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Staff: James Johnson
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Hearing Date: 4/10/2007

STAFF REPORT: PUBLIC WORKS PROGRAM and NOTICE OF IMPENDING DEVELOPMENT

TO: Commissioners and Interested Parties

FROM: Gary Timm, Assistant District Director
Steve Hudson, Permit Supervisor
James Johnson, Coastal Program Analyst

RE: SANTA BARBARA CITY COLLEGE PUBLIC WORKS PLAN: Amendment No. 1-2006. AND SANTA BARBARA CITY COLLEGE NOTICE OF IMPENDING DEVELOPMENT: No. 1-2007. Public Hearing and Final Action at the California Coastal Commission Hearing, April 10, 2007, Fess Parker's Doubletree Hotel, Santa Barbara.

Synopsis

Background

The entire Santa Barbara City College campus lies within the City limits of the City of Santa Barbara which has a fully certified Local Coastal Program. The Commission certified the Public Works Plan for Santa Barbara City College in November 1985, and it has amended the plan several times over the last 21 years. The Santa Barbara City College (SBCC) District submitted Public Works Plan Amendment (PWPA) No. 1-2006 on October 17. 2006 and an associated Notice of Impending Development No. 1-2007 on March 26, 2007. The PWP Amendment proposes to designate a building site for the School of Media Arts Building (SOMA) on East Campus, expand a turnaround/drop off circle and re-stripe it to increase the size of a surface parking area and relocate the turnaround/drop-off/bus stop circle in the same area adjacent to the Garvin Theater on West Campus, and add a Transportation Demand Management Plan to the PWP. The Notice of Impending Development (NOID) proposes to construct a 60,523 sq. ft. School of Media Arts Building (SOMA) on East Campus. In addition, the NOID proposes to expand and re-stripe an existing turnaround/drop off circle to increase the surface parking area adjacent to Garvin Theater with 60 new spaces and relocate this turnaround/drop-off/bus-stop circle in the same area adjacent to the Garvin Theater on West Campus. It is important to note that although SBCC has what it refers to as a

"Long Range Development Plan", which is now proposed to be amended, this planning document was certified as a "Public Works Plan" in 1985 as required by Coastal Act Sections 30515 and 30605 to promote greater efficiency for the planning of any public works or college development projects as an alternative to project-by-project review. As a result, this amendment to the SBCC Long Range Development Plan is not processed as a Long Range Development Plan Amendment under the Coastal Act, but as a Public Works Plan amendment.

Staff has worked with SBCC to revise the Transportation Demand Management Plan and its policies to bring it into conformance with the City of Santa Barbara Local Coastal Program and to ensure that it satisfies the requirements of the suggested modification adopted by the Commission as part of the August 2000 certification of PWPA No. 1-2000, requiring SBCC to prepare a TDMP.

Staff Recommendation:

The staff recommends **Denial** of the proposed amendment as submitted and **Approval** with ten (10) suggested modifications which require: 1) revised plans and PWP "LRDP" exhibit for the relocated turnaround area/bus stop and expanded parking area; 2) add water quality policies as a water quality component to the PWP; 3) add a requirement that if the student bus pass program is not re-authorized prior to its expiration, then Santa Barbara City College shall amend its Public Works Program to revise the TDMP to re-evaluate and address existing and future parking and traffic demands associated with existing and proposed campus development; and 4) various other policy language revisions to the TDMP. With these suggested modifications the Commission finds the PWP Amendment No. 1-2006 is consistent with the City of Santa Barbara Local Coastal Program.

The staff recommends a subsequent determination by the Commission that the proposed Notice of Impending Development (NOID) providing notice of these impending projects will be **Consistent** with the certified PWP as amended above provided it is modified pursuant to three special conditions addressing the 1) revised site plan above, 2) water qualify management plan, and 3) any discontinuation of the Santa Barbara Metropolitan Transportation District (SBMTD) student bus pass in 2014 requiring the submittal of a PWP Amendment to the Commission within six months.

Additional Information

For further information about this amendment or the related notice of impending development, contact James Johnson at the South Central Coastal area office, 89 South California Street, Ventura, CA 93101 (805) 585-1800.

Exhibits

1. Location Map
2. Campus Plan
3. East Campus Proposed SOMA Building
4. West Campus Proposed Expanded Parking & Turnaround/Bus Stop
5. SOMA Site Plan
6. SOMA Southeast Elevation
7. SOMA Southwest Elevation
8. SOMA Northwest Elevation
9. SOMA First Level Basement
10. SOMA Second Level Basement
11. SOMA Ground Floor Level
12. SOMA Second and Third Floor Levels
13. SOMA Roof Level
14. Public Works Plan Amendment No. 1-2006 Santa Barbara City College Long Range Development Plan Transportation Demand Management Program (TDMP)
15. Letter dated March 26, 2007 from Santa Barbara Metropolitan Transportation District to John Romo, Superintendent-President, SBCC

Standard of Review for PWPA

The Commission shall certify a Public Works Plan Amendment submitted after the certification of the Local Coastal Programs for the jurisdictions affected by the proposed Public Works Plan only if the Commission finds, after full consultation with the affected local governments, that the proposed Public Works Plan is in conformity with the certified Local Coastal Programs for the jurisdictions affected by the proposed Public Works Plan. (Public Resources Code § 30605).

Standard of Review and Procedure for NOID

The standard of review for a Notice of Impending development is the PWP as amended. Section 30606 of the Coastal Act and §13357 through §13359 of Title 14 of the California Code of Regulations govern the Coastal Commission's review of subsequent development where there is a certified Public Works Plan. The Executive Director or his designee must review the notice of impending development (or development announcement) and determine whether it provides sufficient information to determine if the proposed development is consistent with the certified Public Works Plan as Amended. The notice is deemed filed when all necessary supporting information has been received and any necessary PWP Amendment is certified by the Commission.

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 Pubic Works Plan. After public hearing, by a majority of its members present, the Commission shall determine whether the development is consistent with the

certified Public Works Plan and whether conditions are required to bring the development into conformance with the Public Works Plan. No construction shall commence until after the Commission votes to render the proposed development consistent with the certified Public Works Plan.

I. Staff Recommendation for Denial as Submitted

MOTION I: **I move that the Commission certify Santa Barbara City College Public Works Plan Amendment No. 1-2006 as submitted.**

Staff Recommendation for Denial of Public Works Amendment:

Staff recommends a **NO** vote. Failure of this motion will result in denial of the Public Works Plan Amendment and 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 Santa Barbara City College Public Works Plan Amendment No. 1-2006 as submitted and adopts the findings stated below on the grounds that the Amendment as submitted does not conform with the certified City of Santa Barbara Local Coastal Program. Certification of the Amendment, would not comply with the California Environmental Quality Act as there are feasible mitigation measures and/or alternatives capable of substantially lessening any significant adverse effects of the amendment on the environment that have not been incorporated.

II. Staff Recommendation for Certification of Public Works Plan Amendment with Suggested Modifications

MOTION II: **I move that the Commission certify Santa Barbara City College Public Works Plan Amendment No. 1-2006, if modified as suggested in the staff report.**

Staff Recommendation for Certification of Public Works Plan Amendment with Suggested Modifications:

Staff recommends a **YES** vote. Passage of this motion will result in certification of the Public Works Plan Amendment as modified. The motion to certify passes only by affirmative vote of a majority of the appointed Commissioners.

RESOLUTION II:

The Commission hereby certifies the Santa Barbara City College Public Works Plan Amendment, as modified, and adopts the findings stated below on the grounds that the Amendment as modified conforms with the certified City of Santa Barbara Local Coastal Program. 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.

III. NOID 1-2007: Approval With Conditions

MOTION III: I move that the Commission determine that the development described in the Notice of Impending Development 1-2007 (SOMA Building and Parking Improvement), as conditioned, is consistent with the certified Santa Barbara City College Public Works Plan (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 1-2007 as conditioned, is consistent with the certified Santa Barbara City College Public Works Plan (Long Range Development Plan) as amended pursuant to PWP Amendment 1-2007, 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 PWP:
The Commission hereby determines that the development described in the Notice of Impending Development 1-2007, as conditioned, is consistent with the certified Santa Barbara City College Public Works Plan (Long Range Development Plan), as amended pursuant to PWP Amendment 1-2006 for the reasons discussed in the findings herein.

IV. Suggested Modifications

The staff recommends that the Commission certify the following, with modifications as shown below. Language presently contained within the certified PWP is shown in regular type. Language recommended by Commission staff to be deleted in the PWP is shown as ~~line out~~. Language proposed by Commission staff to be inserted into the PWP is shown **underlined.** Other instructional suggested modifications to revise maps or figures are shown in *italics*.

1. *SBCC shall submit for the review and approval of the Executive Director, a revised Figure 1 for SBCC PWPA 1-2006 showing the proposed Expanded Parking Area and Relocated Turnaround, Drop-off and Bus Stop located adjacent to the Garvin Theater on West Campus in the same approximate area where the existing bus stop/turnaround is currently located. The revised exhibit and bus stop/turnaround shall be designed and located in consultation with the Santa Barbara Metropolitan Transportation District.*

2. *The following policies shall be added as the Water Quality Component of the SBCC LRDP in Section 2.0 Resources and Policies*

General Policies

WQ 1 Minimize Introduction of Pollutants
Design and manage development to minimize the introduction of pollutants into coastal waters (including the ocean, estuaries, wetlands, rivers, streams and lakes) to the maximum extent practicable.

WQ 2 Minimize Increases in Peak Runoff Rate
Design and manage development to minimize increases in peak runoff rate, to avoid detrimental water quality impacts caused by excessive erosion or sedimentation.

WQ 3 Protect Good Water Quality and Restore Impaired Waters
Promote both the protection of good water quality and the restoration of impaired waters.

Site Design and Source Control Policies

WQ 4 Incorporate Effective Site Design and Source Control BMPs
Include effective site design and source control Best Management Practices (BMPs) in all developments, where feasible.

WQ 5 Apply and Maintain Source Control BMPs
Require SBCC or local government, as applicable, to apply and maintain source control BMPs throughout the life of the development.

WQ 6 Preserve Functions of Natural Drainage Systems
Site and design development to preserve the infiltration, purification, and retention functions of natural drainage systems that exist on the site.

WQ 7 Minimize Impervious Surfaces
Minimize impervious surfaces in new development, especially directly connected impervious areas, and where feasible, increase the area of pervious surfaces in redevelopment.

WQ 8 Infiltrate Runoff
Develop and maintain BMPs to retain or infiltrate dry weather runoff and runoff from the design storm on the development site, so that the impacts of new or redeveloped impervious surfaces are avoided or minimized in order to preserve natural hydrologic conditions to the maximum extent practicable. Alternative management practices may be substituted where it can be shown that infiltration BMPs may result in adverse impacts (e.g., significantly increased risk of slope failure or impacts to an unconfined aquifer).

Construction Pollution Control Policies

WQ 9 Minimize Polluted Runoff from Construction
Minimize erosion, sedimentation, and other polluted runoff from development's construction-related activities, to the maximum extent practicable.

WQ 10 Minimize Land Disturbance During Construction
Minimize development's land disturbance activities during construction (e.g., clearing, grading, and cut-and-fill), especially in erosive areas (including steep slopes, unstable areas, and erosive soils), to avoid detrimental water quality impacts caused by increased erosion or sedimentation. Incorporate soil stabilization BMPs on disturbed areas as soon as feasible.

Treatment Control Policies

WQ 11 Incorporate Treatment Control BMPs Where Necessary
Require structural treatment BMPs along with site design and source control measures when the combination of site design and source control BMPs is not sufficient to protect water quality.

WQ 12 Size Treatment Controls Appropriately
Where structural BMPs are required for post-construction treatment of runoff, structural BMPs (or suites of BMPs) shall be designed to treat, infiltrate, or filter 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 of 2 or greater) for flow-based BMPs.

WQ 13 Maintain Structural Treatment Control BMPs
Require the inspection, cleaning, and repair of structural treatment control BMPs as necessary, to ensure proper functioning for the life of the development.

3. *TDM Policy 1a shall be revised as follows:*

> **The Santa Barbara City College shall continue to work** ~~TDM Plan targets~~ to reduce parking demands at the College, thereby reducing future parking needs and traffic impacts on and off campus.

4. *TDM Policy 1b shall be revised as follows:*

> ~~Santa Barbara City College shall Construction of additional parking may be proposed when~~ **If** the City **of Santa Barbara** and College Administration jointly determine that residual parking demands, taking into account the actual and reasonably anticipated gains from the implementation of TDM programs and new and expanded MTD service, would exceed available supplies **then SBCC shall amend its Public Works Program to revise the TDMP to re-evaluate and address existing and future parking and traffic demands associated with existing and proposed campus development.** ~~The number of additional parking spaces size would be based on the residual parking demands.~~

5 *TDM Policy 1c shall be deleted in its entirety*:

6, *TDM Policy 1d shall be revised as follows*:

> ~~[old c.]~~ **Santa Barbara City College shall** ~~**I**~~**increase**~~ing~~ the number of carpooling spaces to between 19 and 25 percent of the total spaces on campus based on evaluation of the TDM implementation.

7. *TDM Policy 1e shall be revised as follows*:

> The District will continue to encourage and promote continued use, maintenance and enhancement of the ~~Main~~ **East** and West Campus bus stops to increase transit ridership. The District will work in cooperation with the MTD to develop a plan to maintain a convenient and accessible West Campus bus stop in **the same location or within close** proximity to the current location **adjacent to the Garvin Theater on West Campus** with benches, shelter, trash

receptacles and night lighting, and to provide up to 60 surface parking spaces as well. The District will work with the MTD to assure that the new bus stop location and configuration are implemented in a manner that will accommodate future growth. The District will also work in cooperation with the MTD and Caltrans to improve and expand existing bus stops on East **Campus, West Campus, and along the north side of** Cliff Drive **fronting the campus**, including benches, trash receptacles, shelters, night lighting, wheel chair accessibility and improve pedestrian crossing safety on Cliff Drive within a five-year time frame.

8. *TDM Policy 1g shall be revised as follows*:

The District will continue to offer the Transit Pass Program Agreement, in operation since 2003, with the Santa Barbara Metropolitan Transit District. This initiative, requiring all credit program students to purchase an MTD pass, was established in 1996 as an incentive to encourage bus ridership. The current agreement with the MTD is in effect through Spring of 2014. **If this program is not re-authorized prior to its expiration then Santa Barbara City College shall amend its Public Works Program to revise the TDMP to re-evaluate and address existing and future parking and traffic demands associated with existing and proposed campus development.** The District will also continue to explore ways to provide a cost-effective incentive program to encourage MTD use by faculty and staff. ~~The District is~~**including** implementing a "Smart Card" option for use on campus beginning this Spring. The District has proposed to the MTD the use of this card by faculty and staff for payment for MTD ridership. The "Smart Card" payment option would allow for the tracking of actual use by faculty and staff and reimbursement by the District to the MTD for this service. ~~To date the MTD has not felt this is a practical approach.~~ **Santa Barbara City College**~~We~~ will continue to work with **MTD** ~~**them on**~~**to** identify~~**ing**~~ **further** means to encourage **and increase** MTD use by faculty and staff.

9. *TDM Policy 1i shall be revised as follows:*

The District ~~is committed to growing off-campus and~~ will continue to pursue all opportunities for growing in Professional Development, Concurrent enrollment, on-line and other off-campus courses in a manner that reduces traffic and parking generation.

10. *TDM Policy 1m shall be revised as follows*:

~~Although there should be little or no increase in student parking demand from the construction of the School of Media Arts building, there may be some impacts on parking as the result of additional staff to support the facility (e.g. custodians,~~

~~groundskeepers). In addition, the District acknowledges the existing parking pressures during peak hours of operation. Our calculations reflect minimal or no increased impact on parking resulting from the construction of SoMA.~~ The District, ~~however,~~ in its commitment to mitigate the minimal parking impacts of SoMA~~,~~ and to continue to make progress toward a maximum peak-hour demand for parking at 95%, will continue to work in cooperation with the MTD to maintain an effective and accessible MTD bus stop with up to an additional 60 surface parking spaces on the West Campus.

V. Notice of Impending Development 1-2007 Special Conditions

1. Consistency with the SBCC PWP

Prior to the commencement of development, Public Works Plan Amendment 1-2006 must be effectively certified and deemed legally adequate by the California Coastal Commission.

2. Revised Plans

SBCC shall submit for the review and approval of the Executive Director, revised project site and elevation plans for the Expanded Parking Area and Relocated Turnaround, Drop-off and Bus Stop located adjacent to the Garvin Theater on West Campus in the same approximate area where the existing bus stop/turnaround is currently located. The revised exhibit and bus stop/turnaround shall be designed and located in consultation with the Santa Barbara Metropolitan Transportation District.

3. Water Quality Management Plan

A. Prior to the commencement of development, the permittee shall submit for the review and approval of the Executive Director, two (2) copies of a Final Water Quality Management Plan (WQMP) for the construction phase and post-construction phase of the project, prepared by a licensed water quality professional, and shall include plans, descriptions, and supporting calculations. The WQMP shall include the measures for water quality protection described in NOID 1-2007 (and including GEO-1, GEO-2, GEO-3, GEO-4, DRN-1, DRN-2, DRN-3, DRN-4, DRN-5, and DRN-6). In addition to the specifications above, the plan shall be in substantial conformance with the following requirements:

1. 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.

2. Irrigation and the use of fertilizers and other landscaping chemicals shall be minimized.

3. Trash, recycling and other waste containers, as necessary, shall be provided. All waste containers anywhere within the development shall be covered, watertight, and designed to resist scavenging animals.

4. The permittee shall regularly sweep the parking lot at a minimum on a weekly basis, in order to prevent dispersal of pollutants that might collect on those surfaces.

5. The detergents and cleaning components used on site shall comply with the following criteria: they shall be phosphate-free, biodegradable, and non-toxic to marine wildlife; amounts used shall be minimized to the maximum extent practicable; no fluids containing ammonia, sodium hypochlorite, chlorinated solvents, petroleum distillates, or lye shall be used.

6. The permittee shall not spray down or wash down the parking lot unless the water used is directed through the sanitary sewer system or a filtered drain.

7. Runoff from all roofs, roads and parking areas shall be collected and directed through a system of structural BMPs designed and implemented to collect and treat runoff and remove pollutants of concern (including heavy metals, oil and grease, hydrocarbons, trash and debris, sediment, nutrients and pesticides) through infiltration, filtration and/or biological uptake. The drainage system shall also be designed to convey and discharge runoff from the developed site in a non-erosive manner.

8. Post-construction structural BMPs (or suites of BMPs) shall be designed to treat, infiltrate or filter 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. It is the permitee's responsibility to maintain the drainage system and the associated structures and BMPs according to manufacturer's specifications.

B. The permitee 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. No changes to the approved final plans shall occur without a SBCC NOID amendment to this coastal development permit unless the Executive Director determines that no amendment is required.

VI. Findings for PWPA

A. Background

The Commission certified a Public Works Plan (PWP) for the Santa Barbara City College in November 1985, and the Commission has certified amendments to that plan several times over the past 21 years. The campus is located entirely within the City of Santa Barbara. In 1987 the Commission certified the Local Coastal Program for the City of Santa.

Santa Barbara City College is a fully accredited two-year community college consisting of a 74-acre campus sited south of U.S. 101 on a marine terrace overlooking Shoreline Drive, Leadbetter Beach, the Santa Barbara Harbor and the ocean. The East Campus entrance is on Cliff Drive (State Route 225) on the College's north boundary. The college is divided into an east and west campus by Loma Alta Drive, a City street running from Shoreline Drive to Cliff Drive. The City's Pershing Park forms the east boundary of the Campus. A former coastal bluff, now inland of Shoreline Drive, forms the south boundary of the campus. Residential areas are located to the west and north of the campus. The Santa Barbara City College enrollment is currently approximately 13,867, which is below the peak enrollment of 14,068 in 2003. (See Exhibit 8, page 18.)

In August 2000, the Commission certified with suggested modifications an Amendment (PWPA 1-2000) to the PWP to remodel two educational buildings. SBCC withdrew four components of that previous amendment request consisting of three new educational buildings and a possible parking structure on the college's East Campus at the request of Commission staff. The Commission approved PWPA 1-2000 with a suggested modification that a Transportation Demand Management Plan be developed to mitigate for potential impacts traffic and parking from the approved and future development on campus. The two suggested modifications for the certified PWP Amendment No. 1-2000 included the following:

1. Modify all texts and exhibits to delete the four new proposed buildings described herein as: New High Technology/Classroom/Office Building; New Multidisciplinary Classroom Building**;** New General Classroom/Offices Building; and New Parking Structure.

2 Within 6 months of the certification of this Public Works Plan Amendment, the College shall submit for the review by the Commission as a separate Public Works Plan Amendment a Traffic Demand Management Plan (TDMP). The TDMP must include, in addition to all components enumerated in Policy TDM-1 of this Plan Amendment, performance standards and criteria which shall be designed to clearly evaluate annually the progress and effectiveness of the TDM measures in reducing parking and traffic impacts of the ten year buildout of the College.

The SBCC PWP has been modified to meet modification #1 above. SBCC has submitted a TDMP to meet modification #2 as discussed below in addition to a new building and parking area.

Staff has consulted with representatives of the City of Santa Barbara regarding this PWP Amendment including the SOMA building, parking expansion and relocated turnaround/drop-off/bus stop circle. California Code of Regulations, Title 14, Section 13371 requires the Commission staff to consult with the affected local government with respect to the impact of the proposed plan on the coastal zone and on the certified local coastal program. The results of such consultation will be reported to the Commission at the public hearing on the proposed plan. This section also requires the staff at least 5 working days prior to transmitting a written recommendation on the proposed plan to the Commission to request that the affected local government transmit to the Commission its recommendations. A letter to the City of Santa Barbara Community Development Director was sent March 8, 2007. In addition, Staff has consulted with the Santa Barbara Metropolitan Transit District (SBMTD) relative to the initially proposed relocation of the West Campus bus stop, existing East Campus bus stops, and the student bus pass program ongoing since 2003. Correspondence dated March 26, 2007 received from the SBMTD is attached addressing the need to continue SBCC funding for existing bus routes and provide for improvements to bus stops (Exhibit 15). Additional correspondence from these agencies will be provided at the Commission meeting.

