CALIFORNIA COASTAL COMMISSION
SAN DIEGO AREA
7575 METROPOLITAN DRIVE, SUITE 103
SAN DIEGO, CA 92108-4402
(619) 767-2370

Th 9b

Addendum

June 8, 2007

To: Commissioners and Interested Persons

From: California Coastal Commission
San Diego Staff

Subject: Addendum to **Th 9b**, Coastal Commission Permit Application **#6-06-146 (UCSD)**, for the Commission Meeting of 6/14/07

Staff recommends the following changes be made to the above-referenced staff report:

1. On Page 3 of the staff report, Special Condition #1 shall be revised as follows:

1. Final Landscaping Plan. **PRIOR TO THE ISSUANCE OF THE COASTAL DEVELOPMENT PERMIT**, the applicant shall submit a final landscape plan for the review and written approval of the Executive Director. Said plan shall be in substantial conformance with the draft landscape plan submitted by Skidmore, Owings and Merrill, LLP Architects stamp dated 12/07/06, and shall include the following:

a. A plan showing the type, size, extent and location of all trees/shrubs on the site including the proposed irrigation system and other landscape features. The plan shall specifically indicate the provision of a landscape screen along North Torrey Pines Road with the use of new trees and the retention of all the mature trees located along North Torrey Pines Road adjacent to the project site;

[…]

2. On Page 12 of the staff report, the first sentence of the first complete paragraph shall be revised as follows:

UCSD has also indicated that the highest occupancy rates occur for the parking facilities ~~west~~ east of the freeway (I-5) and that there is much lower utilization on the east campus.

3. On Page 12, the next to last sentence in the second full paragraph should be revised as follows:

> […] In addition, free access for MTS (Metropolitan Transit System) ~~Spell out~~ and North County Transit District (NCTD) serving the campus is offered to students, faculty and staff. […]

4. On Page 13 of the staff report, the first sentence in the second full paragraph shall be revised to read as follows and the footnote should be replaced in its entirety with the following:

> 4. History of Torrey Pines Gliderport/Effect of Proposed Development on Gliderport Flight Path. One of the potential concerns with the proposed project is with regard to the tower structure's *potential* impacts to a "historic" flight path for fixed wing gliders[1] ~~(most commonly referred to as fixed wing gliders for short)~~ associated with the Torrey Pines Gliderport. The Torrey Pines Gliderport is situated near the coastal bluffs on ~~City~~ land owned by both the City of San Diego and the University of California at the western terminus of Torrey Pines Scenic Drive, approximately ½ mile west of the project site. Just north of this area is UCSD property.

5. On Page 14 of the staff report, the second full paragraph and third paragraph shall be revised as follows:

> The Torrey Pines gliderport supports four different forms of motorless aviation: hang gliders, paragliders, radio-controlled model sailplanes and full-scale sailplanes that occur on the City property on a year-round basis. As noted previously, fixed wing glider operations occur only on the UCSD portion of the gliderport. Beginning in 1930, the site was used for motorless flight. Gliders were car-towed off the beach parallel to a 350-ft. high sea cliff (i.e. coastal bluff) so they could fly in the lift created by the prevailing westerly wind at Torrey Pines. The nearly flat land of the mesa east of the cliff was used for launching and landing, providing a natural emergency runway. Many aviation pioneers flew at Torrey Pines. On February 24, 1930, Charles A. Lindbergh flew in the lift at Torrey Pines in a flight along the coast from Mt. Soledad to Del Mar, thereby establishing a claimed distance record. Soon, others followed suit.

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[1] Sailplanes, also known as fixed wing gliders, are a type of unpowered manned heavier-than-air vehicles that must be launched to obtain lift. Other types of unpowered vehicles include hang gliders, paragliders, and gliders. Hang gliders and paragliders use rigid, semi-rigid or flexible wings (usually covered in fabric) to achieve lift. Sailplanes are sophisticated unpowered craft having wings of unusually high aspect ratio (that is, a long wing span in proportion to wing width). Most sailplanes are towed to a launch altitude. They are able to use thermals (currents more buoyant than the surrounding air, usually caused by higher temperature) and orographic lift to climb to higher altitude and to glide for great distances. Orographic lift results from the mechanical effect of wind blowing against a terrain feature such as a cliff. The force of the wind is deflected upward by the face of the terrain, resulting in a rising current of air.

During a few months each year, in the spring, operations of full scale sailplanes occur, involving the use of both the City and University portions of the site. The "historic" flight path is that used by fixed wing gliders or sailplanes, not "hang gliders" of any sort. Use of fixed wing gliders requires use of both the University property and City property, but all other recreational uses (paragliding, parasailing, hang gliding, model aircraft) occur on City property. The specific concern is with regard to the portion of the gliderport on UCSD land, not City land. As stated in the initial Mitigated Negative Declaration (MND), the proposed development lies within the eastern approach area to the Torrey Pines gliderport, an area currently used for fixed-winged glider activities in the spring and for contractor staging and overflow parking for special events at other times (i.e., Buick Invitational Golf Tournament, etc.). (The gliderport is immediately south of the famous Torrey Pines golf Course). Presently, there are already obstructions in the east approach area surrounding the gliderport runway in the form of tall trees and lighting fixtures which presently limit any flight activity over the developed portions of the UCSD campus and as such, Caltrans Division of Aeronautics, which annually reviews and permits flight operations of the fixed wing gliders, has not authorized use of this approach for many years. In any case, a concern from some members of the public is that [….]

6. On Page 16 of the staff report, the second full paragraph shall be revised as follows:

The proposed development of the site will not significantly change the topography of the site or alter the existing runoff pattern. The applicant has indicated that permanent water quality measures at the site include maintenance of the existing landscaped and unimproved areas to allow for storm water infiltration. Also proposed is a project known as "The Wedge," which is a landscaping and open space project immediately southeast of the project site (refer. Exhibit No. 3), which is proposed under a separate coastal development permit application that is tentatively scheduled for the July, 2007 Commission meeting. The Wedge will be constructed in two separate phases (Phase 3 and Phase 4). Phase 3 is located east-southeast of the housing project site and is the phase which is currently scheduled for the July 2007 Commission meeting. Phase 4 is located immediately south of the current housing project site and is intended to be completed prior to the completion of the housing project. It is Phase 4 of The Wedge which is subject to Special Condition #2(b). The Wedge will be entirely landscaped and will help treat/infiltrate the water that drains from the North Campus Housing project (only from the southeast corner around building C) into that area. If for any reason the Wedge does not get constructed, UCSD will need to implement other permanent treatment BMPs which would require further review and approval as an amendment to the subject coastal development permit. The proposed project is not expected to increase the amount of impervious surface at the UCSD campus because the entire project site is already developed with hardscape features (buildings and parking lots). Runoff from the proposed building site will continue to drain into the existing storm water system in the project area, as appropriate.

7. Exhibit No. 5 has been revised (attached) to show the three other campus structures in the vicinity of the project site which exceed 100 ft. in height.

8. The following two exhibits of the "theoretical" east approach for the gliderport flight path in relationship to the proposed North Campus Housing project shall be added as Exhibit Nos. 8 and 9 to the staff report.

