-story housing complexes. The use and character of the proposed housing and proposed athletic field sites and the vicinity are primarily recreation and natural open space.

The LRDP contains 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, primarily through building height restrictions. Buildings on the campus range in height from one to three story structures up to 114

feet in height. Main Campus buildings are developed 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, allowing views from inland buildings to the coast and providing "stepped-levels" of development which sets back the larger campus buildings from surrounding areas and reduces the impact of new structures on scenic and visual qualities. The proposed housing site is located on the Storke Campus, adjacent to Main Campus on the other side of Stadium Road. Under the certified LRDP, all development envelopes in and around this location are restricted to a maximum of 35 feet in height above existing grade, including the existing housing site in the certified LRDP (Exhibit 5).

The proposed amendment would allow for a new development site at an increased density and a maximum height of 50 feet (note, as proposed the San Clemente Housing project does not reach a height of 50 feet above grade). While the new site configuration is necessary to avoid sensitive habitats (see discussion in preceding section), the new location would site the development closer to El Colegio Road, a major roadway through Isla Vista to access the campus, and a designated coastal route in the LRDP. Although the proposed housing project will not block views of the ocean from any public areas, it will partially block mountain and open area views from El Colegio Road. In addition, the new location has the potential to more substantially impact the visual quality and character of the area by allowing a much larger mass of development adjacent to a coastal thoroughfare. A height of 50 feet, rather than the certified 35 feet, would allow for substantially higher building heights on the north side of El Colegio Road in comparison to existing residential complexes on the south side of El Colegio Road. Given the disproportionality of the proposed maximum height limit with existing development, as well as the discontinuity with the height requirements on Storke Campus and adjacent areas of Main Campus in the certified LRDP, the Commission finds that visual resources and community character could be degraded by allowing a maximum height of 50 feet in the proposed location.

Therefore to ensure consistency with the surrounding character to the maximum extent feasible pursuant to Section 30251 of the Coastal Act, the Commission requires **Suggested Modification Two (2)** to revise Figure 16 of the LRDP to designate a maximum building height of 35-45 feet in the location of the housing development as shown in Exhibit 7 of this staff report. The Commission finds that a height limitation of 35-45 feet above existing grade for development at the new housing site is necessary to ensure compatibility with the surrounding environment and existing development. As further detailed in **Suggested Modification Three (3)**, this height limit will be a graduated increase from a maximum of 35 feet at El Colegio Road and gradually increasing to a maximum of 45 feet above existing grade as the development approaches Storke Field. Maximum heights as calculated in the LRDP do not include the additional height of mechanical or electrical equipment placed on the rooftops of the buildings. The elevator overrun would therefore not be calculated as part of the total maximum height of the parking structure. Suggested Modification 3 adds additional policy language to set back the mechanical and electrical equipment as far as feasible

from El Colegio Road, and to camouflage equipment behind screening or other architectural features.

Public Access

Section 30252 of the Coastal Act states, in part, that the location and amount of new development should maintain and enhance public access to the coast by facilitating the provision or extension of transit service and providing adequate parking facilities or providing substitute means of serving the development with public transportation. Coastal access is generally viewed as an issue of physical supply, and is dependent not only on the provision of lateral access (access along a beach) and vertical access (access from an upland street, bluff or public park to the beach), but also the availability of public parking (including on-street parking). In past Commission actions, the Commission has found that the availability of public parking (including on-street parking) constitutes a significant public access and recreation resource and is as important to coastal access as shoreline accessways.

The amendment would result in the relocation of the student housing site onto Storke Field, and would increase the number of total bed spaces and units approved for graduate student housing on Storke Campus. The development of this site, including the increase in the number of residents proposed in this location, has the potential to adversely affect public access by contributing to parking congestion in the adjacent Isla Vista community. (*See Section V.E., Public Access, of this staff report, for a detailed discussion of the background and history of public access and parking related issues.*)

The Commission has recently given direction, in its discussion of a proposed parking management program for Isla Vista, that future University housing projects be carefully examined to ensure that they do not exacerbate the existing parking problems in Isla Vista. It is particularly important in this case to examine parking issues, given the site's proximity to Isla Vista and the potential challenges of managing parking which is free on Isla Vista streets but will require a fee for University-related parking. Though the Isla Vista Master Plan and Isla Vista Parking Program have been proposed, there is presently no workable solution in place that addresses the existing parking congestion in and around the project site. Therefore, though proponents of alternative transportation methods and the parking program believe that there are future ways of dealing with the parking issue, there is currently no assurance that a viable solution to the parking congestion in Isla Vista would be in place for the life of this project.

The lack of available on-site parking for all residents of the proposed housing project would serve to displace on-street parking in the Isla Vista community since it would be expected that students/residents would park on adjacent streets. Consequently, it is imperative that the San Clemente Housing project be designed to be self-sustaining with regard to parking demand. The project will provide housing for UCSB graduate students, with each graduate student having his/her own bedroom. Though the housing project site is ideally located to serve graduate students in a manner that would encourage alternative forms of transportation (e.g., walking and/or biking distance to the University, Isla Vista amenities, the coast, etc.), the specific conditions regarding the

location and development of this project warrant a conservative estimate of parking needs. At a minimum, a conservative estimate would ensure that every resident has an assigned parking space. Though not every student is anticipated to have a vehicle, the specific assignment of a parking space to each resident could be valuable in reducing parking congestion in the area. For instance, guests of the residents may use the parking space at their convenience rather than searching for parking on Isla Vista streets or paying for parking on an as-needed basis in nearby University lots.

Consistent with Coastal Act Section 30252, the Commission finds that the parking associated with the proposed housing project site must be adequate for the entire population of residents, in order to avoid contributing to cumulative adverse impacts to the existing parking congestion in the community of Isla Vista. To ensure that the proposed project is designed to provide adequate parking facilities consistent with Coastal Act Section 30252, the Commission requires **Suggested Modification Four (4)** to provide one new parking space for each bed in graduate student housing, plus an additional ½-space per unit to serve visitors, staff and other parking needs of the residents. Existing parking spaces in other existing campus parking lots shall not be used to satisfy this requirement.

For the reasons discussed above, the Commission finds that the proposed amendment to the LRDP, only as modified, is consistent the policies of the Coastal Act. Further, the implementation of the proposed project pursuant to NOID 2-04, as conditioned in Conditions 1-13 to address the project-specific impacts that may affect coastal resources, is consistent with the certified LRDP only as amended by LRDP amendment 1-04, as modified.

D. WETLANDS AND ENVIRONMENTALLY SENSITIVE HABITAT AREA (NOID 2-04)

Coastal Act Section 30230, which has been included in the certified LRDP, states that marine resources shall be maintained, enhanced and where feasible restored and that special protection shall be given to areas and species of special biological significance. Section 30231 of the Coastal Act, which has also been included in the certified LRDP, states, in part, that the quality of coastal waters, streams, and wetlands shall be maintained and where feasible restored. Section 30233 of the Coastal Act, included in the certified LRDP, states, in part, that the diking, filling, or dredging of wetland areas shall not be allowed with the exception of development for incidental public services, restoration purposes, and nature study or aquaculture. Further, Section 30240 of the Coastal Act, which has been included in the certified LRDP, states that environmentally sensitive habitat areas (ESHAs) shall be protected and that only uses dependent upon such resources shall be allowed in such areas. Section 30240 also requires that development in areas adjacent to ESHA shall be sited and designed to prevent impacts which would significantly degrade such areas.

In addition, the LRDP contains several policies which require the protection of ESHA and wetland areas. For instance, Policy 30231.1 requires that identified Campus

wetlands and coastal waters be protected from increased sedimentation or contamination from new development. Policy 30231.2 requires that new development be designed to minimize soil erosion and to direct runoff away from coastal waters and wetlands. Subpart (*l*) of Policy 30231.2 of the LRDP also requires that development adjacent to the 100 ft. buffer surrounding campus wetlands shall not result in adverse effects to campus wetlands. Further, Policy 30231.3 of the LRDP requires that the area surrounding campus wetlands shall be reserved as open-space buffer.

LRDP Policy 30240(a).8 states that pedestrians and bicycles shall be encouraged to remain on existing trails, and signs shall be posted. Policy 30240(b).4 requires that all new lighting on Storke Campus be kept at the minimum level which strikes a balance between safety and habitat protection and designed to avoid glare onto adjacent properties. Policy 30240(b).9 provides that new buildings shall be setback a minimum of 100 feet from the seasonal limits of Storke Wetlands. Policy 30240(b).14 states that "no more than 281 units of student housing shall be developed north and west of the Storke recreational fields on the Storke Campus in the area so designated for such housing on the Land Use and Circulation map, at an approximate overall density of 16 units per acre."

The certified LRDP does not identify any ESHA in the project area. However, both wetlands and sensitive plant species have been identified in conjunction with surveys completed for the proposed housing project. The vacant area between Storke Field and Los Carneros Road contains three areas of identified fresh water marsh wetlands and areas of southern tarplant, a sensitive plant species (Exhibit 15).

Wetland Buffer

Section 30240 of the Coastal Act, which has been included in the certified LRDP, requires that existing environmentally sensitive habitat areas, such as wetland areas, shall be protected against any significant disruption of habitat values, and that development in areas adjacent to significant habitat areas shall be sited and designed to prevent adverse effects which would degrade such areas. The Commission notes that unless adequate buffer areas are provided for, new development will result in adverse effects from contaminated and increased runoff, increased erosion, displacement of habitat, and disturbance to wildlife dependent upon such resources. Applications for proposed development that have come before the Commission have typically provided for a 100 ft. open-space buffer between new development and ESHA and wetland areas, and when not proposed by the applicant, such buffer areas have been required by the Commission to protect those resources. Buffer areas are undeveloped lands surrounding resource areas, such as wetlands, to be protected. These areas act to protect the wetland or ESHA resource from the direct effects of nearby disturbance (both acute and chronic), and provide the necessary habitat for organisms that spend only a portion of their life in the wetland such as amphibians, reptiles, birds, and mammals. In addition, Policy 30231.3 of the LRDP requires that the area surrounding wetlands shall be preserved as open space buffer and Policy 30231.2(*l*) of the LRDP requires that "new development adjacent to the required 100-

foot building setback surrounding the upland limit of the wetland shall not result in significant adverse impacts" to the wetland.

Three depressional freshwater marsh areas are located to the west of the housing site, between the housing site and the proposed stormwater management system. Two of the areas are linear depressions that collect runoff from the adjacent mowed grassland areas to the south and west. These areas contain a mixture of annual grasses and seasonal wetland plants, including ryegrass (*Lolium mulitflorum*), curly dock (*Rumex crispus*), prickly ox-tongue (*Picris echioides*), Bermuda grass (*Cynodon dactylon*), and English plantain (*Plantago lanceolata*), but do not provide suitable habitat for aquatic or semi-aquatic wildlife species. The third marsh area is a roughly triangular depression that receives excess irrigation and stormwater runoff from Storke Field. This area is dominated by perennial wetland species, and contains California bulrush (*Scirpus californicus*), spikerush (*Eleocharis macrostachya*), mulefat (*Baccharis salicifolia),* brass buttons (*Cotula coronopifolia*), Bermuda grass, and saltgrass (*Distichlis spicata*). These three areas of freshwater marsh also contain occurrences of southern tarplant (*Centromadia parryi* ssp. *Australis*), a sensitive plant species. These three areas of marsh are separate from the area known as "Storke Wetlands", located immediately north.

Additional freshwater marsh and riparian habitat is provided within a County-owned drainage channel located along the east side of Los Carneros Road and north of Parking Lot #38. This drainage channel accepts runoff from the housing project site, Storke Field, and a portion of the Isla Vista community. This channel extends northward several hundred feet before discharging into the Storke Wetlands.

Though all proposed housing and parking structures/lots are located outside of the 100-foot wetland buffer, the project includes a stormwater management system which would be located partially within the buffer of the three freshwater marsh wetlands. The stormwater management system is designed to infiltrate stormwater associated with the San Clemente housing development. The stormwater management system is proposed west of the housing site, in an undeveloped area east of Los Carneros Road. Runoff from the housing site would be collected through a system of catch basins and underground pipes located within and adjacent to the development area. Catch basin inserts or storm drain inserts would be provided to filter runoff from the parking areas located on the project site. Runoff from the site would then be conveyed to a series of infiltration basins. Runoff would be discharged to the first (southernmost) basin, where most of the sediment carried by the runoff would settle out. After approximately two feet of water accumulates in the first basin, the water would overtop a spillway and be transferred to the second basin. Other similar spillways would transfer water to the final basins. After runoff water reaches the final basin, it would be conveyed by an underground pipe to the existing drainage channel located east of Los Carneros Road and north of Parking Lot #38. Runoff water from the proposed system would ultimately be discharged to the off-site drainage channel at a controlled rate such that the proposed project would not result in a substantial increase in peak stormwater flow discharge.

Each of the proposed basins would have a maximum depth of approximately three feet below surrounding grade and 3:1 side slopes. The interior of the basins and the area surrounding basins would be landscaped with native plants and grasses as proposed in the *Habitat Restoration and Enhancement Plan* prepared by the Morro Group, Inc. dated April 20, 2005. Basin plantings would include establishment of low marsh, transitional marsh, and high marsh habitats.

As proposed, the stormwater management system basins would be constructed partially within the 100-foot buffer of delineated wetlands (Exhibit 16). As originally proposed, approximately 1.1 acres of wetland buffer (approximately 47,000 sq. ft.) would have been disturbed as a result of this project. However, at staff's request, the University has submitted a revised conceptual plan to reconfigure the stormwater management system to minimize the footprint of the stormwater management system basins within the 100-foot wetland buffer to the maximum extent feasible. The new system would have the same capacity but would be more linear, and the previously proposed berms separating the bicycle path from the area would be eliminated. As revised, the stormwater basins would be setback a minimum of 65 to 80 feet from the delineated wetlands and would only occupy approximately 9,000 sq. ft. of the buffer area.

The Commission notes that proposed development, if constructed immediately adjacent to the ESHA and wetland areas on site without any open-space buffer, will result in adverse effects to sensitive habitat resources including: contaminated and increased runoff, increased erosion, and displacement of habitat. In addition, the daily presence of the 976 students to be housed by the proposed development will also result in several adverse effects to the habitat resources on site including: trampling of vegetation, increased erosion from volunteer trails, and disturbance to wildlife. The Commission further notes that the provision of a 100 ft. open-space buffer between the proposed development and the existing significant habitat resources on site will serve to minimize both the direct and indirect adverse effects to ESHA and wetland areas located adjacent to the proposed development.

In past Commission actions, the Commission has typically required that new development be located at least 100 feet from wetland areas, including stormwater management systems. However, in this unique case, there is no alternative location where the stormwater management system could be relocated in order to provide a 100 foot buffer. The Commission's biologist has determined that the presence of the reconfigured stormwater infiltration basins in the wetland buffer is acceptable, in this case, because the nature and intensity of the stormwater management system would still be conducive to wildlife movement and native habitats such that no fuel modification is required; no lighting would be necessary now or in the future; construction disturbance and noise would occur only during initial development except for periodic maintenance of the basins to maintain capacity; and the proposed habitat restoration of the remaining buffer would enhance the currently degraded habitat to provide a significant connection with the large contiguous undeveloped habitat area comprised of Storke Wetlands and surrounding open space and buffer areas. Additionally, the stormwater management system itself will benefit receiving wetlands

by improving the overall quality of runoff that that ultimately drains to the Storke Wetland complex, and will itself provide some limited wetland function as a result of the establishment of low marsh, transitional marsh, and high marsh habitats. Furthermore, staff notes that there is no alternative location in the vicinity that would accommodate this structure and therefore the water quality benefits would be lost.

The University is proposing to restore and enhance all portions of the site within the wetland buffer. This will serve to offset the reduction in the wetland buffer as well as the direct and indirect impacts associated with the densely populated housing project. The planting of native vegetation, fencing, and signage will provide a long-term barrier that will help protect the wetlands from trespass, erosion, and disturbance of wildlife. Restoration activities include the removal of non-native plant species, the removal of existing dirt spoils and restorative grading, and planting native species.

For the above reasons, the Commission finds that the presence of the reconfigured stormwater management system partially within the wetland buffer will be consistent with Policy 30231.3 and Policy 30231.2(*l*) of the LRDP and Section 30240(b) of the Coastal Act because it will allow for the preservation of the wetlands and open space, and will not result in adverse impacts to the wetland. However, to ensure that the footprint is consistent with the revised proposal, **Special Condition Two (2)** requires the University to submit final engineered project plans for the stormwater management system in substantial conformance with the conceptual plan, dated June 14, 2005.

The Commission further finds that the proposed restoration of the remaining open space is an integral part of the project proposal, in order to offset the reduced wetland buffer as a result of the stormwater management system and the direct and indirect impacts associated with a densely populated housing community. Therefore to ensure consistency with Policy 30231.3 and Policy 30231.2(*l*) of the LRDP, the Commission finds that **Special Condition Eight (8)**, *Habitat Restoration, Enhancement, and Monitoring Program*, is necessary to guarantee that the habitat restoration is successfully implemented. Pursuant to Special Condition 8, the University shall submit a final Habitat Restoration, Enhancement, and Monitoring Program prepared by a qualified biologist or environmental resource specialist in substantial conformance with the *Habitat Restoration and Enhancement Plan* prepared by the Morro Group, Inc. dated April 20, 2005. Among other requirements, Special Condition 8 requires that all areas of the site within the 100 ft. wetland buffer be restored and enhanced consistent with the proposed habitat restoration plan.

The Habitat Restoration, Enhancement, and Monitoring Program shall include, at a minimum, the removal of any and all invasive plant species on the site; revegetation of disturbed areas with appropriate native species, including areas where invasive and non-native plants were removed; a program to provide formal written notice to the occupant(s) of the San Clemente Housing Project of the wetland protection goals and objectives and statement that any activities within the wetland are strictly prohibited; and the installation of a permanent split-rail, or other wildlife permeable, fence and instructional signage to protect the remaining wetland habitat against impacts from humans, as required in Special Condition 8.

Special Condition 8 requires that fencing be installed along the wetland buffer as proposed by the University to protect the remaining wetland habitat against impacts from post-construction activities. The Habitat Restoration, Enhancement, and Monitoring Program shall include final fencing designs which illustrate that the design will allow free passage of wildlife. No chainlink fencing shall permissible anywhere on the property. The fence shall have signs posted to discourage entry. Permanent signage, as required in Special Condition 8, shall be posted along the wetland buffer fence to inform the public about the sensitive wetland resource and the enhancement activities. The language shall notify the public that the area contains sensitive wetland habitat and that activities or entrance into the fenced area is not allowed. These signs shall be maintained in good condition for the life of the development and, when necessary, shall be replaced with new signs that comply with the plans approved pursuant to this notice of impending development. The final program shall specify the location, size, design, and content of all signs to be installed. A minimum of ten signs shall be placed in conspicuous locations along the wetland buffer fence.

Furthermore, Special Condition 8 requires the Habitat Restoration, Enhancement, and Monitoring Program to include provisions for on-going habitat restoration area maintenance/management and specific maintenance requirements for the stormwater management system. The Plan shall contain detailed information regarding the implementation of enhancement activities, such as timing, methods, and location of removal, planting, etc. Maintenance (including mowing or other plant cutting or removal) of the stormwater management system shall be limited to the minimum necessary to maintain the function and capacity of the system. Access to the bioswale system will not require maintenance equipment or personnel to enter the wetland buffer at any time, except for within the actual footprint of the basins.

The proposed 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 petroleum, cleaning products, pesticides, and other pollutant sources. The use of insecticides, herbicides, or any toxic chemical substances has the potential to significantly degrade the habitat restoration area. These impacts reduce the biological productivity and the quality of coastal waters. Therefore, in order to ensure that adverse effects to the habitat resources on site are minimized and that the impending development will be consistent with the certified LRDP, Special Condition 8 prohibits herbicides and grass cutting, with one exception. Mowing or other removal of vegetation may occur within the boundaries of the stormwater management system, where necessary to maintain the function and capacity of the basins.

The success of the habitat restoration shall be monitored for five years, with interim reports submitted to the Executive Director. The reports shall describe the implementation of the approved restoration program in narrative and photographs and report any problems in the implementation and their resolution. At the end of the five year monitoring period, if the restoration and enhancement project has in part, or in whole, been unsuccessful, the University shall submit a revised or supplemental

program to compensate for those portions of the original program which did not meet the approved success criteria.

Additionally, within the *Habitat Restoration and Enhancement Plan* (April 20, 2005) submitted by the University, a pedestrian path is shown crossing through the habitat restoration area from Parking Lot 38 to the bike path along Los Carneros Road. The pathway crosses through a 30-foot gap between the two linear wetlands, as close as 10 feet from the wetland boundary and through an area with southern tarplant. The University asserts that the path is not a major throughway and is intended primarily to support passive recreational interests and showcase the restoration project. In past actions, the Commission has approved pathways in buffer areas. However, in order to ensure that the extreme proximity to the wetland will not create problems of erosion and trespass in an area that is being restored to provide viable and functioning habitat, the Commission requires the University to submit specific revised plans showing that the proposed pedestrian path avoids wetlands and tarplant, as shown in Exhibit 18, pursuant to **Special Condition Two (2)**. No southern tarplant would be removed as a result of the revised route. To protect the adjacent sensitive resources, Special Condition 2 restricts construction of the trail to a three- to four-foot compacted soil path. Alternately the trail may be constructed of Class 2 road material. Class 2 road material is small, irregular, includes a lot of fines, and as a result the particles tend to interlock and form a stable surface. Decomposed granite shall not be used due to its relatively uniform particle size which does not interlock and form a stable base. Decomposed granite has a tendency to migrate off the trail, which could adversely affect the nearby resources. Further, the trail shall be identified by a low-profile, maximum 42-inch high, post and cable or other open fencing, acceptable to the Executive Director. Signage shall be placed along the fence which explains the presence of the sensitive habitats and discourages trespass outside of the designated walkway.

Further, the Commission finds that the presence of a qualified biologist is necessary to ensure that there is no encroachment into buffer areas or sensitive resource areas during construction, other than the bioswale and habitat restoration activities approved pursuant to this NOID. Therefore, **Special Condition Four (4)** has been required to ensure that an independent qualified biologist or environmental resource specialist shall be present on site during any grading and construction activity for the new north field, western Storke Field expansion, and western parking lot area. Additionally, the biological monitor shall be present during all tree and vegetation removal (not including Storke Field turf removal); installation of wetland buffer fencing, silt fencing and erosion control best management practices; and all habitat restoration activities and bioswale construction,

Southern Tarplant

Southern tarplant is a special-status plant species listed by the California Native Plant Society as rare, threatened, or endangered in California and elsewhere. Southern tarplant occurs primarily on the margins of marshes and swamps, and within valley and foothill annual grassland habitats containing vernal pools, in southern and Baja California. It is often found in disturbed sites near the coast and alkaline soils and

typically blooms from May through November. Southern tarplant has been documented as occurring within the Goleta/Isla Vista area.

Southern tarplant has been identified in the project area between Storke Field and Los Carneros Road. Six large areas of tarplant were mapped by the Morro Group during a May 2005 survey (Exhibit 15). The largest contiguous area was estimated to have 2,402 individuals. The other five areas were estimated to have between 30 and 238 individuals. Additionally, the survey identified several scattered areas of individual tarplants, located away from the main concentrations of tarplant. Due to the rare and sensitive nature of this species, in combination with the density and distribution of the population, the six contiguous areas of tarplant were determined to be environmentally sensitive habitat areas by the Commission's biologist. However, the scattered individual plants do not constitute ESHA.

Though the proposed housing development, west field expansion, and new north field are located more than 100-feet from the southern tarplant ESHA, the project includes a stormwater management system which would be located as close as 30 feet to the west of the main concentration of tarplant, along approximately the southern half of the designated ESHA (Exhibit 16). The stormwater management system is designed to infiltrate stormwater associated with the San Clemente housing development for flood control and water quality purposes. As originally proposed, tarplant would have been removed as a result of this project. However, at Commission staff's request, the University has submitted a revised conceptual plan (dated June 14, 2005) to reconfigure the stormwater management system to setback the footprint of the stormwater management system basins to the maximum extent feasible. The new system would have the same capacity but would be more linear, and the previously proposed berms separating the bicycle path from the area would be eliminated. The revised configuration does not require the removal of any tarplant for the bioswale system.

As mentioned above, the bioswale system would be located as close as 30 to 40 feet from designated tarplant ESHA. A 50-foot ESHA buffer is typically the minimum required to protect sensitive plant species, such as southern tarplant. Though the bioswale system would infringe on the 50-foot ESHA buffer, the proximity of the bioswale, in this particular case, was determined by the Commission's biologist to avoid any adverse impacts to tarplant because the nature and intensity of the stormwater management system would still be conducive to open space and native habitats; no fuel modification would be required; periodic maintenance of the basins to maintain capacity would not result in equipment or personnel intruding further into buffer; and the areas around the tarplant ESHA would be restored as part of the habitat restoration of the wetland buffer. Additionally, the stormwater management system itself will benefit coastal waters by improving the overall quality of runoff that that ultimately drains to the Storke Wetland complex. Furthermore, staff notes that there is no alternative location in the vicinity that would accommodate this structure and therefore the water quality benefits would be lost.

Approximately 24 individual tarplants would be removed as a result of the wetland buffer restoration project. These are not within the six designated ESHA sites, but are isolated, scattered individuals that were determined not to constitute ESHA. The individuals would be lost as a result of restorative grading, to remove historic soil piles, in the area east of the existing wetlands. To mitigate for loss of individual plants, **Special Condition Eight (8)** requires the University to submit a Habitat Restoration, Enhancement, and Monitoring Program prepared by a qualified biologist or environmental resource specialist, for the 3:1 replacement of southern tarplant areas removed in conjunction with the proposed habitat restoration activities. The target population shall be replaced at a minimum of 3 tarplant specimens for each 1 removed. The tarplant mitigation area shall be located in approximately the same area, after the restorative grading. Tarplant shall be grown from seed or seedlings. Success of the tarplant mitigation shall be determined when the target number are documented to grow to maturity, flower, and seed.

Within the *Habitat Restoration and Enhancement Plan* (April 20, 2005) submitted by the University, a pedestrian path is shown crossing through the habitat restoration area from Parking Lot 38 to the bike path along Los Carneros Road. The pathway crosses through a 30-foot gap between the two linear wetlands and directly through an area of southern tarplant. The University asserts that the path is not a major throughway and is intended primarily to support passive recreational interests and showcase the restoration project. The routing of a trail through tarplant ESHA would not be consistent with Section 30240 of the Coastal Act, included within the certified LRDP. Therefore, the Commission requires University to reroute the proposed pedestrian path to avoid the tarplant, as shown in Exhibit 18, pursuant to **Special Condition Two (2)**. No southern tarplant would be removed as a result of the revised route. The revised route would still be located within tarplant buffer area; however, the amount of use is not anticipated to be extensive since the revised route is limited in length through the habitat area; it is not connected to other pathways that are attractive for hiking or jogging; and its intended use is for education and research purposes. The route connects the west end of Parking Lot #38 to Los Carneros Road, but does not provide a main thoroughfare for any particular group of users to a given destination. Therefore, the trail is anticipated to receive limited traffic and low-impact uses. However, to ensure that there are no adverse impacts as a result of such use, Special Condition 2 further requires limits the construction of the trail to a compacted soil, or Class 2 road material, path and further requires a low-profile post and cable fence with environmental signage to prevent trespass. These requirements ensure that wetland and ESHA resources are protected consistent with Coastal Act Section 30240 and LRDP Policy 30240(a).8 which states that users shall be encouraged to remain on existing trails, and signs shall be posted.

Raptors & Tree Protection

LRDP Policy 30251.7 requires trees to be retained to the maximum extent feasible to preserve existing native and significant stands of trees. Preservation of healthy, mature stands of trees are important for the protection of habitat areas and the scenic and visual qualities of the area. Such trees can prevent the erosion of hillsides and stream

banks, moderate water temperatures in streams through shading, provide food and habitat, including nesting, roosting, and burrowing to a wide variety of wildlife species, contribute nutrients to watersheds, and are important scenic elements in the landscape. Due to past development impacts, or other historical land uses, individual trees exist that may not be part of a larger intact habitat area. In such cases, native or significant stands of trees must still be protected. Native trees that are not part of a larger, intact habitat may nonetheless provide nesting or roosting habitat for raptors and other birds that are rare, threatened, endangered, fully protected, or species of special concern. It is critical to such species that the tree habitat be protected.

Construction of the proposed parking structure would require the removal of three to five eucalyptus trees along Stadium Road. The proposed northern expansion of Storke Field would require the removal of the entire cypress tree windrow (18 trees) located on the southern portion of the project site, and two large eucalyptus trees (over 24 inches dbh) and eighteen smaller eucalyptus trees (less than 10 inches dbh) from the eucalyptus windrow located on the northern boundary of the site. Additional pruning of the remaining trees would likely be necessary for safety purposes.

As reported in the Final EIR for the subject project, no special-status wildlife species or any active bird nests were observed in the 2002 or 2003 field surveys undertaken for the San Clemente Housing Project. However, the FEIR reports that the windrows of eucalyptus and cypress located along the eastern and northern boundaries of Storke Field may provide suitable roosting and nesting habitat for a variety of raptors, including red-shouldered hawk, red-tailed hawk, white-tailed kite, and other common bird species. Additionally, the casuarinas and eucalyptus trees present along the north side of El Colegio Road may also provide limited nesting habitat for birds and raptors.

Observation of the study area on May 23, 2005 indicated that there is no current raptor nesting in the trees proposed for removal. However, staff from the Center for Biodiversity and Ecological Management has indicated that there is one raptor (red-tailed hawk) nest in the area approximately 300 feet from the proposed north field. The white tailed kites, which in past years have nested in a tree north of Harder Stadium over 500 feet from the proposed north field, were not observed in May 2005. Further, the University submitted a records compilation of raptor nesting in the area south of Storke Wetlands between Harder Stadium and Los Carneros Road which documents the history of raptor use of the grove where the trees will be removed is intermittent and does not document use in recent years. However, the history does indicate that in general, the large, contiguous stands of trees south of Storke Wetlands have served as nesting habitat in the past. With that data in mind, the trees to be removed could serve as potential nesting habitat.