B. Proposed Amendments

The Santa Barbara Community College District proposes to amend its previously certified Public Works Plan for the Campus to allow for one of the three previously requested and withdrawn new educational buildings initially proposed in PWPA No. 1-2000. The School of Media Arts (SOMA) building was called the High Technology/Classroom Offices Building in the PWPA No. 1-2000. The needs and objectives of the SOMA building have been refined resulting in project design changes, although the proposed building site is the same.

The proposed SOMA building is located directly east of the existing two story Student Center on the East Campus within the previously defined footprint of the High Technology/Classroom Offices Building (Exhibits 3 and 4). This proposed site is located in the north central portion of East Campus surrounded by existing buildings on three sides and a parking lot located to the north. The site currently consists of a student plaza with a fountain, seating areas, concrete patio, sidewalk light post and three coast live oak trees which are all proposed for removal. The SOMA building would exclusively accommodate existing on-campus College programs that are currently operating with insufficient classrooms and laboratories due to space limitations and or outdated facilities. The building would include classrooms, a film studies theater, laboratories, TV studio, sound stage, darkrooms common areas and faculty and administrative offices. The SOMA building includes a gross area of 60,523 sq. ft. with an interior area of 41, 490 sq. ft. with five levels, two sub-surface and three above ground. The height of the structure would be 54 feet above existing grade to the roof line while a clock tower would be 78 feet above grade. The adjoining Student Services building is about 30 feet high. (Exhibits 1-13) Project grading consists of approximately 50,000 cubic yards of cut and 9,000 cubic yards of fill.

Nine existing College departments and facilities that would be consolidated in the SOMA building include the following:

1. Communications
2. Computer Labs
3. East Campus Classrooms
4. Film Studies
5. Faculty Resource Center
6. Graphic Arts Design
7. Journalism
8. Occupation Education
9. Multimedia Arts and Technology

Existing College administrative functions that would be co-located in this building include the following:

1. Alternative / Distance Learning Center
2. East Campus Classrooms
3. Informational Resource Programs
4. Occupational Education

As a result of consolidating existing programs in the SOMA building, five portable buildings accommodating East Campus Classrooms, Faculty Resource Center, Security and International Education would be removed from the campus after any short term use as temporary space for programs needing to relocate during other interior remodeling projects. Existing space vacated by these ongoing on-campus educational programs relocated to the SOMA building would be made available for remaining departments to expand and take advantage of upgraded facilities.

In addition, surface parking expansion is proposed to add 60 new spaces within the vicinity of an existing turnaround and drop-off circle, the turnaround and drop off circle is proposed to be reconfigured within the same approximate area on West Campus adjacent to the Garvin Theater. (Exhibits 2, 4). SBCC initially proposed to relocate this turnaround and drop-off circle to a new location northeast its current location along an existing access road between the West Campus Parking Structure and the Interdisciplinary Center; however the Santa Barbara Metropolitan Transit District (SBMTD) informed staff and the college that this location was undesirable for a bus stop. Thus, the college has since revised the proposed amendment and related notice of impending development to relocate the turnaround, drop-off circle and MTD bus stop within the same approximate area where it is currently located adjacent to Garvin Theater. A total of approximately 1,500 cu. yds. of cut would be required to expand these areas.

In response to the Commission's suggested modifications in PWPA No. 1-2000, SBCC has revised the SBCC PWP through this Amendment No. 1-2006 to modify the text and exhibits to delete the three formerly proposed buildings: New Multidisciplinary Classroom Building**;** New General Classroom/Offices Building; and New Parking Structure. The proposed New High Technology/Classroom/Office Building, now named the School of Media Arts (SOMA) is the subject of this PWP Amendment No. 1-2006. In addition, SBCC has developed a new Traffic Demand Management Plan (TDMP) (Exhibit 14) that is also the subject of this PWPA No. 1-2006 that includes all components enumerated in Policy TDM-1 of this Plan Amendment, and additional policies, performance standards and criteria to evaluate annually the progress and effectiveness of the TDM measures in reducing parking and traffic impacts of the ten year buildout of the College. The proposed TDMP will be added to Section 2.6.5 Transportation and Parking Policies in the SBCC Long Range Development Plan (Exhibit 14, Proposed Modifications SBCC LRDP Section 2.6.5 Transportation and Parking Policies).

The proposed amendment includes the following revised Transportation Demand Management Plan policy in Section 2.6.5, Transportation and Parking Policies within the Santa Barbara City College Long Range Development Plan. The following policies would replace those in the April 2000 PWP. New language is **boldface and underlined**, deleted language is in ~~strikeout~~. This is the same language as in Exhibit 14 SBCC TDMP March 2007.

Proposed Modifications
Santa Barbara City College Long Range Development Plan
Section 2.6.5 Transportation and Parking Policies

The District has implemented since 1999 a Transportation Demand Management Program (TDMP) to reduce single-occupancy vehicle traffic trips to and from the College Campus and reduce campus parking demand by implementing a variety of alternative educational programs and transportation methods. The District will continue

to implement measures to improve alternative educational programs and alternative transportation to and from the Campus for students, faculty and staff to reduce automobile traffic volumes and parking demand, while increasing alternative transportation opportunities and expanding the opportunities for on-line courses. The following are LRDP Transportation Demand Management Policies, and an update identifying the success by the District in implementing these policies.

TDM 1

a. TDM plan targets to reduce parking demands at the College, thereby reducing future parking needs **and traffic impacts on and off campus**.

b. Construction of additional parking **may be proposed** when the City and College Administration jointly determine that residual parking demands, taking into account the actual and reasonably anticipated gains from the implementation of TDM programs and new and expanded MTD service, would exceed available supplies. The **number of additional parking spaces** ~~size~~ would be based on the residual parking demands. ~~A structure location is not currently defined, but could include: Parking Lot 4, on West Campus; Parking Lot 3, on campus at the northwest corner of Loma Alta Drive/Shoreline; and the Pershing Park Lot.~~

c. SoMA is separated from the Multi-Purpose and General Classroom buildings which are no longer proposed in the LRDP. As the Coastal Commission did not approve the two interdisciplinary classrooms for inclusion in the LRDP, in August 2000, they were not included in this LRDP update. Due to demographic changes and projected declining enrollment in the Santa Barbara School District, the Community College Chancellor's office has given the classroom buildings low ratings and they are not to be included in state bond funding. The South coast's declining enrollment situation is so significant that the Chancellor's Office has put a limit on enrollment expansion at SBCC, and has reinforced that LRDP priority projects should focus on major renovation to existing facilities. The District has engaged in a comprehensive evaluation of capital construction priorities with focus on infrastructure improvements and potential growth at off-campus facilities. Changes to the LRDP will be reflected in the next update.

d. [old c.] Increasing the number of carpooling spaces to between ~~15 and 25~~ **19 and 25** percent of the total spaces on campus based on evaluation of the TDM implementation.

~~d. Develop an all-weather bus stop at the West Campus if agreed to by the MTD.~~ (This bus stop was built on West Campus.)

e. **The District will continue to encourage and promote continued use, maintenance and enhancement of the Main and West Campus bus stops to increase transit ridership. The District will work in cooperation with the MTD to develop a plan to maintain a convenient and accessible West Campus bus stop in proximity to the current location with benches, shelter, trash receptacles and night lighting, and to provide up to 60 surface parking spaces as well. The District will work with the MTD to assure that the new bus stop location and configuration are implemented in a manner that will accommodate future growth. The District will also work in cooperation with the MTD and Caltrans to improve and expand existing bus stops on Cliff Drive, including benches, trash receptacles, shelters, night lighting, wheel chair accessibility and improve pedestrian crossing safety on Cliff Drive within a five-year time frame.**

f. **The District will continue to work with MTD to increase student, staff and faculty bus ridership, including increasing the frequency of bus service, providing new bus routes including express routes, and rerouting bus routes all to improve ridership and rider safety during times when the Campus is in session.**

~~**g.** [old e.] Measures to enhance transit ridership including considering funding transit-related College improvements off of the main college campus.~~ **The District will continue to offer the Transit Pass Program Agreement, in operation since 2003, with the Santa Barbara Metropolitan Transit District. This initiative, requiring all credit program students to purchase an MTD pass, was established in 1996 as an incentive to encourage bus ridership. The current agreement with the MTD is in effect through Spring of 2014. The District will also continue to explore ways to provide a cost-effective incentive program to encourage MTD use by faculty and staff. The District is implementing a "Smart Card" option for use on campus beginning this Spring. The District has proposed to the MTD the use of this card by faculty and staff for payment for MTD ridership. The "Smart Card" payment option would allow for the tracking of actual use by faculty and staff and reimbursement by the District to the MTD for this service. To date the MTD has not felt this is a practical approach. We will continue to work with them on identifying means to encourage MTD use by faculty and staff.**~~—~~

h. The District will continue to work with the Santa Barbara City Waterfront to ensure there is minimal impact on the public access parking for the Beach and Harbor users adjacent to the campus.

i. The District is committed to growing off-campus and will continue to pursue all opportunities for growing in Professional Development, Concurrent enrollment, on-line and other off-

campus courses in a manner that reduces traffic and parking generation.

j. **The District will continue to pursue establishing another satellite campus for both Credit and Non-credit courses to ease parking demand on the main campus.**
k. **The District will continue to implement a shuttle service for the use by students, faculty and employees in the evenings and on-demand from the adjoining lots on Shoreline Drive and the lot in Pershing Park to improve access.**
l. **The District will continue a vanpool program for use by students, faculty and employees with vans from Ojai and Ventura. The district will continue to expand the vanpool program to meet demand.**
m. **Although there should be little or no increase in student parking demand from the construction of the School of Media Arts building, there may be some impacts on parking as the result of additional staff to support the facility (e.g. custodians, groundskeepers). In addition, the District acknowledges the existing parking pressures during peak hours of operation. Our calculations reflect minimal or no increased impact on parking resulting from the construction of SoMA. The District, however, in its commitment to mitigate the minimal parking impacts of SoMA, and to continue to make progress toward a maximum peak-hour demand for parking at 95%, will continue to work in cooperation with the MTD to maintain an effective and accessible MTD bus stop with up to an additional 60 surface parking spaces on the West Campus.**
n. **The sale to students of Santa Barbara City Waterfront parking permits shall be limited to a maximum of 300 permits per year for non-exclusive use of the Harbor and Beach lots. The permits will permit access to the College on weekdays and to the beach and harbor at all other times.**
o. **The District will continue to work closely with the City Waterfront Department to ensure that student parking at the beach and harbor adjacent to the campus continues to have a minimal impact on visitor-serving uses and coastal access.**

TDM 2 Performance of the TDM will prove successful if the following criteria are met:

1. **Bus ridership increases consistently over time.**
2. **Expansion of enrollment is met primarily through increasing:**
   a. **On-line courses.**
   b. **Concurrent enrollment courses.**
   c. **Professional Development Courses.**

   d. **Class offerings at other sites than the main campus at 721 Cliff Drive.**
   e. **"Off-peak classes" offered before 10:00 AM or after 2:30 PM Monday through Thursday.**
3. **Participation in the Vanpool program increases.**
4. **Carpool Spaces:**
   a. **Access to carpool spaces is controlled and is at capacity during peak hours.**
   b. **Carpool spaces are increased as a percent of total spaces over time during peak hours.**
5. **Successful implementation of an on-line student registration system.**
6. **Improve and expand existing bus stops on Cliff Drive in cooperation with SBMTD and Caltrans within a five year time frame.**

The Transportation Demand Management Plan is updated to provide revised data and to document its successful implementation. The TDMP is attached as Exhibit 14.

C. Consistency with Santa Barbara City Local Coastal Program

1. Land Use

The City of Santa Barbara's Local Coastal Program designates the entire Santa Barbara City College site "Major Public Institutional." All of the physical developments contained in the proposed amendment are located within the bounds of the campus and are consistent with the institutional designation in the City's certified Local Coastal Program. Further the proposed SOMA building site, the expanded surface parking and expanded drop-off circle and turnaround area are situated within the developed core of the east and west campuses and do not require new access roads, extensive site preparation, or infringe upon sensitive coastal resources, consistent with all applicable provisions of the City's LCP as discussed below . (See Exhibits 1-13.)

2. Parking, Traffic and Coastal Access

The City of Santa Barbara's Local Coastal Program recognized the importance of the City College's operation in the maintenance of adequate public parking availability and traffic capacity along the shoreline in the vicinity of the College and the adjacent Santa Barbara Harbor. Through a joint agreement, the City of Santa Barbara and the College utilize conjunctively the following facilities: Pershing Park, La Playa Field, Los Banos del Mar (swimming pool), Leadbetter Beach Parking Lots and La Playa del Mar Parking Lots (Exhibits 1 and 2).

The City of Santa Barbara's Local Coastal Program contains a number of policies which address the management of traffic along the waterfront, including policies which deal with off-street parking requirements to meet peak demands.

The City of Santa Barbara's Local Coastal Program also contains numerous general policies providing for the protection of and provision of coastal access (e.g. Policy 2.1, 2.3, 2.4, and 2.5). These policies mirror those contained in the California Coastal Act. While the City's Local Coastal Program does not contain any access policies which pertain specifically to the Santa Barbara City College, Policy 2.1 provides, in part, that:

> Public access in the coastal buff area of the City shall be maximized consistent with the protection of natural resources, public safety, and private property rights.

The proposed amendment includes the addition of a new building and parking lot expansion which has the potential to generate significant additional traffic and parking demands which would adversely affect the public use of the adjacent public beaches by increasing traffic congestion and displacing public beach parking spaces.

3. Parking

Policy 11.5 of the City's certified LCP provides, in relevant part, that:

> All development in the waterfront area . . . shall provide adequate off-street parking to fully meet the peak needs . . .

Parking for Santa Barbara City College is provided in five parking lots on campus and three City lots off-campus (Pershing Park and Leadbetter Beach lots). The College and its predecessor has had a Joint Exercise of Powers Agreement since 1962 with the City of Santa Barbara to provide for improvement, operation and maintenance of these City owned parking lots located on landward side of Shoreline Drive adjacent to the West and East Campus (Leadbetter Beach lots) and Pershing Park located along northeast side of the East Campus (Exhibits 2 and 4). There are 2,496 parking spaces available in these lots used by the Campus. In addition, through a lease agreement with Santa Barbara City College, the City's Waterfront Department provides a block of 300 parking spaces in the Leadbetter Beach (on the seaward side of Shoreline Drive) lots to market to students for non-exclusive use. The remaining parking spaces in the Leadbetter Beach lots may be used by both the general public and students, however, because there is a 90 minute limit on these spaces, they are realistically unavailable for student use which requires a generally longer span of time to park, walk to campus, attend classes, and walk back to the lots. The proposed PWPA includes a further restriction on the use of these Waterfront spaces to preclude use during the Labor Day weekend. SBCC school year including two semesters usually starts during the last week of August and concludes during the third week in May. The busy beach and harbor access summer season used by the public is generally from the Memorial Day Weekend in late May through the Labor Day weekend in early September. The Campus proposes to use these maximum of 300 parking spaces in Leadbetter Beach parking lot only for 3-4 days during the first week of classes in late August and not during the Labor Day weekend, the Friday before or the Monday holiday. Currently SBCC summer enrollment is about half or less than the Fall or Spring enrollments and thus use of the Leadbetter Beach lot is not needed as on-campus lots provide

adequate parking. The basis for this Agreement is that the supply of parking spaces within the Waterfront is substantially underutilized during peak College demand periods, mid-day during the week of Fall and Spring semesters.

To prohibit student parking demand from displacing on-street residential parking in the adjoining residential neighborhoods, the City has implemented since 1995 a residential parking permit program: on-street parking is prohibited unless the vehicle has "residential sticker" made available only to residents of the neighborhood.

As noted, the campus parking resources presently consist of 2,496 parking spaces, both on and off-site. Parking demand for the next 10-year build-out (2007 – 2017) is not projected to increase as no new buildings are proposed to be constructed [what about this one?]. With the proposed SOMA building and existing parking demand an additional 60 parking spaces are proposed to address the Campus peak parking needs during the first few weeks of the semester until a significant number of students drop classes within the first 6 weeks of the start of classes when the "class drop date" passes. During the remainder of the semester these 60 spaces are not expected to be fully utilized. With the addition of 60 proposed parking spaces the campus parking resources will consist of 2556 parking spaces. Further, the SOMA building is intended to consolidate existing campus programs and classrooms into a single structure.

With the implementation of the Transportation Demand Management Program (TDMP) in 1999 [do you explain anywhere how it is that this is already being implemented, even though we haven't certified it yet, or even state that that is the case?], the Campus has successfully reduced demand for vehicle parking and related traffic impacts. The use of alternative transportation to and from the campus and the off-site education program have significantly reduced parking demand and traffic generation as called for by the TDMP. During this time enrollment has increased by 37.9% primarily through either satellite campuses or on-line computer courses limiting increases in parking and traffic demands on the campus. On campus enrollment peaked in Fall 2003 at 14,068 and has declined to 13,867 in Spring 2007. Off-campus enrollment has continued to grow by 49% from Fall 2003 to Fall 2006. Alternative transportation use by students, faculty and staff includes the Santa Barbara Metropolitan Transit District (MTD) bus, SBCC van pool program from Ojai and Ventura, SBCC shuttle service, bicycle use, and car pools. As an example, the MTD bus ridership by SBCC students, faculty and staff has significantly increased by 32% from 2002 to 2007 now totaling a ridership of 1,757. As part of campus registration, all students are required to purchase a MTD bus pass enabling students to ride the MTD on an unlimited basis. There are two MTD bus stops, one on West Campus and one on East Campus, although the West Campus bus stop is proposed to be relocated as part of this PWP amendment in the same area adjacent to Garvin Theater. The campus is served by five MTD bus routes connecting the campus with the Santa Barbara Mesa, La Cumbre area, and downtown and with Isla Vista. The new SBCC/UCSB Express, initiated in Fall 2006 links the campus with both the Westside of Santa Barbara and Isla Vista on a weekly basis. The new Mesa Loop line was implemented in early 2007 to connect residential areas on the nearby mesa area with SBCC. As another example, since April 2005, about 18.7% (or 328) of

all campus parking spaces were dedicated to carpooling vehicles, available to students and staff alike.

The College Office of the Vice President for Business Services and a Commuter Programs Coordinator provides information on alternative transportation and coordinates vanpools, carpools and shuttles assisting the College to better understand the transportation needs of various Campus users providing information to more likely alter single occupancy vehicle use towards alternative transportation modes. SBCC employees are eligible for the "Emergency Ride Home" program through the Campus participation with Santa Barbara County Association of Government's Traffic Solutions Program providing for reimbursement of taxicab expenses, thereby encouraging participation in alternative transportation modes. The Vice President of Business Services regularly meets with MTD and Santa Barbara City officials to coordinate the continuation and expansion of alternative transportation to and from the campus.

In the Fall of 1998, SBCC offered two computer on-line courses for 44 students. Since then on-line courses have expanded to 84 courses offered to 2,885 students in Spring 2005. There are 16 off-campus locations for SBCC classes offering 118 off-campus courses primarily at the Wake Center in Goleta and the Schott Center in downtown Santa Barbara. Further, computer on-line ordering for books and course materials from the Campus Bookstore is available precluding the need for students to travel to campus to make such purchases. Since on-line ordering was first available in 2003, the volume of shipping has increased over 1,400 % in 4 years from 689 in 2003 to 9,512 in 2006.

Class registration, the Banner System, is proposed to be initiated in April 2007 for the Summer and Fall 2007 semesters to allow students to register for classes on-line decreasing the need to travel to campus to register and within the first three weeks to add classes. The "Add Period" typically generates the peak traffic congestion and parking demand as compared to the remainder of each semester. The availability of on-line registration, on-line class adding, and on-line book ordering is expected to dramatically reduce traffic congestion and parking demand during the first few weeks of each semester, typically the peak traffic and parking period of each semester.

Since 1999, the College has refined and increased its existing Transportation Demand Management Program (TDMP) to encourage alternative means of students, faculty, and staff traveling to and from the campus. The existing TDMP and a discussion of its effectiveness are provided in Exhibit 14. In addition to efforts to reduce vehicles parking on campus, on-campus College enrollment has been declining. On-campus enrollment has dropped 4.5% in the 2005 Spring Semester, and another 2.5% in the 2005 Fall Semester. This drop is consistent with trends experienced throughout the state due to the increase in on-line and hybrid courses; a decline in overall community college enrollment was identified for the 2005 Fall Semester and for the 2006 Spring Semester.

Despite these data that would suggest declining pressure on campus parking demand, the College recognizes that historical parking vacancy rates are less than 5%, and

delays in finding spaces occur during peak class periods, particularly between 10:00 a.m. and 12:00 noon during the first six weeks of the semester. The maximum capacity of the SOMA building is 736 students, however, during the peak parking period between 10:00 am and 12:00 noon, the expected use is 552 students. Therefore, additional surface parking is being provided equivalent to provide a 5% parking vacancy within existing campus parking lots with a total of 2496 spaces. Reducing the parking occupancy from 97% to 95% would require an additional 50 spaces. The projected demand for new parking for the SOMA Building is limited to additional maintenance and landscape personnel totaling about 12 persons requiring about 10 more spaces. The net number of parking spaces generated by the SOMA building student and staff activities, subtracting those spaces associated with the five temporary buildings that would be removed as part of the project would be negligible. A total of 60 new spaces would be constructed within the expanded existing turnaround drop-off circle area. The provision of 60 new parking spaces on West Campus are adequate to address the campus need to provide for peak parking requirements within the waterfront as required by the City of Santa Barbara LCP.

As a result of expanding surface parking, the existing passenger turnaround and drop-off and bus stop circle would be relocated in the same area adjacent to Garvin Theater. The turnaround will be designed to feasibly accommodate MTD buses, such that the buses would return back to Cliff Drive after dropping off passengers at the turnaround. The turnaround would provide for adjacent pedestrian access (including an existing disabled access ramp) that connects to existing walkways linking the West Campus buildings.