(G:\San Diego\Reports\2006\6-06-146 UCSD north student housing addendum.doc)

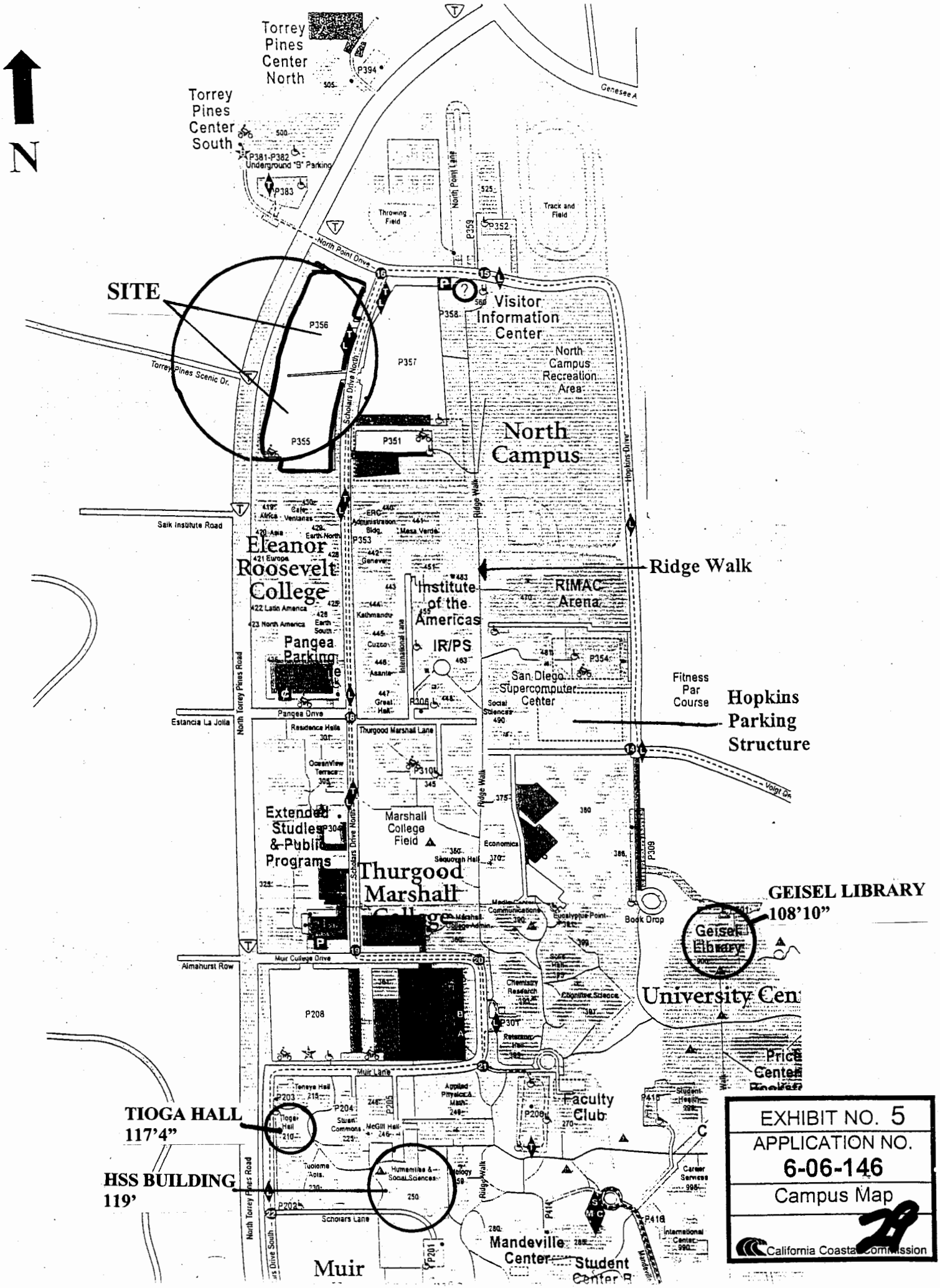
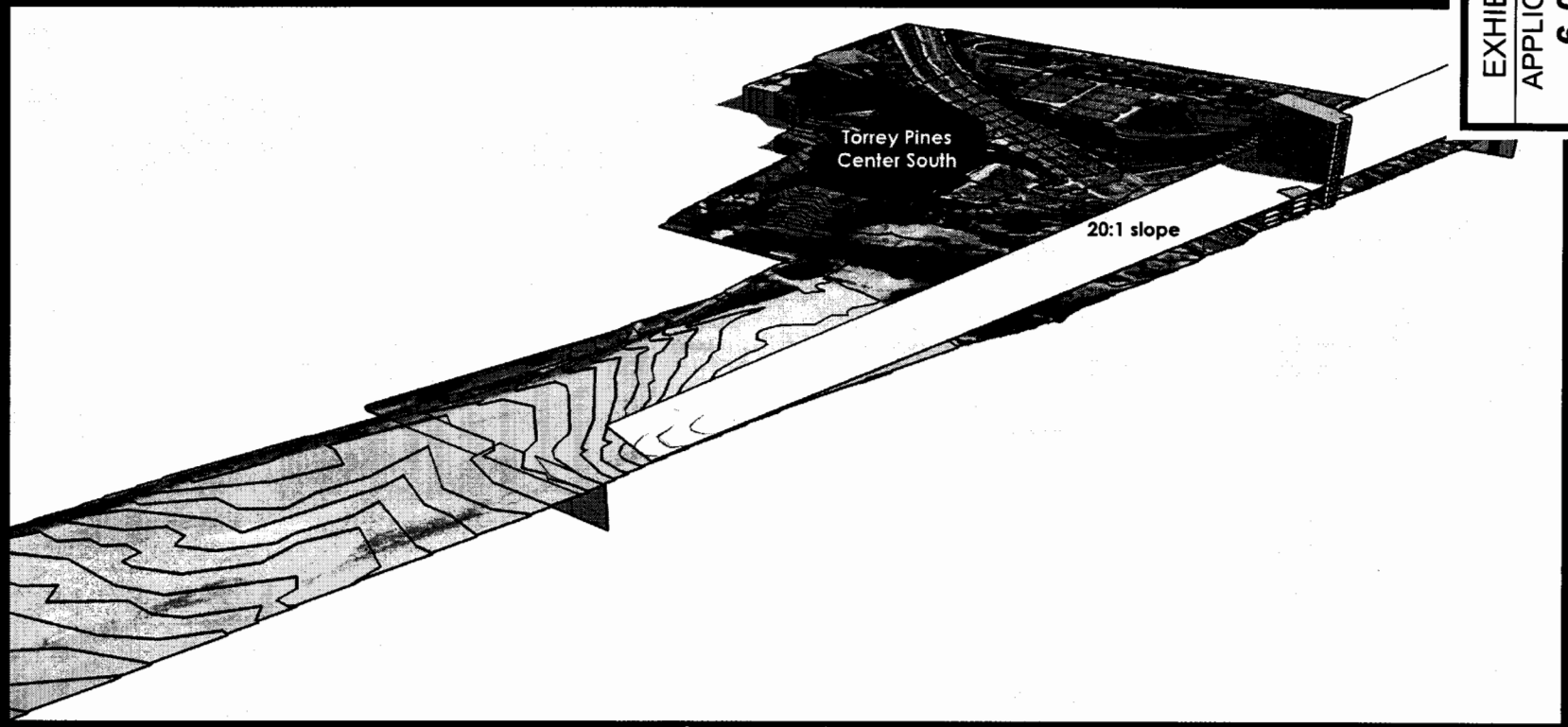
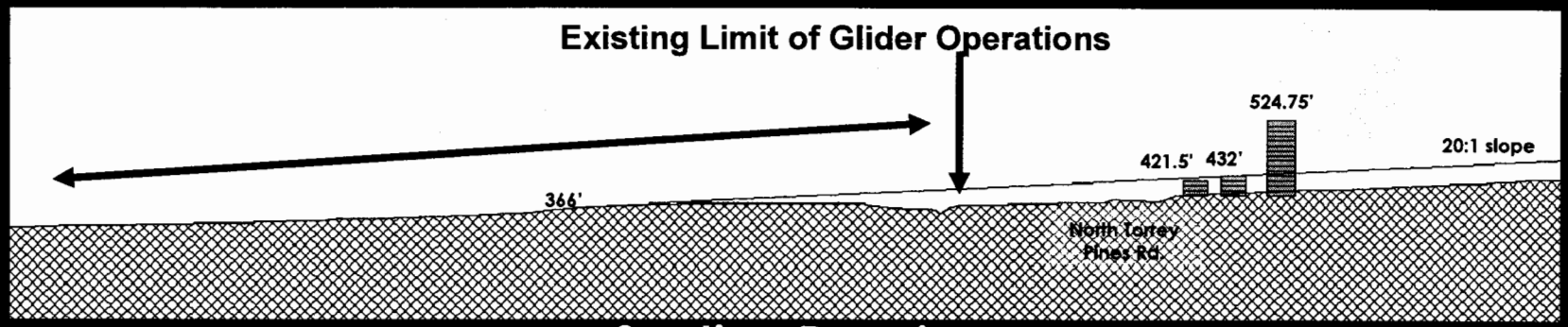