Construction of the project area is anticipated to occur over the course of approximately 2½ years. If raptor nesting occurs in these trees in the future, construction during the breeding season (approximately March 1 through August 15) may cause these species to abandon nests. To ensure that the potential impacts to nesting raptors are minimized and that no breeding/nesting activity is present in the vicinity, **Special Condition Seven (7)** requires that a qualified biologist or environmental resources specialist conduct a

biological survey of raptor habitat. A survey by the biologist shall be conducted no more than 7 days prior to construction in order to determine whether active nests are present with 200 feet of the area to be disturbed by grading and construction. If raptor nests are present within the 200-foot zone, recommendations regarding minimizing impacts during construction shall be provided, including but not limited to, setbacks, fence protection, restrictions on construction scheduling, etc. Said recommendations shall be subject to the review and approval of the Executive Director prior to commencement of construction. Should the Executive Director determine that impacts on survival of young cannot be eliminated by the proposed recommendations, construction within 200-feet of active nests shall be suspended until the young have fledged.

Though the trees are not considered environmentally sensitive habitat in and of themselves, the cumulative removal of trees in and around the campus has the potential for long-term impacts to biological resources such as migratory avian species. In this case, given the proximity of the proposed development site to the Storke Wetlands, Goleta Slough, surrounding open space, and known areas of nesting habitat, the loss of trees would reduce habitat value to nearby, off-site environmentally sensitive habitat areas. Therefore, to mitigate for the loss of trees consistent with Policy 30251.7, **Special Condition Eleven (11)** requires the University to submit two sets of landscape plans which illustrate that mature specimen trees, including non-native trees, shall be replaced with locally native trees selected for maximizing benefits to local and migratory wildlife, in consultation with the California Department of Fish and Game at a ratio of three new trees planted on the Campus for each mature tree removed or transplanted. The new plantings shall be in addition to any other plantings previously required for other approved projects, and shall be in addition to any other plantings UCSB has undertaken previously for any purpose. Priority shall be given to tree species that provide food or shelter for local or migrating wildlife.

Furthermore, Special Condition 11 outlines specific requirements with regard to the removal of the trees for construction of the new north field. The trees planned for removal in this location are adjacent to the 100-foot buffer of the Storke Wetlands, an area known to be used by nesting raptors, and therefore appropriate tree replacement in this location would be in and around the Storke Wetland buffer. Special Condition 11 requires that replacement trees associated with the new north field shall be native trees and shall be planted in proximity to the Storke wetlands to enhance raptor habitat. The replacement plan shall include a summary, prepared by a qualified biologist, specifying how the proposed new trees will enhance the raptor habitat in and around the Storke Wetlands.

Lighting

In order to protect habitat values as required by Section 30240 of the Coastal Act, as incorporated in the LRDP, the Commission has found, in past permit actions, that it is necessary to consider alternatives for siting and designing development in order to ensure that the alternative chosen is the one that minimizes adverse impacts to sensitive habitat areas. One such adverse impact is the effect of artificial night lighting on wildlife. In past actions, the Commission has found that night lighting may alter or

disrupt feeding, nesting, and roosting activities of native wildlife species. In this case, the subject site is adjacent to wetlands and open space areas. The proposed San Clemente Housing project would introduce new artificial lighting to the project area. This impact can be minimized by directing lighting away from sensitive habitat areas. To address the impact of night lighting on the neighboring open space habitat, the Commission requires exterior night lighting to be minimized, shielded and directed away from the wetland and open space wherever lighting associated with development adjacent to these resources cannot be avoided. Pursuant to **Special Condition Thirteen (13)**, the Commission requires that exterior night lighting installed on the project site to be of low intensity, low glare design, and be hooded to direct light downward onto the subject parcel(s) to prevent spill-over onto adjacent open space areas, wetlands and wildlife habitat. The only outdoor night lighting allowed on the subject parcel is limited to the minimum necessary to light walkways used for entry and exit to the structures, including parking areas on the site.

Furthermore, night lighting of the adjacent athletic fields could adversely impact the neighboring wetland and open space areas for the same reasons described above. However, the impacts of lighting the fields at night would be even more substantial because of the intensity of stadium-type lighting that would be needed. Therefore, **Special Condition Thirteen (13)** specifically prohibits night lighting of Storke Field and the new northern field.

Landscaping and Erosion Control

As noted previously, Section 30240 of the Coastal Act, which has been included in the certified LRDP, requires that existing environmentally sensitive habitat areas, such as wetland areas, shall be protected against any significant disruption of habitat values, and that development in areas adjacent to significant habitat areas shall be sited and designed to prevent adverse effects which would degrade such areas.

The proposed project includes landscaping of the residential project area and the stormwater management system. The Commission recognizes that the use of non-native and invasive plant species within new development can cause adverse on-site and off-site impacts upon natural habitat areas. Non-native and invasive plant species can directly colonize adjacent natural habitat areas. In addition, the seeds from non-native and invasive plant species can be spread from the developed area into natural habitat areas via natural dispersal mechanisms such as wind or water runoff and animal consumption and dispersal. These non-native and invasive plants can displace native plant species and the wildlife which depends upon the native plants. Non-native and invasive plants often can also reduce the biodiversity of natural areas because, absent the natural controls which may have existed in the plant's native habitat, non-native plants can spread quickly and create a monoculture in place of a diverse collection of plant species.

For the above reasons, the placement of any non-native invasive plant species within the development (which could potentially spread to the natural habitat areas) is a threat to the biological productivity of adjacent natural habitat and would not be compatible

with the continuance of those habitat areas. Therefore, the Commission must ensure that the University uses native plants to the maximum extent feasible and avoids any and all invasive plant species within the proposed housing development. Consequently, the Commission requires the University to submit final landscape plans, pursuant to **Special Condition Eleven (11)**, that confirm that no invasive species shall be planted anywhere on-site. Furthermore, consistent with the *Habitat Restoration and Enhancement Plan* prepared by the Morro Group, Inc. dated April 20, 2005, and required by **Special Condition Eight (8),** all invasive plant species shall be removed from the habitat restoration area.

Furthermore, the Commission notes that increased erosion on site would subsequently result in a potential increase in the sedimentation of off-site wetland areas. The Commission finds that the minimization of site erosion will minimize the project's potential individual and cumulative contribution to sedimentation of coastal waters. Erosion can best be minimized by ensuring that all disturbed areas of the site are landscaped with native plants, compatible with the surrounding environment. Therefore, **Special Condition Eight (8)** also requires that the Habitat Restoration and Enhancement Program previously discussed shall also provide that the buffer areas shall be planted and maintained with native plant species compatible with the surrounding ESHA and wetland areas on site. Special Condition 8 also requires that the Habitat Restoration and Enhancement Program be implemented in a timely manner. **Special Condition Four (4)** has been required to ensure that an independent qualified biologist or environmental resource specialist shall be present on site during any grading and construction activity for the new north field, western Storke Field expansion, and western parking lot area. The presence of the biologist is necessary to ensure that there is no encroachment into buffer areas or sensitive resource areas during construction. **Special Condition Five (5)** requires that protective fencing shall be used around all ESHA and wetland areas which may be disturbed during construction activities. Furthermore, Special Condition 5 requires the University to submit final construction and staging plans which show that the construction zones, construction staging areas, and construction corridors avoid impacts to wetlands, wetland buffers, and native habitat, consistent with this notice of impending development.

Additionally, interim erosion control measures implemented during construction will serve to minimize the potential for adverse impacts to adjacent wetlands from drainage runoff during construction. Therefore, the Commission finds that **Special Condition Six (6)** is necessary to ensure the proposed developments will not adversely impact sensitive habitats. Construction related impacts are discussed in further detail below.

Construction Impacts

Construction of the San Clemente Housing Project is anticipated to take approximately 30 months to complete. The proximity of sensitive habitats as well as the extensive nature of the project may result in impacts to sensitive biological resources in the project vicinity unless adequately monitored. A construction monitor is necessary to ensure that construction activities are carried out in a manner that will not diminish wetland values. Therefore, **Special Condition Four (4)** requires the applicant to retain

a qualified biologist or environmental resource specialist to be present during construction of the new north field, western Storke Field expansion, and western parking lot area. Additionally, the biological monitor shall be present during all tree and vegetation removal (not including Storke Field turf removal); installation of wetland buffer fencing, silt fencing and erosion control best management practices; and all habitat restoration activities and bioswale construction. The University shall cease work should any sensitive species be identified anywhere within the construction area, if a breach in permit compliance occurs, if work outside the scope of the permit occurs, or if any unforeseen sensitive habitat issues arise. In such event, the biological monitor(s) shall direct the applicant to cease work and shall immediately notify the Executive Director. Project activities shall resume only upon written approval of the Executive Director. If significant impacts or damage occur to sensitive habitat or species, the University shall be required to submit a revised, or supplemental program to adequately mitigate such impacts.

In conjunction with the presence of the biological monitor, the University shall be responsible for installing temporary construction fencing along the approved limits of grading around all ESHA, wetland areas, and their associated buffers that may be disturbed during construction activities prior to commencement of development, as required in **Special Condition Five (5)**. Temporary construction fencing shall be installed to indicate the grading limits of the stormwater management system in the field in order to minimize disturbance adjacent to wetland and tarplant habitats. Fencing shall be shown on the project grading plans and shall remain in place throughout all grading and construction activities until the wetland buffer fencing or other similar structure is in place.

Project staging, including the equipment access corridors, has the potential to adversely impact neighboring wetlands and native habitats. To ensure that project staging is minimized and resource issues are addressed, **Special Condition Seven Five (5)** requires the University to submit a final construction staging and fencing plan to the Executive Director for review and approval. All construction plans and specifications for the project shall indicate that impacts to wetlands and native habitat areas shall be avoided and that the California Coastal Commission has not authorized any impact to wetlands or other sensitive biological resources. Said plans shall clearly identify all wetlands and native and any associated buffers in and around the construction zone. Prior to commencement, the University shall submit a final construction staging and fencing plan for the review and approval of the Executive Director which indicates that the construction in the construction zone, construction staging area(s) and construction corridor(s) shall avoid impacts to wetlands and other sensitive habitat consistent with this approval.

Additionally, construction related disturbances may undermine the habitat value of the wetland complex through improper storage or placement of materials or equipment or through improper release of debris, waste or chemicals. To address the potential adverse impacts during construction, the Commission finds it necessary to provide a framework of the University's responsibilities, that would apply during the construction phase of the project, as described in **Special Condition Five (5)**. Special Condition 5

outlines the University's responsibilities including parameters for placement and storage of construction materials, debris, or waste to ensure that it will not be subject to erosion nor degrade wetland habitat.

Stockpiling of excavated soil and use of equipment storage and staging areas could result in erosion and sedimentation impacts to the surrounding sensitive habitat. Ground disturbance associated with overexcavation, stockpiling of the excavated material, construction staging areas, and grading associated with the proposed projects each have the potential to result in erosion and sedimentation impacts. To ensure that erosion and sedimentation are minimized consistent with Coastal Act policies, the Commission finds it necessary to require an interim erosion control plan be submitted to the Executive Director for review and approval as provided in **Special Condition Six (6)**. The Commission further finds that the interim erosion control plan shall include protective fencing to delineate the construction zone and that silt fencing, sandbags, and/or other best management practices are necessary during both the rainy season and the dry season.

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

E. PUBLIC ACCESS (NOID 2-04)

One of the basic mandates of the Coastal Act is to maximize public access and recreational opportunities along the coast. The public possesses ownership interests in tidelands or those lands below the mean high tide line. These lands are held in the State's sovereign capacity and are subject to the common law public trust. The protection of these public areas and the assurance of access to them lies at the heart of Coastal Act policies requiring both the implementation of a public access program and the minimization of impacts to access and the provision of access, where applicable, through the regulation of development. New development raises issues as to whether the location and amount of new development maintains and enhances public access and recreational opportunities to and along the coast.

The University's certified LRDP incorporates by reference Coastal Act Sections 30210, 30211, 30212, 30213, 30214 and 30252 concerning coastal recreation and access. Therefore, it is necessary that the development proposed in all Notices of Impending Development be consistent with the requirements of these policies. Coastal Act Sections 30210 and 30211 mandate that maximum public access and recreational opportunities be provided and that development not interfere with the public's right to access the coast. Section 30212 of the Coastal Act, as incorporated in the LCP, requires that public access from the nearest public roadway to the shoreline and along the coast be provided in new development projects with certain exceptions such as public safety, military security, resource protection, and where adequate access exists nearby. In addition, Section 30213 requires that lower cost visitor and recreational opportunities be protected, encouraged and, where feasible provided. Section 30214 of

the Coastal Act, as incorporated in the LCP, provides that the implementation of the public access policies take into account the need to regulate the time, place, and manner of public access depending of such circumstances as topographic and geologic characteristics, the need to protect natural resources, proximity to adjacent residential uses etc. Section 30252 of the Coastal Act states, in part, that the location and amount of new development should maintain and enhance public access to the coast by facilitating the provision or extension of transit service and providing adequate parking facilities or providing substitute means of serving the development with public transportation.

The LRDP also contains policies that require the University to accommodate coastal visitor parking. In addition, LRDP policy 30210.9 states that the University must conspicuously post public access signs which note the direction of the beach access within parking lots 1, 5, 6, 10, 23 and 24. LRDP Policy 30211.1 states that "motor vehicle traffic generated by new development shall not restrict or impede public access to or along the coast by exceeding the roadway capacity of existing coastal access routes on campus."

The impending development consists of the construction of a 315-unit, 976 bed, graduate student housing complex. The impending development further includes: a four-level, 622 space parking structure, approximately 35 feet in height with a maximum 45 ft. in height for elevator overrun and 3 surface parking lots with combined total of 222 parking spaces. The new residences would result in the generation of additional vehicle trips through the community of Isla Vista and contribute to additional demand for parking for residents, visitors, and staff. The roadways that would be most affected by the project include El Colegio Road and Stadium Road. El Colegio Road would provide access to three new surface parking lots, and Stadium Road would provide access to the proposed parking structure. These roadways, among others, are designated as primary auto access routes in the LRDP for coastal access to beach access points along the Campus as well as Isla Vista.

1. Circulation

El Colegio Road Improvements

El Colegio Road borders the southern side of the Storke Campus and is the major access route to the western portion of the Main Campus and the residential community of Isla Vista. El Colegio Road is an east-west two and four-lane arterial roadway that provides access to the community of Isla Vista and UCSB Main Campus. El Colegio extends as a four-lane roadway between Storke Road and a point east of Camino Corto, where it narrows to two lanes and extends easterly onto the UCSB campus. The portion that is adjacent to the proposed housing site is a two-lane roadway. The right-of-way area for El Colegio Road is generally 104 feet in width, however, a wider right-of-way exists near the Main Campus west entrance gate.

El Colegio Road is controlled by traffic signals at the Los Carneros Road, Embarcadero Del Mar and Stadium Road intersections. Existing traffic volumes on the two-lane

segments of El Colegio Road east and west of Los Carneros road exceed County roadway design capacity standards. The intersections with Los Carneros Road, Camino Pescadero, and Embarcadero Del Norte operate at level of serve "F," "F," and "E" respectively, during the P.M. peak hour period.

In order to implement this housing project, improvements would have to be made to El Colegio Road, which is located within the jurisdiction of the County of Santa Barbara and not the LRDP. Therefore these improvements are not included as part of this notice of impending development. The concept under consideration consists of the installation of roundabouts fronting the development along El Colegio, and other improvements in Isla Vista. As stated in the Final EIR for the San Clemente Housing Project, the County of Santa Barbara would be responsible for making the improvements to El Colegio Road. The roadway and intersection improvements are intended to address existing deficiencies in the operation of the roadway, to accommodate vehicle traffic generated by the San Clemente Housing project, and accommodate traffic resulting from future development at UCSB and in the Isla Vista and Goleta areas. These modifications are anticipated to bring the peak hour level of service to LOS "A."

Without the necessary intersection and roadway improvements, the proposed project is not consistent with LRDP Policy 30211.1 since the development will contribute additional vehicle traffic to coastal routes that already exceed capacity. Therefore the Commission finds that **Special Condition Three (3)** is necessary to require that, prior to occupancy, El Colegio Road improvements be completed to bring the El Colegio/Camino Del Sur; El Colegio/Los Carneros Rd; El Colegio/Camino Pescadero; and El Colegio/Embarcadero Del Norte intersections up to a minimum peak hours Level Of Service C.

Fully implemented, Special Condition 3 will ensure that the construction of the proposed San Clemente Housing project will not adversely impact public coastal access consistent with the provisions of the certified LRDP.

2. Parking

Background

Coastal access is generally viewed as an issue of physical supply, and is dependent not only on the provision of lateral access (access along a beach) and vertical access (access from an upland street, bluff or public park to the beach), but also the availability of public parking (including on-street parking). In past Commission actions, the Commission has found that the availability of public parking (including on-street parking) constitutes a significant public access and recreation resource and is as important to coastal access as shoreline accessways.

The University of California, Santa Barbara campus is uniquely situated along 2½ miles of coastline in Santa Barbara County. Surrounding the 815-acre campus is a mixture of suburban residential, commercial areas, agricultural, and undeveloped lands. The Main, Storke, and West Campus areas of UCSB effectively surround the community of Isla

Vista on three sides, and the Pacific Ocean lines the community on the south. Isla Vista is a residential community with a small commercial center, approximately ½ square mile in area, located in an unincorporated area of Santa Barbara County immediately west of the University and immediately east of the Coal Oil Point Natural Reserve.

The current population of Isla Vista is approximately 20,000; some 13,000 of whom are students. Isla Vista is known primarily for its role in providing housing for students from UCSB as well as Santa Barbara City College. However, the community is also home to approximately 7,000 non-student residents. Isla Vista is 1.2 square miles or 320 acres. The streets form a rectilinear grid with the exception of Embarcadero Del Norte and Embarcadero Del Mar that create a loop defining Anisq'Oyo' Park and the downtown. A typical block pattern exists in the northeast and southwest corners, but the blocks become quite large and irregular in the center. (Initiation Draft Isla Vista Master Plan, 6/5/03)

At UCSB, public pedestrian access is available to and along the entire 2½ miles of coastline contiguous to the campus. Additionally, the parking facilities on campus constitute the majority of publicly-available beach parking in the area. Approximately 2,195 parking spaces on campus may currently be used by the general public for a fee. With the exception of fifty dedicated coastal access spaces, all of the 2,195 parking spaces available to the general public are Permit "C" spaces, intended to accommodate students and any and all visitors to the campus on a "first-come, first-serve" basis. Permit "C" spaces may also be used by most other permit holders, specifically "A," "S," "E," Retiree, Donor, Courtesy, Carpool, and IVPM (in-vehicle parking meter program) permit holders. 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 have been specifically identified in the LRDP to accommodate public coastal access parking. To date, fifty parking spaces have been permanently dedicated to coastal access *only* and are managed via maximum 4-hour parking meters. However, there is no specific program to enforce use of these spaces for coastal access only.

Development in Isla Vista is generally characterized as high-density residential with some single-family residential neighborhoods and a small commercial "downtown" district. The multiple residential areas in Isla Vista are generally characterized by a lack of parking, landscaping, and architectural amenities. There are approximately 3,000 existing on-street parking spaces in the community, all of which are currently available for public use on a "first-come, first-serve" basis. There are five existing vertical access ways that provide public access from the Del Playa Drive to the sandy beach. In general, users of on-street parking in the community include: residents; visitors to the area; customers to stores, shops, and restaurants; employees of businesses; students of the University; and beachgoers.

As a result of their proximity, the social and economic interests of the University and Isla Vista community are inextricably linked. Particularly notable is the impact to transportation and parking conditions as a result of the influx of students, staff, researchers, and the many other visitors associated with the University. The growing

campus exacerbates the existing and historical lack of parking in Isla Vista, which has been attributed to a number of different factors, including: substantial development of Isla Vista in the 1950s and 1960s when only one space per unit was required; the large number of residents (primarily students) per unit was not contemplated at the time of development; dense multi-unit housing stock was encouraged on the east side of Isla Vista in order to make development of Isla Vista feasible (which may now provide housing such as off-campus dormitories, fraternities, and sororities); and commuters to the University utilizing on-street parking in the areas close to the University to avoid on-campus parking fees.

The approximately 3,000 on-street parking spaces within Isla Vista are heavily used. A parking survey was conducted by the Santa Barbara County Public Works Department on six separate weekdays over a two-week period in the months of September and October. According to the County's survey, an average of 86–96 percent of on-street parking spaces were occupied at a given time within the study area. The highest percentage rates of occupancy were found to exist on the eastern end of Isla Vista adjacent to the University and commercial district while significantly lower rates of occupancy (with a corresponding increase in the percentage of vacant spaces) occurred on the western end of Isla Vista adjacent to Coal Oil Pont Natural Reserve/Devereaux Slough.

As a result of the parking congestion, Santa Barbara County recently approved a coastal development permit for a preferential parking program in November 2004 in the community of Isla Vista. The program would regulate all on-street parking in the community of Isla Vista. The parking program has three components: (1) a metered parking zone encompassing the downtown commercial area; (2) 106 designated coastal access parking spaces; and (3) residential preferential permit parking encompassing all remaining areas. In addition, the program includes the installation of approximately 400-500 new parking restriction street signs to be located in the public right-of-way of the residential and commercial districts and 10-12 new pay stations within the public right-of-way in the commercial district. The purpose of the parking permit and meter program is to prioritize on street parking for residents and business patrons by reducing the number of non-resident drivers in the community.

The County's proposed preferential parking program was appealed by Commissioners Caldwell and Wan. On January 12, 2005 the Commission found that a substantial issue exists with respect to the appellants' assertions that the project is not consistent with the public access and recreation policies of the certified Local Coastal Program. At its April 13, 2005 hearing, the Commission continued the de novo review of the parking program in order to work with the County staff to determine if there were other options that would resolve the parking issues while maintaining significant coastal access parking. The Commission indicated that future University projects would receive strict scrutiny in the future with regard to new development and its potential to contribute incrementally to the existing parking problem. Staff was recommending approval of the parking program with three special conditions: including a Revised Managed Parking Program, Future Changes to the Program, and Consistency of the Related County Resolution/Ordinances. The de novo permit application is still pending as of this time,

while Commission staff and the County continue to explore alternatives to the originally proposed program.

As discussed above, the factors which contribute to the congested parking conditions in Isla Vista and the potential solutions to the issue are controversial. However, what can be gleaned is that the contributing factors are numerous, complex, and not attributable to any one source. The University and Isla Vista community are working together to try to address this issue through a variety of alternative transportation options, including the ease and availability of public transportation, commuter incentives, and a car-share program, among others. In addition, the County of Santa Barbara is attempting to deal with the redevelopment of Isla Vista in a comprehensive Master Plan document which will come before the Commission as a future LCP amendment. The parking supply and demand is a critical component that must be addressed in the redevelopment of Isla Vista. However, neither the Isla Vista Master Plan nor an alternative parking program is presently in place, and new development such as the San Clemente Housing project contributes to cumulative parking issues.

San Clemente Housing Parking

Section 30252 of the Coastal Act, incorporated by reference into the LRDP, states in part that the location and amount of new development should maintain and enhance public access to the coast by facilitating the provision or extension of transit service and providing adequate parking facilities or providing substitute means of serving the development with public transportation.

Specifically, Section 30252 of the Coastal Act, incorporated into the certified LRDP, states:

> ***The location and amount of new development should maintain and enhance public access to the coast by (l) facilitating the provision or extension of transit service, (2) providing commercial facilities within or adjoining residential development or in other areas that will minimize the use of coastal access roads, (3) providing non-automobile circulation within the development, (4) providing adequate parking facilities or providing substitute means of serving the development with public transportation, (5) assuring the potential for public transit for high intensity uses such as high-rise office buildings, and by (6) assuring that the recreational needs of new residents will not overload nearby coastal recreation areas by correlating the amount of development with local park acquisition and development plans with the provision of onsite recreational facilities to serve the new development.***

Coastal Act Section 30212.5, as incorporated into the LRDP, states:

> ***Wherever appropriate and feasible, public facilities, including parking areas or facilities, shall be distributed throughout an area so as to mitigate against the impacts, social and otherwise, of overcrowding or overuse by the public of any single area.***

The San Clemente Graduate Student Housing project proposes 976 beds of graduate student housing and a total of 844 parking spaces in a parking structure and three surface lots. The parking garage includes 622 parking spaces. Parking Courts 1 and 2, located at Embarcadero Del Mar and Embarcadero Del Norte, each have 34 parking spaces. The surface parking lot at the west end of housing development, located at the end of Camino Pescadero, includes a total of 156 parking spaces. The project also includes a minimum of 976 bicycle parking spaces dispersed throughout the housing blocks. A total of 642 bicycle spaces are provided on the ground floor, with the remaining spaces located on the upper floor landings.

The University has stated that similar to other housing sites, UCSB would utilize a combination of residential parking permits, numbered parking spaces, signage, and monitoring to ensure that all of the parking spaces assigned to the San Clemente project would be used only by its residents, visitors and staff.

The proposed housing project is proposed on Storke Campus, directly adjacent to the eastern end of the community of Isla Vista. The eastern end of Isla Vista has been identified as an area experiencing a severe overdraft of parking, as described in the above background section. Therefore, to avoid contributing to the cumulative parking problem in Isla Vista, the amount of parking proposed must be sufficient to sustain the demands of the entire 976 residents in addition to guests of the housing complex and any associated staff, maintenance, and other service vehicles. Though the LRDP is silent with regard to parking standards for new housing projects, similar structures in the certified County of Santa Barbara LCP require two spaces per studio or bedroom and one space per two employees for fraternities, sororities, dormitories, and boarding & lodging houses in Isla Vista. Each of the 976 bed spaces would be housed in individual bedrooms.

The Final EIR for this project estimated parking demands using data obtained from a parking study conducted at the UCSB Santa Ynez apartments, which are located off of El Colegio, immediately west of Los Carneros Road. The Santa Ynez apartments have a total of 663 bed spaces that may be used by graduate or undergraduate students. A count was conducted which determined that 499 of the 700 parking spaces (630 resident spaces, 44 visitor spaces, and 26 service spaces) were occupied at 7:00 a.m. which was extrapolated into a peak parking demand of 0.75 spaces/per bed. This demand rate was used to determine a peak demand for the San Clemente Housing project of 732 parking spaces. Under that scenario, an additional 112 spaces would be available for other uses such as short-term, handicap, staff, & vendor parking.

As noted in the previous section, the Commission has recently given direction that future University housing projects be carefully examined to ensure that they do not exacerbate the existing parking problems. It is particularly important in this case to examine parking issues, given the proximity to Isla Vista and the potential challenges of managing parking which is free on Isla Vista streets but will require a fee for University-related parking. Discussions with the University staff have indicated that the fee for parking for residents of the San Clemente Housing project would be integrated into the rental fee in order to eliminate any potential incentive for residents to utilize free on-

street parking in Isla Vista to avoid campus parking fees. This fee structure is an appropriate measure to encourage residents with cars to utilize their on-site, designated spaces rather than finding cheaper, or free, alternatives nearby. To ensure that the University's proposal to integrate parking fees with housing fees is successfully implemented, Special Condition Two (2) has been required.

Staff notes that the lack of available parking for residents would have the potential to displace parking from the campus to the Isla Vista community. Consequently, it is imperative that the San Clemente Housing project be designed to be self-sustaining with regard to parking demand. The project will provide housing for UCSB graduate students, with each graduate student having his/her own bedroom, in many instances contained within a 4-bedroom unit. Though the housing project is ideally located to serve graduate students in a manner that would encourage alternative forms of transportation (e.g., walking and/or biking distance to the University, Isla Vista amenities, the coast, etc.), the specific conditions regarding the location and development of this project warrant a conservative estimate of parking needs. At a minimum, a conservative estimate would ensure that every resident has an assigned parking space. Though not every student is anticipated to have a vehicle, the specific assignment of a parking space to each resident could be valuable in reducing parking congestion in the area. For instance, guests of the resident may use the parking space at their convenience rather than searching for parking on Isla Vista streets or paying for parking on an as-needed basis in nearby University lots.

For the above reasons, the Commission finds that the proposed number of parking spaces is not sufficient and may adversely impact existing parking congestion in the community of Isla Vista. Therefore to ensure that the proposed project is designed to provide adequate parking facilities consistent with Coastal Act Section 30252, the Commission requires the University to provide a total of 1,133 new parking spaces on-site, pursuant to **Special Condition Two (2).** This equates to one parking space per resident, plus an additional ½-space per unit for visitor, staff, & other parking needs associated specifically with the needs of the housing complex. Special Condition 2 requires that all 1,133 new parking spaces shall be restricted to use by San Clemente Housing residents, San Clemente housing visitors, and any staff associated with the San Clemente Housing development. One parking space shall specifically be reserved for each bed space. Visitor parking shall be metered, require special San Clemente visitor parking permit, and/or other measures to ensure that San Clemente Housing visitors are accommodated. Signage shall be permanently and conspicuously posted identifying the 1,133 parking spaces for the above-described uses. Prior to commencement of grading, the University shall submit, for the review and approval of the Executive Director, plans showing the location, design, and content of the proposed parking area(s) signage.

Special Condition 2 specifically prohibits the use of any of the 1,133 new parking spaces to be used for general UCSB parking needs, including the adjacent athletic fields. However, this restriction shall not be interpreted to exclude alternative parking configurations to address off-campus student and resident student parking in the Isla Vista community. Should any available capacity be identified in the future, the

University may coordinate with the County to offset the existing parking congestion in Isla Vista. Opportunities may be available through the Isla Vista Master Planning process or at some point in the future where the County seeks to implement Santa Barbara County Local Coastal Program Policy which requires the County to work with property owners in Isla Vista to identify vacant sites for the potential development of parking to serve existing residential units, or explore the possibility of acquiring or developing public parking.