The Commission finds that the parking demands associated with the new SOMA building will be adequately met at this time. The proposed TDMP includes policies and performance standards that can be used to assess how well TDM measures are succeeding over time. These criteria include: increased bus ridership consistently over time; expansion of on line, off-peak classes, and off-campus classes; participation in the Van Pool;; an increase in car pool spaces as a total percentage of spaces during peak hours; successful implementation of on-line student registration, and the improvement and expansion of the existing bus stops on Cliff Drive in cooperation with SBMTD and Caltrans within five years. The Commission therefore finds the proposed new SOMA building, the proposed parking expansion area, relocated turnaround, drop-off, and bus stop area and the proposed TDMP are all consistent with and adequate to carry out the City of Santa Barbara LCP Policy to provide adequate off-street parking to fully meet the peak parking needs within the Santa Barbara City waterfront area.

4. Traffic

Policy 11.2 of the City's certified Local Coastal Program provides that:

> Until the crosstown freeway corridor is improved, the City shall limit development to that which can be accommodated by a modified local street network which will provide adequate levels of service and access to the Waterfront. The modifications to local streets shall be those which are related to exiting or future potential circulation impacts.

Santa Barbara City College is located north of the Santa Barbara Harbor within the Waterfront area of the City of Santa Barbara. U.S. Highway 101 traverses Santa Barbara and provides regional access to the City College. Cliff Drive, Loma Alta Drive, Shoreline Drive, and Castillo Street provide regional access to the campus parking areas. While the crosstown freeway has been completed and the City has removed all four signalized intersections on Highway 101 in 1991, levels of service on both the freeway and local streets are significantly depressed during peak traffic hours, generally morning and evening, and during week-ends.

The projected SOMA building will consolidate existing on campus educational and administrative programs. As a result of such consolidation, the SOMA building will not result in any new vehicular trips associated with faculty, administrative staff or students. However, a minor number of new maintenance staff, estimated to be nine new employees, would be hired to maintain this new building generating 18 average daily trips during the morning and afternoon peak hour travel. Since the key adjacent intersections (Castillo/Montecito Streets, Castillo/U.S. 101 southbound ramps, and Castillo/U.S. 101 northbound ramps/Haley Street) operate at levels of service C, B, and C, respectively, long term impacts on transportation impacts are not expected to be significant. The Final Environmental Impact Report (FEIR) Addendum for the SBCC SOMA project found that the proposed development of additional parking spaces on West Campus would be capable of accommodating vehicles though they would not represent new vehicle trips to the campus. Individuals parking in the proposed expanded parking lot near Garvin Theater would be otherwise parking on other existing spaces on-campus, in City Waterfront parking spaces off-campus, or in nearby residential areas. The FEIR Addendum found that it was speculative to determine that any additional vehicular trips and transportation impacts would result from the proposed parking lot expansion.

The FEIR found that short-term construction impacts would be potentially significant, particularly for the export of 41,000 cubic yards of soil from the SOMA site and 1,000 cubic yards of soil from the parking expansion area to either the south side of campus adjacent to Parking Lot 3 or to another offsite disposal site. These short-term impacts would occur over a 11.5 to 15.5 week period. Mitigation is proposed to reduce these potential significant impacts to less than significant on local traffic intersections by scheduling construction truck trips to avoid morning and evening peak hours (7:00 am to 9:00 am and 4:00 pm to 6:00 pm) to minimize impacts during commute periods. Additional mitigation is proposed to schedule a construction conference prior to construction to discuss measures to reduce potential construction-related impacts and designate a route through surrounding residential neighborhoods and on campus to minimize construction traffic trip impacts. The existing MTD bus turnaround on West Campus within the proposed parking expansion area would be relocated (Exhibits 2 and 4) within the proposed parking area.

Therefore, all of the intersections within the project service area are forecast to operate at Level of Service C or better during the a.m. and p.m. peak hour periods with traffic

mitigations identified for short term construction impacts. No mitigations are needed for long term traffic impacts as they are less than significant.

As noted above, the proposed amendment includes specific policies that implement a Transportation Demand Management Plan to reduce single occupancy vehicle trips to and from campus and reduce campus parking demand by implementing a variety of alternative educational programs and transportation methods at SBCC

The Commission finds that the traffic generation associated with the new educational building will be adequately met.

5. Coastal Resources

The Santa Barbara City College campus has three areas of environmentally sensitive habitat: Oak Scrub Woodland on the cliff face above Pershing Park adjacent to the east side of East Campus; Oak Woodland and Riparian habitat on Arroyo Honda in the northern and eastern end of the West Campus; and Coastal Bluff Scrub habitat on the bluff face on West Campus. All three of these areas contain native plant species which are representative of the individual plant communities.

The City of Santa Barbara's certified Local Coastal Program does not include any specific policies regarding habitat protection on the Santa Barbara City College campus, but does contain general polices applicable to the protection of upland and creek habitats and the marine environment within the City.

Policy 6.1 provides that:

> The City through ordinance, resolution, and development controls shall protect, preserve, and where feasible restore the biotic communities designated in the City's conservation Element of the General Plan and any future annexations to the City consistent with the PRC Section 30240.

Policy 6.2 provides that;

> The City will support and encourage the enforcement of all laws enacted for the purposes of preserving and protecting marine resources, maintaining optimum populations of marine organisms and maintaining the quality of the marine environment for the protection of human health.

Policy 6.8 regarding creek environments, provides that:

> The riparian resources, biological productivity, and water quality of the City's coastal zone creeks shall be maintained, preserved, and enhanced and where feasible, restored.

Policy 6.9 provides that:

> The City shall support the programs, plans, and policies of all governmental agencies, including those of the Regional Water Quality Control Board with respect to best management practices for Santa Barbara's watersheds and urban areas.

The certified Public Works Plan for Santa Barbara City College contains a number of policies and programs for the protection and restoration of the campus' sensitive coastal resources, including environmentally sensitive habits and the protection of marine and creek resources and water quality.

a. Environmentally Sensitive Habitat Areas

Since 1985 the SBCC PWP specified that three habitat areas on campus would be restored. These areas are the East Campus and West Campus oak woodlands and the Coastal Bluff on West Campus. This Oak Woodland and Coastal Bluff Restoration Plan (1993) was a voluntary effort by SBCC to improve the quality of natural habitats on campus rather than a mitigation requirement. Approximately 1,100 coast live oak seedlings and acorn plantings were installed since then. In addition, as part of this planting effort, SBCC completed minor dredging and maintenance (PWPA No. 1-2003 and NOID No. 1-2003) of an unnamed 700 foot long open drainage channel located at the base of the east side bluff on East Campus. This channel flows south from a culvert at Montecito Street past tennis courts at Pershing Park to culvert leading eventually to the Santa Barbara Harbor. The proposed SOMA building is located well above this open drainage area on the east side of East Campus. Removal of non-native species and planting of native riparian and wetland species were completed as mitigation for this project as part of the SBCC Creek Management Plan. In addition, the upland habitat areas were enhanced (not required as mitigation) including the removal of non-native species and planting of about 300 oak seedlings and acorns and western sycamore trees. The number of oak tree plantings on this East Campus slope area was inspected by a Science Applications International Consultant (SAIC) botanist in 2006 who found 293 oak tree plantings with an average height of 9.5 feet and basal diameter of 3.4 inches.

The physical development associated with the proposed new SOMA building will be located in an existing developed area on the campus that includes mature landscaping and non-native trees and three coast live oak trees. The SOMA building and associated grading will be setback about 20 feet from the dripline of the existing and 293 oak tree plantings that have been established in the East Campus Oak Woodland Restoration Area along the East Campus mesa slope. An existing concrete walkway, two foot high retaining wall and fence separate the East Campus developed area from the oak woodland on the descending slope. However, the construction of the SOMA building will require the removal of three coast live oak trees, one a specimen tree about 6 feet in diameter measured 4 ½ feet above grade, the other two oaks have split trunks measured at the same height above grade with 15 and 18 inches, and 11 inches and 15 inches in diameter, respectively. The specimen tree is located within a planter

surrounded by concrete walkways on two sides and a building the other two oaks are located within the developed area of the campus.

The removal of these three oak trees including one specimen oak tree to allow for the construction of the SOMA building should be considered in conjunction with the planting of about 300 oak trees in 2003 along the eastern slope of East Campus as part of the maintenance of an on-campus flood control and unnamed drainage within Pershing Park. The drainage maintenance approved in PWPA No. 1-2003 and NOID 1-2003 included the removal of non-native plant species and the planting of approximately 300 coast live oaks, needle grass, mugwort, western sycamore and other native plant species. The oak tree plantings were not part of a mitigation requirement for the drainage maintenance but rather an effort by the College to improve the quality of natural habitats on campus. The number of oak tree plantings on this East Campus slope area was inspected by a Science Applications International Consultant (SAIC) botanist in 2006 who found 293 oak tree plantings with an average height of 9.5 feet and basal diameter of 3.4 inches. This planting of oak trees was not required as part of this drainage project or any other project mitigation. This 97.6% oak tree survival rate three years after planting is considered extremely successful. Further, the SOMA building and associated grading is located approximately 20 feet from the nearest canopy of existing and planted oak trees located along the eastern descending slope of East Campus. Therefore, when considered in conjunction with the prior planting of oak seedlings and the high survival rate to date, although the proposed project will result in the loss of 3 oak trees, no new additional planting is necessary as mitigation for construction of the SOMA building.

Staff conducted a site visit on March 24, 2007 to confirm the size of the three oak trees proposed for removal, that these were isolated within the existing developed campus, and the location of the oak tree canopy along the east descending slope. These three oak trees are not considered part of the oak woodland or ESHA. No raptors were found nesting in these oak trees. The proposed building will be located beyond the oak tree woodland with the building setback distance about 20 feet from the oak tree canopy. Therefore, the Commission finds that the proposed PWPA is consistent with City of Santa Barbara LCP polices to the protection of upland and creek habitats within the City.

b. Water Quality

The SOMA building includes a new subsurface storm drain system constructed adjacent to the east side of the building using concrete catch basins with cleanouts. This drain system will be tied into the existing master stormwater system that conveys runoff to existing storm drains as required by PWP policies. Drainage improvement will be consistent with the campus Storm Water Pollution Prevention Plan and Stormwater Mitigation Plan to ensure compliance with NPDES Phase II permit regulations including Best Management Practices' (BMP's) to reduce impervious project surfaces and to minimize associated off-site storm flow such that no increase in stormwater runoff velocities relative to existing conditions occur. The proposed parking area expansion and relocated turnaround/drop-off/bus stop circle will be designed to minimize

degradation of storm water quality by minimizing the transport of non-point source pollutants through the use of BMP's such as oil/water separators or sand filters installed throughout the paved areas to intercept and effectively prohibit pollutants from discharging to stormwater drainage system as noted in the SBCC NOID. In addition, a parking lot cleaning program is proposed to be developed and implemented.

The City of Santa Barbara's certified Local Coastal Program does not include any specific policies regarding water quality protection on the Santa Barbara City College campus, but does contain general polices applicable to the protection of upland and creek habitats and the marine environment within the City, including Policies 6.2, 6.8, and 6.9 as discussed in the preceding section.

For the proposed Public Works Plan amendment, the standard of review is conformance with the City of Santa Barbara's certified Local Coastal Program. A chief objective of the policies in the City's LCP is the preservation, protection, and enhancement of marine resources, biological productivity, and water quality.

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, and introduction of pollutants such as trash, hydrocarbons, pathogens, sediment, nutrients, and pesticides. In addition, water bodies in and adjacent to the City of Santa Barbara currently suffer from water quality impairment.

When development increases impervious surface area, the infiltrative function and capacity of the project site is decreased. The reduction in permeable surface therefore leads to an increase in the volume and velocity of runoff that can be expected to leave the site. The cumulative effect of increased impervious surface is that the peak stream discharge is increased and the peak occurs much sooner after precipitation events. Changes in the stream flow result in modification to stream morphology. Additionally, runoff from impervious surfaces results in increased erosion and sedimentation.

Further, new development generates different types of pollutants, and the runoff leaving the site carries these pollutants with it. Pollutants commonly found in runoff associated with new development include:

- petroleum hydrocarbons such as oil and grease from vehicles;
- heavy metals;
- synthetic organic chemicals including paint and household cleaners;
- soap and dirt from washing vehicles;
- dirt and vegetation from yard maintenance;
- litter and organic matter;
- fertilizers, herbicides, and pesticides from household gardening or more intensive agricultural land use;
- nutrients from wastewater discharge, animal waste and crop residue; and
- bacteria and pathogens from wastewater discharge and animal waste.

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 that provide food and cover for aquatic species;
- disruptions to the reproductive cycle of aquatic species;
- acute and sublethal toxicity in marine organisms leading to adverse changes in reproduction and feeding behavior; and
- human diseases such as hepatitis and dysentery.

These impacts reduce the biological productivity and the quality of coastal waters, streams, wetlands, estuaries, and lakes, reduce optimum populations of marine organisms and have adverse impacts on human health. Also where streams outlet on to recreational sandy beach areas, such as Leadbetter beach, adverse impacts to public beach access can result.

The certified Public Works Plan for Santa Barbara City College contains a number of policies and programs for the protection and restoration of the campuses sensitive coastal resources. However, there are no policies specific to water quality preservation and protection. In addition, there are no proposed water quality policies as part of the proposed PWP Amendment. Because feasible measures known to positively impact water quality are not included in the existing or proposed policies of the PWP, the proposed Amendment could not be found consistent with the City's LCP. The Commission's standard of review, which requires the preservation, protection, and enhancement of coastal resources, including water quality, necessitates that the additional measures be imposed. Thus, the Commission finds that only if the amendment is modified as suggested can it be found consistent with and adequate to carry out the policies of the City's LCP. As submitted, the policies of the PWP are not sufficiently detailed to protect water quality at SBCC and must be denied.

The PWP amendment, as modified to include 13 new water quality policies, meets the goal of protecting and enhancing water quality and the beneficial uses of local coastal waters from adverse impacts related to land development. The modifications are suggested to serve as the PWP policies in order to assure that water quality protection is maximized. They also assure that the most protective policies will be used as the standard of review when the SBCC reviews its own future development proposals. The suggested modifications include policies to protect and restore water quality, such as minimizing the introduction of pollutants into runoff, preserving the functions of natural drainage areas, implementing and maintaining best management practices, and minimizing impervious surfaces.

These policies will ensure that development is designed to protect the marine resources and optimum populations of marine organisms from water quality impacts, as specified in the City's LCP. The suggested water quality policies will provide for the protection and enhancement of water quality and the beneficial uses of local coastal waters from adverse impacts related to land development. The suggested modifications are necessary to provide consistency with the City's LCP policies. Therefore, the Commission finds that, as modified, the PWP Amendment meets the requirements of and is in conformity with the City of Santa Barbara's LCP relative to protection and restoration of the campus' sensitive coastal resources, including environmentally sensitive habits, the protection of marine and creek resources, and water quality.

D. Notice of Impending Development (NOID)

1. Special Conditions

See Section V above

2. Findings and Declarations

The Commission certified a Public Works Plan for the Santa Barbara City College in November 1985 that has been amended several times over the past 21 years. The campus is located entirely within the City of Santa Barbara. In 1987 the Commission certified the Local Coastal Program for the City of Santa Barbara in which the Santa Barbara City College campus is located.

Santa Barbara City College is a fully accredited two-year community college consisting of a 74-acre campus sited south of U.S. 101 on a marine terrace overlooking Shoreline Drive, Leadbetter Beach, the Santa Barbara Harbor and the ocean. The East Campus entrance is on Cliff Drive (State Route 225) on the College's north boundary. The college is divided into an east and west campus by Loma Alta Drive, a City street running from Shoreline Drive to Cliff Drive. The City's Pershing Park forms the east boundary of the Campus. A former coastal bluff, now inland of Shoreline Drive, forms the south boundary of the campus. Residential areas are located to the west and north of the campus. The Santa Barbara City College enrollment is currently approximately 13,867 below the peak enrollment of 14,068 in 2003. (See Exhibit 14, page 22.)

The certified PWP does not assign individual areas with categories of land use, with the exception of environmentally sensitive habitats including oak scrub woodland along the east campus overlooking Pershing Park, the scrub habitat overlooking West Beach and Santa Barbara Harbor and the eucalyptus trees and oak grove and riparian habitat inland of West Campus in Arroyo Hondo. As a result, the PWP does not include a conventional land use map designating different type and intensity of land use, such as typically found in Local Coastal Program Land Use Plan maps or as found in the Long

Range Development Plan for the University of California, Santa Barbara. However, specific buildings and sites are designated for specific purposes; these designations are augmented by the text of the PWP.

3. Description of Impending Development

The impending development consists of the proposed SOMA building located directly east of the existing two story Student Center on the East Campus within the previously defined footprint of the High Technology/Classroom Offices Building (Exhibits 3, 5-13). This proposed site is located in the north central portion of East Campus surrounded by existing buildings on three sides and a parking lot located to the north. The site currently consists of a student plaza with a fountain, seating areas, concrete patio, sidewalk light post and three coast live oak trees which are all proposed for removal. The SOMA building would exclusively accommodate existing on-campus College programs that are currently operating with insufficient classrooms and laboratories due to space limitations and/or outdated facilities. The building would include classrooms, a film studies theater, laboratories, TV studio, sound stage, darkrooms, common areas, and faculty and administrative offices. The SOMA building includes a gross area of 60,523 sq. ft. with an interior area of 41, 490 sq. ft. with five levels, two sub-surface and three above ground. The height of the structure would be 54 feet above existing grade to the roof line while a clock tower would be 78 feet above grade. The adjoining Student Services building is about 30 feet high. (Exhibits 3, 5-13)

Nine existing College departments and facilities that would be consolidated in the SOMA building include the following:

1. Communications
2. Computer Labs
3. East Campus Classrooms
4. Film Studies
5. Faculty Resource Center
6. Graphic Arts Design
7. Journalism
8. Occupation Education
9. Multimedia Arts and Technology

Existing College administrative functions that would be co-located in this building include the following:

1. Alternative / Distance Learning Center
2. East Campus Classrooms
3. Informational Resource Programs
4. Occupational Education

Existing space vacated by these ongoing on-campus educational programs relocated to the SOMA building would be made available for remaining departments to expand

and take advantage of upgraded facilities. Project grading consists of approximately 50,000 cu. yds. of cut and 9,000 cu. yds. of fill.

In addition, surface parking expansion is proposed to add 60 new spaces within an existing turnaround and drop-off circle, the turnaround and drop off circle is proposed to be relocated in the same area on West Campus adjacent to the Garvin Theater. This turnaround and drop-off circle, including a Metropolitan Transit District (MTD) bus stop, would be relocated within the same area adjacent to Garvin Theater (Exhibits 2 and 4). SBCC initially proposed to relocate this turnaround and drop-off circle to an expanded traffic circle located northeast on the existing access road between the West Campus Parking Structure and the Interdisciplinary Center, however due to suggestions by the Santa Barbara Metropolitan Transit District (SBMTD) this turnaround, drop-off circle and MTD bus stop will be retained and relocated in the same area adjacent to Garvin Theater. A total of about 1,500 cu. yds. of cut would be required to expand these areas.

4. Consistency With Certified Public Works Plan, As Amended

The impending development consists of three components: 1) proposed 60,523 sq. ft. SOMA building; 2) surface parking expansion with 60 new spaces within an existing turnaround and drop-off circle, and 3) relocated turnaround, drop-off area, and SBMTD bus stop in the same area adjacent to the Garvin Theater. These developments are specifically provided for in the PWP Amendment 1-2006 certified by the Commission at its April 2007 meeting.

a. Parking. Traffic and Coastal Access

Consistent with Section 30210 of the Coastal Act, the Public Works Plan requires the provision of adequate parking to ensure that campus use will not adversely impact nearby coastal access to public beaches within the City of Santa Barbara. The new SOMA building is designed to consolidate existing campus departments, facilities, and administrative functions, including the following: Communications; Computer Labs; East Campus Classrooms; Film Studies; Faculty Resource Center; Graphic Arts Design; Journalism; Occupation Education; Multimedia Arts and Technology; Alternative / Distance Learning Center; East Campus Classrooms; Informational Resource Programs; and Occupational Education.

As a result of consolidating existing programs in the SOMA building, five portable buildings accommodating East Campus Classrooms, Faculty Resource Center, Security, and International Education would be removed from the campus after any short term use as temporary spaces for programs needing to relocate during other interior remodeling projects. Existing space vacated by these ongoing on-campus educational programs relocated to the SOMA building would be made available for remaining departments to expand and take advantage of upgraded facilities.

In addition, surface parking expansion is proposed to add 60 new spaces within an existing turnaround and drop-off circle on West Campus. This turnaround and drop-off circle, including a Metropolitan Transit District (MTD) bus stop, would be relocated in the same area adjacent to the Garvin Theater (Exhibits 2 and 4). A total of 1,500 cu. yds. of cut would be required to expand this area.

Despite data that would suggest declining pressure on campus parking demand, the College recognizes that historical parking vacancy rates are less than 5%, and delays in finding spaces occur during peak class periods, particularly between 10:00 a.m. and 12:00 noon during the first six weeks of the semester. The maximum capacity of the SOMA building is 736 students, however, during the peak parking period between 10:00 am and 12:00 noon, the expected use is 552 students. Therefore, additional surface parking is being provided equivalent to provide a 5% parking vacancy within existing campus parking lots with a total of 2496 spaces. Reducing the parking occupancy from 97% to 95% would require an additional 50 spaces. The projected demand for new parking for the SOMA Building is limited to additional maintenance and landscape personnel totaling about 12 persons requiring about 10 more spaces. The net number of parking spaces generated by the SOMA building student and staff activities, subtracting those spaces associated with the five temporary buildings that would be removed as part of the project would be negligible. As a result, the total of 60 new spaces would be constructed within the expanded existing turnaround drop-off circle area. The provision of 60 new parking spaces on West Campus would completely address the campus need to provide for peak parking requirements within the waterfront as required by the City of Santa Barbara LCP.