EXHIBIT NO. 5
APPLICATION NO.
6-06-146
Campus Map
29
California Coastal Commission

UCSD North Campus Housing



Section Orientation



Section Drawing

EXHIBIT NO. 9

APPLICATION NO.
6-06-146

Cross-Section of Eastern Approach to Gliderport Runway

California Coastal Commission

Th9b

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TH9b

Hon. Patrick Kruer, Chair
California Coastal Commission
June 7, 2007
RE: UCSD SAN DIEGO, Application No. 6-06-146

Dear Chairman Kruer and Commissioners:

The San Diego Sierra Club appreciates the opportunity to bring forward concerns regarding ongoing campus development at UCSD. Based on our participation in the review of the current Long Range Development Plan (LRDP), we ask your consideration of the following points relating to traffic and parking

1. **Removal of 728 parking spaces between North Point Dr. and Eleanor Roosevelt College:** The proposed removal of 728 parking spaces from the west campus was not addressed in the current LRDP. While we understand the University's proposal would relocate lost spaces onto the east campus, with shuttle service to the west campus, we question whether time and distance between the two locations could operate as a disincentive to success of the proposal. Inconvenience alone could result in students choosing to use the unlimited time parking along Torrey Pines Scenic Dr. in the few spaces now available to members of the public. How would parking for public access to Torrey Pines City Park, trails to the beaches below, and Torrey Pines Gliderport be protected?

2. **CEQA Alternatives and Cumulative Impacts Analysis:** As you consider the University's proposal, please consider the cumulative impacts and possible alternatives to parking and traffic which will result from other currently proposed area redevelopment. Such projects include Scripps Green Hospital, Scripps Memorial Hospital, Salk Institute, UCSD/Salk/Burnham Stem Cell Research Institute at the north east corner of Torrey Pines Scenic Dr. and Torrey Pines Rd., Site 653, and multiple other recently approved University City projects.

Thank you for your consideration of these important public access issues.

Sincerely yours,

Signature on File

:go Sierra Club Coastal Committee

LETTER OF CONCERN

CALIFORNIA COASTAL COMMISSION
SAN DIEGO AREA
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Th 9b

Filed:	4/6/07
49th Day:	7/5/07
180th Day:	10/3/07
Staff:	Laurinda Owens-SD
Staff Report:	5/24/07
Hearing Date:	6/13-16/07

REGULAR CALENDAR
STAFF REPORT AND PRELIMINARY RECOMMENDATION

Application No.: 6-06-146

Applicant: University of California, San Diego Agent: Milton Phegley

Description: Construction of the North Campus Housing project to accommodate 1,220 bed spaces in two, three and four-bedroom units consisting of ten buildings including two, five-story, 50 ½ ft. high buildings, four, four-story, 45 ½ ft. high buildings, three, three-story, 28 ½ ft. high buildings and one, 14-story, 163 ft. high, building (342,051 sq. ft. total). Also proposed are ancillary features which include dining facilities and retail services, a café, and bookstore on a 8.5 acre site (parking lot) including the removal of 728 parking spaces.

Lot Area	224,298 sq. ft.
Building Coverage	73,748 sq. ft. (33%)
Pavement Coverage	53,450 sq. ft. (24%)
Landscape Coverage	97,100 sq. ft. (43%)
Parking Spaces	9
Zoning	Unzoned
Plan Designation	Academic
Ht abv fin grade	38 ½ ft. to 163 ft.

Site: East side of North Torrey Pines Road, south of North Point Drive and north of Eleanor Roosevelt College, UCSD, La Jolla, San Diego, San Diego County. APN 320-010-24

STAFF NOTES:

Summary of Staff's Preliminary Recommendation:

The staff recommends that the Commission approve the subject permit with conditions. The proposed development will be constructed within the Main Campus of UCSD which is not between the first coastal road and sea. The main issues raised by the subject development relate to protection of public views and access. While the proposed development does include a number of tall buildings, including a 14-story, 163 ft. high

building, no significant public view impacts will result. The structure is designed to be narrow in appearance and has been sited at the far northeastern part of the project site to reduce its visibility. In addition, ample landscaping is proposed along the North Torrey Pines frontage including retention of a number of large mature trees along this roadway. The trees will provide substantial visual screening from North Torrey Pines Road as a result of a 40 foot setback from the roadway as well as the difference in elevation of the roadway. With regard to parking and traffic circulation, although a net loss of 728 parking spaces will be removed through the proposed student housing project, the applicant has provided documentation showing that adequate parking exists on campus to accommodate the proposed development without adversely affecting parking and transportation in the surrounding area. The University has also indicated that the spaces that will be removed through the proposed project will be recaptured in a new parking structure near the project site which is nearly completed. Furthermore, UCSD has an excellent alternative transportation program for both students and faculty that includes, car pools, van pools and an on-site shuttle program. The campus is also served by public transit, which helps reduce the demand for vehicles on campus and alleviates parking and transportation issues in this area. As such, there will not be a significant adverse impact to public access in this area as a result of the proposed project.

Standard of Review: Chapter 3 policies of the Coastal Act.

Substantive File Documents: University of California, San Diego "Draft" Long Range Development Plan; Certified La Jolla-La Jolla Shores LCP Land Use Plan (2004); Parking Space Occupancy Levels Spring 2007; UCSD Alternative Transportation Programs by Sundstrom and Associates, dated 4/11/07; UCSD Parking Model; "Commuters to See Changes in Bus and Trolley Service", San Diego Union Tribune, 9/3/07; Visual Simulation/Visual Impacts dated 4/2/07; CDP 6-04-148; 6-99-64.