The University has stated that nearby Parking Lot #30 could provide additional parking needed to satisfy demand for parking spaces by residents, staff and visitors to the project. There are currently 188 Permit "C" parking spaces in Lot #30. The Winter 2004 occupancy data for Parking Lot #30 indicates daily occupancy between 36-51%. This translates to approximately 93–120 parking spaces of available capacity between 9 a.m. and 4 p.m. The use of Permit "C" parking spaces is on a first-come, first-served basis. For parking needs over and above the 188 general spaces, the University predicts that parking would be displaced to three other parking lots with Permit "C" spaces within proximity of the project: Parking Lots 25, 27, and 31. The Winter 2004 occupancy survey indicates that these parking lots do not reach full occupancy even during peak hours. Parking Lot #25 has 69 Permit "C" spaces and survey data indicated the lot is 17%-55% unoccupied. Parking Lot #27 has 198 Permit "C" spaces and survey data indicated that the lot is 31-74% unoccupied. Parking Lot #31 has 111 Permit "C" spaces and survey data indicated that the lot is 31-38% unoccupied. The University further provides that there will be additional capacity in these lots upon completion of Campus Parking Structure 3 (southwest of Parking Lot #27) and Campus Parking Structure 2 (on the east side of campus), as they free up parking in the campus' remote lots such as Lot 30.

Pursuant to Special Condition Two, 289 additional parking spaces need to be provided. Parking Lot #30 has only 188 available spaces and would not fulfill the amount of parking required. Additionally, staff notes that the dedication of the 188 parking spaces in Parking Lot #30 could contribute to the displacement of users to Isla Vista. Because Isla Vista is located just across El Colegio Road, visitors may perceive Isla Vista streets to be more conveniently located. Others may not be aware of the other remote parking options on the Main Campus. Because it provides Permit "C" spaces, Parking Lot #30 is also available for coastal access parking on a first-come, first-served basis.

Furthermore, staff notes that Parking Lot #30 is the only centrally located, large Permit "C" parking lot available to handle recreation events at Harder Stadium, Storke Athletic Fields, and other adjacent recreational facilities. Therefore, in addition to serving typical daily campus use, Parking Lot #30 also needs to accommodate more intense, sporadic use during planned events. As a result, the loss of Parking Lot #30 for visitors would be detrimental to this part of campus. Nearby, 479-space Parking Lot #38 is already dedicated to parking for on-campus residents and would not provide any additional available spaces.

As a result, on-site parking has been determined to be the only feasible option in this case. Due to the location of the proposed housing project adjacent to Isla Vista, remote parking lots to serve the development are not a reasonably feasible option. For instance,

the Manzanita Village Housing Project has been the subject of debate due to the perception of encroachment of Village residents' vehicles on Isla Vista streets rather than parking further away in the designated parking area. The Commission approved the Manzanita Housing Project (NOID 1-98) in 1999, an on-campus housing project in the southwest corner of the Main Campus. Parking Lot #38, located on Storke Campus north of Storke Field, was approved as a permanent paved parking lot for resident students of the Manzanita Housing Project. Opponents have argued that projects such as the Manzanita Village project have contributed to the parking problems in Isla Vista due to the remote location of the approved Parking Lot from the housing. It may be more convenient for residents of Manzanita Village to search nearby Isla Vista streets rather than obtain transport from Lot #38. Therefore, for the reasons stated above, Special Condition Two (2) specifically prohibits the University from using any existing parking spaces to satisfy the requirement to provide 1,133 parking spaces for residents.

Accommodating an additional 289 parking spaces within the proposed footprint of the San Clemente Housing project will undoubtedly require significant changes to the project plans. However, given the scale of the project site, there are potential opportunities on-site to secure additional parking such as redesigning/relocating housing units, subterranean parking, and/or the redesign of a portion of the western parking lot into a parking garage. Note, all parking structures would be required to meet the maximum 35 feet above existing grade height limit. Additionally, Parking Courts 1 and 2 at the ends of Embarcadero Del Mar and Embarcadero Del Norte provide valuable view corridors and would not lend themselves to modification into parking structures. Alternately, the University may submit a separate Notice of Impending Development to build new parking structures within 500 feet of the housing units dedicated solely and permanently to the San Clemente Housing project. This could be in the form of a parking structure on Parking Lot #30.

Fully implemented, Special Condition 2 will ensure that the construction of the proposed San Clemente Housing project will not adversely impact public coastal access and will provide adequate parking to accommodate the needs of the new development consistent with Section 30252 of the Coastal Act, as incorporated into the LRDP.

For the above reasons, the Commission finds that the notice of impending development, as conditioned, is consistent with the applicable policies of the LRDP with regards to public access.

F. GEOLOGIC STABILITY (NOID 2-04)

The LRDP contains several policies to ensure that new development minimize risks to life and property and assure structural stability and integrity consistent with Section 30253 of the Coastal Act which has been included in the certified LRDP. Policy 30253.12 requires that surface and sub-surface drainage pipes shall be designed to minimize bluff erosion and to prohibit the installation of new drainage devices over bluff faces if drainage can be directed landward of the bluff face. In addition, Policy 30253.1 of the LRDP requires that new buildings shall not be located on or near any faults.

Further, Policy 30253.2 of the LRDP requires that subsurface and geotechnical studies be conducted to ensure structural and geologic stability.

As required by Policy 30253.2 of the LRDP, the University has submitted fault evaluation and soils reports prepared by Earth Systems Pacific (dated June 2001, July 8, 2002, and April 19, 2004). The geoconsultants concluded (April 19, 2004):

> ***No evidence of slope instability, such as landslide or surficial failures, was observed at the site or the adjacent sites at the time of our investigations. Based o the investigations performed and review of the referenced Fault Evaluation Report, it is our opinion that the site should be safe from landslides, undue static or dynamic settlement, and slippage. The potential for surface rupture on the south branch of the More Ranch fault is relatively low; however, a minimum 50-foot setback from the fault is recommended to conform to criteria established by the University Long Range Development Plan Environmental Impact Report. Furthermore, it is our opinion that the proposed development should not adversely impact adjacent sites.***

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 Ten (10),** to submit project plans certified by the consulting geologic and geotechnical engineering consultant as conforming to their recommendations.

Additionally, **Special Condition Six (6)** 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.

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.

G. WATER QUALITY (NOID 2-04)

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. The University's certified LRDP incorporates by reference Coastal Act Sections 30230 and 30231 of the Coastal Act which mandate that marine resources and coastal water quality shall be maintained and where feasible restored, protection shall be given to areas and species of special significance, and that uses of the marine environment

shall be carried out in a manner that will sustain biological productivity of coastal waters. Coastal Act Section 30253, also incorporated into the certified LRDP, requires among other things that erosion be minimized and site stability ensured.

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. Policy 30231.3 provides, in part, that drainage and runoff shall not adversely affect the Campus wetlands and that pollutants shall not be allowed to enter the area through drainage systems.

As described previously, the impending development consists of the construction of a 380,000 sq. ft., three-story, 315-unit, 976 bed, graduate student housing complex, comprised of three housing blocks approximately 35 feet in height with a maximum height of 45 ft. above existing grade. The impending development further includes: a four-level, 622 space parking structure, approximately 35 feet in height with a maximum 45 ft. in height for the elevator overrun; 3 surface parking lots with combined total of 222 parking spaces; western Storke field extension; north athletic field; landscaping; bicycle and pedestrian paths; a 2,500 sq. ft. field house for recreational field users; a stormwater management system; habitat restoration; 49,900 cu. yds. (11,200 cu. yds. cut, 38,700 cu. yds. fill) of grading; and 59,000 cu. yds. of overexcavation.

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 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.

The 11.5-acre site proposed for development of the housing project is devoid of hardscape with the exception of the bicycle path. Therefore, the proposed development will result in an increase in impervious surface, which in turn decreases the infiltrative function and capacity of existing permeable land on site. The reduction in permeable space therefore leads to an increase in the volume and velocity of stormwater runoff that can be expected to leave the site. Further, pollutants commonly found in runoff associated with the proposed use include petroleum hydrocarbons including oil and grease from vehicles; heavy metals; synthetic organic chemicals; dirt and vegetation; litter; fertilizers, herbicides, and pesticides. The discharge of these pollutants to coastal waters can cause cumulative impacts such as: eutrophication and anoxic conditions resulting in fish kills and diseases and the alteration of aquatic habitat, including adverse changes to species composition and size; excess nutrients causing algae blooms and sedimentation increasing turbidity which both reduce the penetration of sunlight needed by aquatic vegetation which provide food and cover for aquatic species; disruptions to the reproductive cycle of aquatic species; and acute and sublethal toxicity in marine organisms leading to adverse changes in reproduction and feeding behavior. These impacts reduce the biological productivity and the quality of

coastal waters, streams, wetlands, estuaries, and lakes and reduce optimum populations of marine organisms and have adverse impacts on human health.

To address water quality issues, the University is proposing a stormwater management system (bioswale) (Exhibit 16) to infiltrate stormwater associated with the San Clemente housing development. The stormwater management system is proposed west of the housing site, in an undeveloped area east of Los Carneros Road. Runoff from the housing site would be collected through a system of catch basins and underground pipes located within and adjacent to the development area. Catch basin inserts or storm drain inserts would be provided to filter runoff from the parking areas located on the project site. Runoff from the site would then be conveyed to a series of three infiltration basins. Runoff would be discharged to the first (southernmost) basin, where most of the sediment carried by the runoff would settle out. After approximately two feet of water accumulates in the first basin, the water would overtop a spillway and be transferred to the second basin. Other similar spillways would transfer water to the third basin. After runoff water reaches the final basin, it would be conveyed by an underground pipe to the exiting drainage channel located east of Los Carneros Road and north of Parking Lot #38. Runoff water from the proposed system would ultimately be discharged to the off-site drainage channel at a controlled rate such that the proposed project would not result in a substantial increase in peak stormwater flow discharge.

Each of the proposed basins would have a maximum depth of approximately three feet below surrounding grade and 3:1 side slopes (Exhibit 17). The total volume accommodated by the bioswale basins is three acre-feet of which 0.9 acre-feet is needed for flood control and 2.1 acre-feet is needed for water quality treatment. The interior of the basins and the area surrounding basins would be landscaped with native plants and grasses as proposed in the *Habitat Restoration and Enhancement Plan* prepared by the Morro Group, Inc. dated April 20, 2005. Basin plantings would include establishment of low marsh, transitional marsh, and high marsh habitats.

As proposed, the stormwater management system basins would be constructed within the 100-foot buffer of delineated wetlands. As originally proposed, approximately 1.1 acres of wetland buffer (approximately 47,000 sq. ft.) would be disturbed as a result of this project. However, the University has submitted a revised conceptual plan to reconfigure the stormwater management system to minimize the footprint of the stormwater management system basins within the 100-foot wetland buffer to the maximum extent feasible. The new system would have the same capacity but would be more linear, and the previously proposed berms separating the bicycle path from the area would be eliminated. As revised, the stormwater basins would be setback a minimum of 65-80 feet from the delineated wetlands and would only occupy approximately 9,000 sq. ft. of the buffer area. In addition to the bioswale system, some runoff is proposed to be handled through vegetated swales that will provide water source to the existing wetlands.

In order to find the proposed development consistent with the water and marine resource policies of the LRDP, Commission finds that the stormwater management system must include Best Management Practices designed to control the volume,

velocity and pollutant load of stormwater leaving the developed site. Critical to the successful function of post-construction structural BMPs in removing pollutants in stormwater to the Maximum Extent Practicable (MEP), is the application of appropriate design standards for sizing BMPs. The majority of runoff is generated from small storms because most storms are small. Additionally, storm water runoff typically conveys a disproportionate amount of pollutants in the initial period that runoff is generated during a storm event. Designing BMPs for the small, more frequent storms, rather than for the large infrequent storms, results in improved BMP performance at lower cost.

For design purposes, post-construction structural BMPs (or suites of BMPs) for large scale housing developments should be designed to treat or infiltrate the amount of stormwater runoff produced by all storms up to and including the 85th percentile, 24-hour storm event for volume-based BMPs, and/or the 85th percentile, 1-hour storm event, with an appropriate safety factor (i.e., 2 or greater), for flow-based BMPs. The Commission finds that sizing post-construction structural BMPs to accommodate (infiltrate, filter or treat) the runoff from the 85^{th} percentile storm runoff event, in this case, is equivalent to sizing BMPs based on the point of diminishing returns (i.e. the BMP capacity beyond which, insignificant increases in pollutants removal (and hence water quality protection) will occur, relative to the additional costs. Therefore, the Commission requires the selected post-construction structural BMPs be sized based on design criteria specified in **Special Condition Twelve (12)**, and finds this will ensure the proposed developments will be designed to minimize adverse impacts to coastal resources, in a manner consistent with the water and marine policies of the LRDP. Regardless of the sizing constraints, the plans must confirm that there will be no net reduction in clean stormwater runoff to the adjacent wetlands.

Special Condition 12 also requires that a water quality management plan, prepared by a licensed water quality professional, be submitted for the review and approval of the Executive Director which incorporates structural and non-structural Best Management Practices (BMPs) designed to reduce, to the maximum extent practicable, the volume, velocity and pollutant load of stormwater and dry weather flows leaving the developed site. Specifically, Special Condition 12 requires that runoff from all roofs, roads and parking areas be collected and directed through a system of structural BMPs including the proposed stormwater management system (bioswale), vegetated areas and/or gravel filter strips or other vegetated or media filter devices. The runoff from the parking lot to the wetland shall be pre-treated with a treatment system that will remove sediment, trash/debris, and oil and grease (e.g., CDS unit or equivalent unit) prior to distribution to the vegetated swales.

Additionally, the water quality management plan shall illustrate that: post-development peak runoff rates and average volumes shall not exceed pre-development conditions; Impervious surfaces, especially directly connected impervious areas, shall be minimized, and alternative types of pervious pavement shall be used where feasible; Irrigation and the use of fertilizers and other landscaping chemicals shall be minimized; that trash, recycling and other waste containers shall be provided throughout the project areas; all waste containers anywhere within the development shall be covered, watertight, and designed to resist scavenging animals; runoff must be cleaned to

remove or mitigate to the maximum extent feasible all contaminants through infiltration, filtration and/or biological uptake; and the drainage must be adequately maintained. The University shall be responsible for constructing and maintaining the drainage facilities.

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 consistent with LRDP Policy 30231.2. **Special Conditions 5 (Construction Staging and Fencing), 6 (Erosion Control), 10 (Geologic), 11 (Landscape and Erosion Control), and 12 (Water Quality Management Plan),** fully implemented, will ensure that site grading and construction, erosion control, drainage management (including Best Management Practices), and landscaping are undertaken to achieve optimal control of erosion, protect long-term site stability, and to protect water quality that would otherwise be impaired by uncontrolled urban runoff. Without the protective requirements of these special conditions, uncontrolled construction practices (particularly grading) could increase short and long term erosion rates and sediment pollution of coastal waters, and unmitigated increases in hardscape could add volume and velocity of urban runoff. In addition, the landscape requirements of Special Condition 11, fully implemented, will control erosion through timely replanting and through selection of appropriate landscaping species. Additionally, Special Condition 5 includes a number of measures to protect the adjacent wetland from erosion and sedimentation including protective fencing; designated construction corridors and access; and proper placement and disposal of construction materials, equipment, and debris.

Policy 30231.3 provides, in part, that drainage and runoff shall not adversely affect the Campus wetlands and that pollutants shall not be allowed to enter the area through drainage systems. The proposed western expansion of Storke Field and new north field have the potential to adversely impact coastal water quality through the removal of native vegetation, erosion, and introduction of pollutants such as pesticides, and other pollutant sources. The western expansion area will drain to the open space area to the northwest, draining to off-site wetlands. The new north field will drain to an existing bioswale along Parking Lot #38 which ultimately drains the Storke Wetlands.

Polluted runoff from the western expansion and north field may be generated during stormwater events or through improper irrigation practices. In particular, the migration of insecticides, herbicides, or any toxic chemical substances to wetlands and coastal waters has the potential to significantly degrade biological productivity and water quality. To ensure that coastal waters are protected consistent with Policy 30231.3, the Commission requires, through **Special Condition Twelve (12)**, the University to submit plans which include best management practices (BMPs) regarding fertilizer and pesticide management, irrigation, and inspection for the new field areas. The BMPs shall be employed as recommended in the California Storm Water Best Management Practices Handbook (2003) pertaining to municipal landscape (see Table 1 below for examples of source control BMPs). These source control measures will minimize the potential for site activities to negatively affect the nearby surface or ground water.

Source control measures include implementation of an integrated pest management plan that prescribes the type, scheduling, and application rate of chemical application at the site to maintain healthy vegetation and control pests. Another component of the source control program is efficient management of irrigation water to ensure that no surface runoff is generated during irrigation and that the rate of irrigation is matched to the plant's needs.

Table 1. Examples of Source Control BMPs for Municipal Landscape Management.

Fertilizer and Pesticide Management
• Follow all federal, state, and local laws and regulations governing the use, storage, and disposal of fertilizers and pesticides and training of applicators and pest control advisors. • Check the regulatory status of chemicals prior to purchase. Use only chemicals with current approved regulatory status. • Use pesticides only if there is an actual pest problem (not on a regular preventative schedule). • Do not use any chemicals if there is a 10% chance of rain within 48 hours of chemical application. • No irrigation will be applied for 48 hours after chemical application (other than nitrogen). • Do not mix or prepare pesticides for application near storm drains. • Prepare the minimum amount of pesticide needed for the job and use the lowest rate that will effectively control the pest. • Employ techniques to minimize off-target application (e.g. spray drift) of pesticides, including consideration of alternative application techniques. • Calibrate fertilizer and pesticide application equipment to avoid excessive application. • Periodically test soils for determining proper fertilizer use. • Sweep pavement and sidewalk if fertilizer is spilled on these surfaces before applying irrigation water. • Purchase only the amount of pesticide that you can reasonably use in a given time period (month or year depending on the product). • Triple rinse containers, and use rinse water as product. Dispose of unused pesticide as hazardous waste. • Dispose of empty pesticide containers according to the instructions on the container label.
Irrigation
• Use automatic timers or weather stations to estimate irrigation needs and minimize runoff. • Apply water at rates that do not exceed the infiltration rate of the soil.
Inspection
• Inspect irrigation system periodically to ensure that the right amount of water is being applied and that excessive runoff is not occurring. • Minimize excess watering by repairing leaks in the irrigation system as soon as they are observed. • Inspect pesticide/fertilizer equipment and transportation vehicles daily.
Training
• Educate and train employees on use of pesticides and in pesticide application techniques to prevent pollution. Pesticide application must be under the supervision of a California qualified pesticide applicator. • Annually train employees responsible for pesticide application on the site's BMPs. • Prohibit employees who are not authorized and trained from applying pesticides.

Special Condition 12 also requires that the use of pesticides, herbicides, fungicides, fertilizers, and other chemicals be minimized, and that all runoff from the western field expansion and north field locations be directed through structural BMPs. Structural BMPs may include vegetated areas and/or gravel filter strips or other vegetated or media filter devices. The system of BMPs shall be designed to 1) trap sediment, particulates and other solids and 2) remove or mitigate contaminants through infiltration, filtration and/or biological uptake.

Furthermore, consistent with LRDP Policy 30231.3, the Commission requires **Special Condition Five (5)** to outline appropriate provisions for washing of concrete trucks, paint, equipment, or similar activities. Such activities shall occur only in areas where polluted water and materials can be contained for subsequent removal from the site. Wash water shall not be discharged to the storm drains, street, drainage ditches, creeks, or wetlands. Areas designated for washing functions shall be at least 100 feet from any storm drain, water body or sensitive biological resources. The location(s) of the washout area(s) shall be clearly noted at the construction site with signs. In addition, construction materials and waste such as paint, mortar, concrete slurry, fuels, etc. shall be stored, handled, and disposed of in a manner which prevents storm water contamination.

For the above reasons, 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.

H. VISUAL RESOURCES (NOID 2-04)

The LRDP contains 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, including setback and building height restrictions. The policies of the LRDP indicate that buildings shall not exceed the height limits established in Figure 16. However, the area proposed for the San Clemente Housing Development on Storke Campus is not assigned a development footprint or height restriction for new development in the LRDP since the housing location is in an adjacent, but revised location as proposed in the accompanying LRDP amendment. Figure 16 indicates that the certified building area, nearby and adjacent to proposed site, is limited to 35 feet in height. The visual characteristics of the housing site include the grass-covered athletic fields and a mature eucalyptus tree windrow.

As provided in Section V.C, *Amendment Consistency*, of this report, the Commission has determined that the LRDP amendment is only consistent with the Coastal Act if Figure 16 of the LRDP is modified to designate the proposed housing site with a maximum building height of 35 to 45 feet, with all structures/buildings aligning El Colegio Road having a maximum 35 feet above existing grade and all structures/buildings aligning Storke Field to the north having a maximum 45 feet above existing grade as required by Suggested Modification Three. The policies of the LRDP indicate that buildings shall not exceed the height limits established in Figure 16.

As proposed, the San Clemente residences would be in three-story buildings approximately 35 feet in height, consistent with similar housing developments along El Colegio. The height of the south elevation of the buildings adjacent to El Colegio Road are a maximum of approximately 34.5 feet above existing grade. The ground floor elevations "step down" as the elevation of El Colegio Road drops, from east to west. The ground floor elevations are within one foot of the existing grade of the centerline of El Colegio Road. The maximum height above the existing grade ranges from nearly 39 feet on the east end of the project near Stadium Road to nearly 44 feet on the west end of the project. Additionally, the four-level parking structure would be 35 feet in height, with up to 45 feet in height for the elevator overrun.

The Commission finds that the proposed housing design is compatible with the surrounding environment and existing development and that the housing is designed consistent with Figure 16 and the new policy added pursuant to Suggested Modification Three. However, the San Clemente Housing Development proposed pursuant to NOID 2-04 is only consistent with the LRDP if the proposed amendment to the LRDP is approved. Therefore, the Commission finds that **Special Condition One (1)** is necessary to ensure that the proposed amendment to the LRDP is deemed legally adequate prior to authorization of the impending development. Special Condition 1 ensures that the LRDP is amended to specify the new development site and associated height requirement of 35 to 45 feet.

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.

I. ARCHAEOLOGICAL RESOURCES (NOID 2-04)

Archaeological resources are significant to an understanding of cultural, environmental, biological, and geological history. Degradation of archaeological resources can occur if a project is not properly monitored and managed during earth moving activities and construction. Site preparation can disturb and/or obliterate archaeological materials to such an extent that the information that could have been derived would be permanently lost. In the past, numerous archaeological sites have been destroyed or damaged as a result of development. As a result, the remaining sites, even though often less rich in materials, have become increasingly valuable as a resource. Further, because archaeological sites, if studied collectively, may provide information on subsistence and settlement patterns, the loss of individual sites can reduce the scientific value of the sites which remain intact.

The LRDP contains several policies to ensure that adverse effects to archaeological and paleontological resources from new development are reasonably mitigated consistent with Section 30244 of the Coastal Act which has been included in the certified LRDP. For instance, Policy 30244.4 of the LRDP requires that during any grading activities that may result in ground disturbance of archaeological sites, a non-

University of California affiliated archaeologist and a Native American representative shall be present. Policy 30244.5 requires that should any archaeological or paleontological resources be found on site during construction, all activity which could damage such resources shall be suspended until appropriate mitigation measures have been implemented.

The Initial Study (Rodriquez Consulting, Inc., November 2003) prepared for this project indicates the following analysis with regard to archaeological resources:

> ***To evaluate the potential for the San Clemente Student Housing project to result in impacts to archaeological resources, a Phase I surface survey of the project site and surrounding area located on Storke Field and along Stadium Road was conducted. The Stadium Road component of the survey was conducted to assess the potential for impacts resulting from the installation of a new sewer line that is to be located within the road right-of-way.***
>
> ***The Storke Field survey encompassed approximately 16.5 acres, extending between the paved area of El Colegio Road, Stadium Road, Los Carneros Road and Parking Lot No. 38. The ground visibility of this survey area was generally poor..***
>
> ***The field survey of the project area identified some scattered marine shell fragments both in Storke Field and along Stadium Road. Some of the shell was clearly associated with fill soils that have been dumped on the western end of Storke Field, and all of the shell had been scattered by various earth disturbing activities throughout the 20th century. Marine shell is frequently present in archaeological sites along the Santa Barbara Channel, however, no evidence of chipped stone, ground stone, midden soil, beads and/or other artifactual evidence of aboriginal origin was noted during the survey. Although no evidence of significant cultural artifacts was detected, the ground surface was generally poor throughout the survey area. Therefore the survey results are not conclusive regarding the absence of Native American resources within the project site.***
>
> ***...***
>
> ***The apparent grading of soil across much if not the entire housing project site, and previous road construction activities for El Colegio Road, reduces the likelihood that the project would result in any impacts to significant intact cultural resources. However, based on the archaeological sensitivity of the general project area in combination with the presence of scattered fragments of marine shell and the poor ground surface visibility throughout much of the survey area, the proposed project is considered to have a potential to result in impacts to archaeological resources.***

The Initial Study included a mitigation measure requiring that an archaeologist be retained to monitor vegetation clearance north of the existing bike path, which parallels El Colegio Road between Los Carneros Road and Stadium Road, with the result of the monitoring to determine if additional monitoring or subsurface testing is needed.

The policies of the LRDP require that an independent archaeologist and Native American representative must be present during any construction activity which has the potential to result in adverse effects to archaeological resources. Therefore, to ensure that potential adverse effects to archaeological resources are adequately mitigated during the construction of the proposed development, consistent with the policies contained in the certified LRDP, **Special Condition Nine (9)** requires that a qualified archaeologist(s) and appropriate Native American consultant(s) be present on-site during all vegetation removal and grading activities north of the existing bicycle path paralleling El Colegio Road, between Stadium Road and Los Carneros Road, and in the event that any cultural deposits are discovered on the project site. Specifically, the project operations on site shall be controlled and monitored by the archaeologist(s) with the purpose of locating, recording and collecting any archaeological/cultural materials. Alternately, under the direction of a qualified archaeologist and/or appropriate Native American consultant, the applicants may implement alternative techniques designed to temporarily protect such resources (e.g., placing temporary cap material in accordance with accepted protocols for archaeological resource protection). In the event that any significant archaeological resources are discovered during operations, all work in this area shall be halted and an appropriate data recovery strategy be developed, subject to review and approval of the Executive Director, by the applicants' archaeologist and the native American consultant consistent with CEQA guidelines.

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

J. CALIFORNIA ENVIRONMENTAL QUALITY ACT (NOID 2-04)

Pursuant to Section 21080.9 of the California Environmental Quality Act ("CEQA"), the Coastal Commission is the lead agency responsible for reviewing Long Range Development Plans for compliance with CEQA. The Secretary of Resources Agency has determined that the Commission's program of reviewing and certifying LRDPs qualifies for certification under Section 21080.5 of CEQA. In addition to making the finding that the LRDP amendment is in full compliance with CEQA, the Commission must make a finding that no less environmentally damaging feasible alternative exists. Section 21080.5(d)(I) of CEQA and Section 13540(f) of the California Code of Regulations require that the Commission not approve or adopt a LRDP, "...if there are feasible alternative or feasible mitigation measures available which would substantially lessen any significant adverse impact which the activity may have on the environment."

The proposed amendment is to the University of California at Santa Barbara's certified Long Rang Development Plan. On March 17, 1981, the University's Long Range Development Plan (LRDP) was effectively certified by the Commission. The LRDP has been subject to twelve 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 is a long-range plan that guides development by UCSB necessary for the University to meet its broad mission of instruction, research, and public service for the period 1990-2005/2006.

For the reasons discussed in this report, the LRDP amendment, as submitted is inconsistent with the intent of the applicable policies of the Coastal Act and feasible alternatives are available which would lessen any significant adverse effect which the approval would have on the environment. The Commission has, therefore, modified the proposed LRDP amendment to include such feasible measures adequate to ensure that such environmental impacts of new development are minimized. As discussed in the preceding section, the Commission's suggested modifications bring the proposed amendment into conformity with the Coastal Act. Therefore, the Commission finds that the LRDP amendment, as modified, is consistent with CEQA.

Additionally, a Final Environmental Impact Report (Rodriguez Consulting, April 2004) and Initial Study (Rodriquez Consulting, Inc., November 2003) was prepared for the proposed development which identified mitigation measures to reduce the potential impacts of the project. The University's commitment to implement the mitigation measures identified in the Project EIR and Initial Study in addition to the special conditions contained herein, will lessen any significant adverse effects of the specific project components associated with Notice of Impending Development 2-04. There are no other feasible alternatives or mitigation measures available which would further lessen any significant adverse effect which the approval would have on the environment. The Commission has imposed conditions upon the Notice of Impending Development to include such feasible measures as will reduce environmental impacts of new development. As discussed in the preceding section, the Commission's special conditions bring the University's proposed projects into conformity with the applicable Coastal Act policies incorporated by the University into the certified LRDP. Therefore, the Commission finds that the Notice of Impending Development as conditioned herein, are consistent with CEQA and the applicable provisions of the Long Range Development Plan.