As a result of expanding surface parking, the existing passenger turnaround, drop-off circle, and SBMTD bus stop would be relocated in the same area. The turnaround has been designed to feasibly accommodate MTD buses, such that the buses would return back to Cliff Drive after dropping off passengers at the turnaround. The turnaround would provide for adjacent pedestrian access (including an existing disabled access ramp) that connects to existing walkways linking the West Campus buildings. Special Condition A requires SBCC to submit for the review and approval of the Executive Director, revised project site and elevation plans for the Expanded Parking Area and Relocated Turnaround, Drop-off and Bus Stop located adjacent to the Garvin Theater on West Campus.

Therefore, the Commission finds that the Notice of Impending Development, as conditioned, is consistent with the applicable policies of the Public Works Plan concerning parking, traffic, and coastal access.

b. Coastal Resources

The Public Works Plan contains a number of specific policies for the protection of coastal resources, including environmentally sensitive habitats and surface water quality. As noted above, the proposed pending development consists of three components: a new SOMA building, expanded parking area, and relocated turnaround and drop-off circle in the same area.

1. Coast Live Oak Trees

Ground disturbance would be limited to the locations on West and East Campus in existing developed areas for the three components of the project where mature landscaping and non-native trees and three coast live oak trees are located. The physical development associated with the proposed new SOMA building will be located in an existing developed area on the campus. Grading for and the SOMA building will be setback about 20 feet from the dripline of the existing and the 293 oak tree plantings that have been established (as confirmed by SBCC Oak Restoration Program Manager in 2006) in the East Campus Oak Woodland Restoration Area along the East Campus mesa slope. An existing concrete walkway, two foot high retaining wall and fence separate the East Campus developed area from the oak woodland on the descending slope. However, the construction of the SOMA building will require the removal of three coast live oak trees, one a specimen tree about 6 feet in diameter measured 4 ½ feet above grade, the other two oaks have split trunks measured at the same height above grade with 15 and 18 inches, and 11 inches and 15 inches in diameter, respectively. The specimen tree is located within a planter surrounded by concrete walkways on two sides and a building, the other two oak trees are located within the developed area of the campus.

The removal of these three oak trees including one specimen oak tree to allow for the construction of the SOMA building should be considered in conjunction with the planting of about 300 oak trees in 2003 along the eastern slope of East Campus as part of the maintenance of an on-campus flood control and unnamed drainage within Pershing Park. The drainage maintenance approved in PWPA No. 1-2003 and NOID 1-2003 included the removal of non-native plant species and the planting of approximately 300 coast live oaks, needle grass, mugwort, western sycamore and other native plant species. The oak tree plantings were not part of a mitigation requirement for the drainage maintenance but rather an effort by the College to improve the quality of natural habitats on campus. The number of oak tree plantings on this East Campus slope area was inspected by a Science Applications International Consultant (SAIC) botanist in 2006 who found 293 oak tree plantings with an average height of 9.5 feet and basal diameter of 3.4 inches. This planting of oak trees was not required as part of this drainage project or any other project mitigation. This 97.6% oak tree survival rate three years after planting is considered extremely successful. Further, the SOMA building and associated grading is located approximately 20 feet from the nearest canopy of existing and planted oak trees located along the eastern descending slope of East Campus. Therefore, when considered in conjunction with the prior planting of oak seedlings and the high survival rate to date, although the proposed project will result in the loss of 3 oak trees, no new additional planting is necessary as mitigation for construction of the SOMA building.

Ground disturbance in the area of the proposed expanded parking area and relocated turnaround and drop-off circle adjacent to the Garvin Theater will require the removal of three pine trees and a lawn Therefore, there are no sensitive coastal resources that would be affected by this component of the proposed project.

2. Storm Water Pollution Control

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, and introduction of pollutants such as trash, hydrocarbons, sediment, nutrients, and pesticides.

The FEIR Addendum identifies potential short term impacts resulting from grading, including erosion and runoff, as potentially significant with specific mitigation measures to reduce these potential short term impacts to a less than significant level. These mitigation measures include four specific Best Management Program measures, including a Construction General Permit of the National Pollutant Discharge Elimination System issued by the California Regional Water Quality Control Board, for construction and for post-construction maintenance of positive drainage systems.

As amended in PWPA No. 1-2006, there are 13 Water Quality policies designed to protect the creek and marine water quality environment on and off the SBCC campus. Development in this area is also subject to the National Pollutant Discharge Elimination System (NPDES) Phase II requirements for storm water pollution control, established by the State Water Quality Control Board. In addition, NOID 1-2007 has proposed several measures to protect water quality both during construction and for the long-term of the development. These measures include erosion and sediment control practices, storage and handling of construction materials, vegetated areas designed to retain runoff, and parking lot sweeping and cleaning practices.

The FEIR Addendum identifies potential short term impacts resulting from grading, including erosion and runoff, as potentially significant with specific mitigation measures to reduce these potential short term impacts to a less than significant level. These mitigation measures include four specific Best Management Program measures, including a Construction General Permit of the National Pollutant Discharge Elimination System issued by the California Regional Water Quality Control Board, for construction and for post-construction maintenance of positive drainage systems. As part of construction activities, a Storm Water Pollution Prevention Plan (SWPPP) is required to minimize the effects of erosion and sedimentation, polluted runoff generated by construction activity and chemicals associated with construction activity.

The SOMA building includes a new subsurface storm drain system constructed adjacent to the east side of the building using concrete catch basins with cleanouts. This drain system will be tied into the existing master stormwater system that conveys runoff to existing storm drains as required by PWP policies. Drainage improvement will be consistent with the campus Storm Water Pollution Prevention Plan and Stormwater Mitigation Plan to ensure compliance with NPDES Phase II permit regulations including Best Management Practices (BMPs) to reduce impervious project surfaces and to minimize associated off-site storm flow such that no increase in stormwater runoff velocities relative to existing conditions occur. The proposed parking area expansion and relocated turnaround/drop-off/bus stop circle will be designed to minimize

degradation of storm water quality by minimizing the transport of non-point source pollutants through the use of BMPs such as oil/water separators or sand filters installed throughout the paved areas to intercept and effectively prohibit pollutants from discharging to the stormwater drainage system as noted in the SBCC NOID.

Although several measures have been proposed to minimize impacts related to the proposed development, they do not address all aspects of water quality impacts, and additional measures must be implemented to achieve maximum water quality protection and ensure consistency with the PWP water quality policies. Special Conditions 1.B and 1.C requires the submittal of a Water Quality Management Plan (WQMP) for the construction and post-construction phase of the project. In addition to requiring the measures in NOID 1-2007 to be included in the WQMP, Special Conditions 1.B and 1.C also outlines additional measures to be incorporated into the plan. These include minimizing irrigation and the use of fertilizers for landscaped areas, additional parking lot cleaning requirements, a system of structural BMPs to address specific pollutants, and sizing and maintenance requirements for the BMPs. With these additional measures required by Special Conditions 1.B and 1.C water quality will be adequately protected.

Therefore, the proposed project, as conditioned, will not have any impacts on coastal habitat and water quality resources on and off the SBCC campus. Therefore, the Commission finds that the notice of impending development, as submitted, is consistent with the applicable policies of the Public Works Plan concerning coastal resources, including environmentally sensitive habitats.

E. PWPA and NOID CEQA

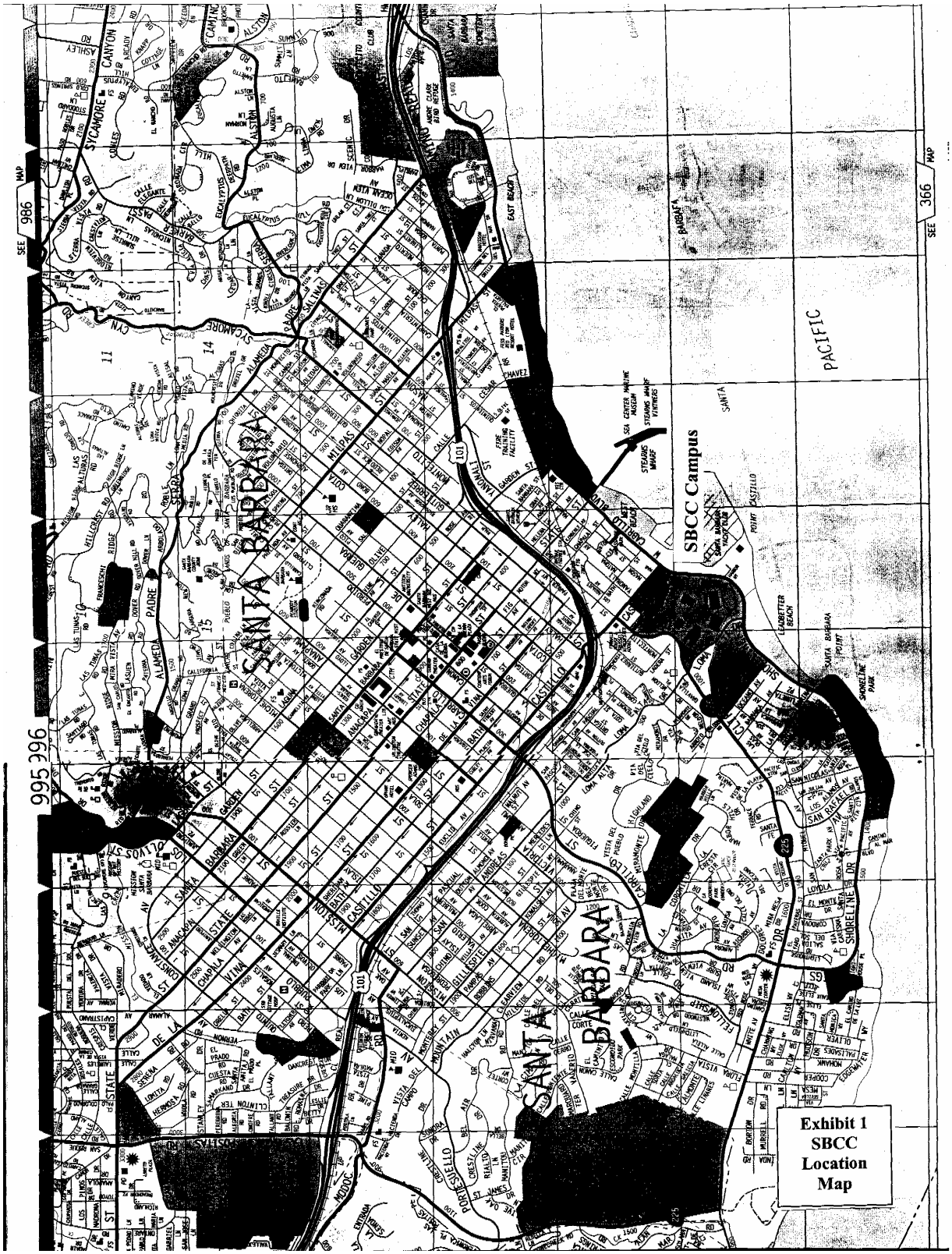
The proposed amendment is to the Santa Barbara City College Public Works Plan, which the Commission originally certified in 1985.

CEQA requires the consideration of alternatives and mitigation measures that would lessen any significant environmental impacts that the proposal would otherwise have on the environment. As discussed in the findings above, SBCC Public Works Plan Amendment 1-2006, as modified herein, and the implementation of the SBCC NOID No. 1-2007, as conditioned herein, are consistent with the applicable policies of the City of Santa Barbara's certified Local Coastal Program and the SBCC PWP as amended, respectively.

The staff considered alternative transportation measures, existing and proposed by SBCC as part of the revised TDMP which includes alternative transportation measures such as: expansion of on-line courses and class registration; off-campus classes; improvements to MTD bus routes, use, and facilities; carpools, and other alternative transportation measures that can be reviewed to assess how well the traffic and parking demand associated with the existing campus buildings and any new future educational buildings is being managed. The staff considered alternative locations for the proposed SOMA building finding that there were no other feasible locations to

located the building on campus. The SOMA building is proposed to consolidate existing on campus educational and administrative programs. Lastly, the staff considered alternative locations for the proposed parking area expansion on both east and west campus and the relocated turnaround, drop-off and bus stop on west campus. The proposed parking area expansion was reduced from 95 spaces to 60 and the turnaround, drop-off and bus stop was revised to be relocated in the same area adjacent to Garvin Theater on west campus. Therefore, there are no less environmentally damaging or feasible locations or project mitigations for these project proposals available. As modified and conditioned, the proposals will have no remaining significant impacts on the environment, and thus, there are no additional alternatives or feasible mitigation measures that could reduce any remaining significant impacts of the Amendment and the proposed project on the environment.

The PWP Amendment, as modified thorough suggested modifications, is therefore consistent with the provisions of the California Environmental Quality Act and the City of Santa Barbara's certified Local Coastal Program, and the project to be implemented, as conditioned, is also consistent with CEQA and with the SBCC PWP as amended.


SBCC Campus
PACIFIC
SANTA BARBARA
SEE MAP 986
SEE MAP 366
995 996
Exhibit 1
SBCC
Location
Map

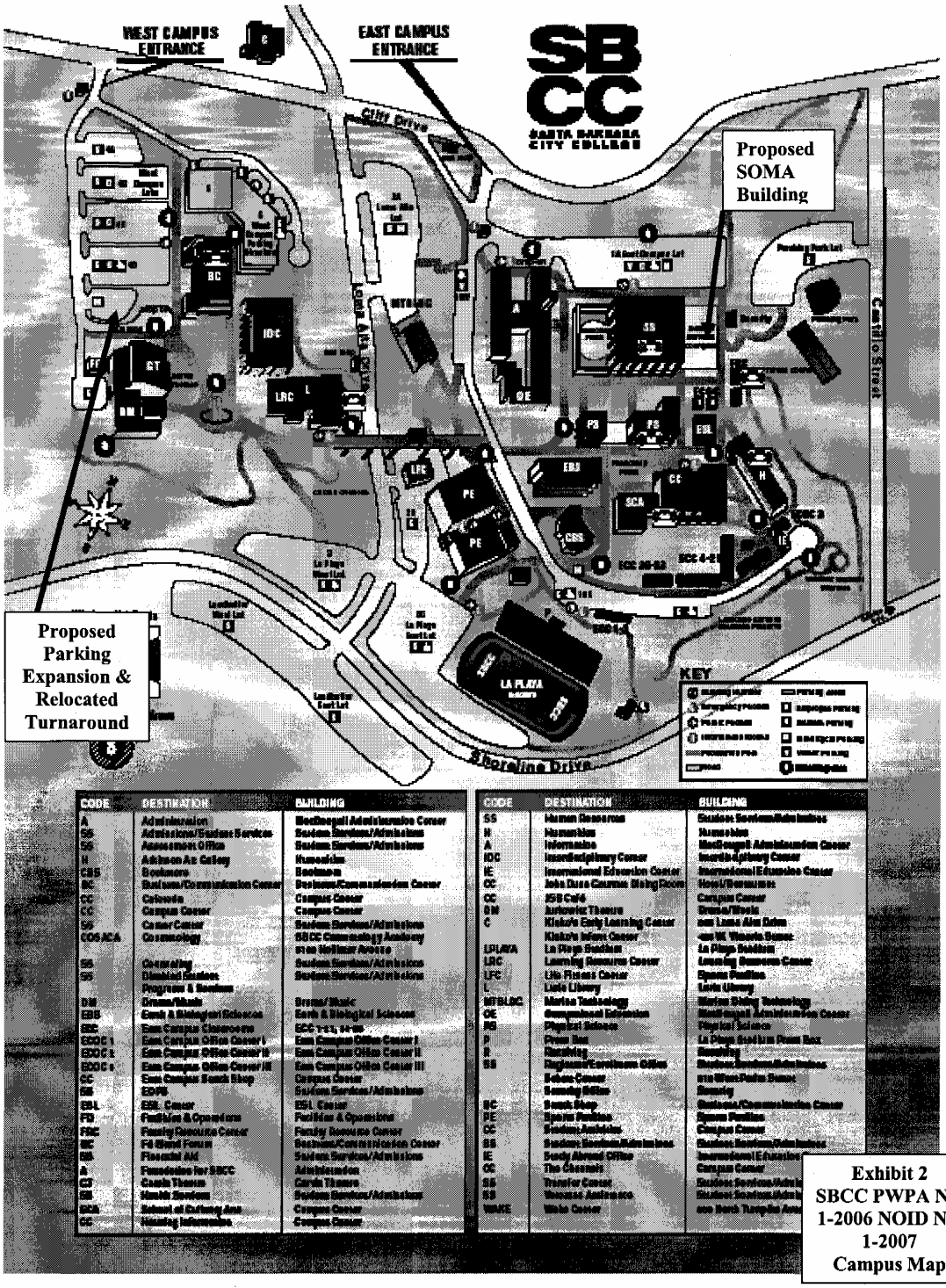


Exhibit 2
SBCC PWPA No. 1-2006 NOID No. 1-2007
Campus Map

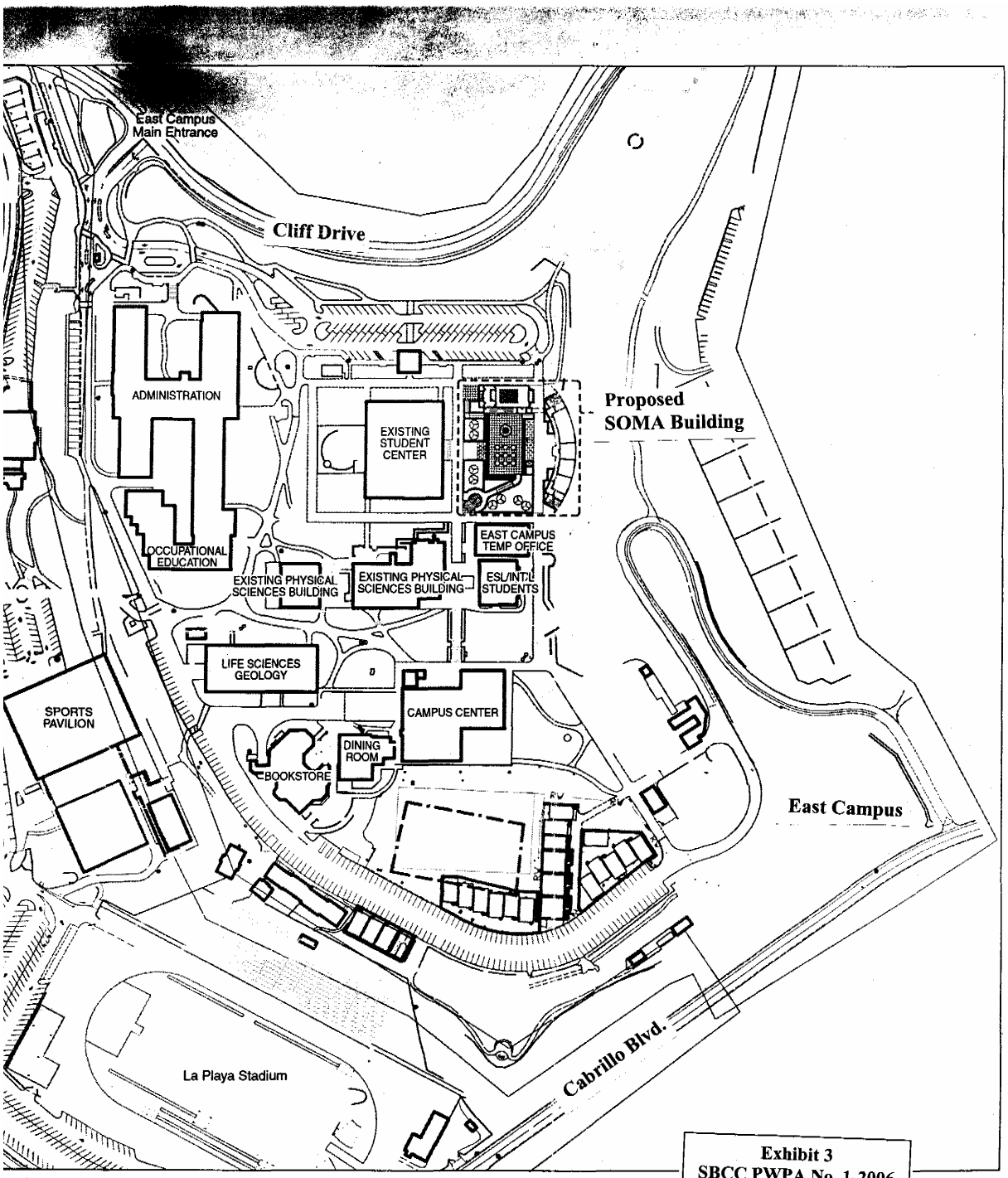


Exhibit 3
SBCC PWPA No. 1-2006
NOID No. 1-2007
East Campus Proposed
SOMA Building