I. PRELIMINARY STAFF RECOMMENDATION:

The staff recommends the Commission adopt the following resolution:

MOTION: ***I move that the Commission approve Coastal Development Permit No. 6-06-146 pursuant to the staff recommendation.***

STAFF RECOMMENDATION OF APPROVAL:

Staff recommends a **YES** vote. Passage of this motion will result in approval of the permit as conditioned and adoption of the following resolution and findings. The motion passes only by affirmative vote of a majority of the Commissioners present.

RESOLUTION TO APPROVE THE PERMIT:

The Commission hereby approves a coastal development permit for the proposed development and adopts the findings set forth below on grounds that the development as conditioned will be in conformity with the policies of Chapter 3 of the Coastal Act. Approval of the permit 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 development on the environment, or 2) there are no further feasible mitigation measures or alternatives that would substantially lessen any significant adverse impacts of the development on the environment.

II. Standard Conditions.

See attached page.

III. Special Conditions.

The permit is subject to the following conditions:

1. Final Landscaping Plan. **PRIOR TO THE ISSUANCE OF THE COASTAL DEVELOPMENT PERMIT**, the applicant shall submit a final landscape plan for the review and written approval of the Executive Director. Said plan shall be in substantial conformance with the draft landscape plan submitted by Skidmore, Owings and Merrill, LLP Architects stamp dated 12/07/06, and shall include the following:

a. A plan showing the type, size, extent and location of all trees/shrubs on the site including the proposed irrigation system and other landscape features;

b. All landscaping shall be drought-tolerant and either native or non-invasive plant species. No plant species listed as problematic and/or invasive by the California Native Plant Society, the California Invasive Plant Council, or as may be identified from time to time by the State of California shall be employed or allowed to naturalize or persist on the site. No plant species listed as 'noxious weed' by the State of California or the U.S. Federal Government shall be utilized within the property.

c. A planting schedule that indicates that the planting plan shall be implemented within 60 days of completion of the residential construction

d. A written commitment by the applicant that all required plantings shall be maintained in good growing condition, and whenever necessary, shall be replaced with new plant materials to ensure continued compliance with applicable landscape screening requirements.

e. Rodenticides containing any anticoagulant compounds (including, but not limited to, Warfarin, Brodifacoum, Bromadiolone or Diphacinone) shall not be

used.

f Five years from the date of issuance of the coastal development permit, the applicant shall submit for review and written approval of the Executive Director, a landscape monitoring report, prepared by a licensed Landscape Architect or qualified Resource Specialist, which certifies the on-site landscaping is in conformance with the landscape plan approved pursuant to this Special Condition. The monitoring report shall include photographic documentation of plant species and plant coverage.

If the landscape monitoring report indicates the landscaping is not in conformance with or has failed to meet the performance standards specified in the landscaping plan approved pursuant to this permit, the applicant, or successors in interest, shall submit a revised or supplemental landscape plan for the review and written approval of the Executive Director. The revised landscaping plan must be prepared by a licensed Landscape Architect or Resource Specialist and shall specify measures to remediate those portions of the original plan that have failed or are not in conformance with the original approved plan.

The permittee shall undertake the development in accordance with the approved landscape plans. Any proposed changes to the approved plans shall be reported to the Executive Director. No changes to the plans shall occur without a Commission-approved amendment to the permit unless the Executive Director determines that no such amendment is legally required.

2. Water Quality/BMPs.

A. **PRIOR TO ISSUANCE OF THE COASTAL DEVELOPMENT PERMIT**, the applicant shall submit a final Water Quality Management Plan (WQMP), prepared by a licensed water quality professional, for review and written approval of the Executive Director. The WQMP shall be based on the Hydrology Information dated April 4, 2007 and Additional Hydrology Information dated May 15, 2007, including the recommendations in the Preliminary Hydrology Study dated July 20, 2006. The WQMP shall incorporate structural and non-structural Best Management Practices (BMPs) (site design, source control and treatment control) designed and implemented to reduce, to the maximum extent practicable, the volume, velocity and pollutant load of stormwater and dry weather flows leaving the developed site and to minimize water quality impacts to surrounding coastal waters. In addition to the specifications above, the plan shall be in substantial conformance with the following requirements:

1. Impervious surfaces, especially directly connected impervious areas, shall be minimized, and alternative types of pervious pavement shall be used where feasible.
2. Irrigation and the use of fertilizers and other landscaping chemicals shall be minimized.

3. Efficient Irrigation Measures including water saving irrigation heads and nozzles, flow sensors, automatic rain sensors and multiple programming capabilities shall be used.
4. A Fertilizer and Landscape Management program shall include Integrated Pest Management (IPM) practices and the use of a drought tolerant planting palette.
5. 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.
6. All parking lots shall be swept and litter shall be removed on a weekly basis, at a minimum. The parking lots shall not be sprayed down or washed down unless the water used is directed through the sanitary sewer system or a biofiltration area.
7. A BMP treatment train shall be 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, and where necessary, cleaned-out and/or 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. Prior to occupancy of North Campus Housing, a permanent treatment BMP for the southeast area of the project site (around building C) shall be in place. This may be the landscaped area of the North Campus Wedge Phase 4 project, if that project has been permitted and constructed at that time. If the Wedge project has not been permitted and constructed, the applicant shall submit an application for an amendment to this coastal permit to include a permanent treatment BMP for the southeast area of the project site draining onto the Wedge project area.

C. The permittee shall undertake development in accordance with the approved program. Any proposed changes to the approved program shall be reported to the Executive Director. No changes to the approved program shall occur without an amendment to this coastal development permit unless the Executive Director determines that no amendment is legally required.

3. Final Plans. **PRIOR TO THE ISSUANCE OF THE COASTAL DEVELOPMENT PERMIT**, the applicant shall submit to the Executive Director for review and written approval, final plans for the proposed North Student Housing project that are in substantial conformance with the plans submitted by Skidmore, Owings and Merrill, LLP Architects stamp dated 12/07/06.

The permittee shall undertake the development in accordance with the approved plans. Any proposed changes to the approved plans shall be reported to the Executive Director. No changes to the plans shall occur without a Coastal Commission approved amendment to this coastal development permit amendment unless the Executive Director determines that no additional amendment is legally required.

IV. Findings and Declarations.

The Commission finds and declares as follows:

1. Detailed Project Description. Proposed is UCSD's North Campus Housing project. The proposed project consists of the construction of ten residence hall buildings to accommodate 1,220 bed spaces in two, three and four-bedroom units. Included with the project are dining facilities, retail services, a café, and bookstore. The project site consists of ten rectangular buildings of varying sizes on a 8.5 acre site. The buildings will be sited in three rows of structures as looking from east to east along North Torrey Pines Road. The first row of structures (Buildings F1, E1 and D1) that are closest to the public roadway will consist of three, three-story structures that are approximately 28 ½ ft. high. The middle row of structures (Buildings F2, E3, E2 and D2) will include four, four-story structures that are 37 ½ ft. high. The back row of structures (Buildings A, B and C) will include two structures (B and C, respectively) that are four-stories, 50 ½ ft. and 45 ½ ft. high and the 14-story, 163 ft. tower structure (Building A) (ref. Exhibit Nos. 2-4). Altogether, the buildings will total to approximately 350,000 sq.ft. The project site presently consists of two large parking lots (Lots P356 and P355) that contain a total of 737 parking spaces for students, faculty and staff that will all be removed. Nine parking spaces will be replaced for visitor parking use in association with the new student housing project. The project site is located at the southeast corner of North Torrey Pines Road and North Point Drive on the UCSD campus. The site is immediately adjacent to, and west of, another large parking lot (P357), which contain 562 spaces. No parking is proposed to be removed from Lot P357 in association with the proposed student housing project. Also proposed is grading consisting of 9,010 cy. of cut and 7,850 cy. of fill with 1,160 cy. of export material to be disposed of outside of the coastal zone.