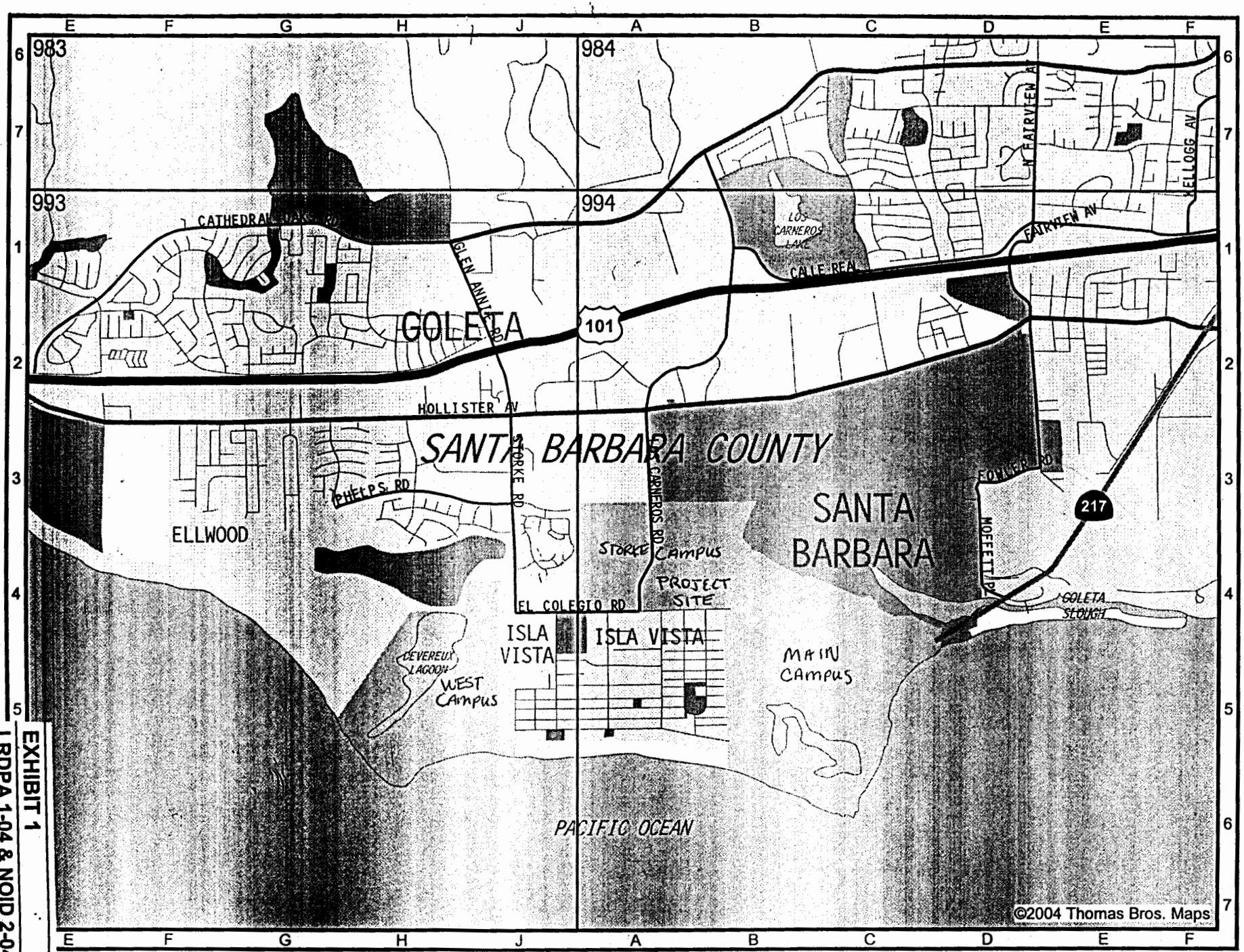


EXHIBIT 1
LRDPA 1-04 & NOID 2-04
Vicinity Map

EXHIBIT 2

LRDPA 1-04 & NOID 2-04

Campus Features

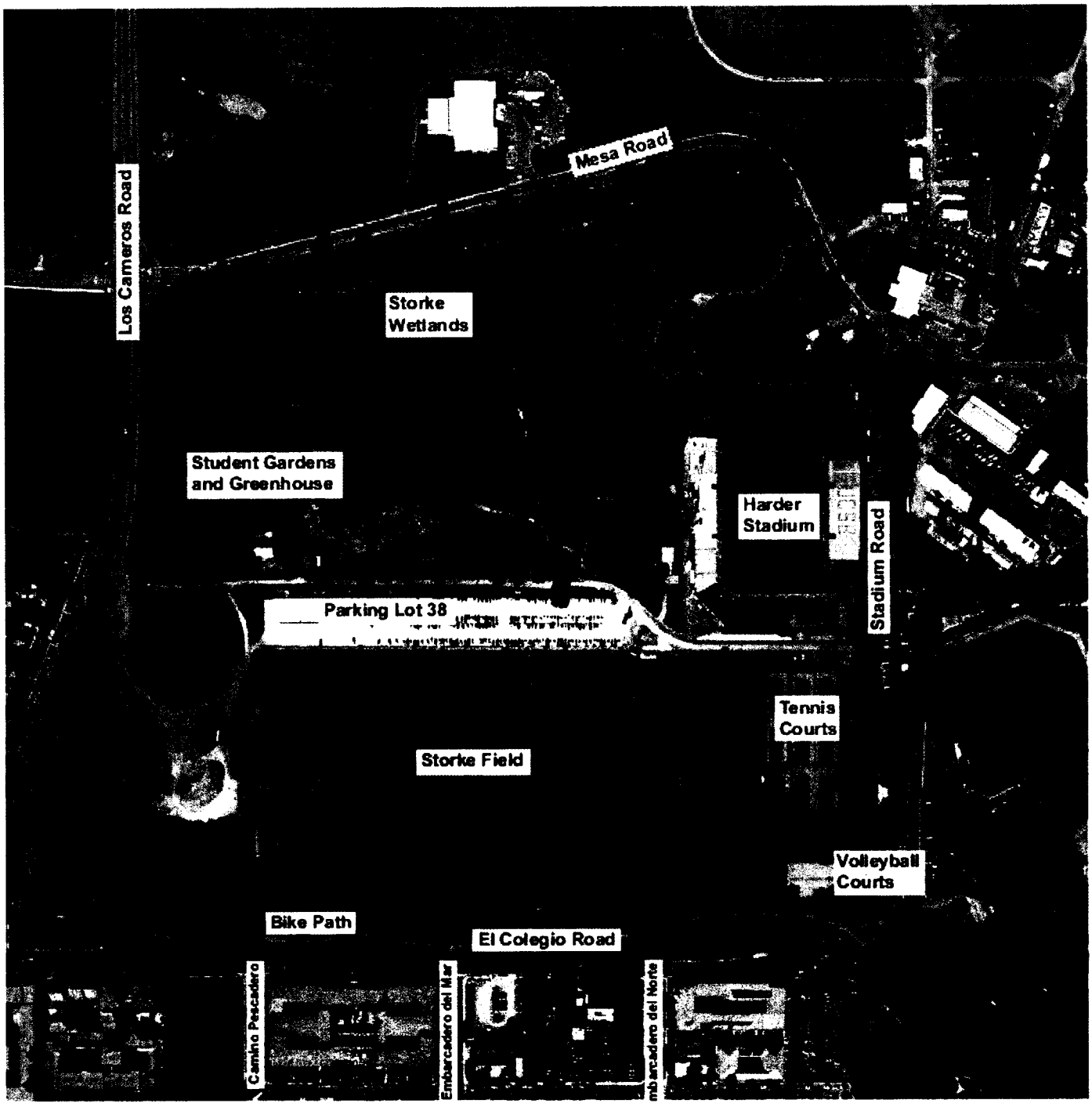


Exhibit 3

LRDPA 1-04 & NOID 2-04

Project Site Aerial Photograph

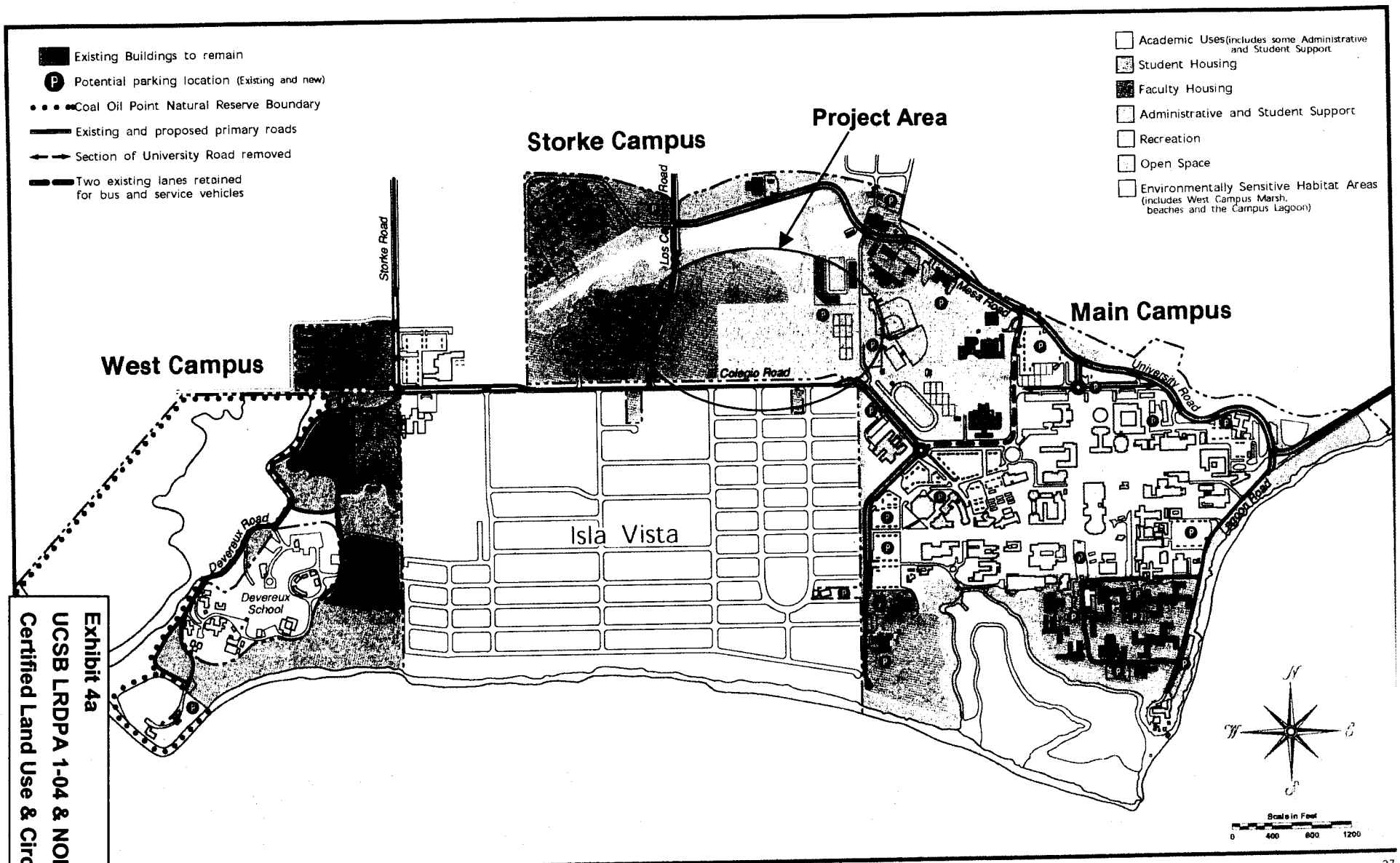


FIGURE 10 Land Use and Circulation

37
LRD

Exhibit 4a
UCSB LRDPA 1-04 & NOID 2-04
Certified Land Use & Circulation

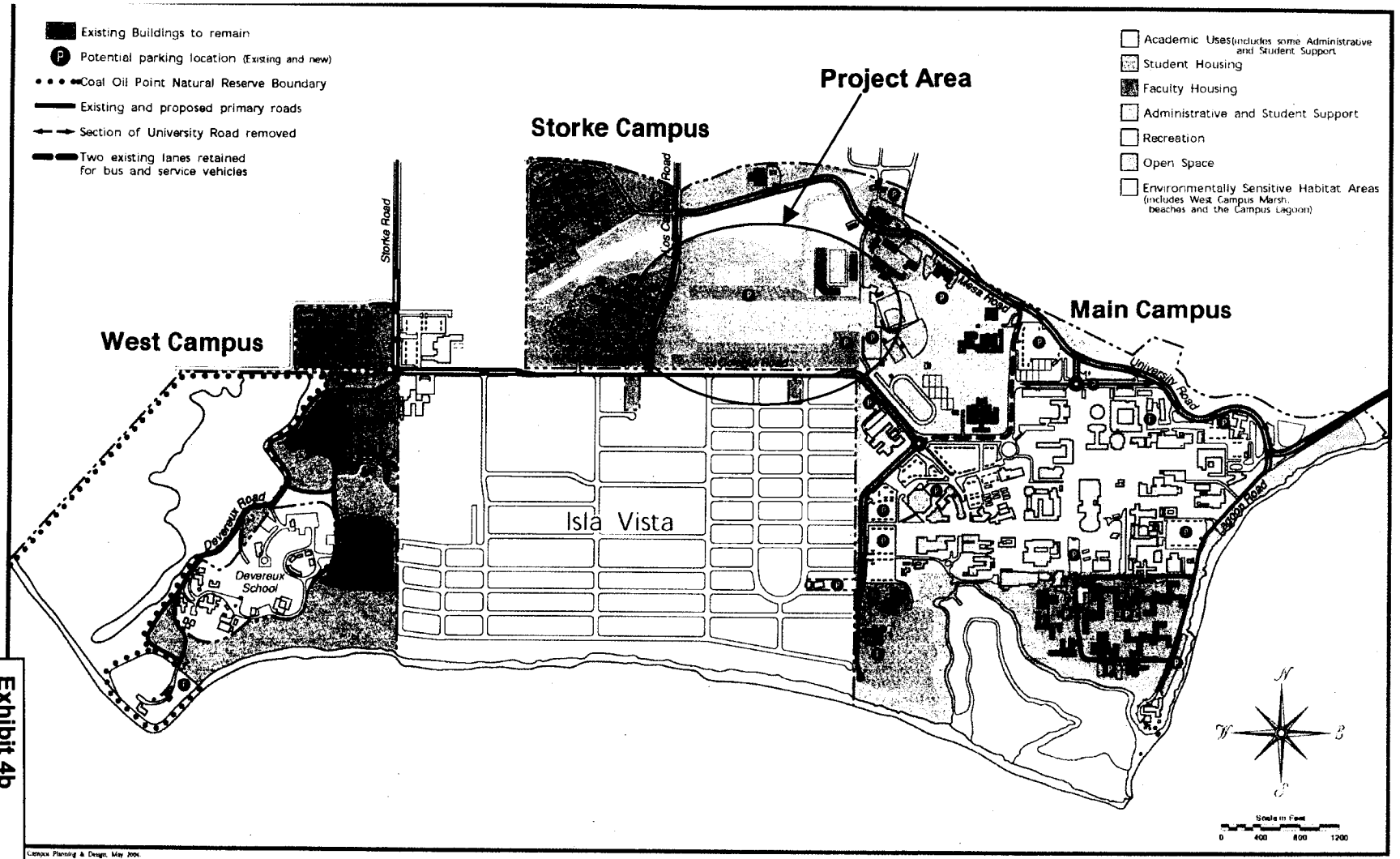


Exhibit 4b
UCSB LRDPA 1-04 & NOID 2-04
Proposed Land Use & Circulation

FIGURE 10 Amended Land Use and Circulation

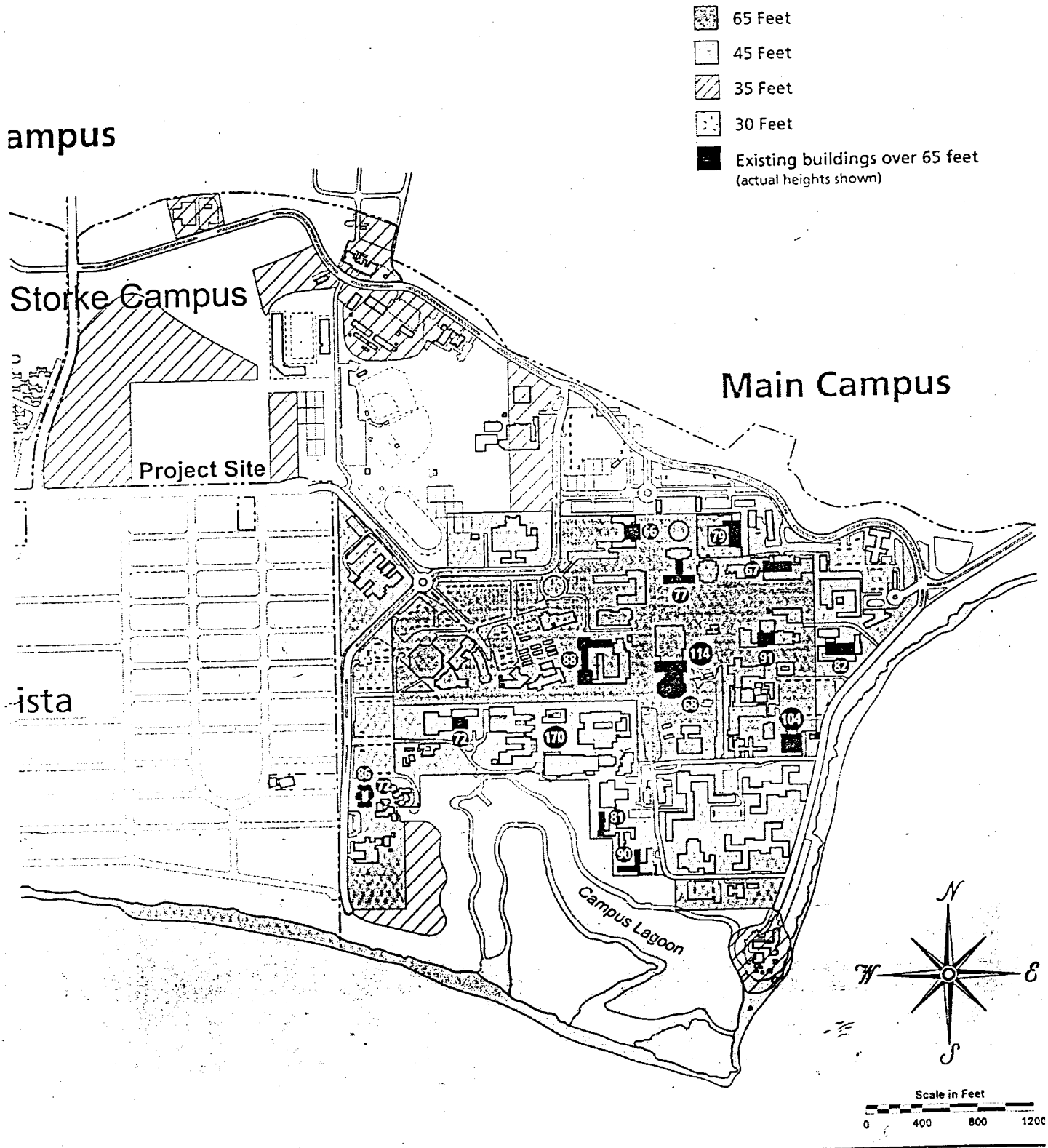
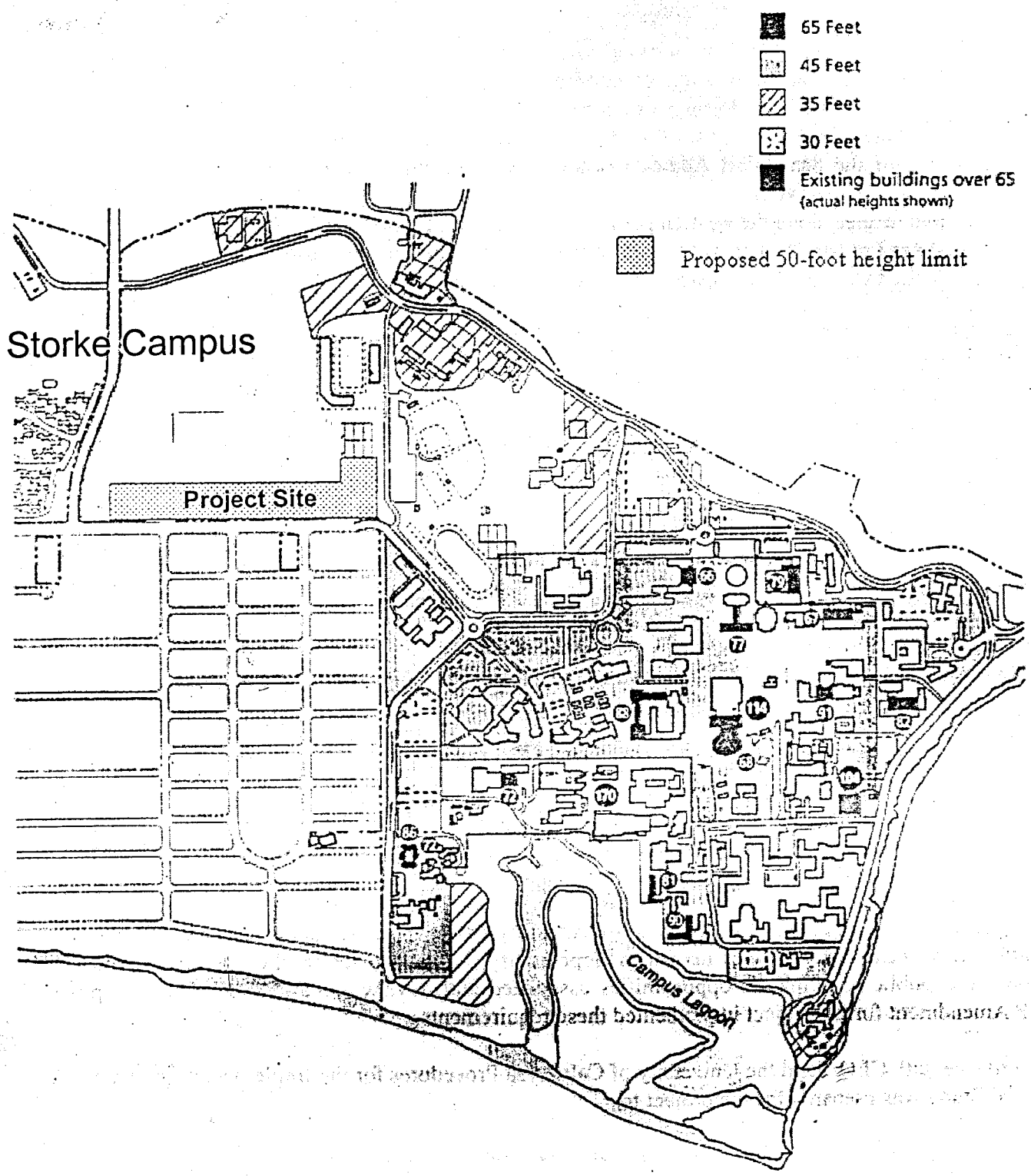


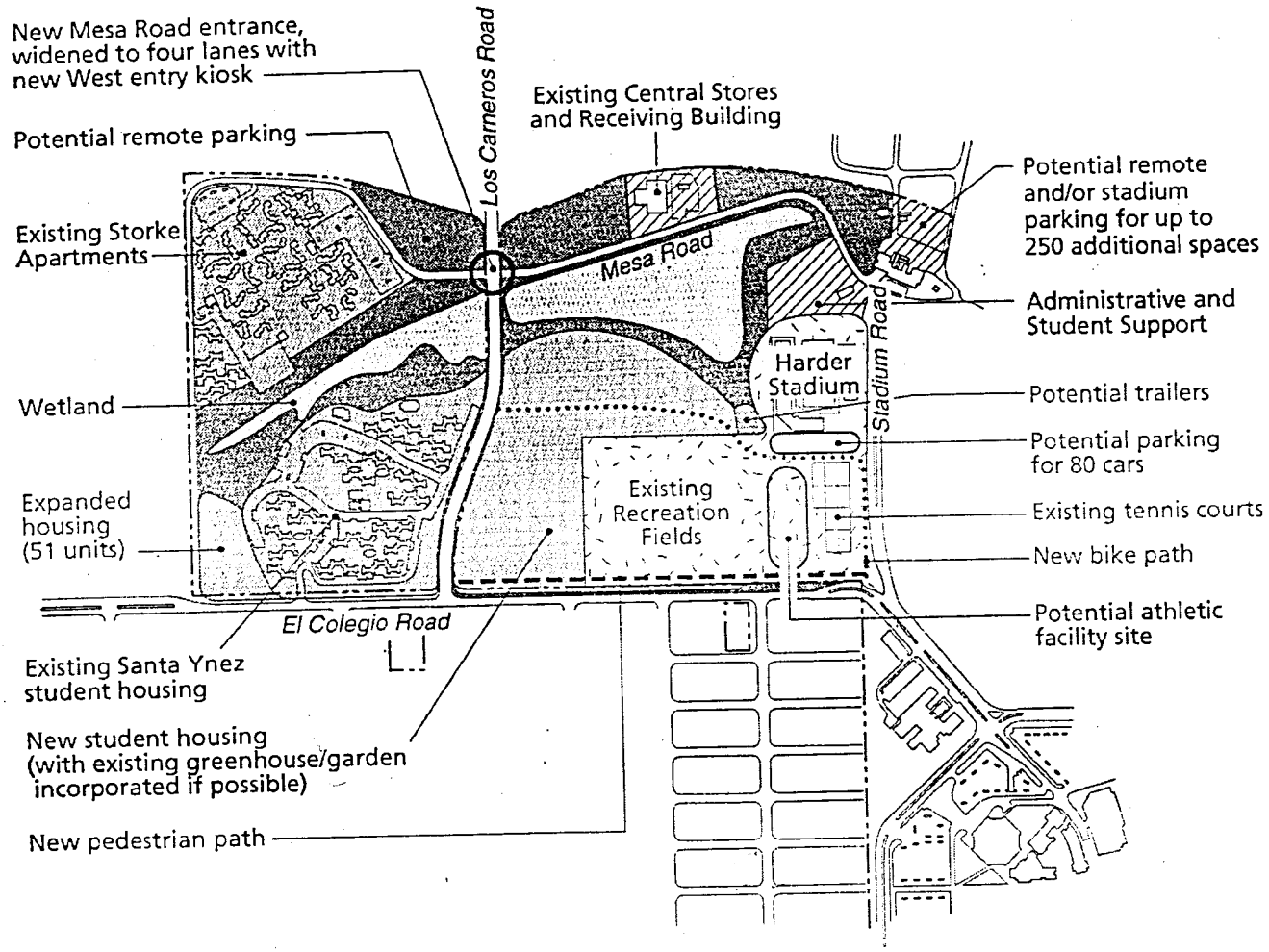
FIGURE 16 Building Height Limits

Exhibit 5a
LRDPA 1-04 & NOID 2-04
Certified Height Limit



Source: Modified from 1990
LRDP Figure 16

Exhibit 5b
LRDPA 1-04 & NOID 2-04
Proposed Height Limit

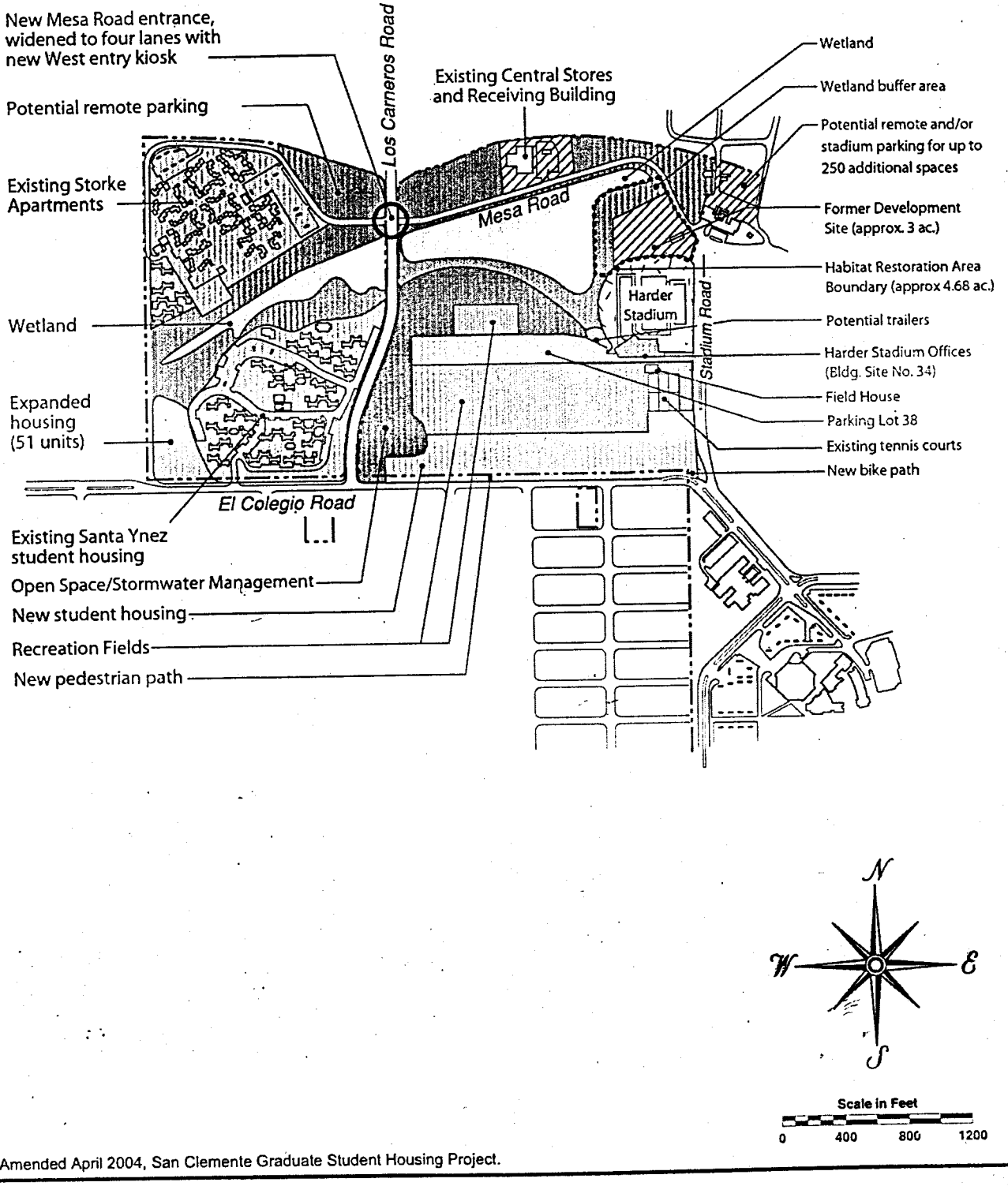


UCSB

UNIVERSITY OF CALIFORNIA
SANTA BARBARA

FIGURE 23 Storke Campus Plan 1.III.37 LRDP

Exhibit 6a
LRDPA 1-04 & NOID 2-04
Certified Storke Campus Plan

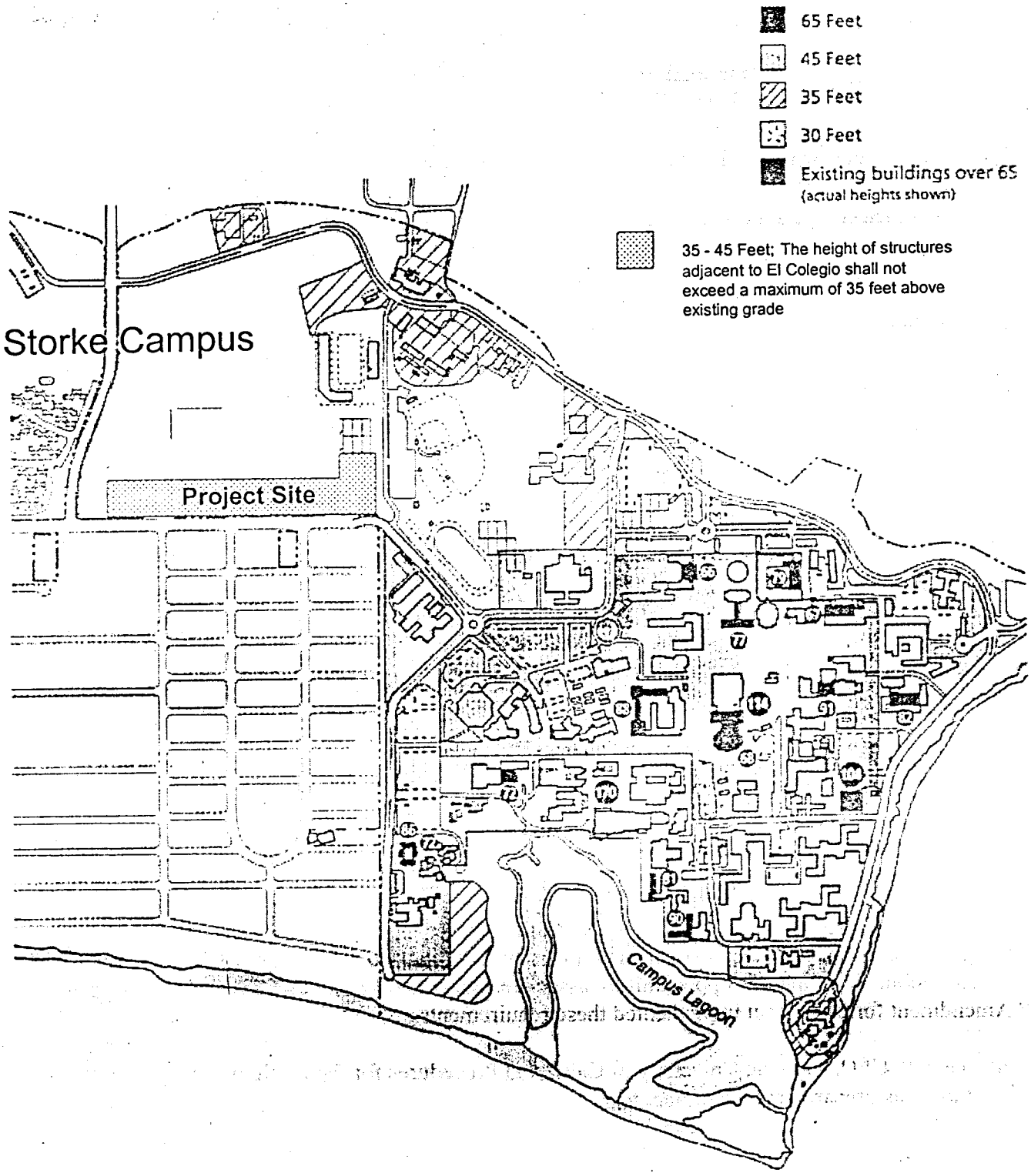


Amended April 2004, San Clemente Graduate Student Housing Project.