cinity Map

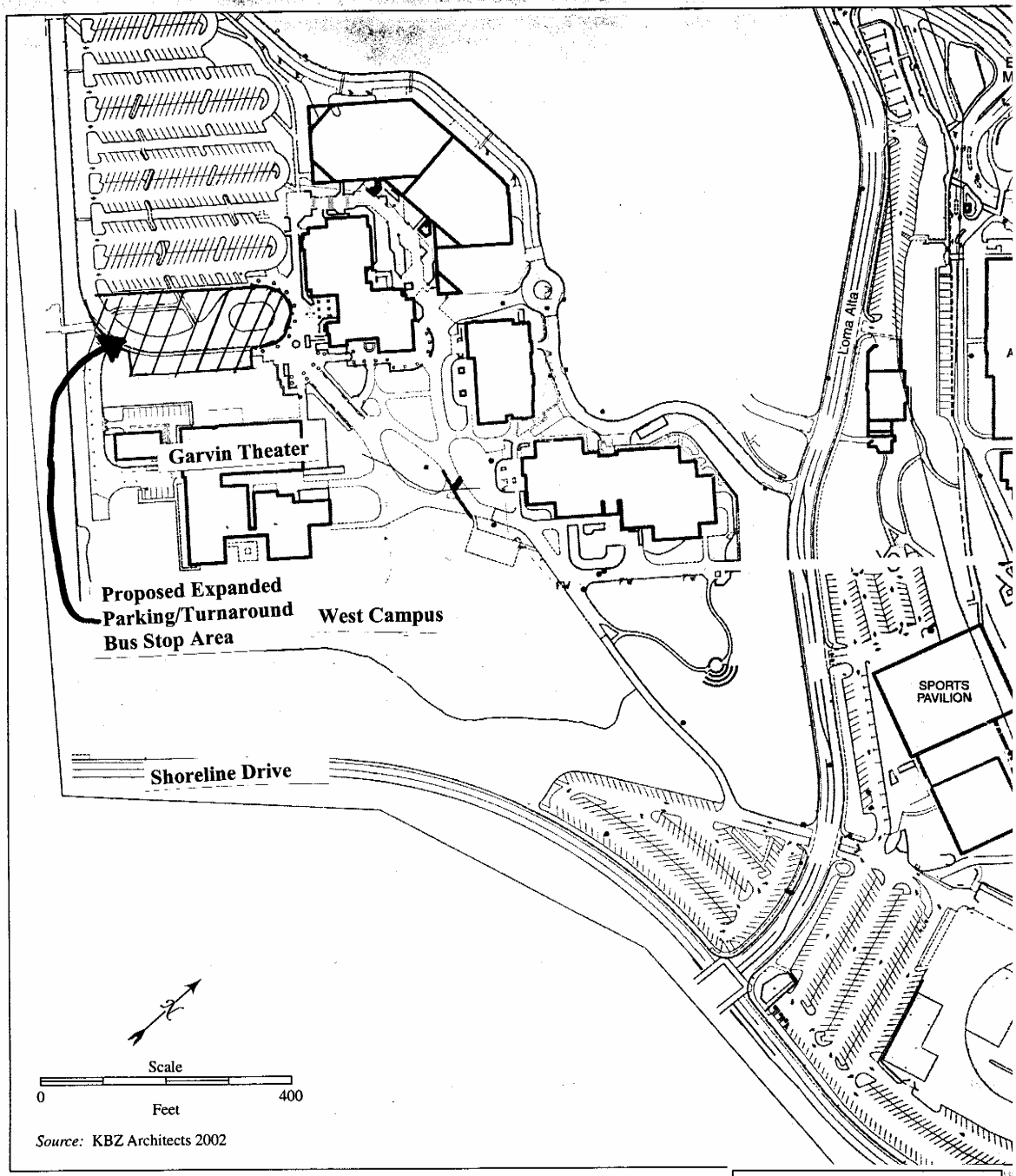
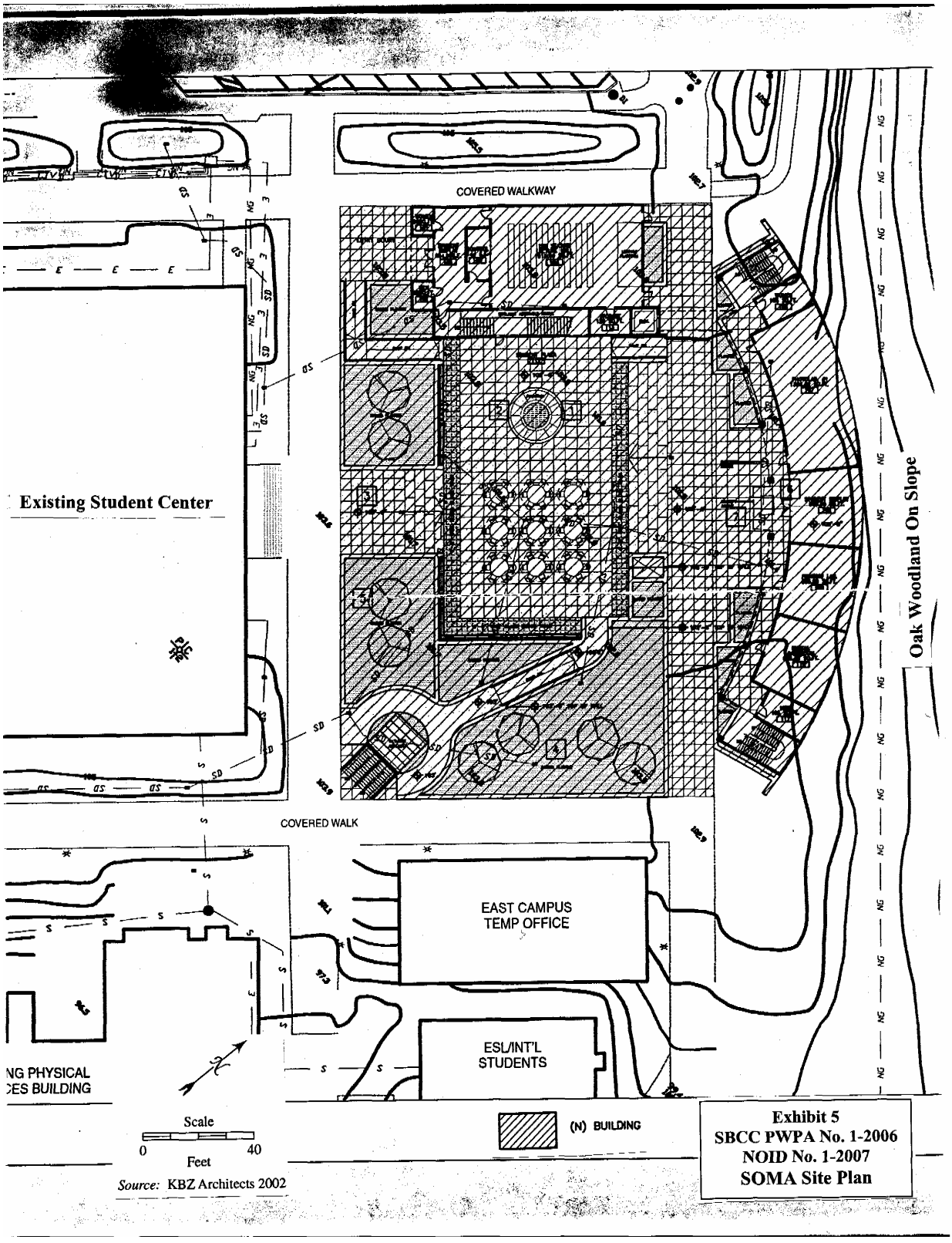


Exhibit 4
SBCC PWPA No. 1-2006
NOID No. 1-2007
West Campus
Proposed Expanded Parking
& Turnaround/Bus Stop


COVERED WALKWAY
Existing Student Center
Oak Woodland On Slope
COVERED WALK
EAST CAMPUS
TEMP OFFICE
ESL/INT'L
STUDENTS
NG PHYSICAL
CES BUILDING
Scale
0
40
Feet
(N) BUILDING
Source: KBZ Architects 2002
Exhibit 5
SBCC PWPA No. 1-2006
NOID No. 1-2007
SOMA Site Plan