The project site is on the main campus of UCSD and the project site is immediately bordered by North Torrey Pines Road to the west, North Point Drive to the north and Scholars Drive to the east. Further south is Eleanor Roosevelt College. Across the street to the west is the Salk Institute and the Torrey Pines Gliderport (ref. Exhibit Nos. 1 & 5).

UCSD has informally submitted to staff a draft LDRP, EIR and topographic maps as an aid in analyzing development proposals, but the Coastal Commission has not yet formally

reviewed the LRDP, and the University has not indicated any intention of submitting the LRDP for formal Commission review in the future. The appropriate standard of review for this project is thus the Chapter 3 policies of the Coastal Act.

2. Visual Resources. Section 30251 of the Act states, in part, the following:

> "The scenic and visual qualities of coastal areas shall be considered and protected as a resource of public importance. Permitted development shall be sited and designed to protect views to and along the ocean and scenic coastal areas, to minimize the alteration of natural land forms, to be visually compatible with the character of surrounding areas,…"

The most visually prominent feature of the proposed development will be a 14-story, 163 ft. high residence hall (Building A) at the northeast corner of the project site. The project site itself fronts on North Torrey Pines Road, a major coastal access route. The project consists of ten square and rectangular-shaped buildings totaling approximately 350,000 sq.ft. The project is designed such that there are three rows of structures. From north to south, west to east, the first row of structures (Buildings F1, E1 and D1), which are the westernmost buildings, are adjacent to North Torrey Pines Road and are set back at a distance of approximately 40 feet from the outside edge of the sidewalk along North Torrey Pines Road. These structures consisting of three separate buildings and are proposed to be three stories, 28 ½ ft. high. The middle row of structures (Buildings F2, E3, E2 and D2) are four stories, 37 ½ ft. high. The back row of structures, which are furthest east from North Torrey Pines Road (Buildings A, B and C), consist of the 14-story, 163 ft. tower structure (Building A) and two buildings that are four-stories, 50 ½ ft. and 45 ½ ft. high (Buildings B and C, respectively). A fire lane would traverse through the central axis of the project site from south to north and would be composed of grasscrete to create an open space between Buildings A, B and C and other buildings to the west.

The applicant's architect has noted that the proposed structures will be constructed on the existing grade without any changes to the top of the existing slope. This is an important distinction from the way that the student housing was constructed at Eleanor Roosevelt College to the south, for example. That project was permitted pursuant to CDP #6-99-64 on 7/13/99 and consisted of the construction of a new college (Eleanor Roosevelt College) on 16 acres including a new parking structure and housing for 1,238 students in 16, four-story buildings, classrooms, and other improvements. That project site is located immediately south of the project site. In that particular project, the pad was raised and thus, as viewed from North Torrey Pines Road, the structures are tall, exceeding the tree line along the frontage road. Furthermore, a tall retaining wall was constructed between the roadway and resident halls which, initially, appeared to tower over the roadway. Due to landscaping that was installed and has since matured, these visual impacts have been reduced. As noted by the project architect, the goal is that as one drives along North Torrey Pines Road, the proposed three or four-story structures will be minimally visible above the tree line (no more then approximately 10 ft. above the tree line). Furthermore, the tower will not be visible as one approaches it because the tree line will obscure its visibility, although it will be visible from the distance.

The proposed development, while planned for in the University's draft Long Range Development Plan, has the potential to alter the character of this area by permitting a 14-story structure that will be visible from miles around and will be much taller than any building in the immediate area. In order to analyze the visual impacts associated with the proposed tall structure, UCSD conducted a visual analysis. First, it should be noted that the structure itself will not impact public views to the ocean. The project site is located sufficiently inland (approximately half a mile) such that views to the ocean from public vantage points are not available.

There are a number of public streets in the area, however, that function as major coastal access routes, including North Torrey Pines Road itself and Interstate-5 to the east. UCSD submitted a visual simulation (ref. Exhibit No. 6) demonstrating that the tower structure will be partially visible from Genesee Avenue and Interstate-5 looking west but will be obscured somewhat by existing vegetation in this area. There is a historic grove of Eucalyptus trees which helps to block views of this structure from this area. From North Torrey Pines Road, the structure will be most visible while driving south from Genesee. However, once motorists get directly west of the project site, due to the grade and proposed landscaping, the structure will not be immediately visible unless you look directly up towards the sky. Another simulation was done from the Torrey Pines Gliderport looking east. The gliderport is located ½ mile west of the project site at the western terminus of Torrey Pines Scenic Drive. Because this is a flat mesa and relatively open in nature, the building will be quite visible in the distance. Another simulation was done from southbound I-5 at Genesee looking west. Again, the Eucalyptus tree line partially obscures visibility of the tower structure from this location, as well. UCSD also submitted a map showing from which roadways in the surrounding area the proposed structure would be visible (i.e., North Torrey Pines Road, Genesee Avenue and a small area of southbound Interstate-5 just north of Genesee Avenue.) (ref. Exhibit No. 6).

In addition, UCSD has submitted a table that lists all of the buildings on the UCSD campus within the coastal zone that are over 30 feet in height. Three of those buildings listed (Geisel Library, Tioga Hall and the Humanities and Social Studies building) exceed 100 feet in height (108 ft., 117 ft., and 119 ft., respectively). These structures are located south of the proposed building and are east of North Torrey Pines Road, as well. However, it should be noted that all of these buildings were constructed at a time which pre-dated the Coastal Act.

Thus, while the tower structure will be the tallest structure on the campus and in the surrounding area, it not out of character with some of the other tall structures on the campus. In addition, even though the tower structure will be visible from off-site locations, it has been designed in a manner to minimize its visual impacts. Specifically, it was placed at the far northeastern portion of the project site to minimize its visibility from the roadway. It was also designed to be very narrow to minimize its mass and bulk. In addition, this part of the project site is lower than other portions of the site, which helps to reduce the overall visual impact of its height. Furthermore, substantial landscaping is proposed to the west along the North Torrey Pines Road frontage

including retention of the majority of existing mature Torrey Pines and other landscaping around the western and northern edges of the property. There are a few existing Eucalyptus trees in this area but they will be removed and replaced with other trees. No new Eucalyptus trees will be planted. Additional new Torrey Pines trees and other trees are also proposed to be planted on the site's perimeter slopes. The existing grade at the west side of the site slopes from about 386 ft. in elevation to 392 ft. at the north. The trees along this frontage are about 20-30 feet above existing grade on the slope. Thus, the buildings will be approximately a maximum of 10 feet higher than the existing trees. However, all of the existing and proposed landscaping along this frontage will greatly help to visually buffer the proposed development because of the building setback as well as the difference in elevation of the roadway and the grade difference between the site and the road.