FIGURE 23 Amended Storke Campus Plan

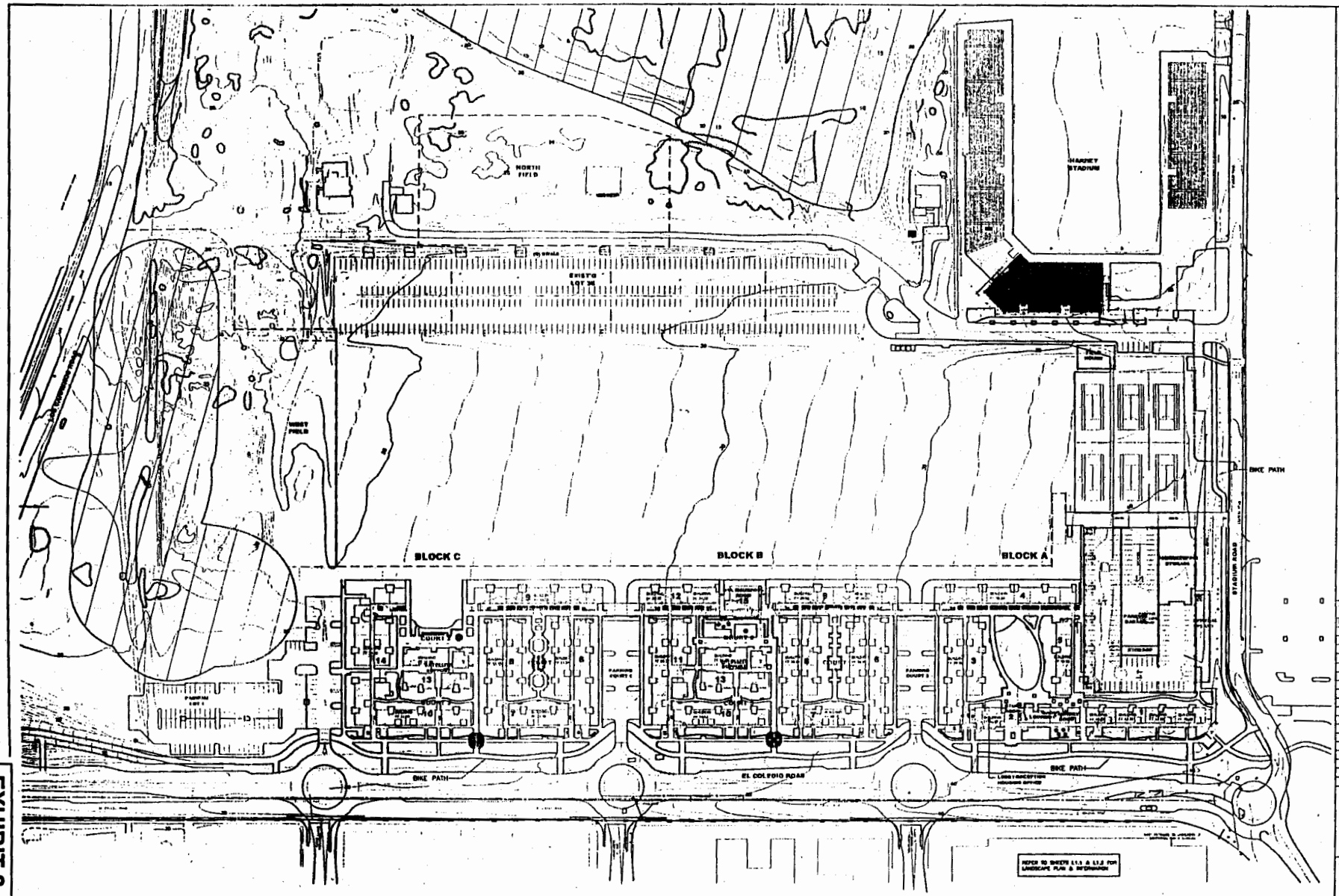
1.III.37
LRDP

Exhibit 6b
LRDPA 1-04 & NOID 2-04
Proposed Storke Campus Plan



Source: Modified from 1990 LRDP Figure 16

Exhibit 7
LRDPA 1-04 & NOID 2-04
Modified Height Limit



PARKING COUNT		
LOT NAME	STALL SIZE	# OF SPACES
LOT 5	8'-6"	154
PARKING COURT 1	8'-6"	34
PARKING COURT 2	8'-6"	84
PARKING GARAGE (4 LEVELS)	8'-6"	537
TOTAL		810

90% OF 970 = 700

FIELDS DEVEREAUX
ARCHITECTS & ENGINEERS

UCSB
SAN CLEMENTE
GRADUATE
HOUSING

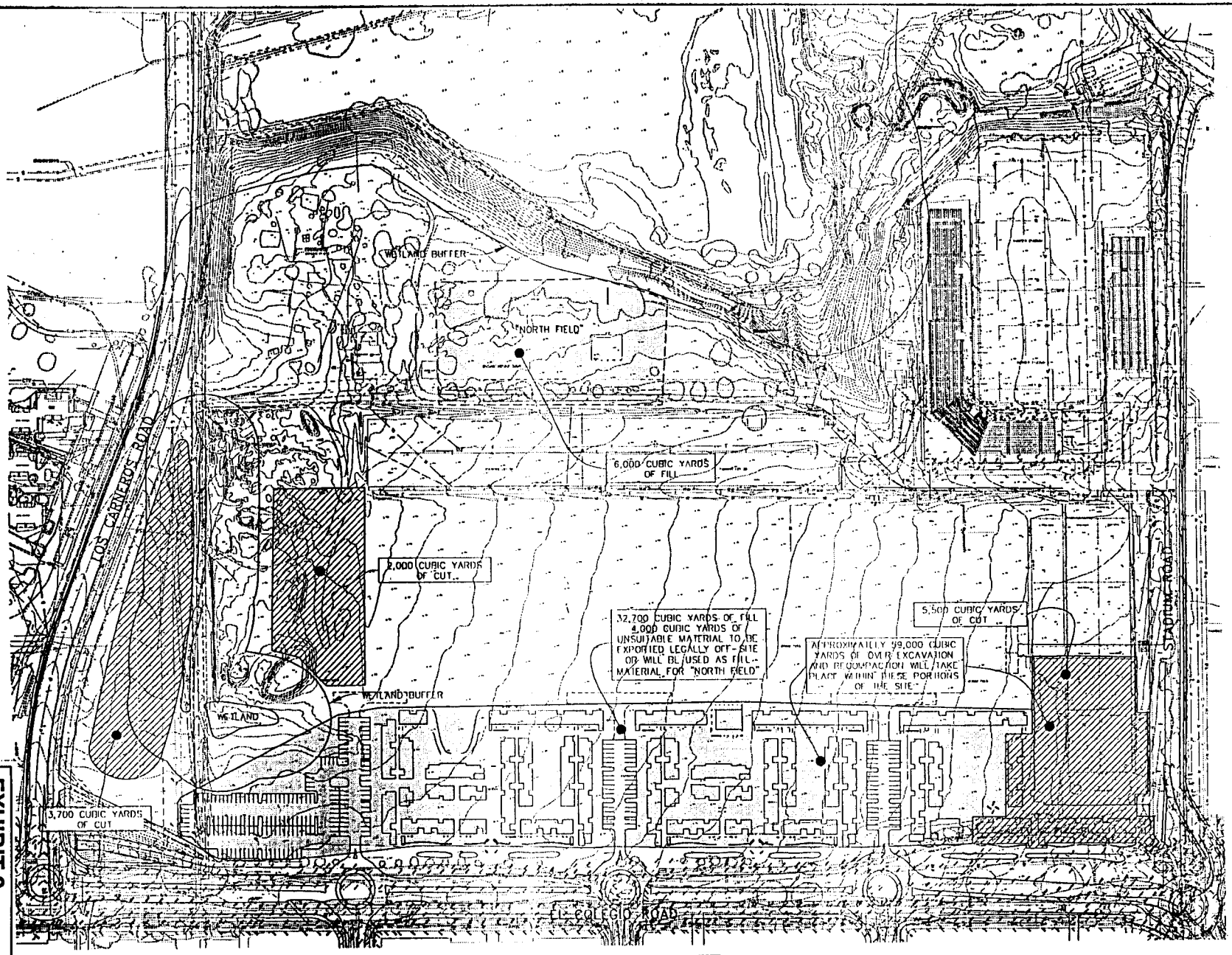
DESIGN DEVELOPMENT SET

02-27-04

SITE PLAN

A2.201

EXHIBIT 8
LRDPA 1-04 & NOID 2-04
Site Plan



ESTIMATED EARTHWORK QUANTITY (RAW DATA)	
EXCAVATION (CUT)	11,200 CUBIC YARDS
FILL	38,700 CUBIC YARDS
IMPORT	27,500 CUBIC YARDS

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ARCHITECTS ENGINEERS

UCSB SAN CLEMENTE GRADUATE HOUSING

DESIGN DEVELOPMENT SET

12-05-03 SD
02-16-04 50% DD

GRADING PLAN

03056

C1.10

EXHIBIT 9
LRDPA 1-04 & NOID 2-04
Grading Plan

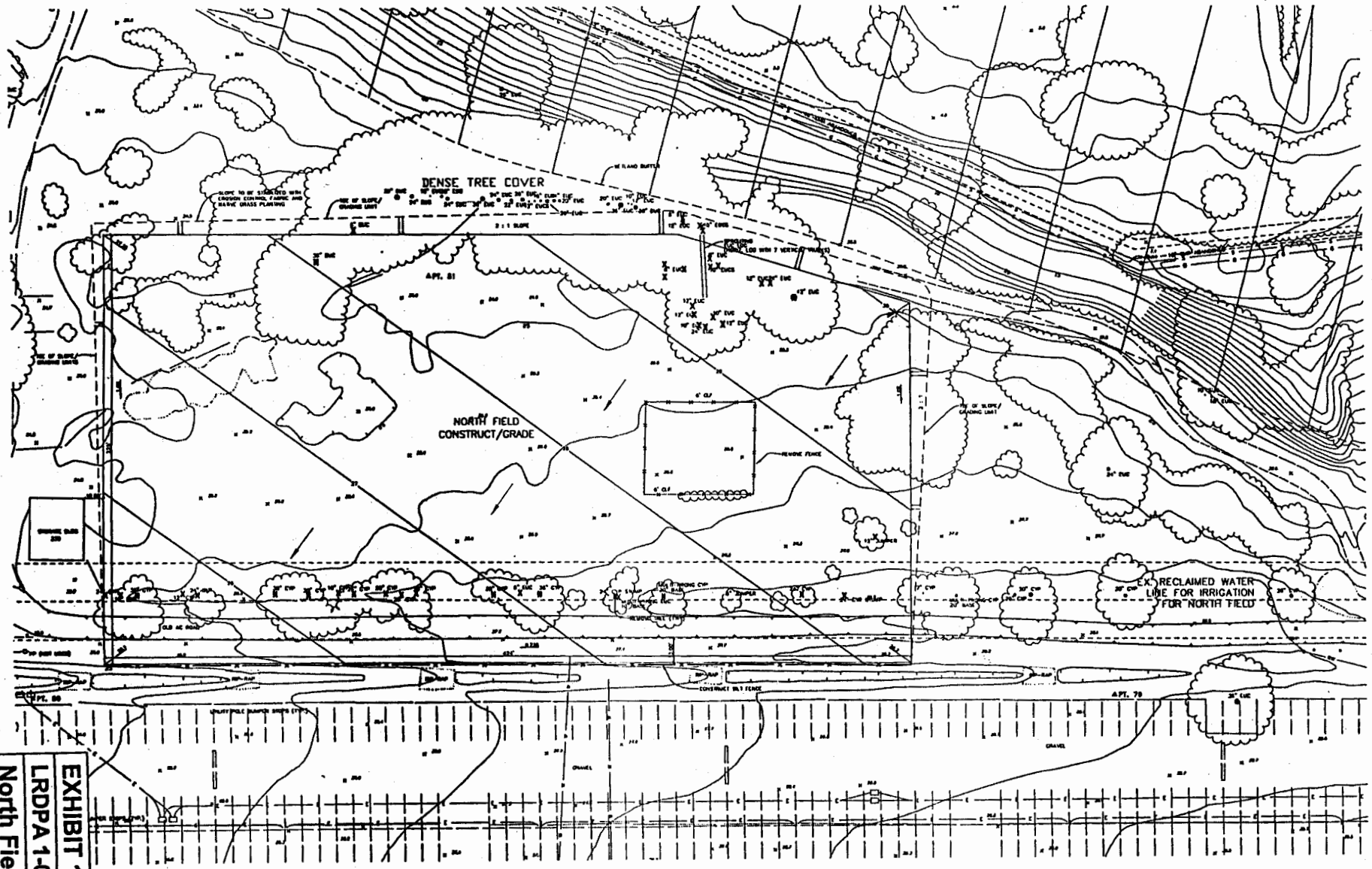

EXHIBIT 10
LRDPA 1-04 & NOID 2-04
North Field Site Plan

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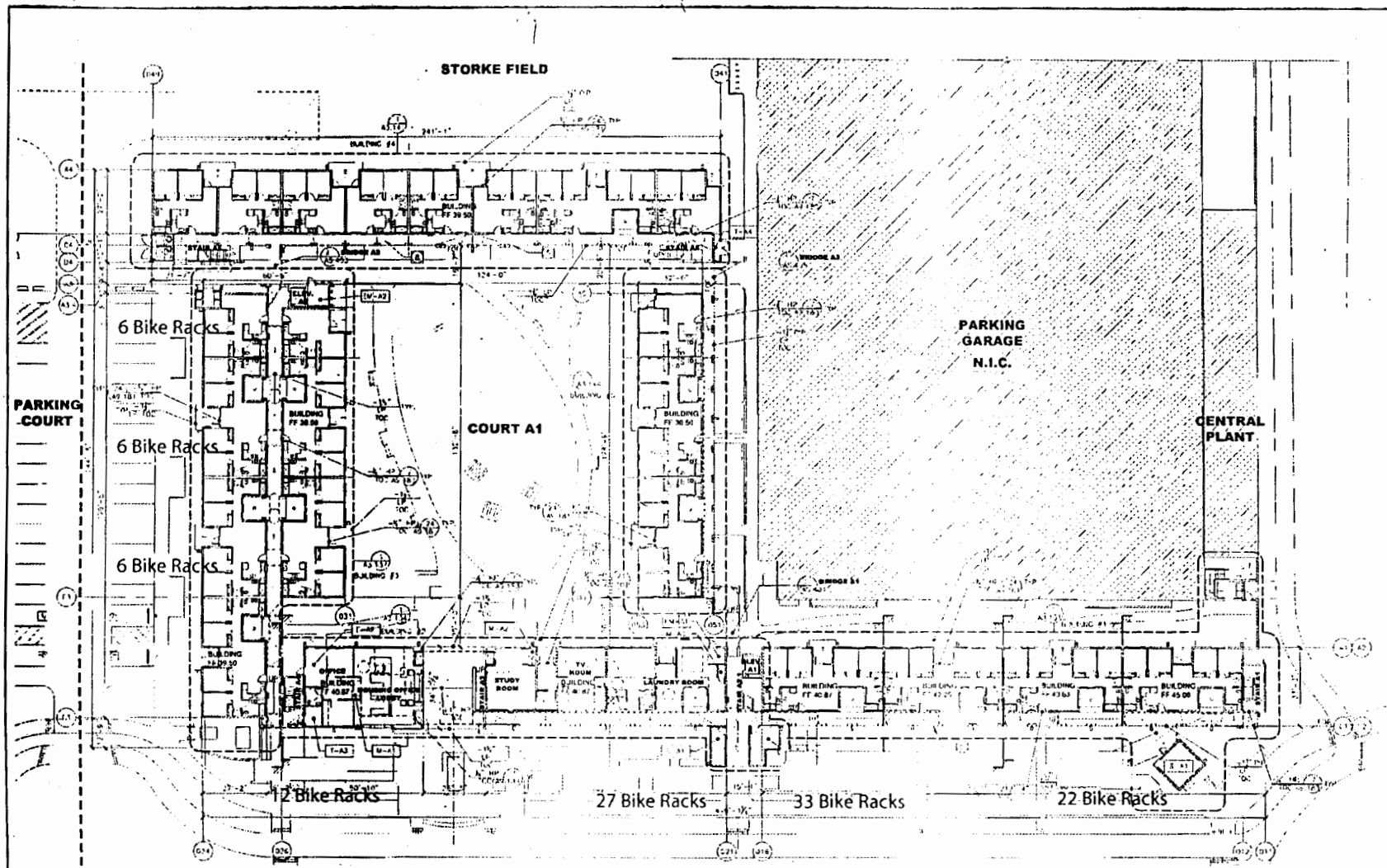
UCSB
SAN CLEMENTE
GRADUATE
HOUSING

DESIGN DEVELOPMENT SET

12-05-03 SD
03-17-04 SDR DD

GRADING PLAN (NORTH FIELD)

C1.1



KEYNOTES:

- CLAY TILE ROOF
- WOOD TRELLIS
- NOT USED
- OPEN TO BELOW – LIGHT COURT
- WALKWAY ABOVE
- SOFFIT LINE ABOVE SHOWN DASHED
- UPPER CABINETS SHOWN DASHED

NOTES:

1. REFER TO CIVIL DRAWINGS FOR ADDITIONAL FINISH FLOOR ELEVATIONS
2. THIS DRAWING INDICATES CROSS SLOPES OF THE WALKWAYS AND BALCONIES
3. REFER TO ENLARGED TYP. FLOOR PLANS ON A3.101 FOR DETAILED INFORMATION AND DIMENSIONS

LEGEND:

- 2% FLAT MAX
- 2% HIGH POINT
- SLOPE FROM
- TYP. CONCRETE
- LOW POINT

KEYPLAN:

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ARCHITECTS & ENGINEERS

UCSB SAN CLEMENTE STUDENT HOUSING

BID DOCUMENT SET

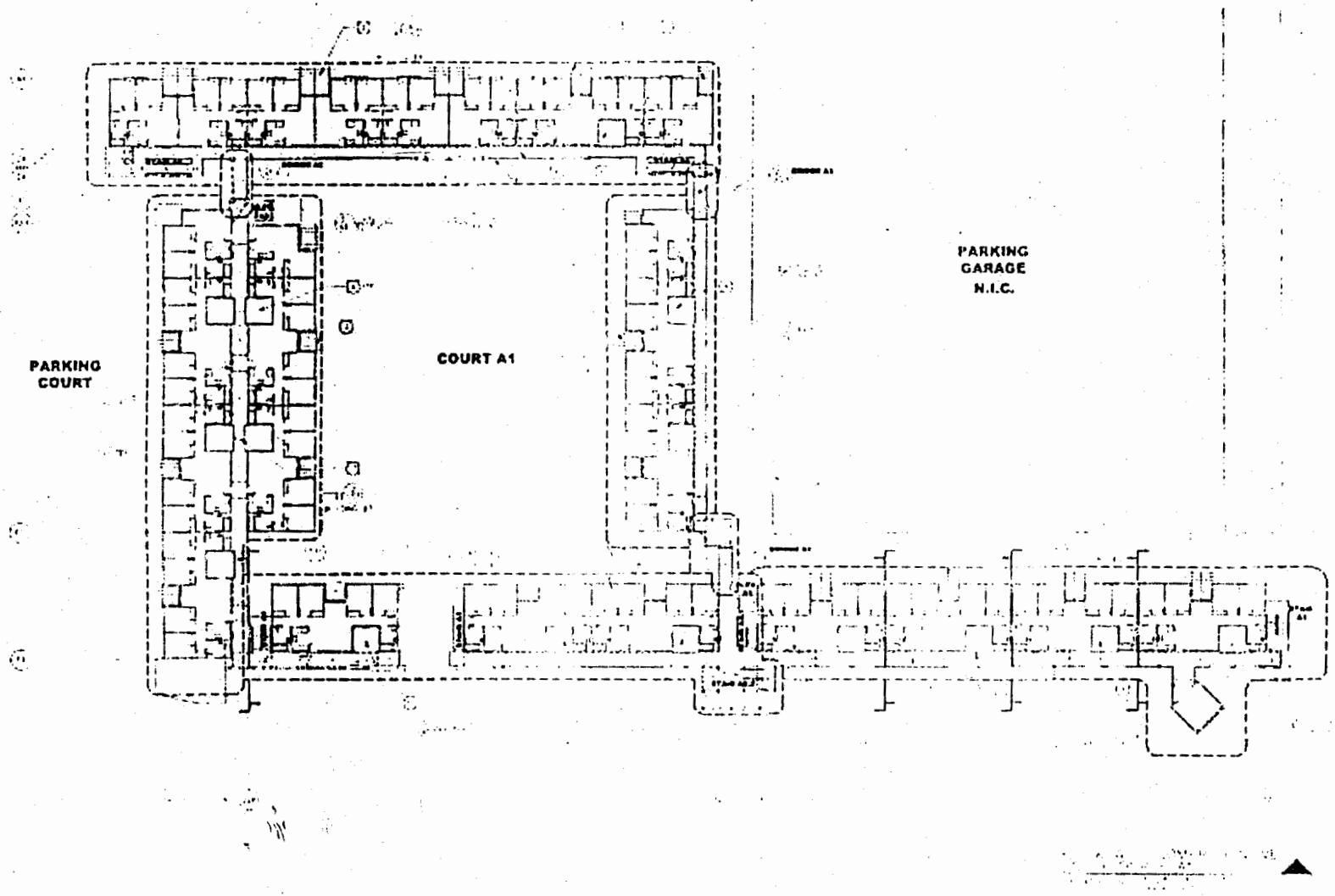
UCSB PROJECT NO. 986497
DRAWING NO. 833-10

BLOCK A COMPREHENSIVE GROUND FLOOR PLAN

A3.111

EXHIBIT 11
LRDPA 1-04 & NOID 2-04
Floor Plans

Page 1 of 9



FIELDS DEVEREAUX
ARCHITECTS ENGINEERS

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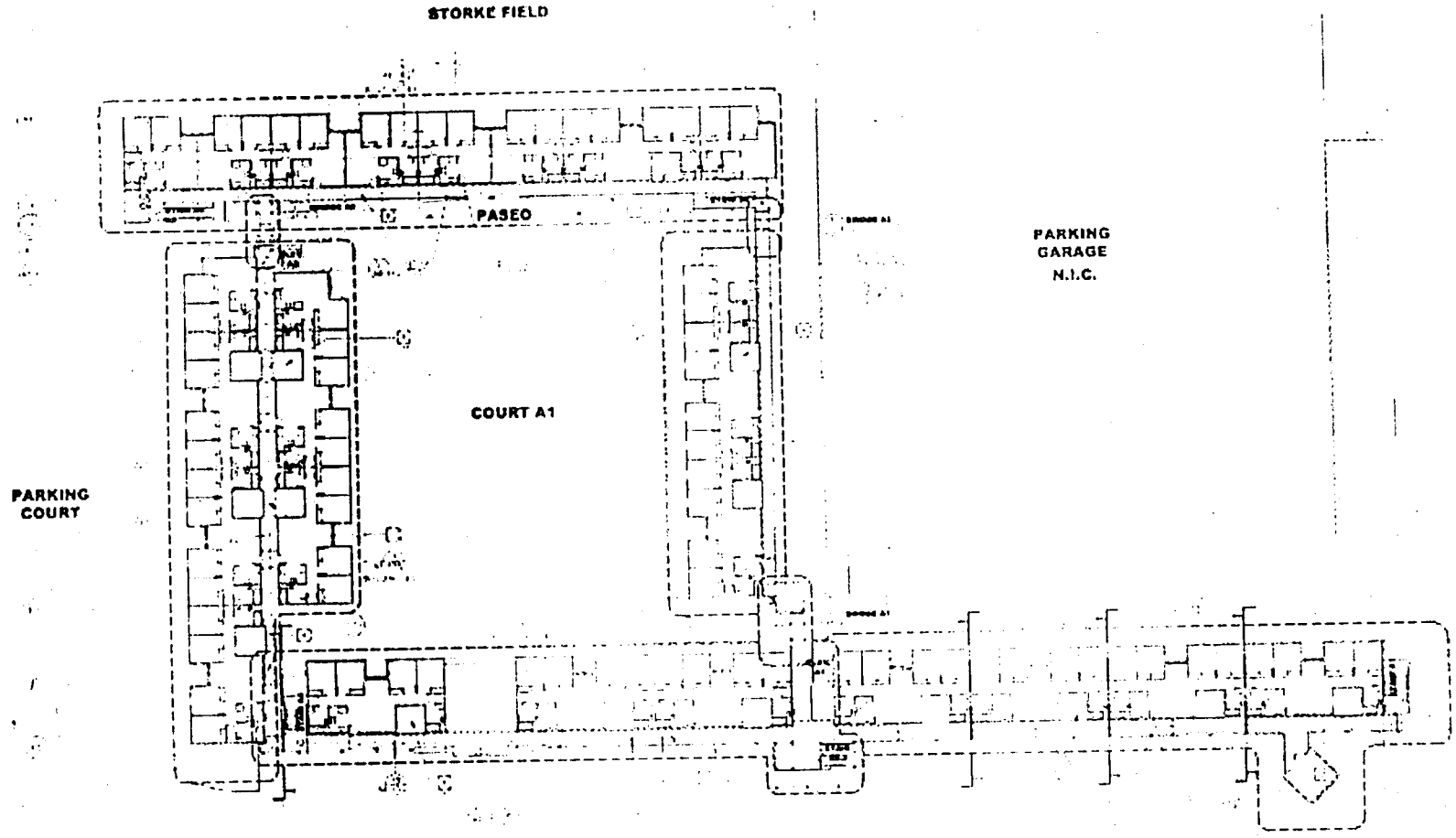
STUDENT HOUSING