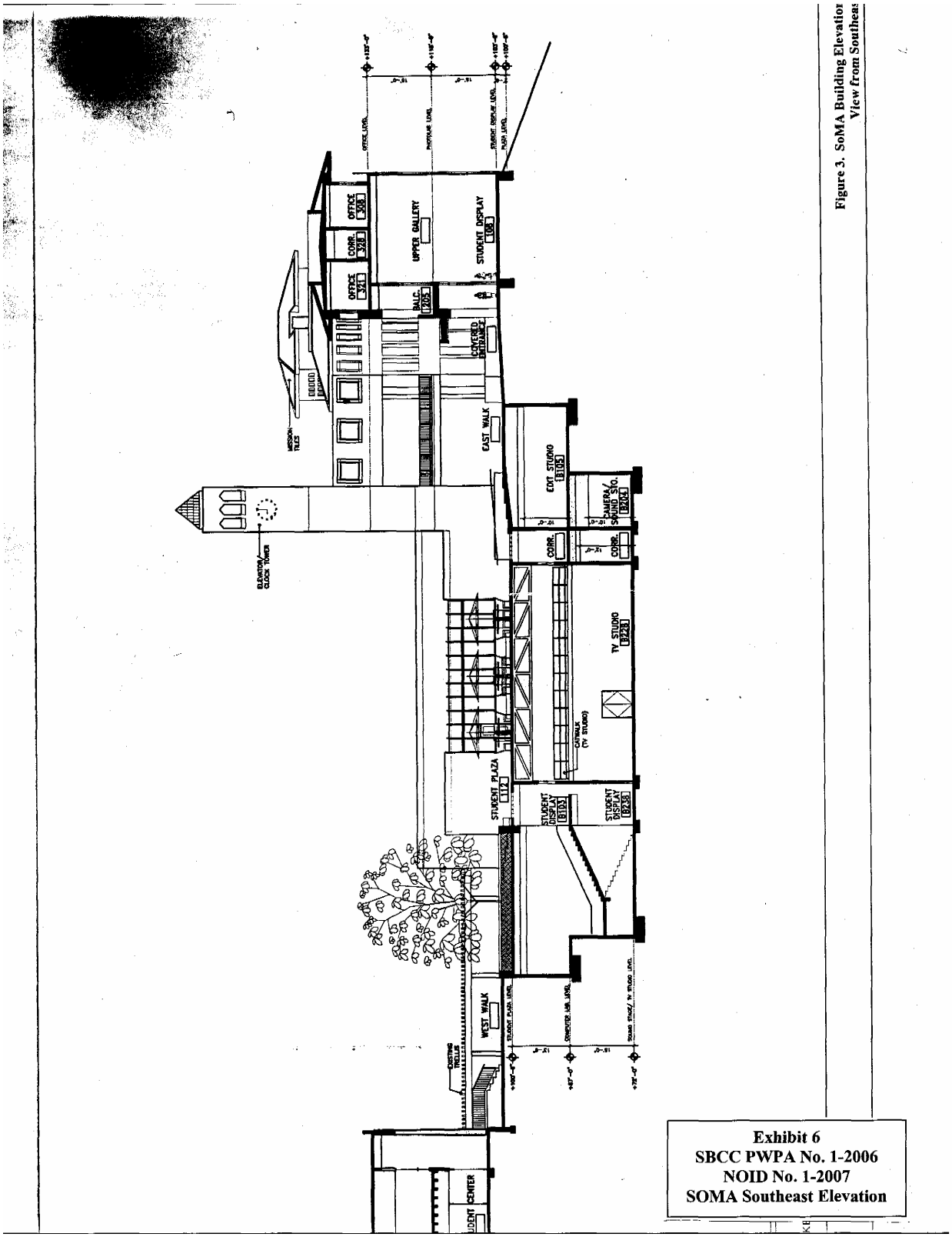


Figure 3. SoMA Building Elevation
View from Southeas

Exhibit 6
SBCC PWPA No. 1-2006
NOID No. 1-2007
SOMA Southeast Elevation

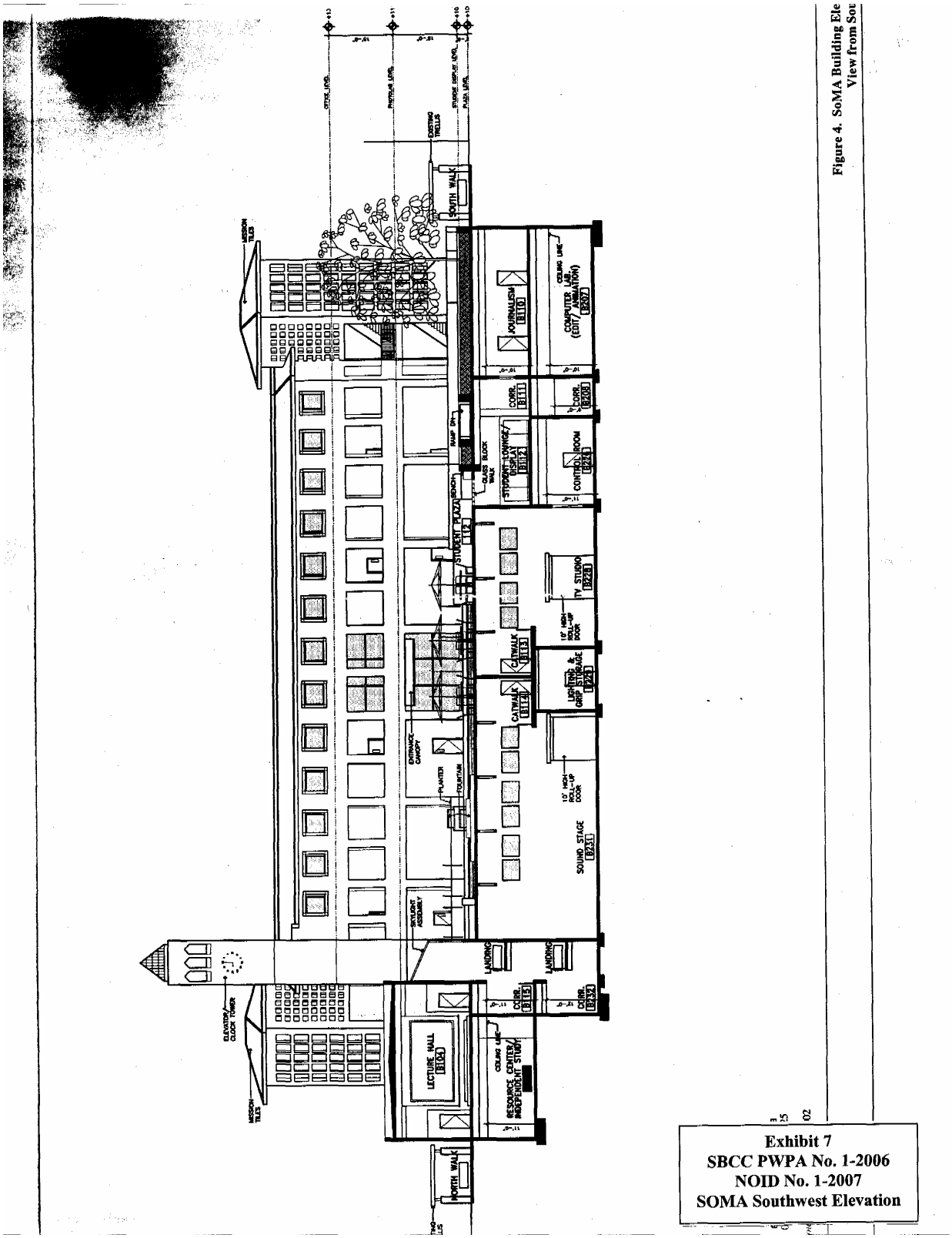


Figure 4. SoMA Building Ele
View from Sou

Exhibit 7
SBCC PWPA No. 1-2006
NOID No. 1-2007
SOMA Southwest Elevation

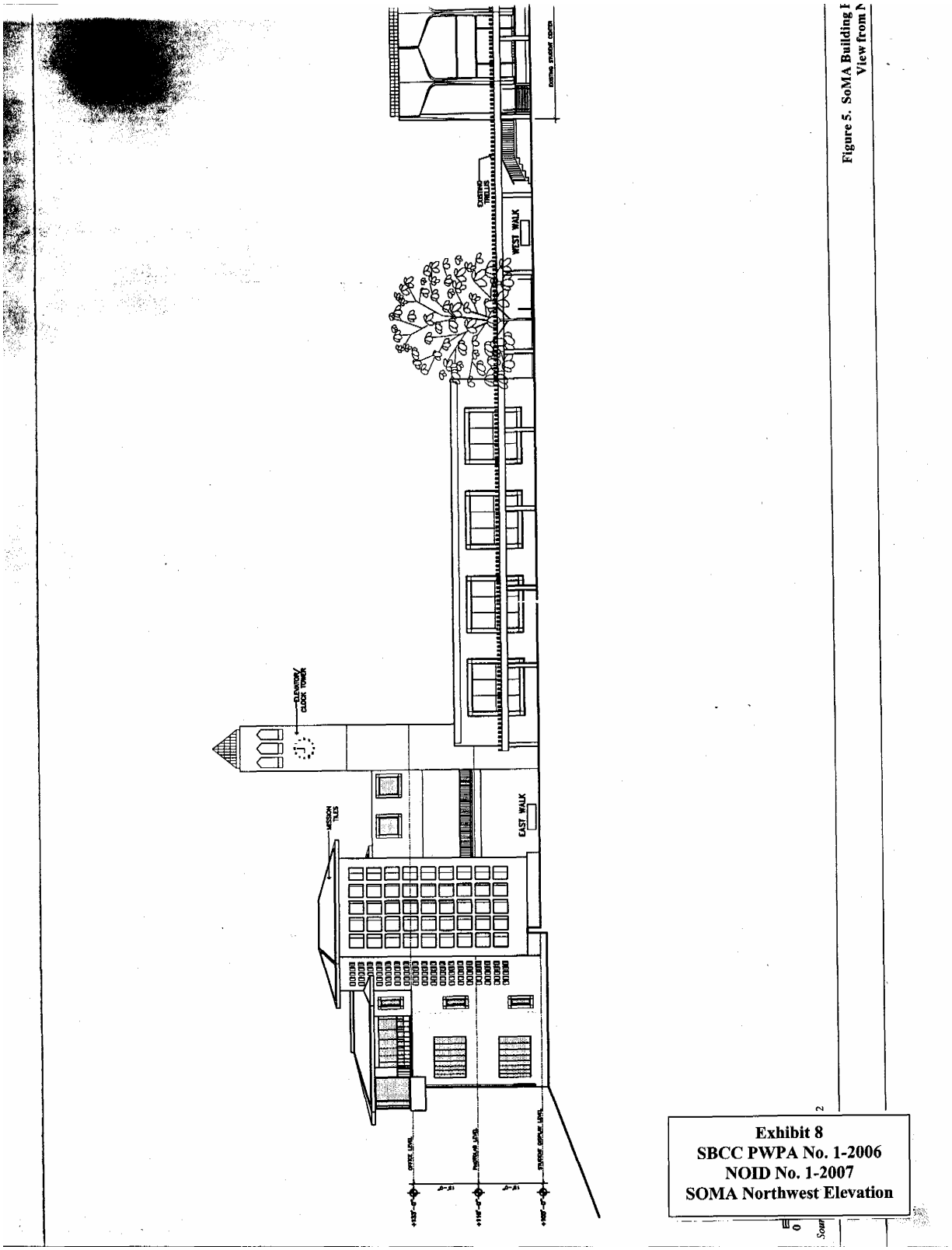


Figure 5. SoMA Building
View from

Exhibit 8
SBCC PWPA No. 1-2006
NOID No. 1-2007
SOMA Northwest Elevation

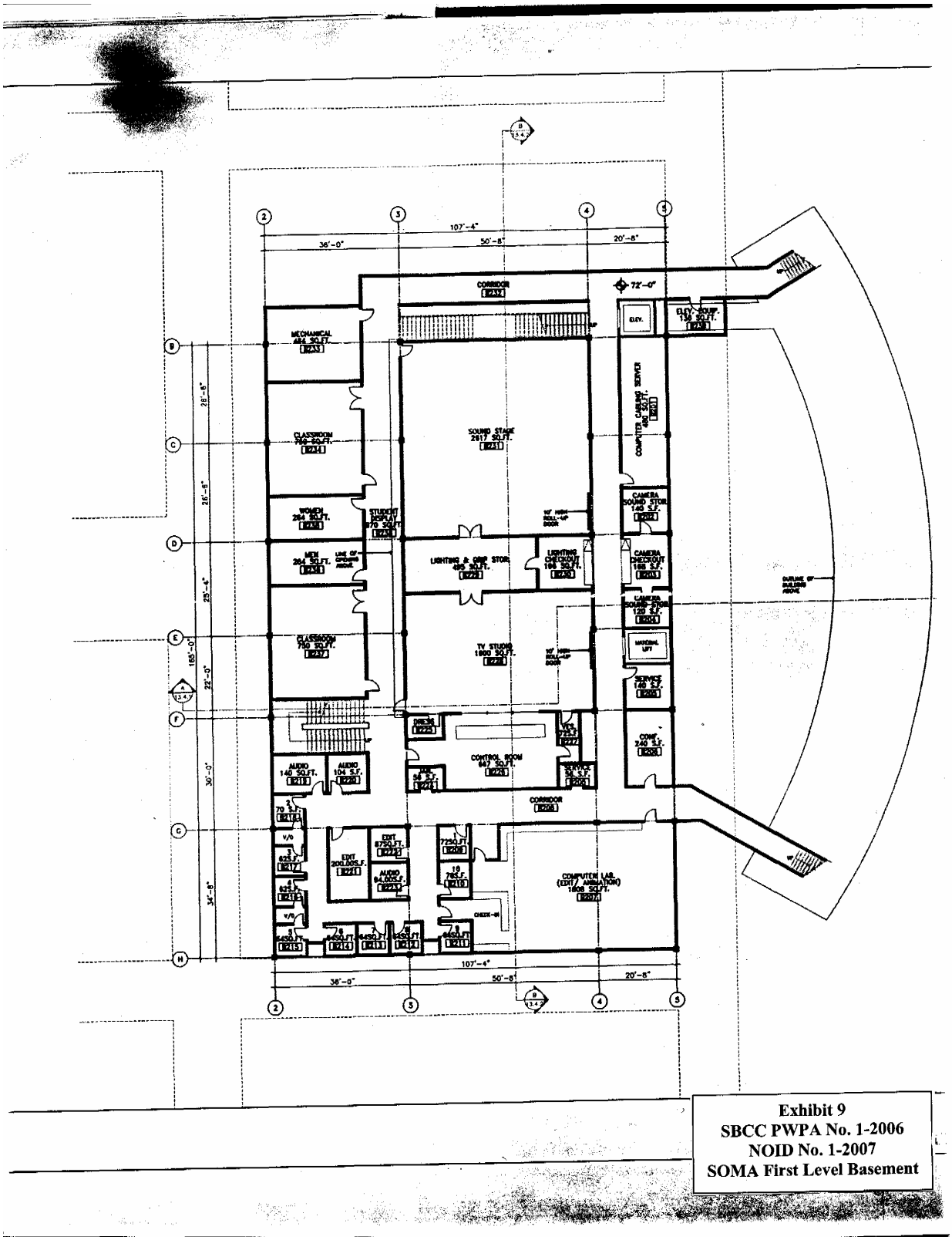


Exhibit 9
SBCC PWPA No. 1-2006
NOID No. 1-2007
SOMA First Level Basement

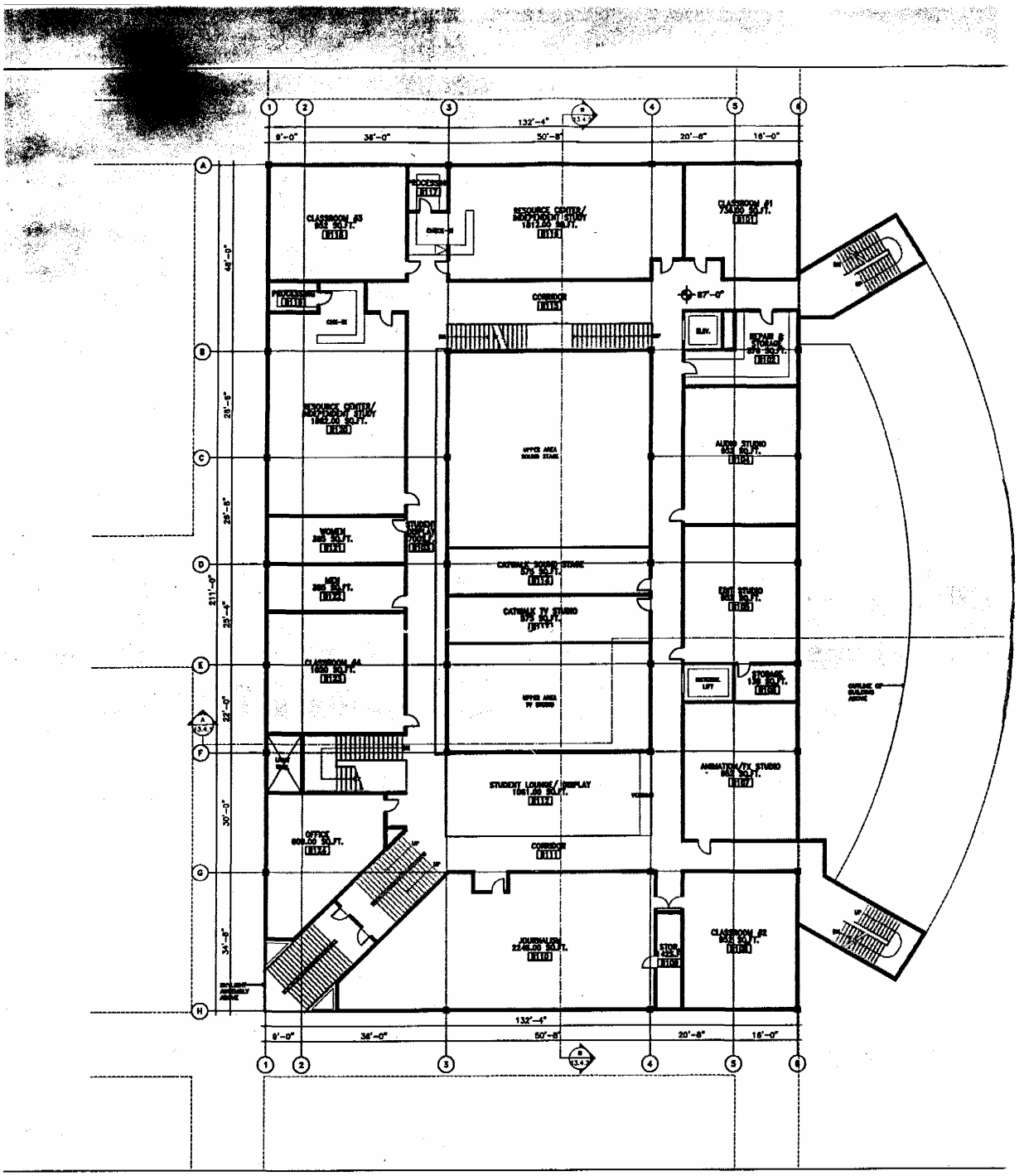


Exhibit 10
SBCC PWPA No. 1-2006
NOID No. 1-2007
SOMA Second Level Basement

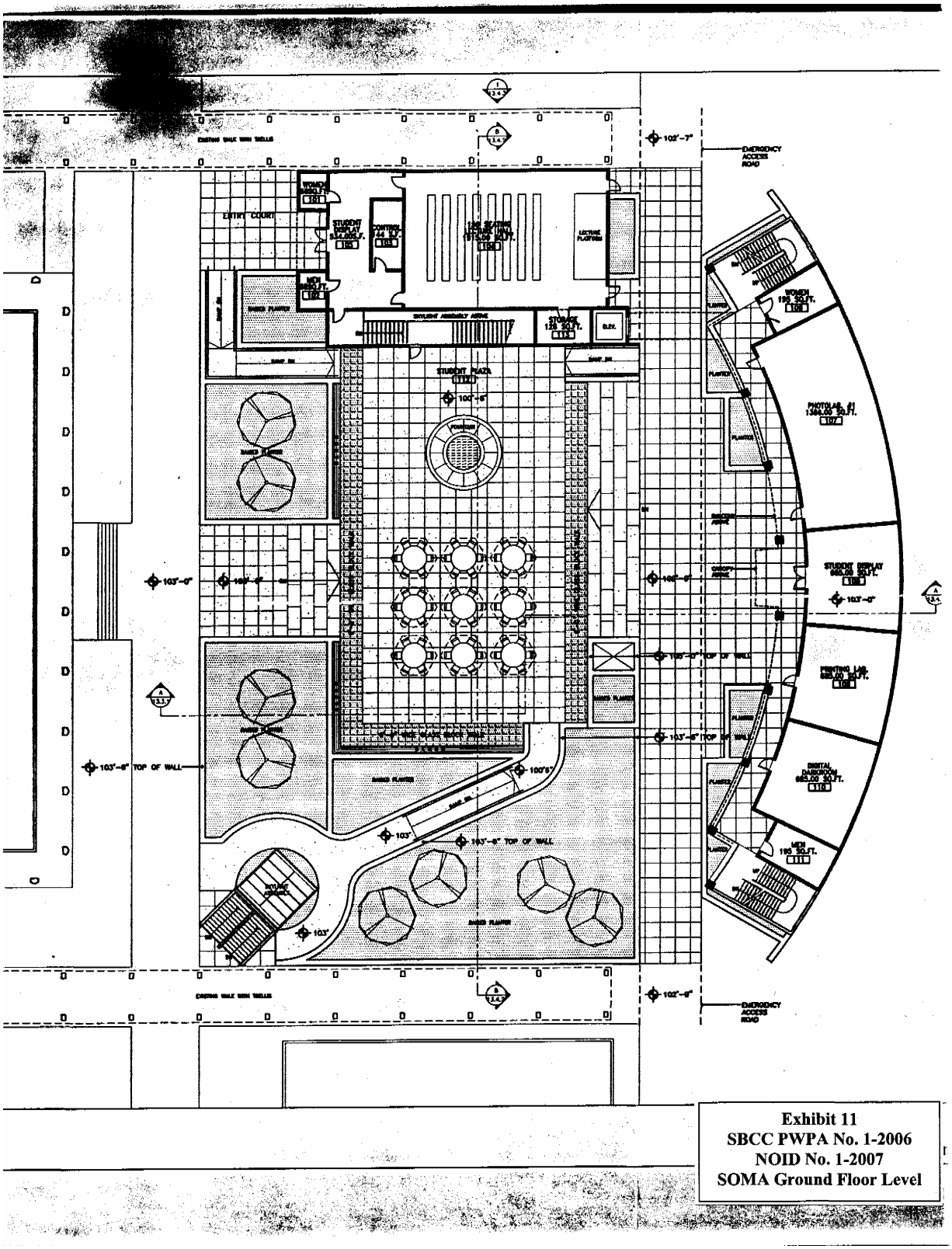
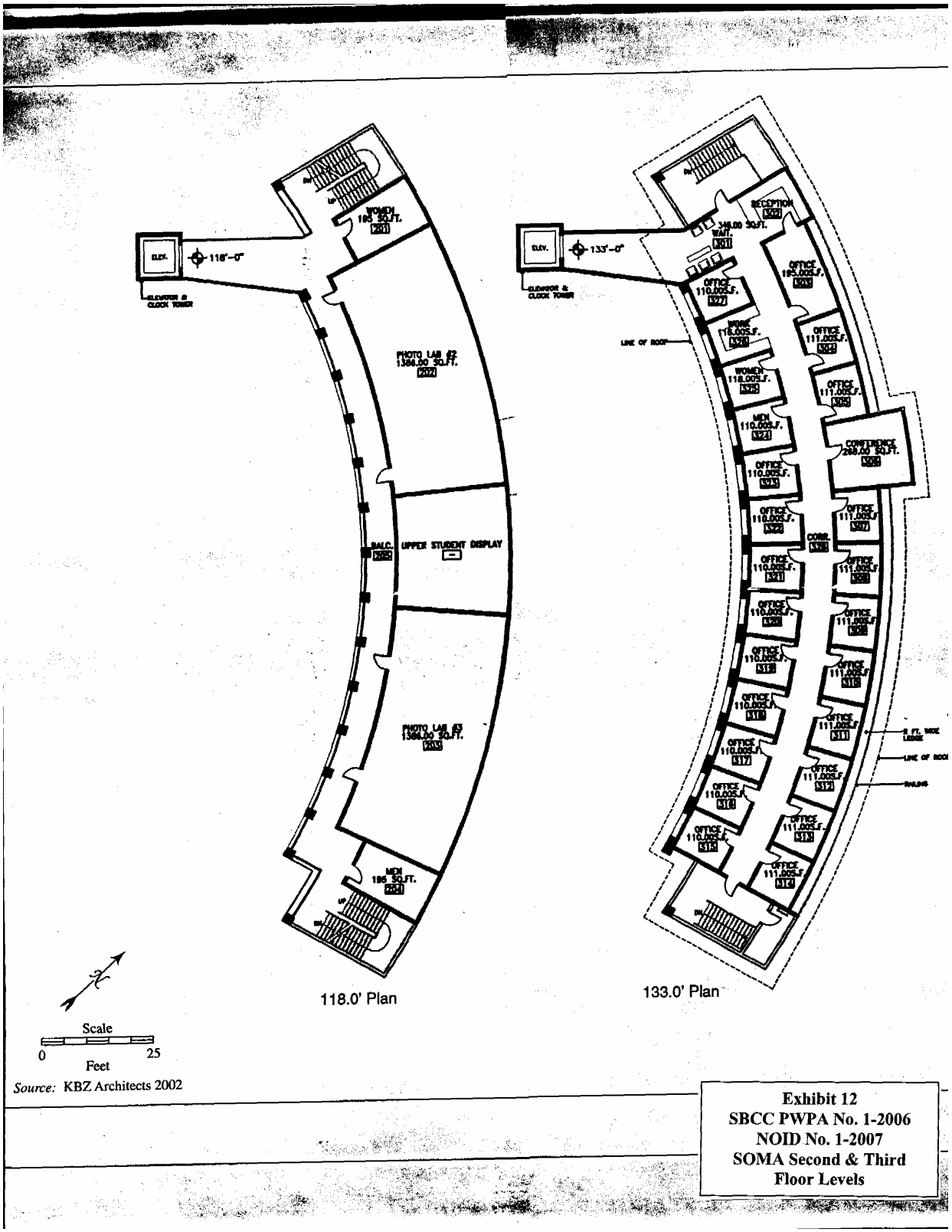


Exhibit 11
SBCC PWPA No. 1-2006
NOID No. 1-2007
SOMA Ground Floor Level



Source: KBZ Architects 2002

Exhibit 12
SBCC PWPA No. 1-2006
NOID No. 1-2007
SOMA Second & Third Floor Levels

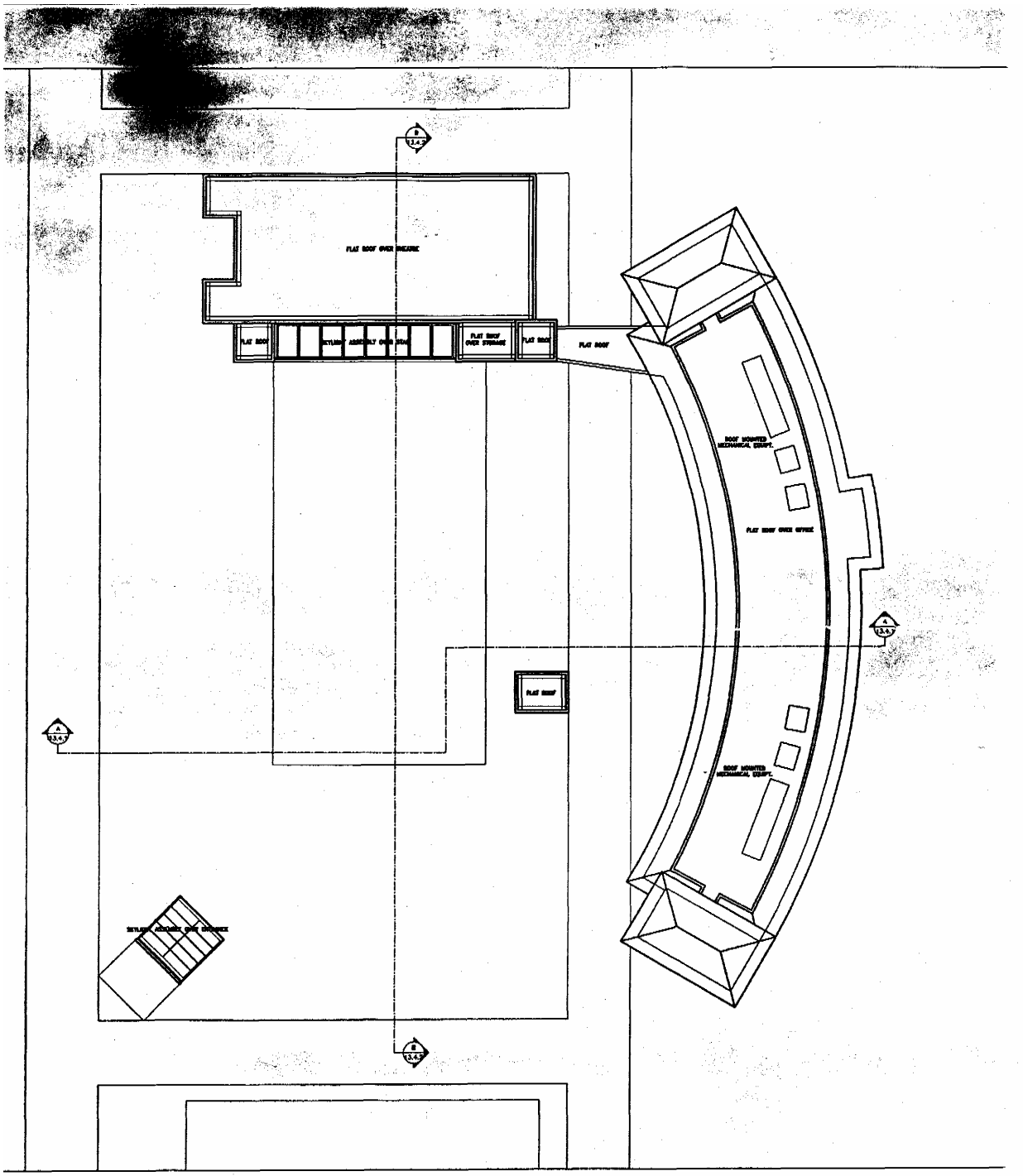


Exhibit 13
SBCC PWPA No. 1-2006
NOID No. 1-2007
SOMA Roof Level

Santa Barbara City College

TRANSPORTATION DEMAND MANAGEMENT PLAN

MARCH 2007

SB CC

Santa Barbara Community College District

721 Cliff Drive

Santa Barbara, CA 93109-2394

805-965-0581

Exhibit 14
SBCC PWPA No. 1-2006
Transportation Demand Management Plan
March 2007

SANTA BARBARA CITY COLLEGE

TRANSPORTATION DEMAND MANAGEMENT PLAN

March 2007

Santa Barbara City College

TRANSPORTATION DEMAND MANAGEMENT PLAN MARCH 2007

INTRODUCTION AND EXECUTIVE SUMMARY

Santa Barbara City College (SBCC) has a long-standing commitment to maintaining the quality of life for the community as a whole and, more specifically, for those who live and work in the Santa Barbara Harbor area. An important element of that commitment is managing the means by which students, faculty, and staff travel to and from campus, especially in light of the college's proposed amendments to its Public Works Long Range Development Plan (LRDP).

The following presents a status report on the development and implementation of the SBCC Transportation Demand Management Plan (TDMP) since 1999, including the Plan's measures and participation. The effectiveness of the Plan in reducing the use of single occupancy vehicles for transportation to and from the SBCC campus is addressed by comparing the parking space vacancy rates surveyed annually relative to the campus enrollment, faculty, and staff numbers.

This analysis shows that from 1999 to 2007, SBCC has dramatically increased opportunities for off-site education, and the use of alternative forms of transportation to and from the main college campus. During this time, enrollment throughout the college (on and off-campus) has increased by 37.8 percent. The bulk of this increased enrollment has been at satellite campuses, or through on-line computer programs. These programs have been successful in limiting the increases in traffic on the main SBCC campus. On-campus enrollment peaked in Fall 2003 at 14,068 and has declined since to 13,867 in Fall 2006. Off-campus enrollment has continued to grow in unduplicated headcount from 2,133 in Fall 2003 to 4,339 in Fall 2006. Although the campus peak parking demand has decreased by 1.7 percent (please see Table 1 and 2 on page 19 and 20), peak parking space occupancy rates remain very high (around 97%).

This study demonstrates that while the variety of and participation in off-site education and SBCC main campus TDMP programs have increased, they are not capable of substantially reducing existing parking constraints on the main campus. Peak parking lot occupancy rates remain extremely constrained.

HISTORY

In May 2000, SBCC submitted a Public Works Plan Amendment (1-2000) to the Coastal Commission. The amendment proposed remodeling of two educational buildings, the development of three new educational buildings, and a possible parking structure, all within the college's main campus. As part of proposed traffic mitigation, the proposed amendment included development of a TDMP. In August 2000, the California Coastal Commission approved the remodeling of two educational buildings, but denied approval of the three new

buildings until the Commission had determined that the TDMP had achieved its maximum effect of reducing existing traffic and parking demand impacts. The related staff reports (dated May 2000 and August 2000) included the following suggested modifications:

> Within six months of the certification of this Public Works Plan Amendment, the College shall submit for the review by the Commission as a separate Public Works Plan Amendment a Traffic Demand Management Plan (TDMP). The TDMP must include, in addition to all the TDM measures enumerated in Policy TDM-1 of this Plan Amendment, performance standards and criteria which shall be designed to clearly evaluate annually the progress and effectiveness of the TDM measures in reducing parking and traffic impacts of the ten-year build out of the College.

In September of 2000, SBCC submitted a TDMP to the Coastal Commission for review. In May 2001, Coastal Commission staff deemed the submitted plan did not sufficiently include definitive performance standards and criteria by which to measure the effectiveness of the TDMP measures. While continuing to implement TDMP measures, SBCC retained Science Applications International Corporation (SAIC) and Associated Transportation Engineers (ATE) in May 2001 to address the Coastal Commission's concerns. The goal of the resulting study was to discuss the effectiveness of the campus TDMP, and to determine if the TDMP measures by themselves would be capable of accommodating additional parking demands associated with the three proposed new buildings.

In September 2005, SBCC appealed to the Coastal Commission to separate the permitting of the High Tech SoMA building under the SBCC Long Range Development Plan (LRDP), from the Multi-Purpose and General Classroom buildings. The purpose of this separation is due to the SoMA building's Funding and Timing of Building Construction and the extent of the Buildings Parking Demand in comparison to the other two proposed buildings. The state funding for the SoMA building must be applied by 2007/2008 or the college will lose this financial support. Additionally, the SoMA building will be used to consolidate existing programs, such as Media Arts, Journalism, Film Studies, Photography and the Faculty Resource Center, which require compatibility with and access to newer technologies that will be required for the programs to remain competitive. The net effect of the construction of this building, when separated from the other two proposed in the LRDP, along with the demolition of existing temporary buildings would require only 72 new spaces which could be accommodated by existing surface parking.

Throughout the period since the TDMP was first developed, SBCC has created several staff, faculty and student committees to meet and to brainstorm additional measures to reduce campus traffic and parking congestion. This has allowed the many stakeholders involved to buy in to programs which could not succeed without their public support. Upon the conclusion of these committee meetings in Spring 2006, SBCC hired a Commuter Programs Coordinator to begin the implementation of these suggestions which go beyond the measures proposed in earlier versions of the TDMP. Included among these are a Vanpool Program that was put into operation in January 2007, as well as the developing and conducting of preliminary surveys to explore the feasibility of a Commuter Alternatives Rewards Program similar to the measures put into practice by the 72 institutions of higher education recognized by the U.S. Environmental Protection Agency as the Best Workplaces for Commuters℠. Measures such as these are likely to increase the effectiveness of the TDMP, but require a cognitive shift which

will only take place over time as more alternatives to individual car use are made available. Early results, along with the rising prices of gasoline, have made the possibilities promising.