The applicant has looked at various alternatives to reduce the height of the proposed tower, including adding additional floors to the other nine structures to minimize the visual impact of such a tall building in this area. However, the applicant indicated that if they had designed the project such that the other buildings would be taller, it would have created significant shadows between the structures and therefore would have created a tunnel effect, reducing the value of the public open space between the buildings. The project architect also indicated that if they had designed the project to reduce the height of the tower structure and increase the height of the other nine buildings, it would have resulted in the buildings appearing more military or rigid in style. In addition, the architect noted that there are a number of existing mature trees in this area long the frontage of North Torrey Pines Road. Their goal is to retain as many of those trees possible and design the project such that the first row of buildings is close to below that tree line while driving along North Torrey Pines Road. For this reason, as noted previously, the structures that are closest to the frontage of North Torrey Pines Road are proposed to be three stories in height. If they had increased the height of the other nine structures to six stories, for example, it would have resulted in a massive line of buildings along Scholars Lane (the campus roadway immediately east of the site).

Another reason for not increasing the height of the other buildings is that the University wanted to keep the views over the project site looking west from Ridge Walk, a major public north-south pedestrian corridor on the campus (ref. Exhibit No. 5). Ridge Walk is located along the former alignment of historic Highway 101 and is the high point of the campus which provides panoramic views of the ocean and horizon. Ridge Walk extends for a distance of approximately 6,000 feet (a little over a mile) from Revelle College to the south to North Point Drive to the north, which marks the northern boundary of the project site. Therefore, the project was designed such that the majority of the buildings were clustered together in a central location in order to minimize the impact of the project from not only North Torrey Pines Road but also from points on campus as well.

Lastly, the applicant has indicated that if they had increased the number of stories of the other buildings they would have been required to install elevators and other features which would also require a different type of a construction (Type 5 to Type 3), the buildings needing to be composed of steel instead of wood frame, including incorporation

of non-flammable construction materials, which would have been much more costly. As designed, the buildings (except for the tower structure) are walk-ups and do not require elevators.

It should be noted that although the proposed height of the new campus structures will attain a maximum height of 163 feet, the University isn't subject to local permits and the 30-foot height limit which is imposed in most coastal zone areas throughout the City of San Diego is a City ordinance, not a Coastal Commission requirement. The University is not within the City's certified LCP, and it has no certified LRDP, therefore, the standard of review is Chapter 3 policies of the Coastal Act. In this particular case, the proposed 14-story, 163 ft. high tower structure associated with the new student housing will be the tallest structure visible from public roadways within the immediate area and will change the character of this area. However, as noted previously, the north student housing project is located on the east side of North Torrey Pines Road which is not located between the first coastal road and the sea, therefore, the proposed project will not result in any visual impacts on public views toward the ocean. In addition, given that there are three other tall structures on the campus in the general area (east of North Torrey Pines Road), the proposed tower structure is not completely out of character for residence halls or academic buildings on the campus, as a whole, albeit they were constructed prior to passage of the Coastal Act. Nonetheless, the approval of such a tall structure should not be considered a precedent for future buildings of similar height or greater on portions of the UCSD campus located in the coastal zone because of design features, such as the unique geography and opportunity for vegetative screening present here, that minimize the visual impact of this tower and may not be present elsewhere on the campus.

Landscaping that creates vegetative screening of these buildings substantially reduces their visual impacts. The Commission therefore imposes Special Condition #1, requiring the submittal of a landscaping plan to assure the proposed landscaping takes place, that only drought tolerant native and non-invasive plant materials be used, that landscaping be planted within 60 days of completion of the project and that the landscaping is maintained. In addition, Special Condition #3 requires submittal of final plans in substantial conformance with the submitted plans. In addition, with regard to signage, the applicant has indicated that only wall and directional signs are proposed are proposed through the new development and, therefore, they do not raise any visual resource issues.

In summary, as designed such that the tower structure is sited at the far northeast corner of the project site to maximize its distance from the major coastal access route of North Torrey Pines Road as well as being designed to be narrow in appearance, the visual impact associated with it has been reduced. In addition, no direct impacts to public ocean views will be affected by the project. Furthermore, with incorporation of landscaping along North Torrey Pines Road to help visually buffer the remaining structures as well as the tower structure, adverse impacts on visual resources have been reduced to the maximum extent feasible. Therefore, the Commission finds the proposed development, as conditioned, consistent with Section 30251 of the Coastal Act.

3. Public Access/Parking. Section 30252 of the Coastal Act states, in part:

"The location and amount of new development should maintain and enhance public access to the coast by (1) facilitating the provision or extension of transit service, (2) providing commercial facilities within or adjoining residential development or in other areas that will minimize the use of coastal access roads, (3) providing nonautomobile circulation within the development, (4) providing adequate parking facilities…"

With respect to projects on UCSD's Main Campus, which is not between the sea and the first coastal roadway, nor within walking distance of shoreline recreational areas, the primary concern is maintaining free-flowing traffic on the major coastal access routes surrounding the campus. These include I-5, Genesee Avenue, North Torrey Pines Road and La Jolla Shores Drive. The nearest physical accessway to the coast is in the La Jolla Farms residential area where there are two access trails through the coastal bluffs that lead to the ocean (Black's Beach and Box Canyon), approximately two miles away from the subject site. The Commission has taken the position, in review of previous permit actions for the University, that on-campus parking problems on the main campus, are not a Coastal Act issue unless they result in spill-over effects within the surrounding off-campus area, particularly North Torrey Pines Road and La Jolla Shores Drive, which serve as major coastal access routes. In the case of the subject proposal, the proposed project will result in the removal of all 737 parking spaces in the existing parking lots but will also include replacement of nine of those spaces which will be used for guest parking in association with the student housing; thus, resulting in a net loss of 728 parking spaces. The potential impacts to public access and parking/traffic circulation must therefore be addressed.

Currently, the site of the subject development consists of two parking lots (Lots P356 and P355). As noted above, all of the parking will be removed from these two lots to make way for the new student housing. However, the applicant has noted that the net loss of 728 parking spaces that will be removed from these lots will be recaptured in a new parking structure, currently under construction (Hopkins Parking Structure), that will have 1,440 spaces. The structure is expected to be completed in June, 2007. The Hopkins Parking Structure was approved by the Commission pursuant to CDP #6-04-148 on 2/18/05. The parking structure is located approximately ½ of a mile southeast of the proposed north student housing project (ref. Exhibit No. 5). The parking in this structure will serve as both replacement spaces for the ones that will be removed through the housing project as well as to meet the campus demand based on population growth or new facilities. The spaces in the new Hopkins parking structure will be for students, faculty, staff and visitors. Some of the campus users for this structure also include the library, Price Center, emerging computer centers and RIMAC (regional intramural and athletic complex).

Although it is difficult to determine an approximate parking ratio for the wide variety of campus uses and facilities, especially when a large percentage of students live on campus, UCSD has indicated that they carefully monitor all campus parking with an objective of keeping 10% of their supply of on-campus parking vacant during peak periods and that

they have never fallen short of meeting their parking objectives in the last 25 years. Surveys are conducted on a regular basis and they look at utilization on a per capita basis relative to the number of students, faculty and staff, etc. Due to a number of factors, including the increase in the cost of gasoline, recent surveys have documented that fewer people are utilizing their cars to get to the campus. UCSD has provided substantial information regarding parking, including results of their recent parking surveys which demonstrate that currently there are about 2,500 parking spaces available on campus at the time of peak demand, which equates to a vacancy factor of about 19%.