BLOCK A
COMPREHENSIVE
3RD FLOOR
PLAN

A3.112

Page 289



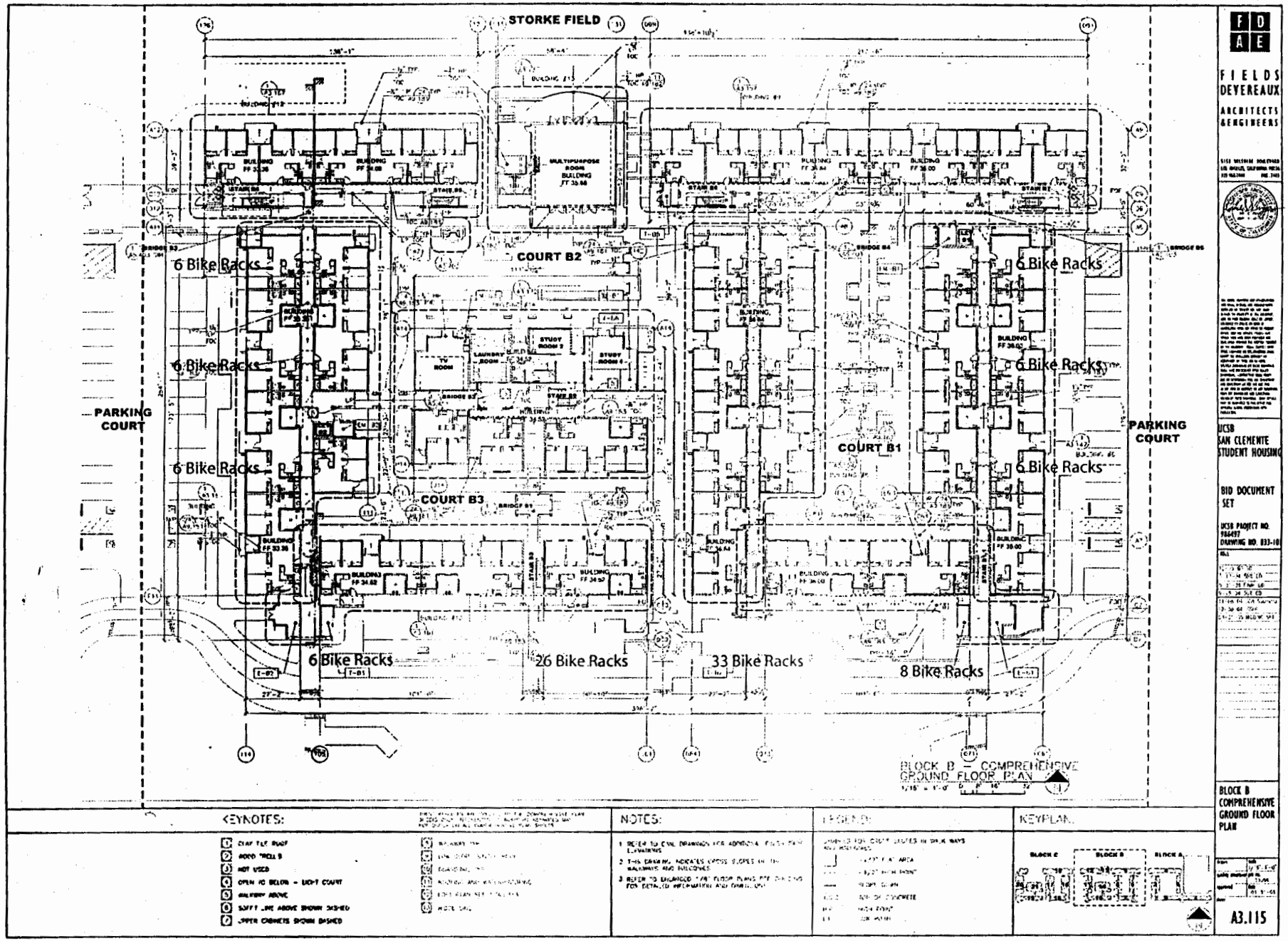
FIELDS DEVEREAUX
ARCHITECTS ENGINEERS

BID DOCUMENT SET

BLOCK A COMPREHENSIVE THIRD FLOOR PLAN

A3.113

Page 399



FIELDS DEVEREAUX
ARCHITECTS & ENGINEERS

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SAN CLEMENTE
STUDENT HOUSING

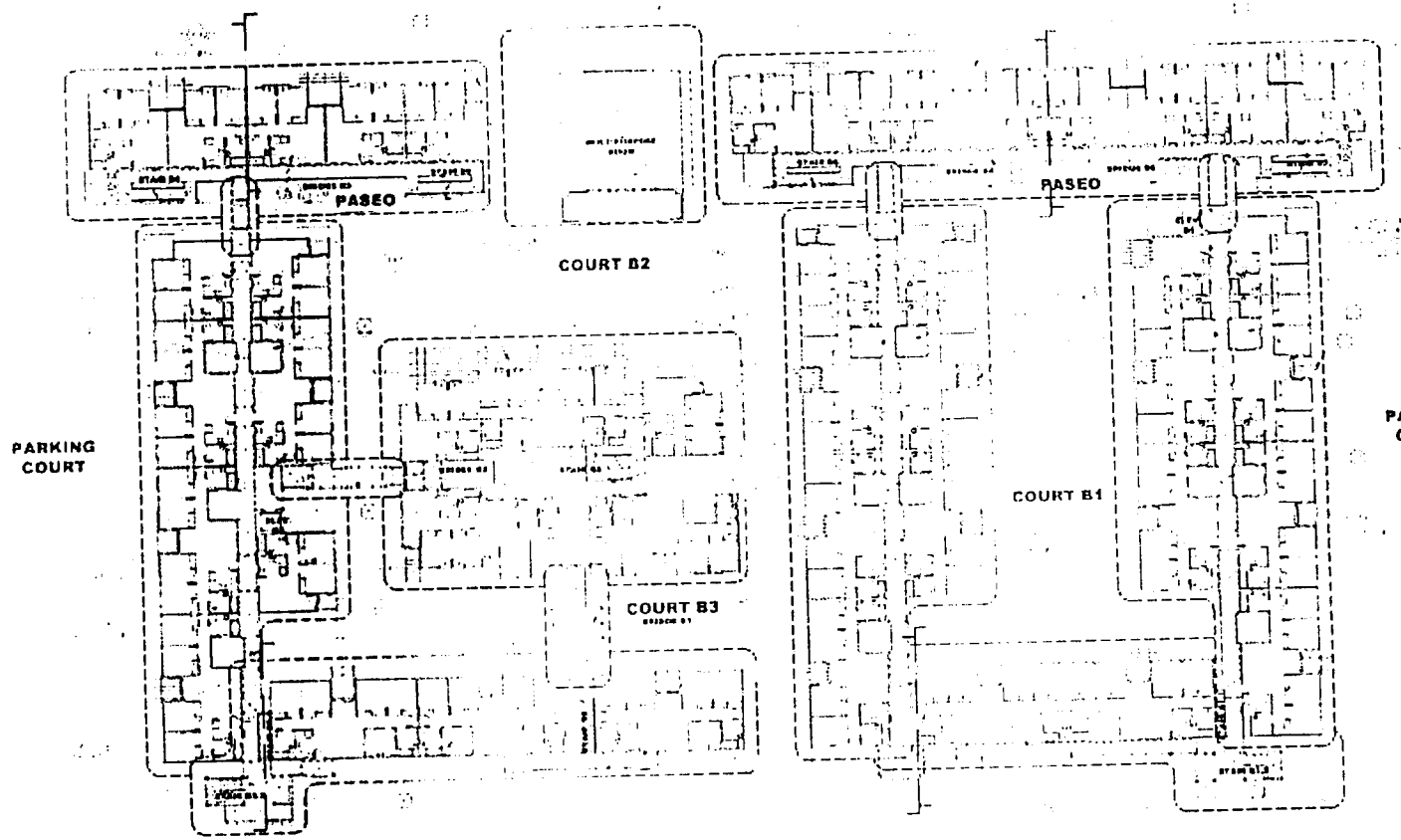
BID DOCUMENT SET

UCSB PROJECT NO. 986497
DRAWING NO. 833-10

BLOCK B
COMPREHENSIVE
GROUND FLOOR
PLAN

A3.115

STORKE FIELD



FIELDS DEVEREAUX

ARCHITECTS ENGINEERS

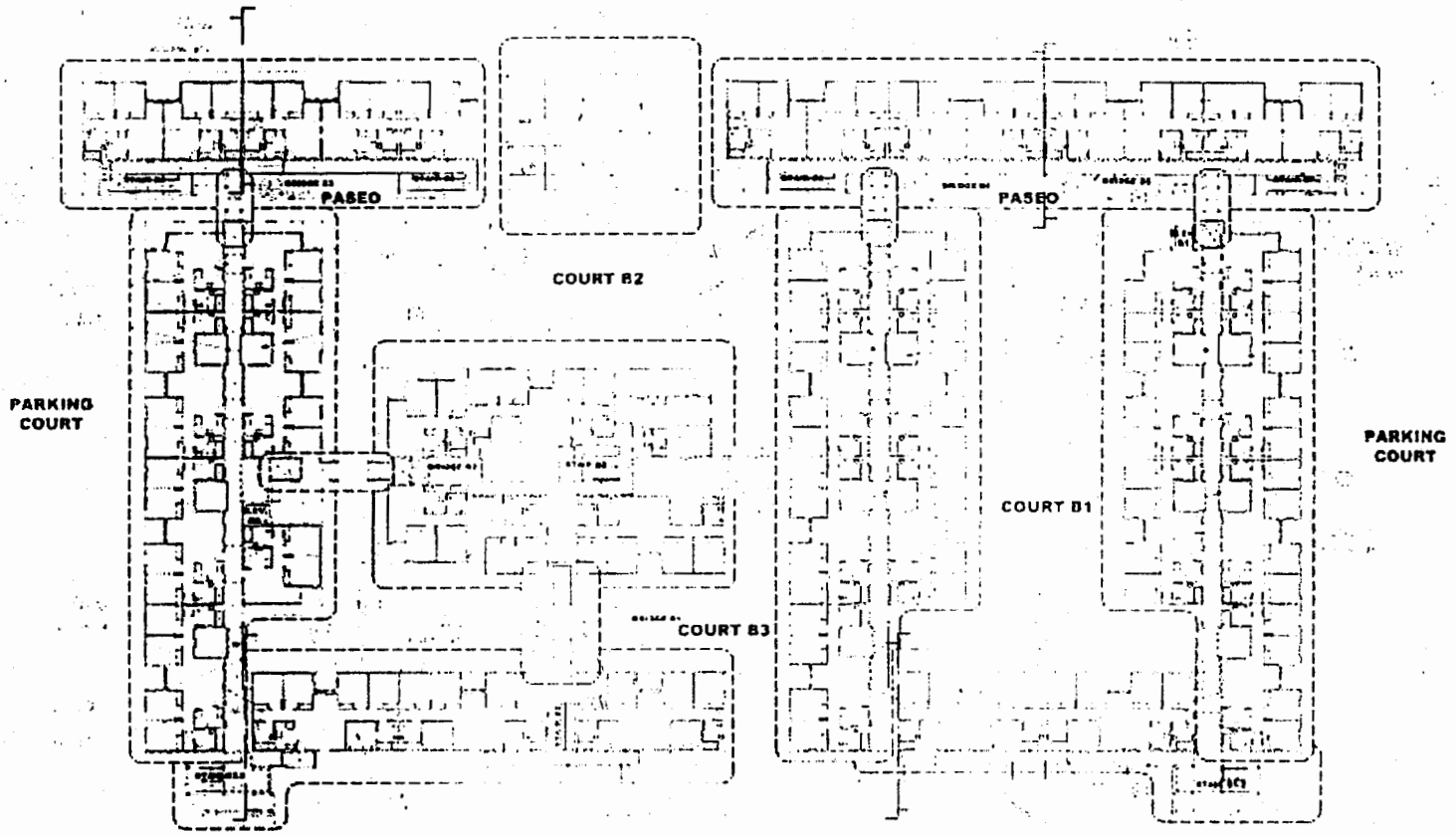
USB
SAN CLEMENTE
STUDENT HOUSING

BID DOCUMENT SET

BLOCK B
COMPREHENSIVE
2ND FLOOR
PLAN

A3.116

Page 505



FIELDS DEVEREAUX
ARCHITECTS ENGINEERS

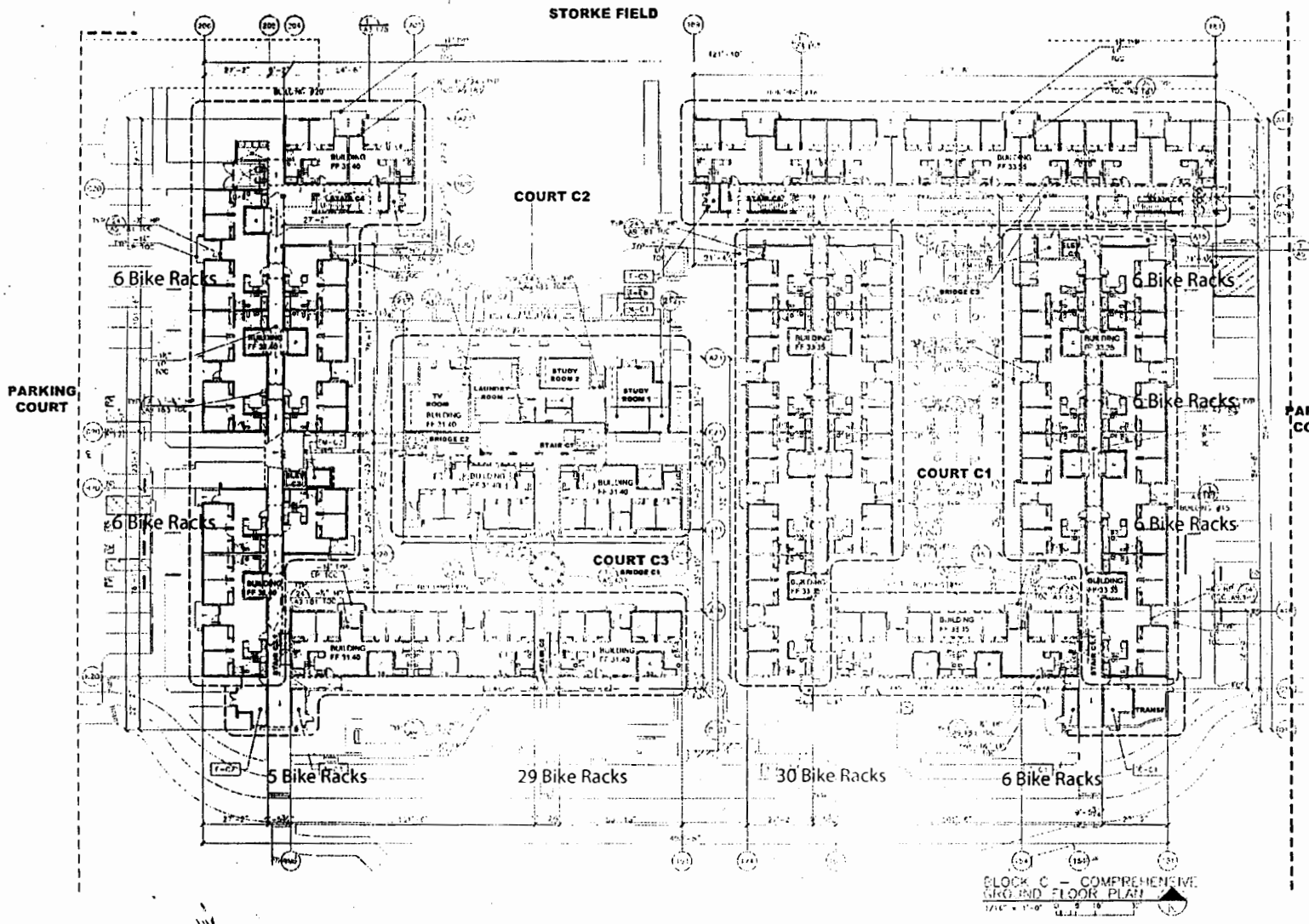
UCSB
SAN CLEMENTE
STUDENT HOUSING

BID DOCUMENT SET

BLOCK B COMPREHENSIVE 3RD FLOOR PLAN

A3.117

page 6 of 9



BLOCK C – COMPREHENSIVE GROUND FLOOR PLAN

1/16" = 1'-0"

KEYNOTES:

NOTES:

LEGEND:

KEYPLAN

BLOCK C | BLOCK B | BLOCK A

FIELDS DEVEREAUX ARCHITECTS & ENGINEERS

UCSB SAN CLEMENTE STUDENT HOUSING

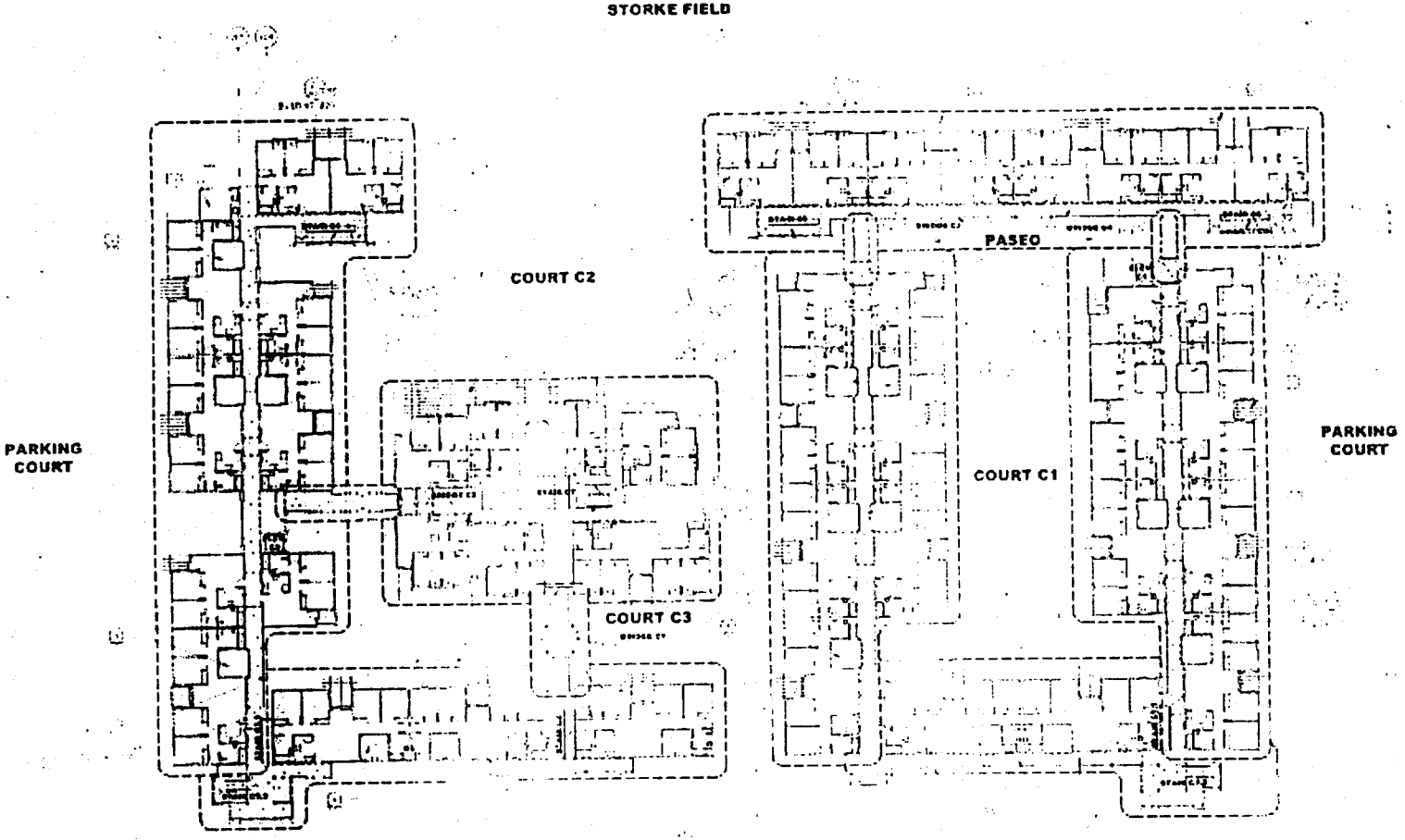
BID DOCUMENT SET

UCSB PROJECT NO. 98497
DRAWING NO. 933-101

BLOCK C COMPREHENSIVE GROUND FLOOR PLAN

A3.119

Page 797



FIELDS DEVEREAUX

ARCHITECTS ENGINEERS

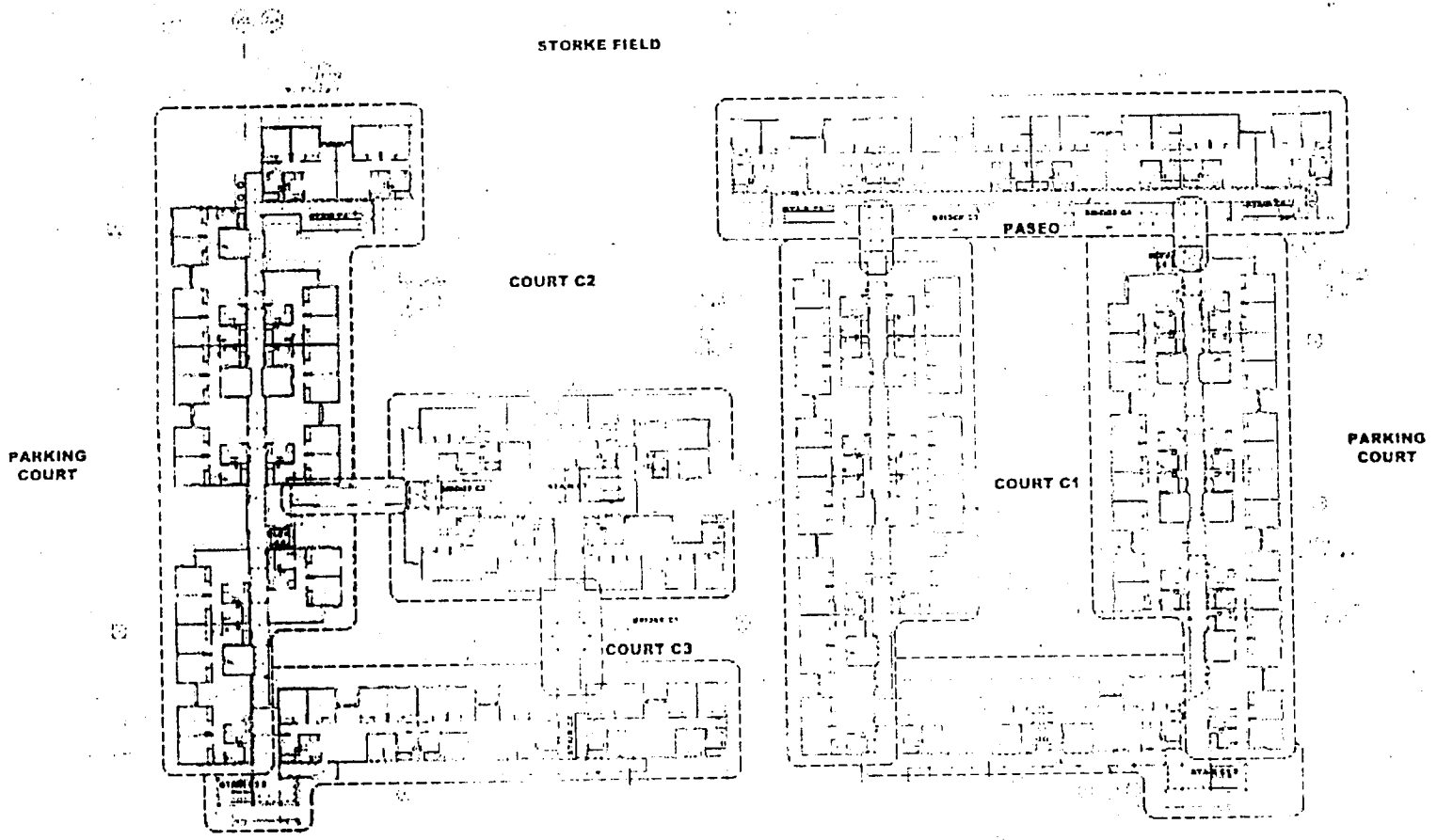
UCSB SAN CLEMENTE STUDENT HOUSING

BC DOCUMENT SET

BLOCK C COMPREHENSIVE 2ND FLOOR PLAN

A3.121

Pg 69 of 69



FIELDS DEVEREAUX
ARCHITECTS ENGINEERS

DSB
SAN CLEMENTE STUDENT HOUSING

BID DOCUMENT SET

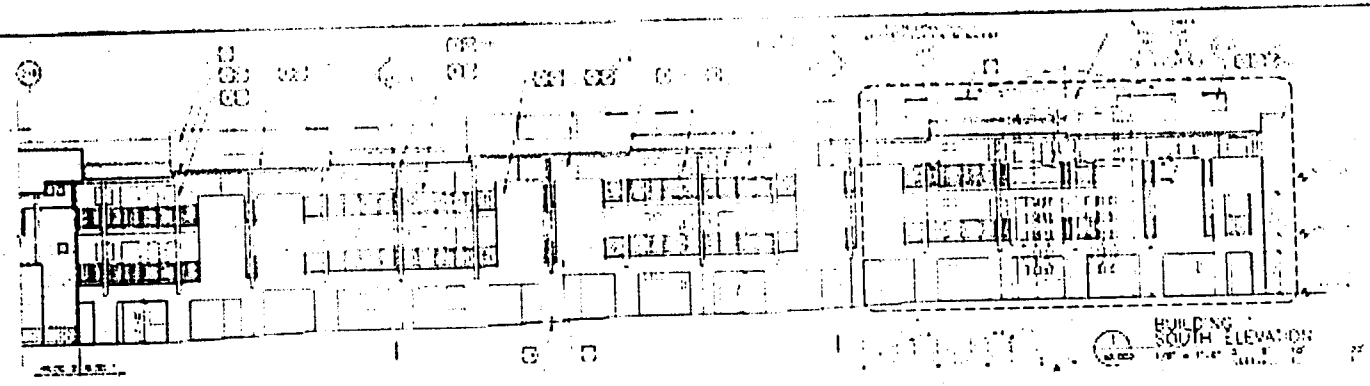
BLOCK E COMPREHENSIVE 3RD FLOOR PLAN

A3.122

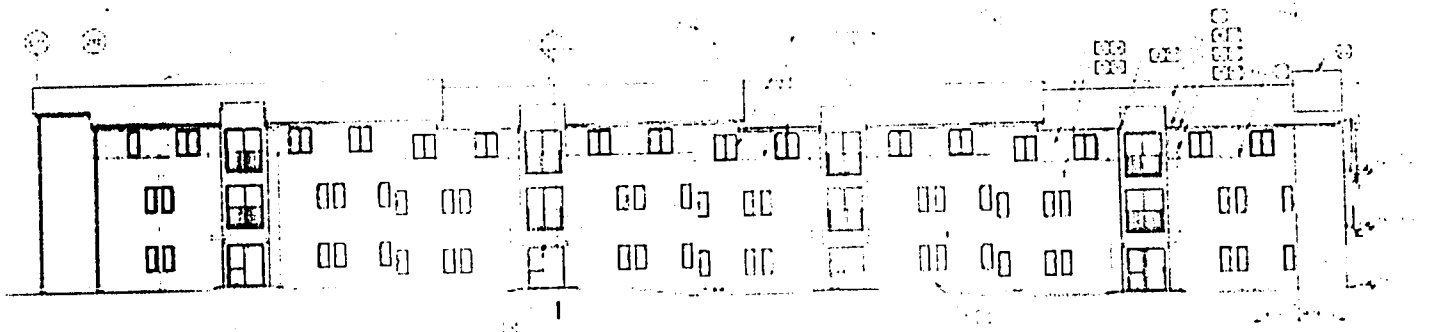
Page 989

Page 1 of 3

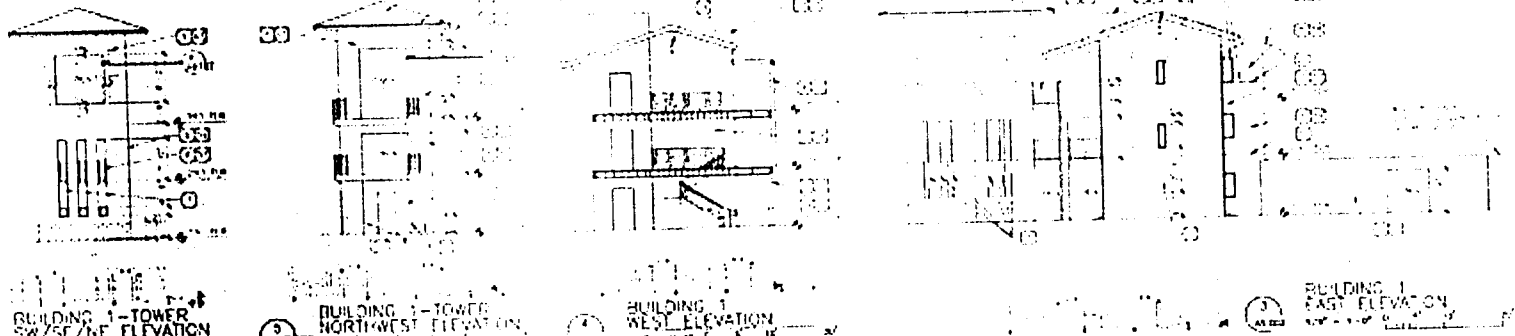
EXHIBIT 12
LRDPA 1-04 & NOID 2-04
Elevations