CURRENT STATUS

SBCC student parking demands do not conflict with visitors accessing the Waterfront and adjacent beaches during the peak summer months and weekends year-round. SBCC students are in class from the last week of August, prior to the Labor Day holiday weekend, through the third week of May. The District must start classes the week before Labor Day to meet the number of hours required for course completion and still finish prior to the Christmas Holiday period. To ensure there is no conflict during the Labor Day weekend, the campus is closed the Friday, Saturday, Sunday, and Monday of the Labor Day holiday. As a result, there is no impact on Waterfront parking supply during peak summer use periods for the harbor and beach areas. During the regular school year, classes are held during the week (Monday through Friday afternoon), so that weekend demand is accommodated by existing campus parking areas. Summer school classes have a substantially lower attendance rate, such that on-campus lots also adequately serve the student parking demand during this term.

Peak periods for parking on campus are:

- The first two weeks of registration. The District is implementing an on-line registration system in April 2007 that will allow students to enroll and pay for classes on-line without having to come to campus. In addition on-line ordering of books has been offered for several years. As a result, no students enrolled in on-line classes need to come to campus.
- Attendance is higher the first six weeks of classes than the rest of the semester. There is a reduction in parking demand after the final drop day for classes.

SBCC is separating the permitting of the High Tech SoMA building under the SBCC Long Range Development Plan (LRDP) from the Multi-Purpose and General Classroom buildings. The purpose of this separation is due to the SoMA building's Funding, the timing of SoMA construction and the extent of the SoMA Parking Demand in comparison to the other two proposed buildings. SoMA has been funded by the state. The Multi-Purpose and General Classroom buildings are still in the distant future, if at all. Due to the demographics of the Santa Barbara District, the Chancellor's office has not rated the buildings high enough to be included in state bond funding. In fact the Chancellor's office has put a limit on the expansion of the District's enrollment cap of 1.33% for 2006/07 and has indicated a limit of 1% for 2007/08.

From Fall Semester 1999 to the present, an extensive array of TDMP measures has been implemented on the SBCC main campus. Over the same time period, on-campus attendance has increased by 13.1 percent. Despite this attendance increase, annual parking surveys performed by ATE found that peak parking demand has decreased by 1.7 percent, indicating that the TDMP measures have been effective in reducing car travel to, and parking on, campus.

However, annual parking surveys have consistently indicated that peak parking occupancy rates are over 97 percent. The first of the proposed campus additions, the SoMA Building, as stated above, is a consolidation of existing programs in a building technologically equipped to meet the needs of these programs. The demand associated with the SoMA Building, as the first building proposed for construction, would in fact be completely accommodated by existing surface parking. However, existing campus peak parking space occupancy rates of over 97 percent have led SBCC officials to conclude that full implementation of TDMP measures, along with utilizing available and increased surface parking on campus and within the adjacent City Waterfront lots, is not fully capable of addressing the increased parking demand from potential enrollment increases that could be associated with the two additionally proposed Multi-Purpose and General Classroom buildings.

Proposed Modifications
Santa Barbara City College Long Range Development Plan
Section 2.6.5 Transportation and Parking Policies

The following policies would replace those in the April 2000 LRDP. New language is in **boldface and underlined**, deleted language shows ~~strikethrough.~~

The District has implemented since 1999 a Transportation Demand Management Program (TDMP) to reduce single-occupancy vehicle traffic trips to and from the College Campus and reduce campus parking demand by implementing a variety of alternative educational programs and transportation methods. The District will continue to implement measures to improve alternative educational programs and alternative transportation to and from the Campus for students, faculty and staff to reduce automobile traffic volumes and parking demand, while increasing alternative transportation opportunities and expanding the opportunities for on-line courses. The following are LRDP Transportation Demand Management Policies, and an update identifying the success by the District in implementing these policies.

TDM 1

a. TDM plan targets to reduce parking demands at the College, thereby reducing future parking needs **and traffic impacts on and off campus**.

b. Construction of additional parking **may be proposed** when the City and College Administration jointly determine that residual parking demands, taking into account the actual and reasonably anticipated gains from the implementation of TDM programs and new and expanded MTD service, would exceed available supplies. The **number of additional parking spaces** ~~size~~ would be based on the residual parking demands. ~~A structure location is not currently defined, but could include: Parking Lot 4, on West Campus; Parking Lot 3, on campus at the northwest corner of Loma Alta Drive/Shoreline; and the Pershing Park Lot.~~

c. **SoMA is separated from the Multi-Purpose and General Classroom buildings which are no longer proposed in the LRDP. As the Coastal Commission did not approve the two interdisciplinary classrooms for inclusion in the LRDP, in August 2000, they were not included in this LRDP update. Due to demographic changes and projected declining enrollment in the Santa Barbara School District, the Community College Chancellor's office has given the classroom buildings low ratings and they are not to be included in state bond funding. The Southcoast's declining enrollment situation is so significant that the Chancellor's Office has put a limit on enrollment expansion at SBCC, and has reinforced that LRDP priority projects should focus on major renovation to existing facilities. The District has engaged in a comprehensive evaluation of capital**

construction priorities with focus on infrastructure improvements and potential growth at off-campus facilities. Changes to the LRDP will be reflected in the next update.

d. [old c.] Increasing the number of carpooling spaces to between ~~15 and 25~~ 19 and 25 percent of the total spaces on campus based on evaluation of the TDM implementation.

~~d. Develop an all-weather bus stop at the West Campus if agreed to by the MTD.~~ (This bus stop was built on West Campus.)

e. The District will continue to encourage and promote continued use, maintenance and enhancement of the Main and West Campus bus stops to increase transit ridership. The District will work in cooperation with the MTD to develop a plan to maintain a convenient and accessible West Campus bus stop in proximity to the current location with benches, shelter, trash receptacles and night lighting, and to provide up to 60 surface parking spaces as well. The District will work with the MTD to assure that the new bus stop location and configuration are implemented in a manner that will accommodate future growth. The District will also work in cooperation with the MTD and Caltrans to improve and expand existing bus stops on Cliff Drive, including benches, trash receptacles, shelters, night lighting, wheel chair accessibility and improve pedestrian crossing safety on Cliff Drive within a five-year time frame.

f. The District will continue to work with MTD to increase student, staff and faculty bus ridership, including increasing the frequency of bus service, providing new bus routes including express routes, and rerouting bus routes all to improve ridership and rider safety during times when the Campus is in session.

g. ~~[old c.] Measures to enhance transit ridership including considering funding transit related College improvements off of the main college campus.~~ The District will continue to offer the Transit Pass Program Agreement, in operation since 2003, with the Santa Barbara Metropolitan Transit District. This initiative, requiring all credit program students to purchase an MTD pass, was established in 1996 as an incentive to encourage bus ridership. The current agreement with the MTD is in effect through Spring of 2014. The District will also continue to explore ways to provide a cost-effective incentive program to encourage MTD use by faculty and staff. The District is implementing a "Smart Card" option for use on campus beginning this Spring. The District has proposed to the MTD the use of this card by faculty and staff for payment for MTD ridership. The "Smart Card" payment option would allow for the tracking of actual use by faculty and staff and reimbursement by the District to the MTD for this service. To date the MTD has not felt this is a practical approach. We will continue to work with them on identifying means to encourage MTD use by faculty and staff.

h. The District will continue to work with the Santa Barbara City Waterfront to ensure there is minimal impact on the public access parking for the Beach and Harbor users adjacent to the campus.

i. The District is committed to growing off-campus and will continue to pursue all opportunities for growing in Professional Development, Concurrent enrollment, on-line and other off-campus courses in a manner that reduces traffic and parking generation.

j. The District will continue to pursue establishing another satellite campus for both Credit and Non-credit courses to ease parking demand on the main campus.

k. The District will continue to implement a shuttle service for the use by students, faculty and employees in the evenings and on-demand from the adjoining lots on Shoreline Drive and the lot in Pershing Park to improve access.

l. The District will continue a vanpool program for use by students, faculty and employees with vans from Ojai and Ventura. The district will continue to expand the vanpool program to meet demand.

m. Although there should be little or no increase in student parking demand from the construction of the School of Media Arts building, there may be some impacts on parking as the result of additional staff to support the facility (e.g. custodians, groundskeepers). In addition, the District acknowledges the existing parking pressures during peak hours of operation. Our calculations reflect minimal or no increased impact on parking resulting from the construction of SoMA. The District, however, in its commitment to mitigate the minimal parking impacts of SoMA, and to continue to make progress toward a maximum peak-hour demand for parking at 95%, will continue to work in cooperation with the MTD to maintain an effective and accessible MTD bus stop with up to an additional 60 surface parking spaces on the West Campus.

n. The sale to students of Santa Barbara City Waterfront parking permits shall be limited to a maximum of 300 permits per year for non-exclusive use of the Harbor and Beach lots. The permits will permit access to the College on weekdays and to the beach and harbor at all other times.

o. The District will continue to work closely with the City Waterfront Department to ensure that student parking at the beach and harbor adjacent to the campus continues to have a minimal impact on visitor-serving uses and coastal access.

TDM 2 Performance of the TDM will prove successful if the following criteria are met:

1. **Bus ridership increases consistently over time.**
2. **Expansion of enrollment is met primarily through increasing:**
    a. **On-line courses.**
    b. **Concurrent enrollment courses.**
    c. **Professional Development Courses.**
    d. **Class offerings at other sites than the main campus at 721 Cliff Drive.**
    e. **"Off-peak classes" offered before 10:00 AM or after 2:30 PM Monday through Thursday.**
3. **Participation in the Vanpool program increases.**
4. **Carpool Spaces:**
    a. **Access to carpool spaces is controlled and is at capacity during peak hours.**
    b. **Carpool spaces are increased as a percent of total spaces over time during peak hours.**
5. **Successful implementation of an on-line student registration system.**
6. **Improve and expand existing bus stops on Cliff Drive in cooperation with SBMTD and Caltrans within a five year time frame.**

TDM Criteria and Measures

For many years, SBCC has employed a number of measures to decrease the volume of drive-alone trips to campus. As part of the LRDP adopted in the 1980's, SBCC has attempted to manage the transportation choices of its students, faculty and staff in the following ways:

Completed:

- Constructed off-street passenger drop-off and pick-up points for bus transit and ride sharing.
- Constructed on-campus bicycle paths and parking at several locations.
- Converted 18.66% of all parking spaces on campus to carpool use only.

Ongoing:

- Requiring all students (as a part of registration) to purchase a Metropolitan Transit District (MTD) bus pass that enables them to make unlimited trips not only to/from campus, but also around other parts of town as well. This requirement has been in effect since 1996 and under the current agreement with the MTD is in effect through the Spring of 2014.
- Cooperating and coordinating with MTD to provide five bus routes coming to campus, one of which is a direct, express line from Isla Vista.
- Operating a vanpool program from Ojai and Ventura for faculty, staff and students.

- Providing security pick-up and drop-off to and from campus for staff and faculty that utilize regional transportation options. In addition, if a ride is not available for any reason, staff and faculty can take a taxi and be reimbursed by the College.
- Participating in the Traffic Solutions alternative transportation program run by the Santa Barbara Association of Governments.
- Operating a carpool program enforced by parking management staff.
- Providing multiple locations and events for students, staff, and faculty to get information on alternative transportation options.
- Offering a wide selection of off-campus and remote-learning Internet courses.
- Providing electronic mail access to all students and information regarding class scheduling, syllabi, etc. (the "Campus Pipeline") to facilitate electronic communication with faculty in order to minimize on-campus vehicle trips.

These measures are discussed in detail below.

BUS TRANSIT

Existing Measures

SBCC has taken many steps to encourage use of transit among students, staff, and faculty.

1. As part of registration, all students are required to purchase a MTD bus pass. This pass enables students to make unlimited bus trips on MTD transit.
2. As illustrated in the attached map, the campus has two bus stops, one on Cliff Drive and one on West Campus adjacent to the Garvin Theater drop-off circle.
3. The SBCC campus is served by five bus routes which connect the campus to the Isla Vista, Mesa, La Cumbre, and downtown areas.
   - *Route 5. Mesa/La Cumbre Connection.* This route serves La Cumbre, the Mesa, SBCC, and the downtown transit center. This bus runs weekdays, once an hour Santa from 6:00 am to 6:30 pm, and then approximately every 40 minutes from 6:30 pm to 10:30 pm.
   - *Route 15x. SBCC/UCSB Express.* This route links the SBCC campus, the Westside neighborhood of Santa Barbara, and Isla Vista. The bus runs weekdays every half hour starting at 7:45 am until noon, and then again from 2:00 to 4:30 pm. The bus runs every hour from noon to 2:00 pm and from 4:30 to 6:30 pm.
   - *Route 16. City College Shuttle.* This connects the SBCC campus to the downtown transit center. The shuttle runs weekdays every half hour from 7:15 am to 5 pm, but with increased service (every 10 to 20 minutes) during the 11 am to 1 pm peak lunch period.

- *Route 17. SBCC/Mesa Link.* This bus runs weekdays every 20 to 40 minutes from 6:30 am to 11 am, and every hour from 11 am to 6 pm.

- *The Mesa Loop.* The new Mesa Loop will run from the Transit Center, up Carrillo to Meigs, down Cliff, to Haley and up Chapala, switching directions depending on the flow of passenger traffic throughout the day.

4. SBCC also encourages the use of regional transit for those staff that live outside of the immediate Santa Barbara area. SBCC provides security pick-up and drop-off (and as described above, reimbursement for taxi service if needed) between the campus and drop-off points for the VISTA Coastal Express (bus service between Santa Barbara and Ventura counties), the Clean Air Express (bus service between north and south Santa Barbara County), and Amtrak train service (at the train station).

5. Through participation in Traffic Solutions, SBCC employees are eligible for the "Emergency Ride Home" program, whereby the expenses of a taxicab needed to transport an employee from work (e.g., to home or a child's school) can be reimbursed. The Emergency Ride Home program eliminates the fear of being stranded at work without a way to travel quickly, so as to encourage participation in alternative transportation modes.

Measure Effectiveness

According to the annual campus study prepared February 27, 2007 by Associated Transportation Engineers (ATE), ridership by SBCC students, staff, and faculty has increased by 32 percent since 2002 (see Table 2 on page 19). Importantly, this increased ridership has occurred despite a decrease in general MTD ridership during the same time period. Therefore, this TDMP measure has been highly effective.

Future Measures

1. The SBCC East Campus bus stop is identified as a proposed MTD "Transit SuperStop" location. Transit SuperStops will include kiosks that provide real-time passenger information (i.e., arrival time of next bus), ticket vending machines, ATMs, murals, and possibly a snack and drink vending area. SBCC will also continue to work with the MTD in order to identify new routes, increase bus service, and promote the MTD service among staff, students, and faculty.

2. SBCC has also approached the Coastal Express and the Clean Air Express about including SBCC as a stop on their routes. The added convenience of arriving directly to East Campus would make these regional transportation providers even more appealing to SBCC students, staff, and faculty further enabling SBCC to increase vehicle occupancy and decrease campus traffic and parking congestion. SBCC will continue to pursue this avenue until more suitable arrangements have been made.

CARPOOLING/VANPOOLING

Existing Measures

SBCC has taken many steps to encourage vanpooling and carpooling among students, staff, and faculty. These are listed below:

1. As of April 2005, approximately 18.66% (or 328) of all campus parking spaces were dedicated to carpooling vehicles. Carpool spaces are open to both students and staff.

2. Carpool spaces are located in the West Campus and East Campus lots (see the SBCC campus map). They have been sited in the most desirable locations on campus, placed closest to classrooms and offices located on the main campus level such that the driver and passenger(s) do not need to climb the hills from the lower lots when walking to and from the car.

3. SBCC has facilities and programs that support carpooling between SBCC students/staff and persons who work elsewhere. The campus has provided two Drop-Off Areas, one immediately adjacent to the Administration Building near Cliff Drive, and another on the West Campus near the Garvin Theater (see SBCC campus map). Included is a personalized Carpool Match Service for College employees operated by the Commuter Programs Coordinator, as well as a Carpool Match Service for students provided through Campus Pipeline.

4. The Traffic Solutions program provides SBCC assistance in matching carpool partners and provides services, such as an emergency ride-home, to assist persons who take alternative transportation.

5. SBCC has developed an employee Vanpool Program that went into effect February, 2007. Initially, two vans will be serving the Ojai/Ventura areas

Measure Effectiveness

Access to carpool spaces is controlled by campus parking attendants who issue daily carpool passes as vehicles enter the parking lots. Carpool spaces are fully occupied during peak parking periods.

Future Measures

The existing TDMP identifies a goal of 25% of available campus parking to be designated as carpool. Beginning in Fall Semester 2006, 18.66% of available campus parking will be designated as carpool. The College will continue to expand the number of carpool spaces incrementally (e.g., by 20 to 40 at a time) until use of the increased number of available preferred spaces would justify dedicating additional numbers. Several options for these increases have already been identified and will be brought to the various decision-making bodies of the College for approval.

The existing employee Carpool Match Service will benefit from increased enrollment allowing for more potential carpools to be identified. This will come with time as campus advertising

and word-of-mouth draw more riders in. The existing student Carpool Match Service operated through Campus Pipeline will be greatly expanded to help filter students by neighborhood and class hours to better target prospective carpools and to increase the convenience of using and practicality of providing such a service.

SBCC intends to provide vans serving the Santa Maria/Lompoc areas. Given employee participation in the program, this could substantially reduce the parking congestion currently experienced in staff/faculty parking lots. If the initial vanpools prove successful, the College may choose to expand the program and provide additional vans to other commuter communities.

BICYCLE USE

Existing Measures

SBCC has been committed to encouraging bike use by providing the following measures.

1. Most existing pedestrian paths leading to the campus can be used by bicycles (the exceptions being those paths with stairs). As illustrated in the SBCC campus map, pedestrian circulation on-campus is extensive.

2. In addition to pedestrian paths, marked bicycle lanes are provided on Loma Alta Drive. A dedicated bicycle path runs from Cliff Drive along the northern and eastern perimeter of East Campus.

3. As illustrated on the SBCC campus map, there are three bicycle parking areas located on the East Campus: one south of the Humanities Building; one on the south side of the Bookstore; and one on the west side of the Life Sciences Geology Building. Three additional bike parking areas are located on the West Campus: at the Drama/Music Building; the Luria Library; and the Interdisciplinary Center. In addition, there is a popular bike parking area at the bottom of the stairs on Cliff Drive and Pershing Park.

4. Dedicated motorcycle parking is also provided at the Loma Alta parking lot and is permitted in almost all of the Bike parking lots on campus.

5. SBCC has encouraged employee participation in the Traffic Solutions' Team Bike Challenge. In 2005, 21 employees participated. In 2006, the number doubled to 42. Traffic Solutions surveys from 2005 show a 26% increase in trips after the event for all riders and a 289% increase in bike trips by infrequent riders. Continued involvement by these bicyclists is invaluable in persuading others to try out alternative forms of transportation. These riders are also able to more easily adapt their own transportation habits when parking congestion is high, allowing for increased flexibility in the campus' ability to absorb additional traffic. Nearly half of these riders have also agreed to work together to continue advocating for more bicycle improvements on campus that will help create the infrastructure to increase bicycle ridership rates on campus in the future.

Measure Effectiveness

The location of SBCC in relation to the majority of students' residences (i.e., most students live outside of the adjacent Mesa neighborhood) somewhat discourages bicycle travel to campus, as designated bike lane access from downtown Santa Barbara to the campus is only provided via Cabrillo Boulevard and Loma Alta Drive, and via a bike path winding through Pershing Park from Castillo Street. The relatively steep and busy Cliff Drive and Loma Alta Drive segments connecting the Westside neighborhood to Cliff Drive do not have bike paths. The resulting circuitous routes that bicyclists need to take on designated bike paths to East Campus precludes this transportation option for most students, faculty, and staff. The West Campus is easily accessible from the Mesa neighborhood by a pedestrian pathway linking Oceano Avenue to the Drama/Music Building. Though internal campus bike access and parking is well-established, it is likely that bike use has not increased substantially since 1999, when a survey identified that 2% of students and 3% of staff use this alternative transportation mode. Without substantial improvements to bike paths on the adjacent transportation network outside the control of the College, it would be difficult to substantially increase the level of participation in this TDMP measure.

Future Measures

1. In order to improve bike access and increase participation in this TDMP measure, SBCC has been working with the City of Santa Barbara to develop a Class I bike path (a path separated from car traffic) across the eastern campus edge, as proposed in the City of Santa Barbara Circulation Element. This proposed bike path, called the Lower Westside/Los Banos del Mar Multimodal Pathway, would connect Cabrillo Boulevard near Los Banos Pool to the Rancheria Street/Montecito Street intersection. The 10-foot wide path would include a signalized crossing at Cabrillo Boulevard. The path would link up with the existing bike path that continues from Pershing Park up to the East Campus (see the SBCC campus map), allowing bicycling through downtown and the Westside neighborhood to the campus.

2. A second major improvement to increase bicycle traffic to campus is found in Cliff Drive. Currently, Cliff Drive is a state highway which falls under the jurisdiction of CalTrans. The City of Santa Barbara is in the process of annexing this highway. SBCC has identified local schools, daycares, churches and neighborhoods with a vested interest in increasing safety and decreasing speed violations on this road. One common means of decreasing speeds is the narrowing of lanes. Not only would working with these stakeholders towards this end create safer streets, but it would also allow for the creation of a safe bicycle lane to increase the appeal of bicycling to campus. Once the annexation process is further along, SBCC is prepared to begin outreach to other stakeholder groups if the Board decides to do so.

3. Establish Class II bike paths (signed, but not including a dedicated striped lane) on all internal campus roads.

4. Develop shower and locker facilities for bicycle commuters in the existing gymnasium, and provide protected bicycle lockers as established at selected MTD bus stops. Concurrently, a service could be instituted where individuals could drop off and pick up bicycles at the Security Offices on East Campus, providing a secure parking environment.

5. In addition to bike access, the College has actively sought to increase pedestrian facilities. SBCC actively supports Santa Barbara City efforts to develop a sidewalk on Loma Alta Drive north of Cliff Drive. This new sidewalk will allow pedestrians to more easily walk from the Westside neighborhoods to the campus.

PROVIDING INFORMATION ON ALTERNATIVE TRANSPORTATION MODES

SBCC uses several methods to advertise alternative transportation options.