UCSD has also indicated that the highest occupancy rates occur for the parking facilities west of the freeway (I-5) and that there is much lower utilization on the east campus. As explained by the applicant, while there are over 2,500 available parking spaces on the campus during peak periods, other than in the east campus (out of the Coastal Zone), there are no large reservoirs of available parking. Parking lots for students, faculty and visitors are spread throughout the campus with small pockets of available spaces in the various lots. The largest reservoir of available parking spaces during peak periods occurs in the east campus, where recent surveys document 1,900 of the noted 2,500 available spaces are located. However, according to the University, with use of the on-campus shuttle program, students and faculty can get from the east campus to the west campus in just four minutes. UCSD has an excellent alternative transportation program which includes a shuttle program (along with a carpool program, vanpool program, train program, transit program, cycling program, and car-sharing program). A campus shuttle stop is located at the proposed project site to encourage alternative transportation.

As noted in a report entitled "UCSD Alternative Transportation Programs: An Analysis of Campus Programs" dated 4/11/07, between 43%-44% of faculty, staff and students regularly use some form of alternative transportation to commute to work or school. Included among those who regularly use alternative transportation are 68% of students living off campus and 30% of faculty and staff. The most popular mode of alternative transportation is the UCSD Shuttle Service, used by approximately 28% of alternative transportation commuters. Public transit is the next most widely used mode of alternative transportation, followed by carpools. UCSD staff also notes that the campus shuttle systems carry in excess of 4 million passengers per year. The two systems which are most important in reducing the demand for parking and congestion from intra-campus trips are the City Shuttle and the Campus Loop Shuttle. In addition, free access for MTS Spell out and North County Transit District (NCTD) serving the campus is offered to students, faculty and staff. This program also contributes to a decrease in demand for parking on-campus, as well as reducing congestion on nearby streets. About 800,000 rides are provided through this program on a yearly basis.

As discussed in the mitigated negative declaration, a traffic study was also conducted for the proposed project. It concluded that the proposed project would not result in additional traffic. The proposed project would eliminate existing parking lots and replace them with housing. By enabling existing and new transfer students to live on campus, the number of commuter trips to campus by the north campus resident population would be reduced. Also, limited parking availability at the project site (9 parking spaces) is

expected to discourage students from bringing personal vehicles to campus. The traffic study concludes that the construction of the new student housing project would not have any adverse traffic impacts.

In addition, the report found that because the total amount of parking spaces along North Torrey Pines Road would be reduced, there would be a corresponding reduction in traffic entering and exiting the campus through the access roads from North Torrey Pines Road. The Commission concurs with this conclusion. As noted earlier, the Commission has historically taken the position that the development that occurs on the main campus (east of North Torrey Pines Road) does not typically raise major coastal access concerns in terms of parking displacement since it's so well removed from the coast. However, the issue pertaining to traffic, cars and mobility and traffic congestion are all factors that could impact traffic circulation along major coastal access routes such as North Torrey Pines Road, and therefore these issues have been assessed in this report. Based on all of the information that UCSD has submitted, the Commission finds that the proposed development is consistent with the University's Draft Long Range Development Plan. The proposed development will allow UCSD to continue to strive to meet its goal of housing at least 50% of the projected student population. Furthermore, although the proposed development will result in a decrease of parking spaces at the project site, the applicant has demonstrated that there will not be a net decrease in overall parking since the parking to be removed will be replaced in the Hopkins parking structure. In addition, even at peak periods, there is currently a 19% vacancy rate for all on-campus parking. Also, with the continued implementation of UCSD's extensive shuttle system and other related alternative transportation programs, no traffic impacts on surrounding roadways is anticipated. Therefore, the Commission finds the proposed development consistent with the applicable policies of the Coastal Act addressing parking and coastal access.

4. <u>History of Torrey Pines Gliderport/Effect of Proposed Development on Gliderport Flight Path.</u> One of the potential concerns with the proposed project is with regard to the tower structure's *potential* impacts to a "historic" flight path for fixed wing hang gliders[1] (most commonly referred to as fixed wing gliders for short) associated with the Torrey Pines Gliderport. The Torrey Pines Gliderport is situated near the coastal bluffs on City land at the western terminus of Torrey Pines Scenic Drive, approximately ½ mile west of the project site. Just north of this area is UCSD property.

The Torrey Pines City Park is located at the western terminus of Torrey Pines Scenic Drive. From the cul-de-sac of that roadway a direct parking lot extends further west. On the top of the coastal bluff is a grassy area where a trailer is situated at the City gliderport. There are also outhouses for public use, a concessions stand, picnic tables, and the like (some of those structures on the City portion of the site have not been permitted and are currently being reviewed in a separate enforcement action). Immediately north of this area is UCSD property which consists of a very large unimproved area (largely a level dirt parking lot). Further west is coastal sage scrub and some vegetation near the coastal

[1] A fixed wing hang glider, also known as a rigid wing hang glider, is a hang glider that utilizes a stiff wing rather than a mylar wing. The stiffness of the wings allows for the hang glider to obtain greater glide distance because of the lower drag coefficients.

bluffs. The direct parking lot is used at different times of the year for special events such as the Buick Invitational golf tournament. It is on the UCSD property that fixed wing gliders operate (ref. Exhibit No. 7).

It should also be noted that in public comments in the Mitigated Negative Declaration (MND) references are made to the "historic" flight path of the gliderport. Such references, however, are more accurately characterized as descriptions of the history of the gliderport itself and the historical figures associated with it--not any particular "flight path". Specifically, the gliderport is on the National Register of Historic Places on property owned by both the University of California and the City of San Diego. The property is currently undeveloped, except for some temporary buildings on the City-owned portion of the site. The historic Torrey Pines Gliderport was dedicated as a National Soaring Landmark in 1991 by the National Soaring Museum. After this, the San Diego City Council declared the city-owned portion of the gliderport as a San Diego City Historical Landmark (the City Council suggested that the entire site was historic, but they did not have jurisdiction over State-owned property). The entire gliderport was listed on the California Register of Historic Places and the National Register of Historic Places in 1993. It is the only gliderport adjacent to the west coast in America. The only other gliderport of its kind in the U.S.A. is at Kitty Hawk in North Carolina.

The Torrey Pines gliderport supports four different forms of motorless aviation: hang gliders, paragliders, radio-controlled model sailplanes and full-scale sailplanes. As noted previously, fixed wing glider operations occur only on the UCSD portion of the gliderport. Beginning in 1930, the site was used for motorless flight. Gliders were car-towed off the beach parallel to a 350-ft. high sea cliff (i.e. coastal bluff) so they could fly in the lift created by the prevailing westerly wind at Torrey Pines. The nearly flat land of the mesa east of the cliff was used for launching and landing, providing a natural emergency runway. Many aviation pioneers flew at Torrey Pines. On February 24, 1930, Charles A. Lindbergh flew in the lift at Torrey Pines in a flight along the coast from Mt. Soledad to Del Mar, thereby establishing a claimed distance record. Soon, others followed suit.