BUILDING 1 SOUTH ELEVATION



BUILDING 1 NORTH ELEVATION



BUILDING 1 - TOWER SW/SE/NE ELEVATION

BUILDING 1 - TOWER NORTH-WEST ELEVATION

BUILDING 1 WEST ELEVATION

BUILDING 1 EAST ELEVATION

FIELDS DEVEREAUX ARCHITECTS ENGINEERS

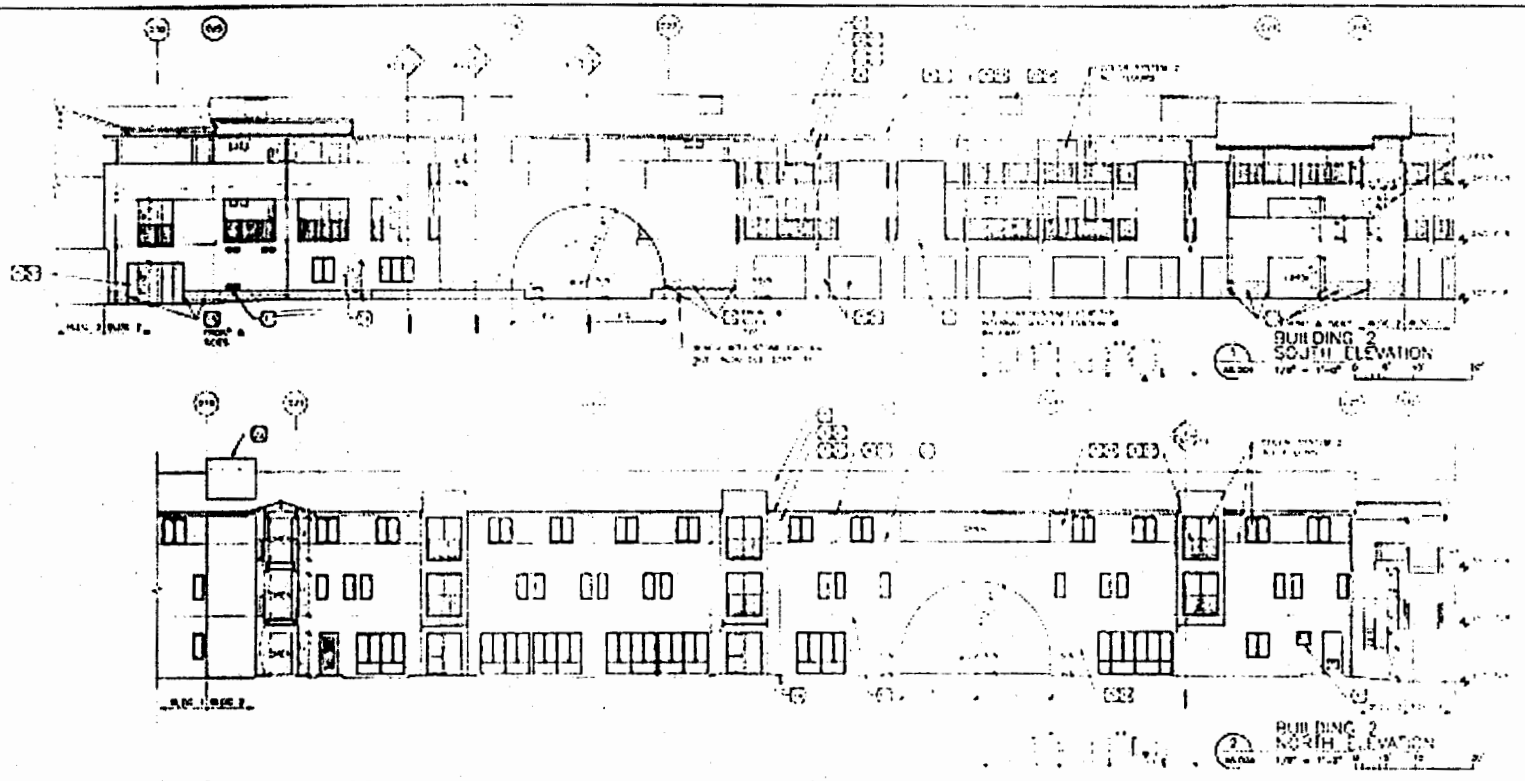
SDSU SAN CLEMENTE STUDENT HOUSING

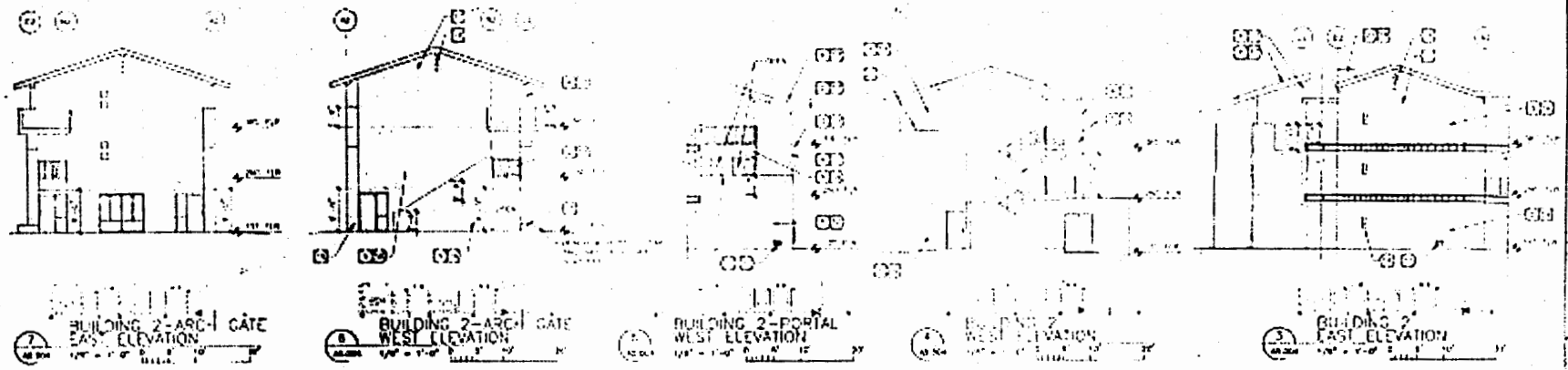
BID DOCUMENT SET

BUILDING ELEVATIONS: BUILDING 1

A5.002

Page 2063





FIELDS DEVEREAUX
ARCHITECTS ENGINEERS

BID DOCUMENT SET

BUILDING ELEVATIONS: BUILDING 2

A5.004

Page 3 of 3

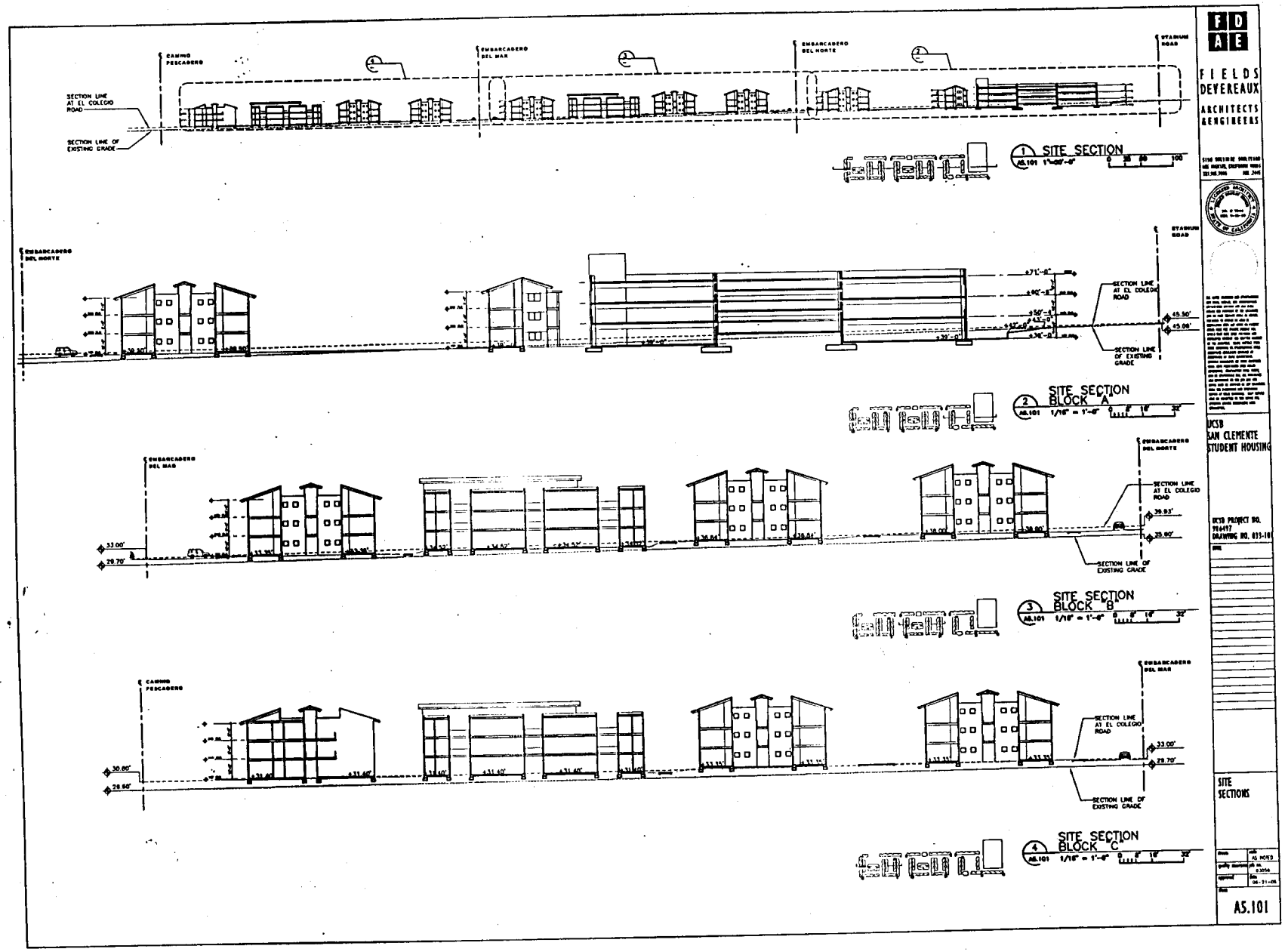


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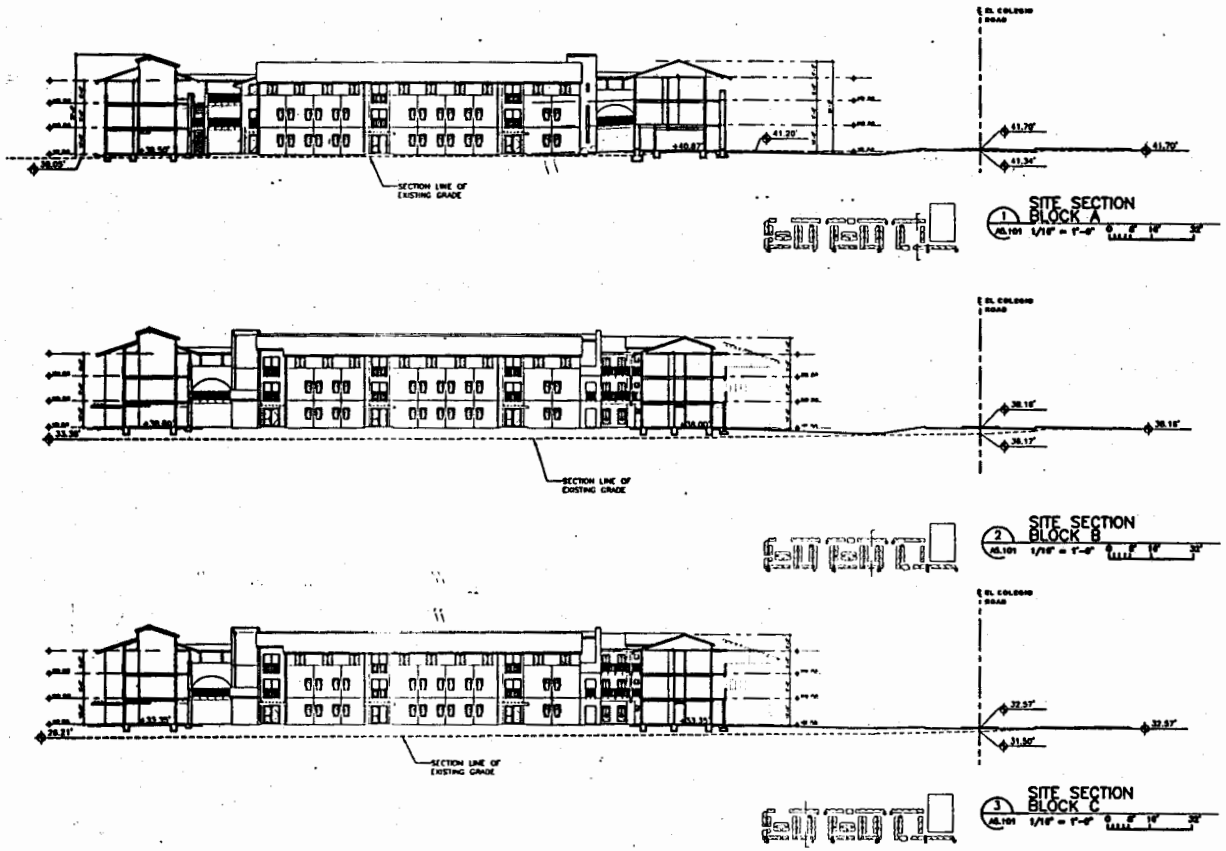
EXHIBIT 13
LRDPA 1-04 & NOID 2-04
Architectural Sections



FIELDS DEVEREAUX
ARCHITECTS ENGINEERS

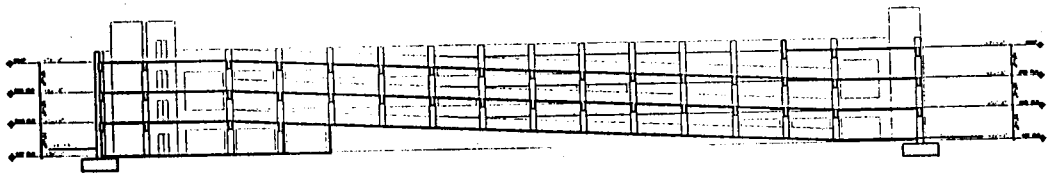
UCSB
SAN CLEMENTE
STUDENT HOUSING

UCSB PROJECT NO.
DRAWING NO. 033-10

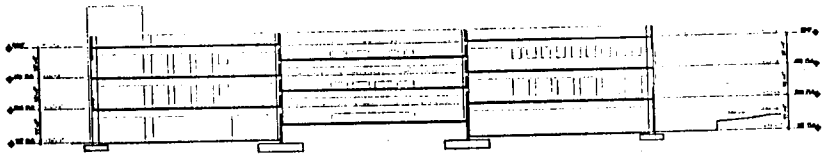
SITE SECTIONS

AS.102

Page 293



1 GARAGE LONGITUDINAL SECTION
A5.131 1/16" = 1'-0"



2 GARAGE CROSS SECTION
A5.131 1/16" = 1'-0"

SECTION KEYNOTES:

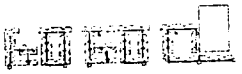
SECTION KEYNOTES ARE SPECIFIC TO THE TYP. BUILDING SECTIONS SHEETS ONLY. REFERENCES TO INDIVIDUAL KEYNOTES MAY NOT OCCUR ON ALL SECTIONS SHEETS.

1. CLAY TILE ROOF
2. LOW SLOPE ROOF
3. WOOD TRELLIS
4. EXTERIOR CEMENT PLASTER
5. WOOD FASCIA
6. PRECAST CONCRETE COLUMN
7. 5/8" TYPE 'X' GYPSUM WALL BOARD
8. WOOD FRAMING-TYP.
9. CONCRETE SLAB
10. WOOD POST
11. PLYWOOD
12. INSULATION
13. FLOOR DRAIN
14. HANDRAIL
15. GUARDRAIL
16. ALUM. WINDOW
17. 8 X 8 HEAVY TIMBER
18. GYPCRETE
19. WOOD DOOR W/ ALUM. THRESHOLD
20. PTD. GALV. METAL SILL
21. 2" SAND

NOTES:

LEGEND:

KEYPLAN:



FIELDS DEVEREAUX ARCHITECTS & ENGINEERS

UCSB SAN CLEMENTE GRADUATE HOUSING

12-05-03 SD
03-12-04 30% DD

GARAGE SECTIONS

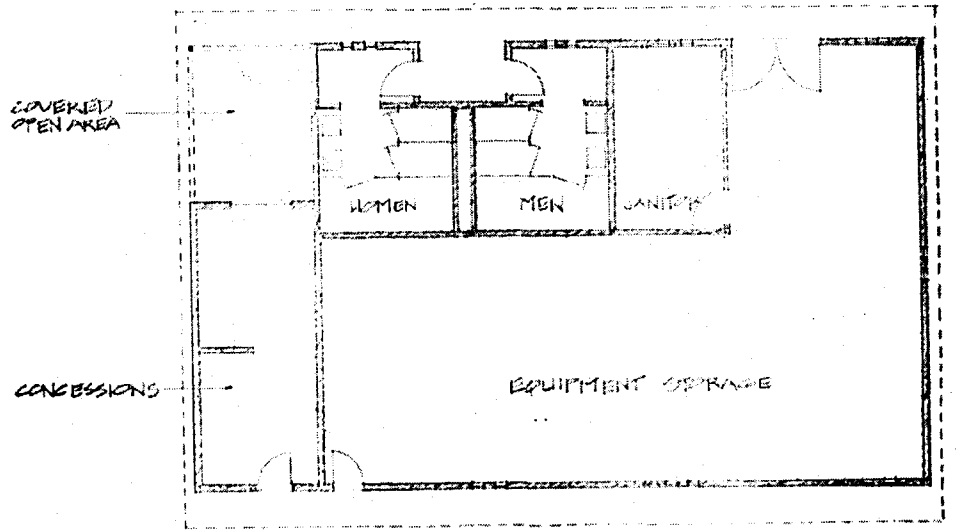
1/16"=1'-0"

03056

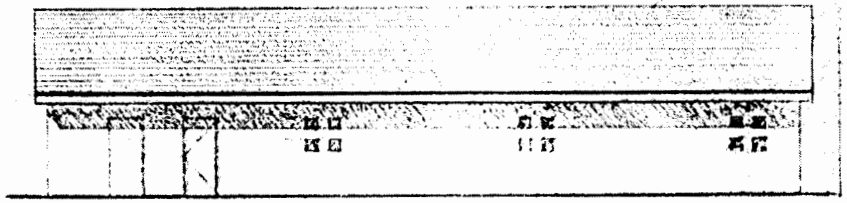
A5.131

Page 349

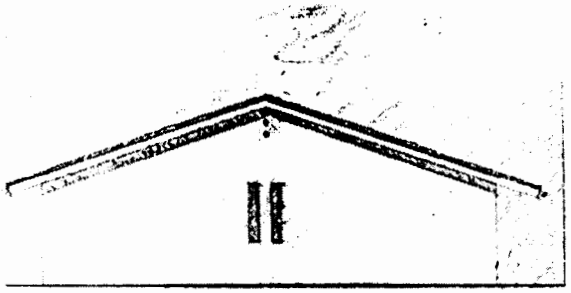
EXHIBIT 14
LRDPA 1-04 & NOID 2-04
Field House Plans



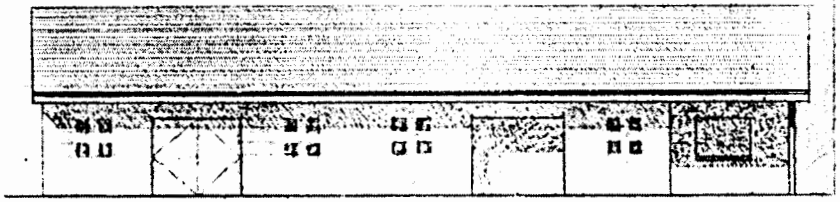
FIELD HOUSE - FLOOR PLAN
1/8" = 1'-0" MDAE 7.16.04
UCSB - SAN CLEMENTE
GRADUATE STUDENT HOUSING



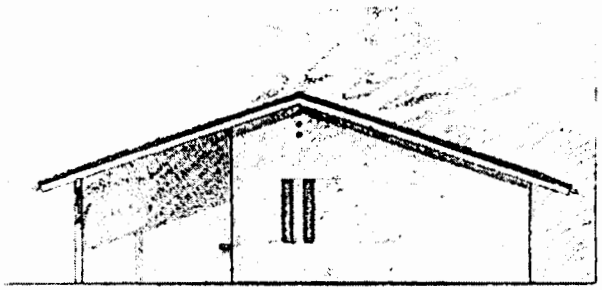
SOUTH ELEVATION



EAST ELEVATION



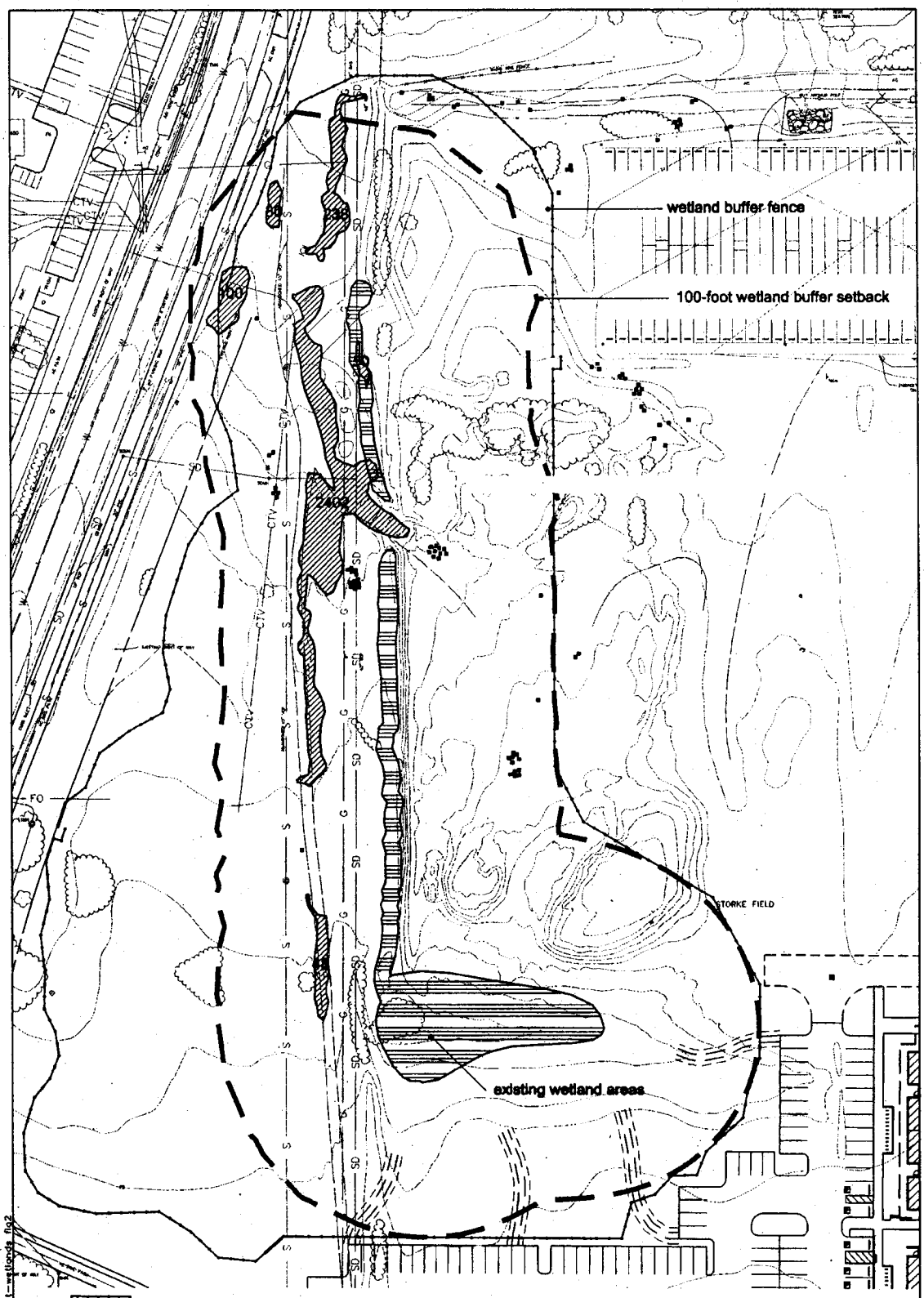
NORTH ELEVATION



WEST ELEVATION

FIELD HOUSE - ELEVATIONS
1/8"=1'-0" PDAE 7.16.04

UCSB - SAN CLEMENTE
GRADUATE STUDENT HOUSING



04-318 UCSB HREP\hrep_final_tarplant_wetlands.fig2

MORRO GROUP, INC.
Environmental Services

REVISED TARPLANT AND WETLAND SURVEY - MAY 2005

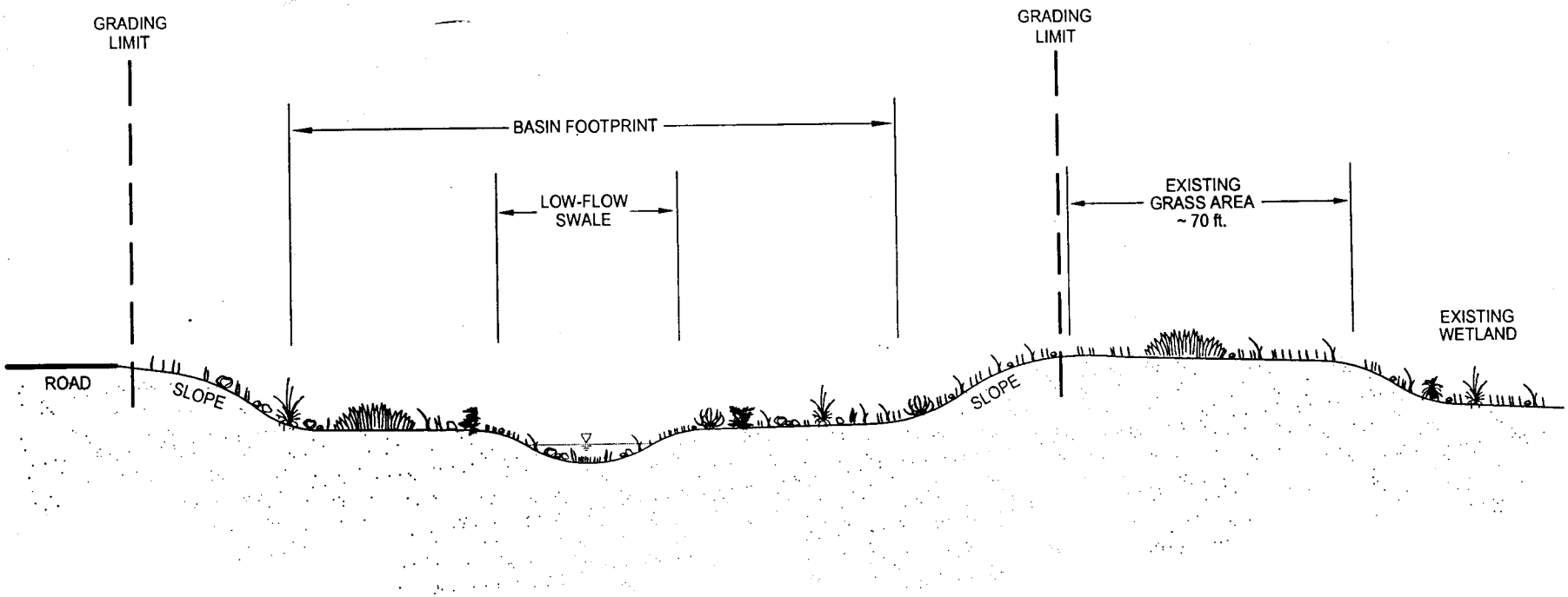
HABITAT RESTORATION & ENHANCEMENT PLAN
UCSB San Clemente Graduate Housing

Exhibit 15
LRDPA 1-04 & NOID 2-04
Wetland & Tarplant ESHA

Exhibit 16
LRDPA 1-04 & NOID 2-04
Revised Bioswale Design

WATER QUALITY & DETENTION BASIN TYPICAL CROSS SECTION

N.T.S.