Existing Measures

1. The Office of the Vice President for Business Services provides information on bike paths and commuting resources and advertises these services during the annual faculty in-service training. The Business Services Office also coordinates prospective vanpools, carpools, and shuttles to and from regional transportation facilities. Information for students and staff is also dispensed via the following link:

   - www.sbcc.edu/commute

2. SBCC also participates in Traffic Solutions alternative transportation events such as the "Team Bike Challenge," "Bike to Work Week," and "Rideshare Week."

3. The College has also hired a Commuter Programs Coordinator who is in regular contact with campus students, staff, and faculty and available for questions regarding alternative transportation service and product providers. This allows for the continual dispersal of up-to-date, relevant information to a variety of campus populations at all times throughout the year.

Measure Effectiveness

SBCC believes that the dissemination of TDMP alternatives has been successful in advertising opportunities to faculty, staff, and students. Involvement with high-visibility programs organized by Traffic Solutions also has encouraged participation in TDMP measures. The increased presence of alternative transportation information through the Commuter Programs Coordinator, through the use of surveys, department, group and personal communication, has helped the College to better understand the needs of the various campus populations and begin to provide these populations with information more likely to alter various transportation behaviors to include more alternatives.

Future Measures

1. SBCC will continue to make dissemination of TDMP measure information a top priority. An on-line questionnaire regarding the efficiency of the programs will be included in both existing websites to determine ways to increase TDMP participation and outreach. The online questionnaire will be supplemented by ongoing exploration of a Commuter Alternatives Rewards (CAR) Program. The program will identify the incentives necessary to encourage staff and faculty to voluntarily give up their parking permits in order to join the CAR Program and decrease individual car use through alternative means by those who are the most willing and able to do so.

2. Beginning Fall Semester 2006, SBCC will be holding Alternative Transportation Week which will greatly expand the current outreach done at the beginning of each new semester by the MTD. By bringing many alternative transportation service providers, product

vendors, and community organizations to campus, SBCC students, staff, and faculty will receive updated information about what services are currently available through the campus and community providers, be able to see and purchase the latest alternative transportation products, and learn what current issues are being addressed by local organizations to improve the future of alternative transportation options.

3. Continued and expanded participation in ongoing and newly implemented alternative transportation programs will also help increase visibility and participation in such programs through word of mouth.

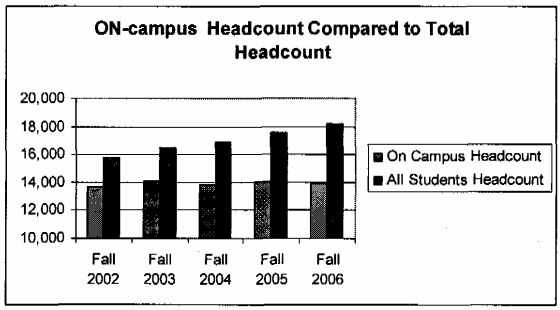
DISTANCE LEARNING

Existing Measures

On-Campus Enrollments: On-campus enrollment peaked in Fall 2003 at 14,322 and has declined since to 13,867 in Fall 2006. Off-campus enrollment has continued to grow in unduplicated headcount from 2,133 in Fall 2003 to 4,339 in Fall 2006. Off-campus enrollment consists of the following:

- On-line Enrollments: On-line enrollments have grown 49% from Fall 2003 through Fall 2006.
- Concurrent Enrollment: Concurrent enrollment has grown 68% from Fall 2003 through Fall 2006.
- Professional Development Courses and Other: Professional Development and Other off-campus enrollment has grown 53% from Fall 2003 through Fall 2006.

This has resulted in off-campus headcount growing from 13% to 24% of total headcount over that same time period.



- The District is committed to growing off-campus and will continue to pursue all potential opportunities to do so. Currently the District is in the process of negotiating the terms for another satellite campus for both Credit and Non-credit

courses. This will continue the process of growing the District enrollment off the main campus.

The College is committed to continue encouraging distance learning (taking courses through computer-based curriculum) as an alternative to course offerings on campus.

The "Campus Pipeline" computer network available to all students allows them to correspond directly with faculty in lieu of on-campus office hours, and allows the exchange of course assignments and evaluations/grades without the need for either party to travel to or from campus.

On-line Ordering for Books and Course Materials from the Bookstore. This service is open to all students. As a result, no students enrolled in on-line classes need to come to campus. In the 2003 calendar year, 689 items were shipped. This volume has increased in each succeeding year to 2,031 in 2004, 6,163 in 2005, and 9,812 for 2006, or over 1,400 percent in 4 years.

Measure Effectiveness

Based on the exponential growth and demand for online course offerings, the effectiveness of distance learning measures has been extremely successful in limiting travel to, and parking on, the SBCC main campus. The "Campus Pipeline" has increased the accessibility of faculty to the student body, and has minimized the number of vehicular trips to/from campus required outside of regular class attendance days and nights.

Future Measures

Four additional online computer classes are planned. The College is investing heavily in the technology to allow an increase in course enrollment through the Internet. Such classes allow for enrollment to expand without increasing traffic on campus.

The **Banner** system is expected to go into effect for the Summer and Fall 2007 semester in April of 2007. Banner will allow students to register for classes via the Internet, decreasing the necessity of trips to the campus during the "add period" immediately preceding and typically lasting three weeks into the semester. Traffic congestion generated during the add period is generally much higher than throughout the remainder of the semester. The availability of online registration will dramatically reduce parking demand and traffic congestion due to registration during the first few weeks of each semester.

OFF-CAMPUS FACILITY COURSE OFFERINGS

Existing Measures

SBCC currently conducts class in 16 off-campus locations throughout the District (most notably the Wake Center in Goleta and Schott Center in downtown Santa Barbara).

Measure Effectiveness

Enrollment in 118 off-campus courses has been extremely successful. These numbers attest to the effectiveness of this TDMP measure in minimizing course attendance at the main SBCC campus.

Future Measures

Over the past four years, the College has engaged in discussions with land and facility owners in several remote locations for the development of a variety of facilities that could be used by City College. The locations span the campus service area from Carpinteria to western Goleta. The College will continue to pursue opportunities to develop off-campus facilities. The facilities being considered include housing, satellite classroom buildings, and transit facilities that could reduce parking demand on the main campus.

OTHER MEASURES

CONSOLIDATION/OVERSIGHT OF TDMP DUTIES/RESPONSIBILITIES

The Vice President of Business Services has been appointed TDMP Administrator to coordinate efforts in increasing vehicle occupancy, promoting transit use, encouraging alternative transportation use, and providing a marketing plan for TDMP participation. In this capacity, the Vice President of Business Services regularly meets with MTD officials and City of Santa Barbara officials to encourage these entities to continue to provide alterative transportation to campus.

The Vice President of Business Services has hired a Commuter Programs Coordinator to ensure that these responsibilities are carried out, proposed programs are designed and implemented, and new programs are investigated, developed, and proposed.

INCREASED SURFACE PARKING

The District, and its predecessor, has had a Joint Exercise of Powers Agreement since 1962 with the City of Santa Barbara to provide for improvement, operation and maintenance of certain City-owned properties including parks, parking lots and the municipal swimming pool for the beneficial use by the District and the City. This Agreement has been amended from time to time. In Fall 2003, the College entered into an agreement with the City of Santa Barbara Waterfront Department to purchase 300 parking permits to be used anywhere within the waterfront area. The District charges the students $30.00/term for the permit, the equivalent price of a campus parking permit, and subsidizes the difference. The sale of student parking permits is limited to a maximum of 300 permits per year for non-exclusive use. The Waterfront parking spaces are also equally available to the public. This is a beneficial relationship for the

District through use of the available parking, and for the Waterfront through the increase in revenues provided by sales of permits.

The basis for this agreement is that the supply of parking spaces within the Waterfront is substantially underutilized during peak College demand periods, midday during the week of Fall and Spring semesters. SBCC students are in class primarily from the last week of August prior to the Labor Day holiday weekend, through the third week of May. The campus is closed the Friday, weekend, and Monday of the Labor Day holiday. As a result, there is no impact on Waterfront parking supply during peak summer use periods for the harbor and beach areas. During the regular school year, classes are held during the week (Monday through Friday afternoon), so that weekend demand is accommodated by existing campus parking areas. Summer school classes have a substantially lower attendance rate, such that on-campus lots also adequately serve the student parking demand during this term. In summary, SBCC student parking demands do not conflict with visitors accessing the Waterfront and adjacent beaches.

The Waterfront and District are in discussions to revise the Waterfront permit that would be available for a reduced fee, but would restrict the days and hours of use specifically to the in-class times of the students. For example, the permit would not be valid on weekends and holidays. The permit holder would not be allowed to park in the campus parking lots north of Shoreline Drive until the eighth week of classes, after which time general on-campus parking demand subsides. This would guarantee there would be no conflict between students parking at the beach or harbor and Waterfront visitor-serving uses and coastal access.

The District will continue to work closely with the City Waterfront Department to ensure that student parking at the Beach and Harbor adjacent to the campus continues to have at most a minimal impact on visitor-serving uses and coastal access. Although there will be little or no increase in parking demand from the construction of the School of Media Arts building, after taking into account the impact of the TDMP, the District will provide 93 additional surface parking spaces on the West Campus to meet peak parking demand during the first few weeks of each semester.

Additionally, eleven spaces have been added to existing Parking Lot 2C.

INCREASED PARKING FEES

A primary means of controlling parking is to increase the cost of parking. Charging for parking makes car drivers recognize the costs of their travel behavior, and the cost of parking makes other options (carpooling, bus) more financially attractive. Unfortunately, State law limits the amount community colleges, such as SBCC, can charge students and employees for parking. State law does allow, under specific circumstances, community colleges to increase parking fees in order to support the costs of a parking structure, but the law does not allow an increase in fees as part of a TDMP. Specifically, Education Code Section 76360 subsections (a) through (b) states:

> (a) The governing board of a community college district may require students in attendance and employees of the district to pay a fee, in an amount not to exceed forty dollars ($40) per semester and twenty dollars

($20) per intersession to be established by the board, for parking services. The fee shall only be required of students and employees using parking services and shall not exceed the actual cost of providing parking services...

(b) The governing board may require payment of a parking fee at a campus in excess of the limits set forth in subdivision (a) for the purpose of funding the construction of on-campus parking facilities if both of the following conditions exist at the campus: (1) the full-time equivalent (FTES) per parking space on the campus exceeds the statewide average FTES per parking space on community college campuses. (2) The market price per square foot of land adjacent to the campus exceeds the statewide average market price per square foot of land adjacent to the community college campuses. If the governing board requires payment of a parking fee in excess of the limits set forth in subdivision (a), the fee may not exceed the actual cost of constructing a parking structure.

SBCC currently charges students $30 per semester (for 17 weeks) for a daily parking pass; staff and faculty are free. In comparison, the University of California at Santa Barbara charges $110 per quarter (for 12 weeks) and only students living more than 2 miles from campus are eligible for parking permits. Faculty and staff pay $90 to $120 per month. With SBCC campus parking fees for personal vehicles relatively low, it is challenging to entice SBCC students, faculty, and staff to use other transportation options.

PROVIDING ALL PERMANENT EMPLOYEES OPTIONS AND INCENTIVES TO FACILITATE THE USE OF ALTERNATIVES

Through participation in Traffic Solutions, SBCC employees are eligible for the "Emergency Ride Home" program, whereby the expenses of a taxicab needed to transport an employee from work (e.g., to home or a child's school) can be reimbursed. The Emergency Ride Home program eliminates the fear of being stranded at work without a way to travel quickly, so as to encourage participation in alternative transportation modes.

In the past, all SBCC permanent employees received a Free MTD Transit Pass like those currently issued to students upon registration. This measure was pursued over the course of several semesters, but was discontinued as the participation was extremely limited (less than six individuals enrolled). Given the increasing cost of gas and growing interest in alternative transportation options, employee passes are being reexamined as a part of the Commuter Alternatives Rewards Program. If increased participation can be guaranteed, the measure may be reinstituted.

A possible Commuter Alternatives Program is being developed to tie together and strengthen the existing TDMP measures. The CAR Program is modeled after a variety of the commuter programs at the 72 universities listed by the US Department of Transportation and US Environmental Protection Agency as the Best Commuter Workplaces. The program aims to increase vehicle occupancy rates and decrease the number of cars coming to campus through incentivizing the use of commuter alternatives including regional mass transportation, local buses, vanpools, carpools, motorcycles/scooters, bikes and walking. Possible incentives to

encourage such use include subsidized transportation costs, tax fringe benefits, and access to campus facilities such as showers and lockers.

CONCLUSION

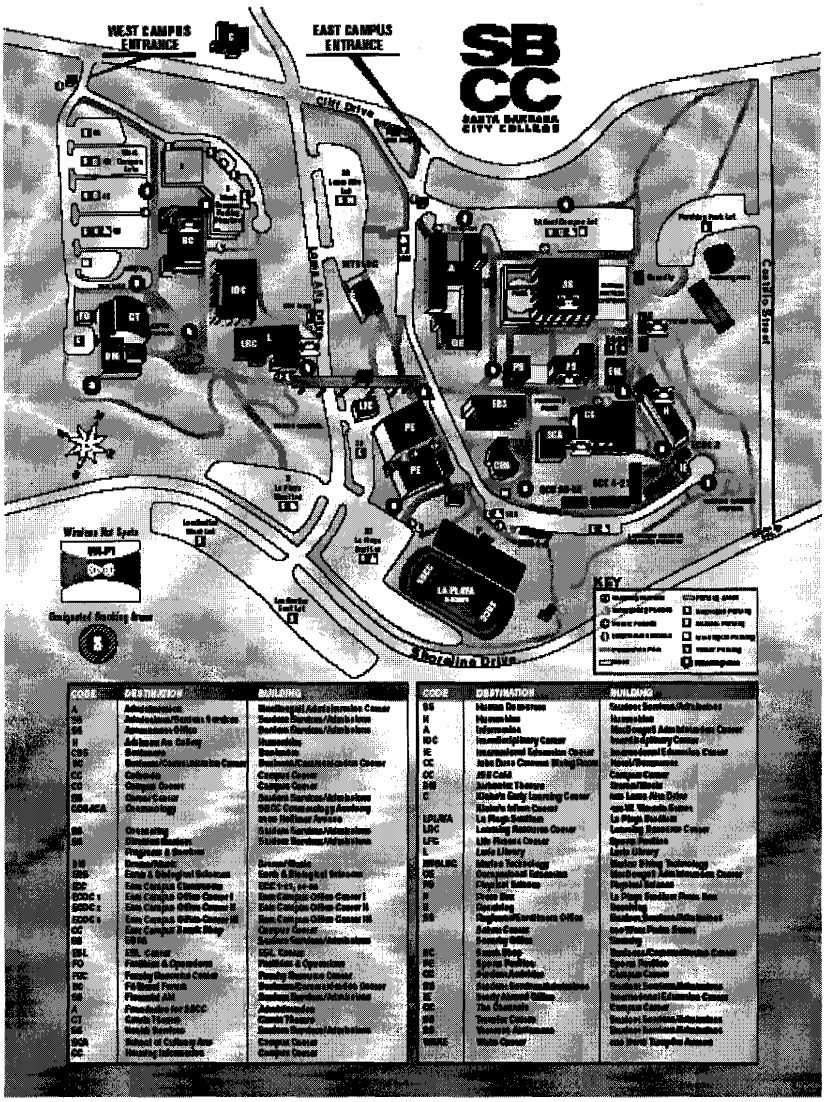
The above analysis demonstrates that the SBCC TDMP has effectively decreased parking demand on the main campus. Annual parking surveys show that parking demand has decreased despite increases in on-campus attendance. According to the ATE study and MTD, ridership by SBCC students and staff has increased at a rate exceeding the growing campus' enrollment and SBCC has become the single largest source of MTD riders district-wide. An expanded number of carpool parking spaces located in attractive locations closest to offices and classrooms are being used at a very high rate.

SBCC is committed to continue increasing the level of participation of the campus TDMP by implementing the Future Measures defined above. Some of these require the involvement of other jurisdictions, such as the City of Santa Barbara. This study demonstrates that the campus TDMP, though highly aggressive and effective, will not alone be immediately capable of accommodating the needed growth identified in the campus LRDP. While continuing to encourage employees and students to take alternative means of travel to campus, SBCC will have to provide a basic level of parking to address its on-campus transportation demand management challenges through on-campus surface parking.

Table 1. SBCC Peak Parking Demand and Main Campus Attendance, 1999 to 2006				
Spring Semester	Peak Parking Demand	Annual Change Peak Parking Demand Since 1999	On-Campus Enrollment	Annual Change On-Campus Enrollment Since 1999
1999	2,424	--	12,350	--
2000	2,409	-0.62%	12,568	1.80%
2001	2,437	1.16%	12,422	-1.16%
2002	2,465	1.15%	13,486	8.57%
2003	2,378	-3.53%	14,068	6.20%
2004	2,407	1.22%	14,020	-2.11%
2005	2,361	-1.91%	14,048	0.20%
2006	2,321	-1.69%	13,969	-0.56%
2007	2,382	2.63%	13,867	-0.73%
Cumulative		-1.73%		12.28%

Table 2. SBCC Bus Ridership, 2002 to 2006				
Year	**East Campus**	**Loma Alta**	**West Campus**	**Daily Average**
2002	1,087	205	84	1,334
2003	1,124	166	91	1,380
2004	1,352	Bus stop terminated	322	1,674
2005	1,332	Bus stop terminated	294	1,626
2006*	1,052	Bus stop terminated	300	1,352
2007	1416	Bus stop terminated	341	1,757
Percent Increase 2002 to 2007				**32%**

*Statistics collected in 2006 are from the 13th week of the Spring semester. Past ATE counts have been conducted between the 3rd and 5th weeks of the respective semesters. It is known that there is a significant decrease in student attendance following the semester drop period, usually reflected in decreases to traffic congestion after the 6th week. Reports from the MTD over the same period show a substantial increase in student ridership to the point where SBCC is the single largest user of MTD students, surpassing the larger UCSB student body. Given that the data collected in the last count may inaccurately represent student bus use, the College will be sure to commission the study earlier in the semester for future consistency in statistical comparisons. Although not ideal for means of comparison, the data supplied complies with Coastal Commission requests that SBCC demonstrate performance standards and criteria which shall be designed to clearly evaluate annually the progress and effectiveness of the TDM measures in reducing parking and traffic impacts.


WEST CAMPUS ENTRANCE
EAST CAMPUS ENTRANCE
SBCC
SANTA BARBARA CITY COLLEGE
Cliff Drive
Loma Alta Drive
Castillo Street
Wireless Hot Spots
Designated Smoking Areas
Modoc Road
KEY
CODE
DESTINATION
BUILDING

MTD
Santa Barbara

26 March 2007

John Romo, Superintendent-President
Santa Barbara City College
721 Cliff Drive
Santa Barbara, CA 93109

Dear Mr. Romo,

On a number of occasions we have discussed additional transportation solutions for Santa Barbara City College (SBCC). The Santa Barbara Metropolitan Transit District (MTD) recognizes the commitment of Santa Barbara City College to encourage the use of non-automobile transportation through implementation of its Transportation Demand Management Program (TDMP).

As noted in the Public Works Plan Amendment application recently submitted to the California Coastal Commission, the TDMP has been successful. As of the end of MTD's 2006 fiscal year, SBCC student ridership on all MTD bus routes combined is up more than 21% from FY1999 and currently accounts for more than 10% of MTD's total ridership. The growth of on-campus enrollment, combined with decreased parking demand over the same time period is evidence of your program's success so far.

However, in August 2000, the Coastal Commission denied approval of new buildings at SBCC "until the Commission determined that the TDMP had achieved its *maximum* (emphasis added) effect of reducing existing traffic and parking demand impacts." By working with MTD to improve transit service to SBCC, traffic and parking impacts on the campus can be further reduced as required by the Coastal Commission:

- Currently, MTD has five bus routes serving SBCC. During peak times many of the buses are full or have standing loads. With additional routes to campus and/or more frequent service on the existing routes, ridership would continue to increase. We encourage SBCC to ensure that funding for this service continues and to consider increasing transit funding rather than constructing additional parking facilities.
- While there are two MTD bus stops on the SBCC campus, neither of them offers adequate capacity for anticipated future increases in bus service. MTD encourages SBCC to implement plans for a "SuperStop" at the East Campus bus stop and to increase the capacity of the West Campus bus stop so that as many as three 40-foot buses could simultaneously serve the stop. Shelters are also needed at the West Campus bus stop. Because convenience is a major factor in people's choice of transportation modes, it is important that both bus stops be comfortable and as close as possible to classrooms.
- The currently proposed relocation of the West Campus bus stop to accommodate additional parking near the Garvin Theater is undesirable to MTD for a number of reasons: Bus stops should be in convenient, highly visible locations, not hidden in back alleys. There should be adequate linear curbside/sidewalk space for multiple buses to load passengers (including those in wheelchairs) simultaneously. And there should be comfortable passenger amenities such as benches, shelters, trash cans, and night lighting. It's difficult to see how any of these features could fit into the extremely constrained space of the proposed new West Campus bus loop.
- We encourage SBCC to work with Caltrans and MTD to improve the bus stops across Cliff Drive from the campus and address the safety of pedestrian crossings in that area as well.

550 Olive Street • Santa Barbara, CA 93101 • (805) 963-3364 • Fax (805)

Exhibit 15
SBCC PWPA No. 1-2006
Letter from Santa Barbara MTD dated March 26, 2007

- Given ever-rising gas prices and growing interest in alternative transportation options, SBCC is encouraged to provide free or reduced-price transit passes to all campus employees – perhaps in lieu of free parking permits.

Experience shows that "you get what you pay for" and this holds true in the case of transportation. People will use the easiest, most convenient mode of transportation available to them. By our choices of infrastructure investments, we directly shape commuting habits. MTD looks forward to continuing to partner with SBCC in implementing the TDMP and truly achieving maximum transit usage among all members of the SBCC campus community.

Sincerely,

Sherrie Fisher
General Manager

cc: California Coastal Commission
City of Santa Barbara