12401XH-XSECTION.DWG (06-17-05 4:17:43PM) Plotted by: Patrick Fuscoe

EXHIBIT 17
LRDPA 1-04 & NOID 2-04
Bioswale Cross-Section

FUSCOE ENGINEERING

Scale: N.T.S.
Exhibit Date: 6-17-05

CROSS SECTION
UCSB SAN CLEMENTE
STUDENT HOUSING

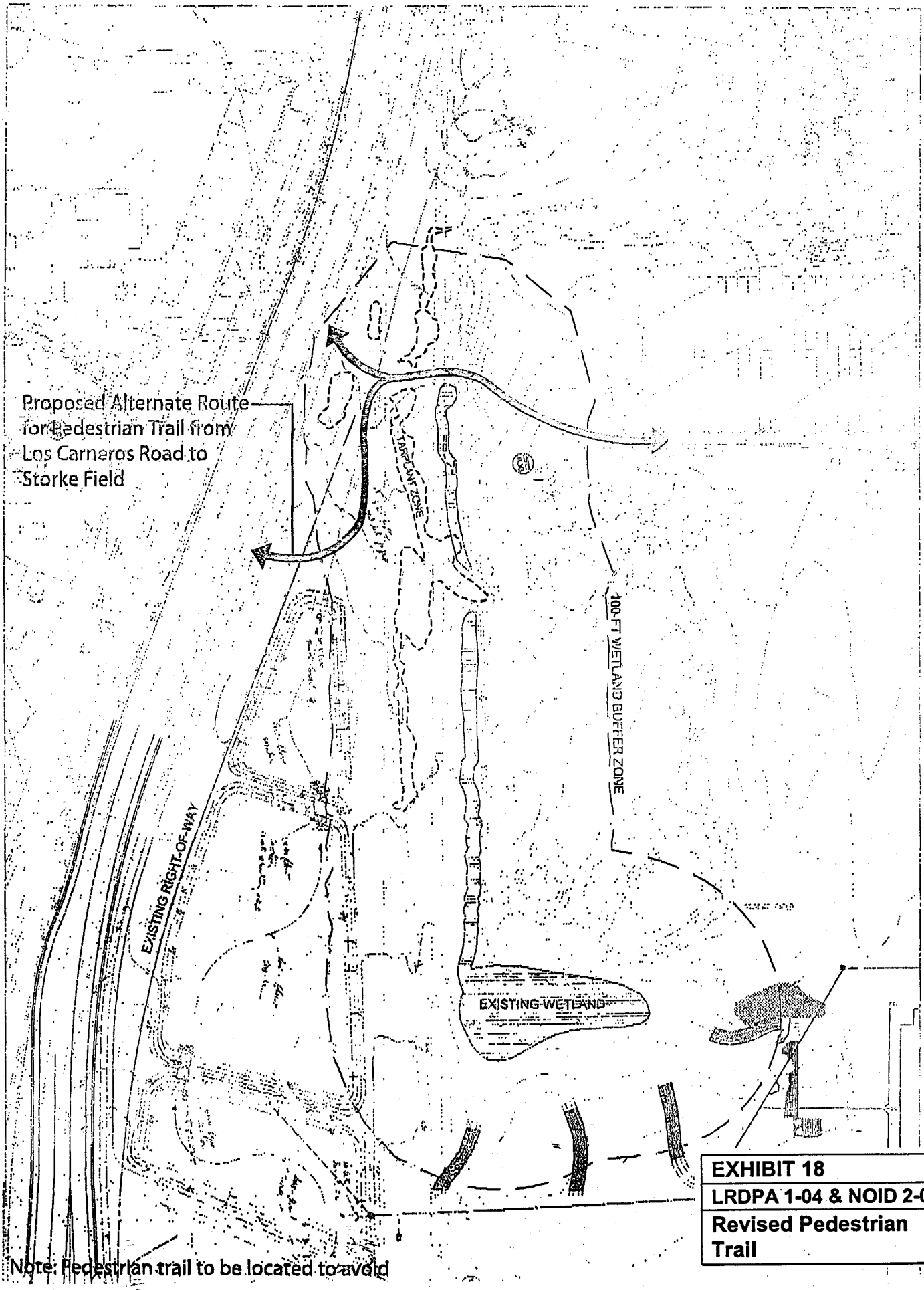
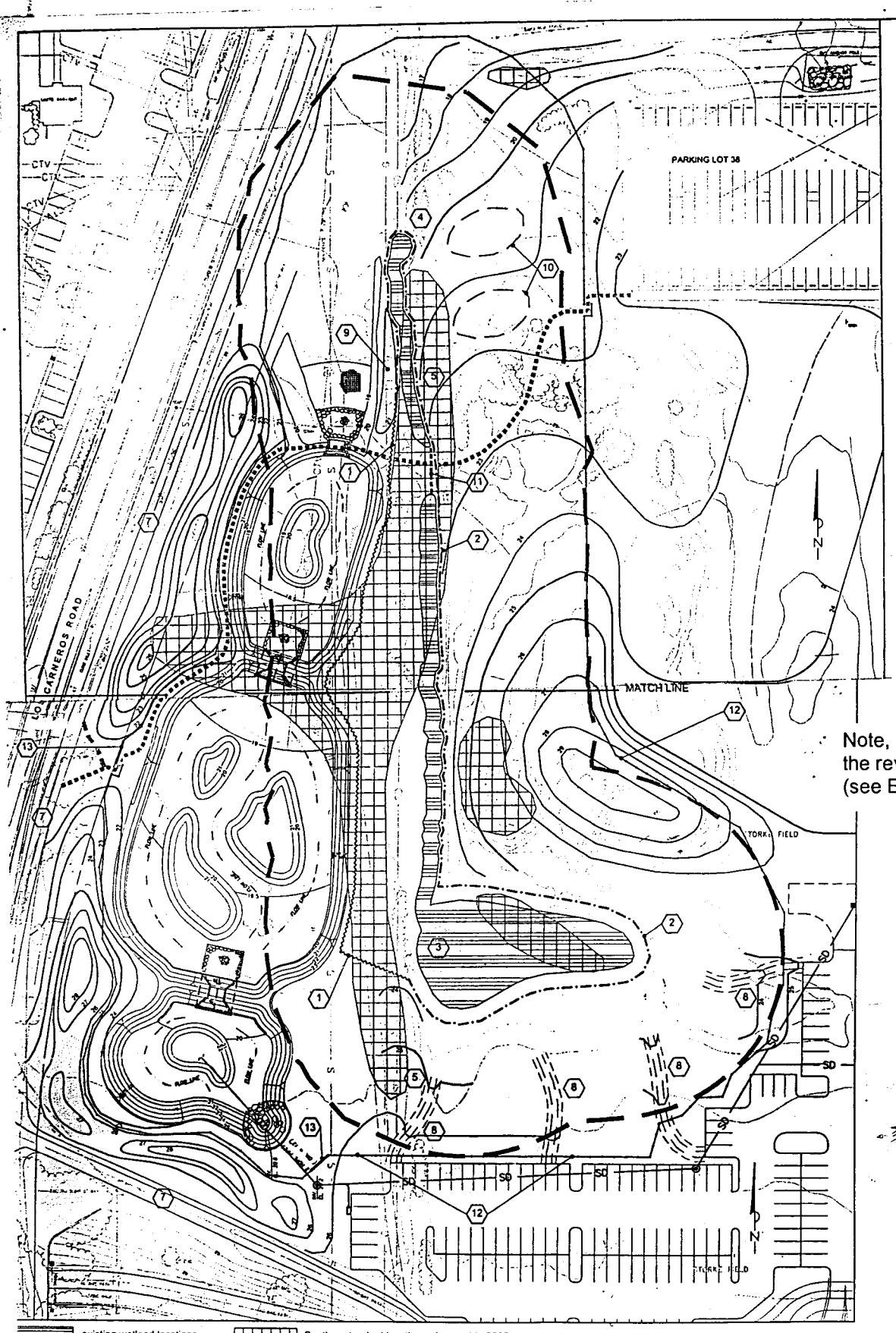


EXHIBIT 18
LRDPA 1-04 & NOID 2-04
Revised Pedestrian Trail



GENERAL NOTES

a. For Storke Field grading, refer to Grading Plan prepared by Penfield & Smith; see Project Plan Sheet C1.25.

b. For Stormwater Management System basins grading, refer to Project prepared by Fuscoe Engineering.

c. Contractor shall protect all existing utilities in the work area. Notify Underground Service Alert (USA) a minimum of 48 hours prior to start of work.

d. Personnel from UCSB Museum of Systematics and Ecology (MSE) to monitor and direct protection and eradication of existing vegetation as required below.

HREP GRADING AND DEMOLITION NOTES

1. Prior to start of work, the contractor shall install temporary construction fencing as shown on this plan, to delineate existing wetlands and tarplant areas outside the limits of restoration and SMS grading. Any adjustments to fence locations shall be reviewed and approved, and may be required, by the MSE HREP monitor.
2. Prior to start of work, the contractor shall install silt fencing to protect existing wetlands, as shown on this plan. Any adjustments to silt fence location shall be reviewed and approved, and may be required, by the MSE HREP monitor.
3. Protect existing Baccharis spp.
4. Protect existing willows near existing wetlands.
5. Eradicate castor bean, as directed by MSE.
6. Eradicate fennel and maintain modified dike to contain existing wetland waters, as directed by MSE.
7. Protect existing asphalt bike path along Los Carneros.
8. Construct filter channels per Penfield & Smith Grading Plan Sheet C1.2; Filter channels to end and disperse runoff 50 feet from wetland perimeter.
9. Existing dirt piles: grade to blend with basin slopes, maintaining a height 1.5 feet above the adjacent (existing) wetland flow line.
10. Tarplant depressions: create depressional areas for tarplant mitigation seeding per Detail A - Figure 4b/Plan Sheet HREP-4, and HREP text.
11. Existing culvert to remain.
12. Install wetland buffer fence: 36" high three-rail, 8' panels per Campus planning.
13. Proposed service access gate location.

temporary construction fencing

silt fencing

100-foot wetland buffer setback

potential footpath route

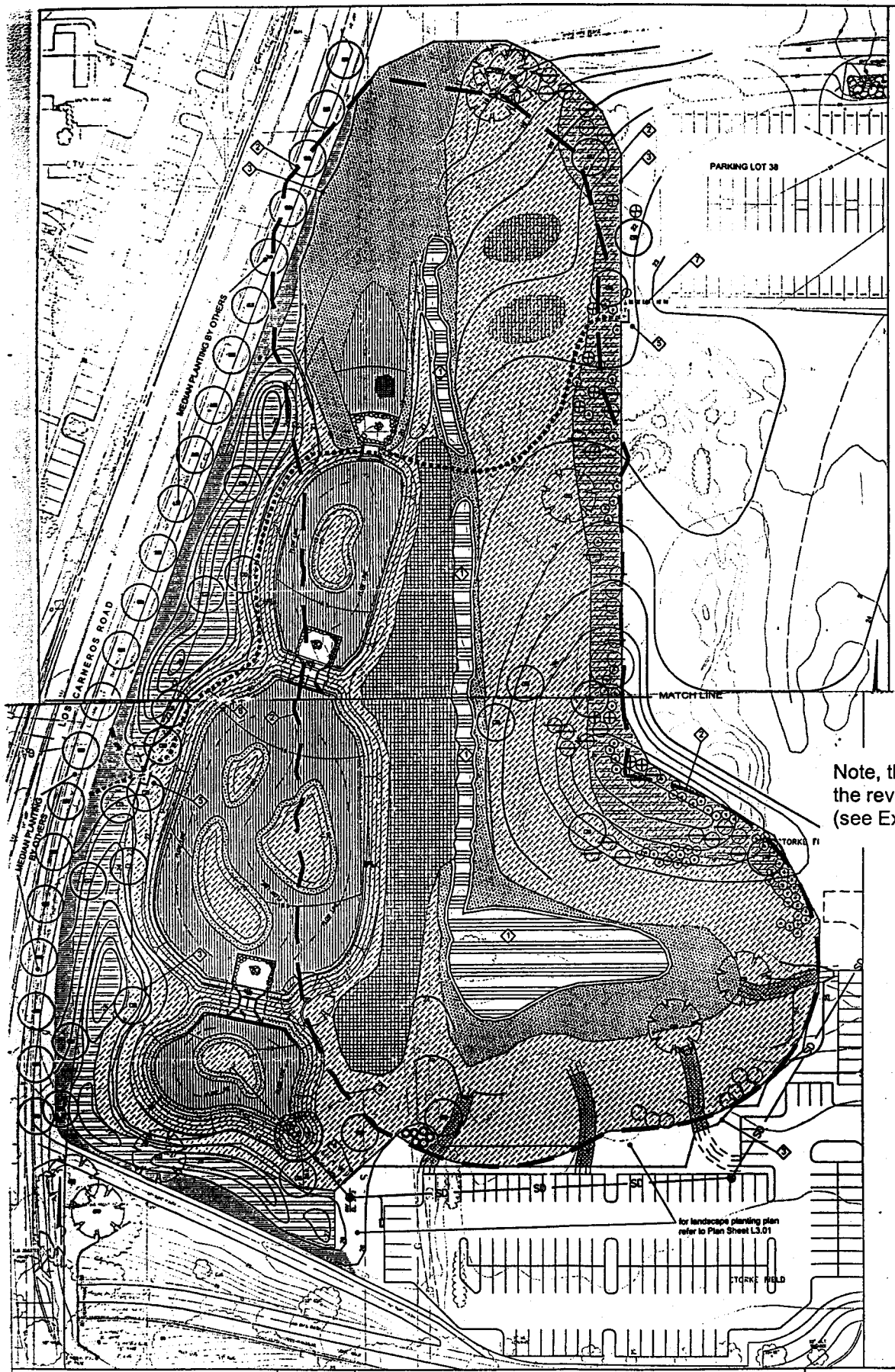
Note, this plan does not reflect the revised bioswale configuration (see Exhibit 16)

existing wetland locations (Morro Group, 2004)

Southern tarplant locations observed in 2002 (UCSB San Clemente Graduate Housing EIR, 2003)

1 OF SCALE: 1" = 50' FILE: 04-312 UCSB HREP/hrep final.dwg/4a grading 4-20-05 BY: dh REV	MORRO GROUP, INC.	HABITAT RESTORATION & ENHANCEMENT PLAN UCSB San Clemente Graduate Housing	Storke Field Wetland Buffer Area HREP GRADING PLAN	FIGURE 4a

EXHIBIT 19
LRDPA 1-04 & NOID 2-04
Habitat Restoration and Enhancement Plans



NOTE: Shrub planting along and within the southern edge of the wetland buffer, adjacent to the San Clemente Housing parking lots has been designed in conjunction with the ornamental landscaping in the following project. Refer to Plan Sheet L3.01 for details of these plantings.

HREP PLANTING LEGEND

1. Do not plant or disturb existing wetland areas.
2. 100-foot wetland buffer setback line
3. wetland buffer fence. see Figures 4a,4b and Plan Sheets HREP-1, HREP-2.
4. proposed service access gate location
5. proposed pedestrian path access location
6. potential footpath route

HREP PLANTING SCHEDULE

Note:
All planting in the following Zones will be accomplished by the UCSB Museum of Systematics and E staff. Plant types and locations within each Zone will be chosen by MSE staff, using their expertise appropriate native plant communities appropriate to the site, the function of the Stormwater Management System basins and facilities, and in accordance with the approved HREP.

Plant species lists for each Zone are available in the text of the HREP and on the full-size plans, HR

- Zone A planting area - 0.37 acres
- Zone B planting area - 1.07 acres
- Zone C planting area - 1.44 acres
- Zone D - Tarplant Habitat area - 0.43 acres
- Zone E planting area - 0.05 acres
- Zone F planting area - 0.79 acres (in addition to Zone C plants)
- Bike path edge planting area - 0.23 acres recommended no-mow Carex or Fescue along bike path edge

Note:
The following key trees and shrubs are recommended at the locations indicated to provide design co with the landscape design for the San Clemente Housing development and the Los Carneros street planting, and to provide visual transitions between the ornamental and restoration landscape areas. Numbers and sizes may be varied per MSE and/or the Landscape Architects requirements.

TREES

Platanus racemosa	California Sycamore	8 - 15 gallon (or by MSE), as shown
Quercus agrifolia	Coast Live Oak	23 - 1 gallon (or by MSE), as shown
Aesculus californica	California Buckeye	1 - 1 gallon (or by MSE), as shown

SHRUBS

Ceanothus 'Julia Phelps'	Blue Blossom	8 - 15 gallon (or by MSE), as sho
Ceanothus 'Yankee Point'	Yankee Point Ceanothus	6 - 15 gallon (or by MSE), as sho
Heteromeles arbutifolia	Toyon	13 - 5 gallon (or by MSE), as sho
Prunus ilicifolia	Holly-leaf Cherry	6 - 5 gallon (or by MSE), as shown
Rhus integrifolia	Lemonade berry	68 - 1 gallon (or by MSE), as sho
Salvia spathacea	Hummingbird Sage	31 - 1 gallon (or by MSE), as sho

Note, this plan does not reflect the revised bioswale configuration (see Exhibit 16)

SHEET: OF SCALE: 1" = 50'	MORRO GROUP, INC.	HABITAT RESTORATION & ENHANCEMENT PLAN UCSB San Clemente Graduate Housing	Wetland Buffer Area / SMS Area HREP PLANTING PLAN	FIGURE 5a
CADD FILE: 04-312 UCSB HREP/hrep final.dwg/5a planting				
DATE: 4-20-05 BY dh REV.				

EXHIBIT 20
LRDPA 1-04 & NOID 2-04

Visitor Parking Map

UNIVERSITY OF CALIFORNIA, SANTA BARBARA

BERKELEY • DAVIS • IRVINE • LOS ANGELES • RIVERSIDE • SAN DIEGO • SAN FRANCISCO SANTA BARBARA • SANTA CRUZ

Office of Campus Planning and Design
Santa Barbara, California 93106—2030
Tel: 805-893-3971
Fax: 805-893-8388

May 16, 2005

Meg Caldwell
Chair, California Coastal Commission
c/o Stanford Law School
Owen House Room 6
559 Nathan Abbott Way
Stanford, CA 94305-8610

Jack Ainsworth
Deputy Director
California Coastal Commission
89 South California Street, Suite 200
Ventura, California 93001

Re: UCSB Coastal Access Parking

Dear Chair Caldwell and Director Ainsworth:

I am writing in response to the Commission's concerns regarding the Santa Barbara County parking permit program for the Isla Vista community, particularly the relationship of the Isla Vista program to the University's parking programs.

The University wishes to emphasize a couple of important points. First, UCSB understands very well that the presence of the Campus has consequences for parking in the community and the availability of public coastal access. Second, the University has and will continue to work with the County of Santa Barbara, as we have since 1991 and more recently in 2001 when University staff first suggested a parking program as an integral component of the Isla Vista Master Plan.

As you know the University has no official jurisdiction for parking in the County of Santa Barbara so our role has been to provide advice and suggest options for the County and the community to consider. UCSB is willing to participate in the process of developing all aspects of an Isla Vista parking plan, including those aspects that are not central to the University's mission. Exhibit 2 outlines a number of additional points about the University's interests in working with the County on a program that meets everyone's needs.

Along with working with Santa Barbara County, UCSB is also committed to providing for coastal access parking on-campus now and in the future. The map on Exhibit 1 shows that UCSB currently provides 2,313 parking spaces available to the public including: 50 dedicated parkir

EXHIBIT 21
LRDPA 1-04 & NOID 2-04
Correspondence

2,195 parking spaces located around the campus and available on a "first-come, first-serve" basis, and 68 metered parking spaces. An additional 974 parking spaces are planned or under construction of which 184 parking spaces will be dedicated parking spaces for coastal access (100 approved, 84 pending approval) and 790 parking spaces will be available on a "first-come, first-serve" basis. The total public parking spaces available in the near future will be over 3,200 spaces, of which 232 spaces will be dedicated for coastal access parking.

Based on what I heard at the Commission meeting, it seemed to me much of the public discussion lacked accurate information. Exhibit 3 a brief two-page summary of UCSB's consideration of Isla Vista's parking situation in Campus planning and a more detailed break-out of Campus coastal access parking provisions. I understand the passion that many people bring to parking discussions but feel that facts regarding University housing and coastal parking provisions in the attachment will make for more informed perspectives and better decisions.

If you have any questions or comments please feel free to contact me at 805-893-4244 or tye.simpson@planning.ucsb.edu.

Sincerely,

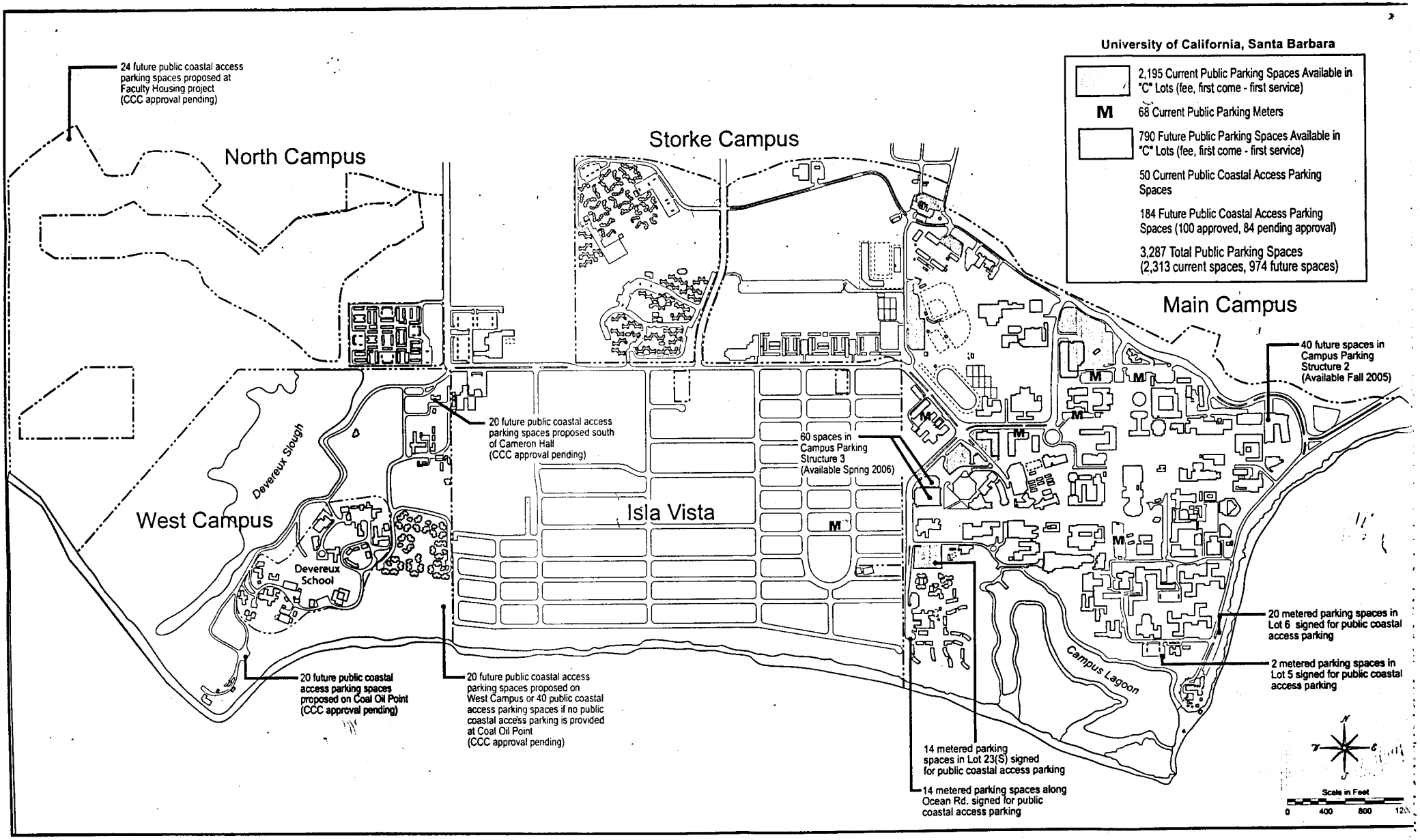
Tye Warren Simpson
Director

cc: Shana Gray, California Coastal Commission
Steve Hudson, California Coastal Commission
Gary Timm, California Coastal Commission
California Coastal Commissioners

Erich Brown, Design and Construction Services, UCSB
Donna Carpenter, Administrative Services, UCSB
Marc Fisher, Campus Design & Facilities, UCSB
Yonnie Harris, Dean of Students, UCSB
Chuck Haines, Housing and Residential Services, UCSB
Gerry Hesse, Governmental Relations, UCSB
Martie Levy, Capital Development, UCSB
Jennifer Metz, Campus Planning & Design, UCSB
Tom Roberts, Parking and Transportation Services, UCSB
Richard Watts, Professor, Special Advisor to the Chancellor, UCSB
John Wiemann, Institutional Advancement, UCSB

Terry Maus-Nisich, County Administrative Office, County of Santa Barbara
Diane Meester, Planning & Development, County of Santa Barbara
Scott McGolpin, Public Works, County of Santa Barbara
Kris Miller-Fisher, Third District Supervisor's Office, County of Santa Barbara
Dave Ward, Planning & Development, County of Santa Barbara
Jamie Goldstein, Isla Vista Redevelopment Agency, County of Santa Barbara

Exhibit 1: UCSB Coastal Access Parking



UCSB OFFICE OF CAMPUS PLANNING & DESIGN, MAY 2005

Coasal Access Related Parkin

Exhibit 2: Points Of UCSB Interests in the IV Parking Plan

1. A quantitative study of parking in IV. A quantitative study that will provide an accurate estimate of how many UCSB commuters use public parking in IV and how many public parking spots in IV are used for coastal access. This study should be done in a manner that will stand up to close scrutiny by CCC staff and commissioners and assure their acceptance of the outcome.

2. Night-time and Halloween parking. A program that will help to control and alleviate problems that arise from those who visit the community for excessive drinking and celebration.

3. Cost to students. A program that students will regard as more affordable than the current proposal and more in keeping with costs of other residential parking programs. We believe that fees can be lowered if permit/meter fees are used only to support closely managed administrative costs and fines/forfeitures are used to support enforcement costs.

4. Student participation. A process for establishing a program that will include student representation and an outcome that will be accepted by a majority of our students as a valued improvement that is worth its cost.

5. An assessment of the possibility of creating additional parking in IV. This would scrutinize the current public parking supply as well as open land that might be used to add to the IV parking stock.

6. Campus Coastal Access Parking. We will study our own provisions for coastal access parking at the present time as well as in plans for the future. This will include consideration of how to best provide visitor parking that the CCC will accept as meeting their standards for coastal access parking.

7. UCSB Participation in the Process of Developing a Plan. UCSB is willing to participate in the process of developing all aspects of an IV parking plan including those that are not our core concerns.

8. Sufficient parking for campus needs. We will provide a supply of campus parking sufficient to meet the needs of faculty, staff, visitors and students (residential, commuters living 2 miles or more from campus and eligible graduate students).

9. Alternative Transportation. The campus is committed to expanding its alternative transportation program to reduce the need for single vehicle cars.

Exhibit 3: Summary of Parking Provisions in Recent Projects

Isla Vista Parking

The Campus has anticipated that the Isla Vista Master Plan, and associated parking permit program, would implement a variety of parking-related programs to alleviate parking problems that exist within the Isla Vista community. Estimates of the number of additional vehicles that would park on campus rather than Isla Vista vary. An estimate that was prepared for the Isla Vista Master Plan concluded that approximately 300 to 400 vehicles would shift from Isla Vista to the campus during the peak parking period (Nelson/Nygard, 2002). An estimate prepared by UCSB's Office of Institutional Research in 2002 indicated that approximately 926 ± 126 (800 to 1,052) additional vehicles would park on campus during the peak parking period. Due to the wide range of estimates regarding the number of additional vehicles parking on the Main Campus as a result of Isla Vista parking permit program, an average of the estimates has been used (peak demand of 638 spaces) in the comprehensive parking analysis for the Campus Parking Structure 3 environmental analysis and subsequent parking studies. These parking studies illustrate UCSB's ability to accommodate this additional parking demand in Campus Parking Structure 2 and Campus Parking Structure 3 which are currently under construction.

Coastal Access Parking

The map on Exhibit 1 shows that UCSB currently provides 2,313 parking spaces available to the public including: 50 dedicated parking spaces for coastal access, 2,195 parking spaces located around the campus and available on a "first-come, first-serve" basis, and 68 metered parking spaces. An additional 974 parking spaces are planned or under construction of which 184 parking spaces will be dedicated parking spaces for coastal access (100 approved, 84 pending approval) and 790 parking spaces will be available on a "first-come, first-serve" basis. The total public parking spaces available in the near future will be over 3,200 spaces, of which 232 spaces will be dedicated for coastal access parking.

Since 1998, the University has agreed with Coastal Commission conditions related to the provision of public coastal access parking on the approval of seven campus development projects. The Campus provides (or will provide when construction is complete) the following spaces:

- 14 four-hour metered parking spaces on Ocean Road adjacent to Lot 24 on the southwest side if the Main Campus,
- 14 two-hour metered parking spaces in Lot 23S on the southwest side if the Main Campus,
- 20 metered spaces in Lot 6 on the east side of the Main Campus,
- 40 coastal access parking spaces in Campus Parking Structure 2 (under construction) on the northeast side of the Main Campus, and
- 60 coastal access parking spaces in Campus Parking Structure 3 and adjacent surface lot (under construction), on the west side of the Main Campus.

Manzanita Village Housing (CCC approved 1999, NOID 1-98)

The University provides 575 parking spaces in association with this 800-bedspace student housing project. Lot 38 is a 479-space parking lot used by resident students with parking permits. The Coastal Commission approved the project in 1999 as a permanent paved parking lot for resident students of the Manzanita Village Housing project. The Manzanita Village Housing project also included the expansion of Lot 24, adjacent to the project site, from an existing 22-space parking lot to a 68-space parking lot, plus the addition of 14-metered spaces on Ocean Road for coastal access. Additionally, the campus maintains 14 two-hour metered parking spaces in Lot 23S for coastal access.

San Clemente Graduate Student Housing parking (Pending CCC approval)

The San Clemente Graduate Student Housing project proposes a total of 976 bed spaces and 844 off-street parking spaces in a 622-space parking structure at Stadium Road and 222 in surface parking spaces off of El Colegio Road. Housing and Residential Services staff anticipates that the parking structure will be utilized as assigned parking for San Clemente residents. The additional 222-surface parking spaces will be available for a mix of handicap resident parking, short-term resident parking, visitor parking, and parking for State service vehicles

North Campus Faculty and Student Housing (Pending CCC approval)

The 236-unit faculty housing project is proposed to include 557 parking spaces (2.4 spaces per unit) with 180 parking spaces for town-homes, 240-spaces for duplex units, 28-spaces for studios, 24-spaces for single-family housing, and 73 on-street parking spaces. A separate 12-space public parking lot would be available at the entrance of the project and trailhead of the primary coastal access trail.

The Sierra Madre Family Student Housing Project proposes 151-units and 552 parking spaces of which 219-spaces would replace existing parking for the adjacent West Campus Apartments that would be removed for construction. An additional 333 spaces would be provided for an overall ratio of 2.2 spaces per unit.

The housing projects are a part of the overall Ellwood-Devereux Open Space and Habitat Management Plan that includes on the UCSB property 60 parking spaces divided among Coal Oil Point, West Campus Bluffs, and the West Campus Mesa.