Use of fixed wing gliders requires use of both the University property and City property, but all other recreational uses (paragliding, parasailing, hang gliding, model aircraft) occur on City property. The specific concern is with regard to the portion of the gliderport on UCSD land, not City land. As stated in the initial Mitigated Negative Declaration (MND), the proposed development lies within the eastern approach area to the Torrey Pines gliderport, an area currently used for fixed-winged glider activities in the spring and for contractor staging and overflow parking for special events at other times (i.e., Buick Invitational Golf Tournament, etc.). (The gliderport is immediately south of the famous Torrey Pines golf Course). Presently, there are already obstructions in the east approach area surrounding the gliderport runway in the form of tall trees and lighting fixtures which presently limit any flight activity over the developed portions of the UCSD campus and as such, Caltrans Division of Aeronautics, which annually reviews and permits flight operations of the fixed wing gliders, has not authorized use of this approach for many years. In any case, a concern from some members of the public is that

the proposed project (in particular, the 14-story tower structure) *could* permanently preclude a permitted approach to the gliderport from the east as the building will project into the flight path. While the proposed project could affect the east approach surface, the proposed development of the north campus housing project would not physically modify current fixed-wing glider operations unless Caltrans Division of Aeronautics determines that the annual permitting strategy of the gliderport must be modified. This is a determination that would be made by Caltrans at their discretion when they consider permit renewal each year.

In response to public concerns raised in the MND that the proposed tower structure may have an adverse effect on a historic flight path, UCSD has indicated that fixed wing glider activities conducted by the Associated Glider Clubs of Southern California (AGCSC) have occurred on the UCSD property for many years, and the University has enabled the glider activities by issuing a license agreement annually with the AGCSC each spring to allow use of the site. The University has pointed out that they are under no obligation to continue to license its usage, however they are doing so as a cooperative, community partner to enable this activity to continue as long as it can be done safely, in a manner that is compatible with various development activities on the University campus.

In addition, UCSD has indicated that at no time (at least in the last 20 years) have fixed wing gliders been permitted to fly east of the North Torrey Pines Road because trees and overhead light structures along the road are obstructions that preclude safe landing from the east. Because the north campus housing project site is located east of the obstructions, it would not change how the gliderport is used. Again, it is important to note that the project will be located in an area east of North Torrey Pines Road that has not and will not be used as an approach to the gliderport runway due to large trees at the eastern end of the runway that already preclude east-to-west glider flight approaches, including any path over the project site. In addition, the height of existing UCSD lighting fixtures east of the project site exceed the standards that would be required to enable permitted landings to occur in conformance with established aviation criteria. Furthermore, even if the trees were not present, they are not the only impediment to determining the flight path. The limitation to go to the east is to keep such glidercraft from flying over North Torrey Pines Road in an effort to avoid flying over an area that is heavily trafficked (i.e., approximately 20,000 to 30,000 average daily trips (ADT) a day). Therefore, the proposed project would not change these existing conditions and does not have any direct impact on the historic flight path that is currently used nor on overall gliderport operations.

5. Water Quality. Sections 30230 and 30231 address water quality and state the following, in part:

Section 30230

Marine resources shall be maintained, enhanced, and where feasible, restored….

Section 30231

The biological productivity and the quality of coastal waters, streams, wetlands, estuaries, and lakes appropriate to maintain optimum populations of marine organisms and for the protection of human health shall be maintained and, where feasible, restored through, among other means, minimizing adverse effects of waste water discharges and entrainment, controlling runoff, ….

As noted earlier**,** the proposed project involves the construction of a student housing project on an 8.5 acre site that is approximately one-half mile away from the coastal bluffs above the ocean. The ocean area adjacent to the subject site has been designated by the State Water Resources Control Board 2005 California Ocean plan as an Area of Special Biological Significance (ASBS). According to the California Ocean Plan, ASBS' are:

…those areas designated by the State Water board as ocean areas requiring protection of species or biological communities to the extent that alteration of natural water quality is undesirable.

The proposed development of the site will not significantly change the topography of the site or alter the existing runoff pattern. The applicant has indicated that permanent water quality measures at the site include maintenance of the existing landscaped and unimproved areas to allow for storm water infiltration. Also proposed is a project known as "The Wedge," which is a landscaping and open space project immediately southeast of the project site (refer. Exhibit No. 3), which is proposed under a separate coastal development permit application that is tentatively scheduled for the July, 2007 Commission meeting. The Wedge will be entirely landscaped and will help treat/infiltrate the water that drains from the North Campus Housing project (only from the southeast corner around building C) into that area. If for any reason the Wedge does not get constructed, UCSD will need to implement other permanent treatment BMPs which would require further review and approval as an amendment to the subject coastal development permit. The proposed project is not expected to increase the amount of impervious surface at the UCSD campus because the entire project site is already developed with hardscape features (buildings and parking lots). Runoff from the proposed building site will continue to drain into the existing storm water system in the project area, as appropriate.

The construction phase of development, along with post-construction runoff from impervious and landscaped areas, has the potential to impact coastal water quality. Therefore, in order to find the proposed development consistent with the water and marine resource policies of the Coastal Act, the Commission finds it necessary to require the incorporation of Best Management Practices designed to address runoff from the site as well as to address potential for sedimentation during the construction stage of the project.

As noted in the environmental document for the proposed project, erosion and sedimentation control measures will be implemented to prevent the temporary discharge of sediments into drainage or stormwater systems to reduce potentially significant impacts to a level of below significance. The project is also conditioned, through Special Condition #2, to require specific measures to be implemented during construction of the proposed development that will minimize water quality impacts. These measures include avoiding construction during the rainy season, implementing erosion and sediment control BMPs, properly containing and storing chemicals and other construction-related materials, and properly disposing of trash and debris.

Special Condition #2 also requires the applicant to implement post-construction BMPs, including minimizing the amount of impervious surface, minimizing the use of irrigation and fertilizers, directing drainage from all impervious areas through structural BMPs such as vegetative or other media filter devices effective at removing and/or mitigating pollutants, sweeping the parking lots with a vacuum regenerative sweeper on a weekly basis, and on-going maintenance of the drainage and filtration system. In addition, all structural BMPs must be designed to treat, infiltrate, or filter stormwater runoff from each runoff event up to and including the 85th percentile, 24-hour runoff event and/or the 85th percentile, 1-hour runoff event, with an appropriate safety factor for flow-based BMPs. The Commission's water quality staff has reviewed the project and has concluded that with the implementation of these BMPs, the potential water quality impacts resulting from the proposed development will be reduced to the maximum extent practicable. Therefore, the Commission finds that the proposed development, as conditioned, is consistent with Sections 30230 and 30231 of the Coastal Act.

5. Consistency with the California Environmental Quality Act (CEQA).

Section 13096 of the Commission's Code of Regulations requires Commission approval of Coastal Development Permits to be supported by a finding showing the permit, as conditioned, to be consistent with any applicable requirements of the California Environmental Quality Act (CEQA). Section 21080.5(d)(2)(A) of CEQA prohibits a proposed development from being approved if there are feasible alternatives or feasible mitigation measures available which would substantially lessen any significant adverse effect which the activity may have on the environment.

UCSD is the lead agency on this project for purposes of CEQA review. It issued a mitigated negative declaration for this project.

The proposed project has been conditioned in order to be found consistent with the visual resource, public access and water quality policies of the Coastal Act. Mitigation measures, including conditions addressing landscaping, will minimize all adverse environmental impacts. As conditioned, there are no feasible alternatives or feasible mitigation measures available which would substantially lessen any significant adverse impact which the activity may have on the environment. Therefore, the Commission finds that the proposed project is the least environmentally-damaging feasible alternative and is consistent with the requirements of the Coastal Act to conform to CEQA.

STANDARD CONDITIONS:

1. Notice of Receipt and Acknowledgment. The permit is not valid and development shall not commence until a copy of the permit, signed by the permittee or authorized agent, acknowledging receipt of the permit and acceptance of the terms and conditions, is returned to the Commission office.

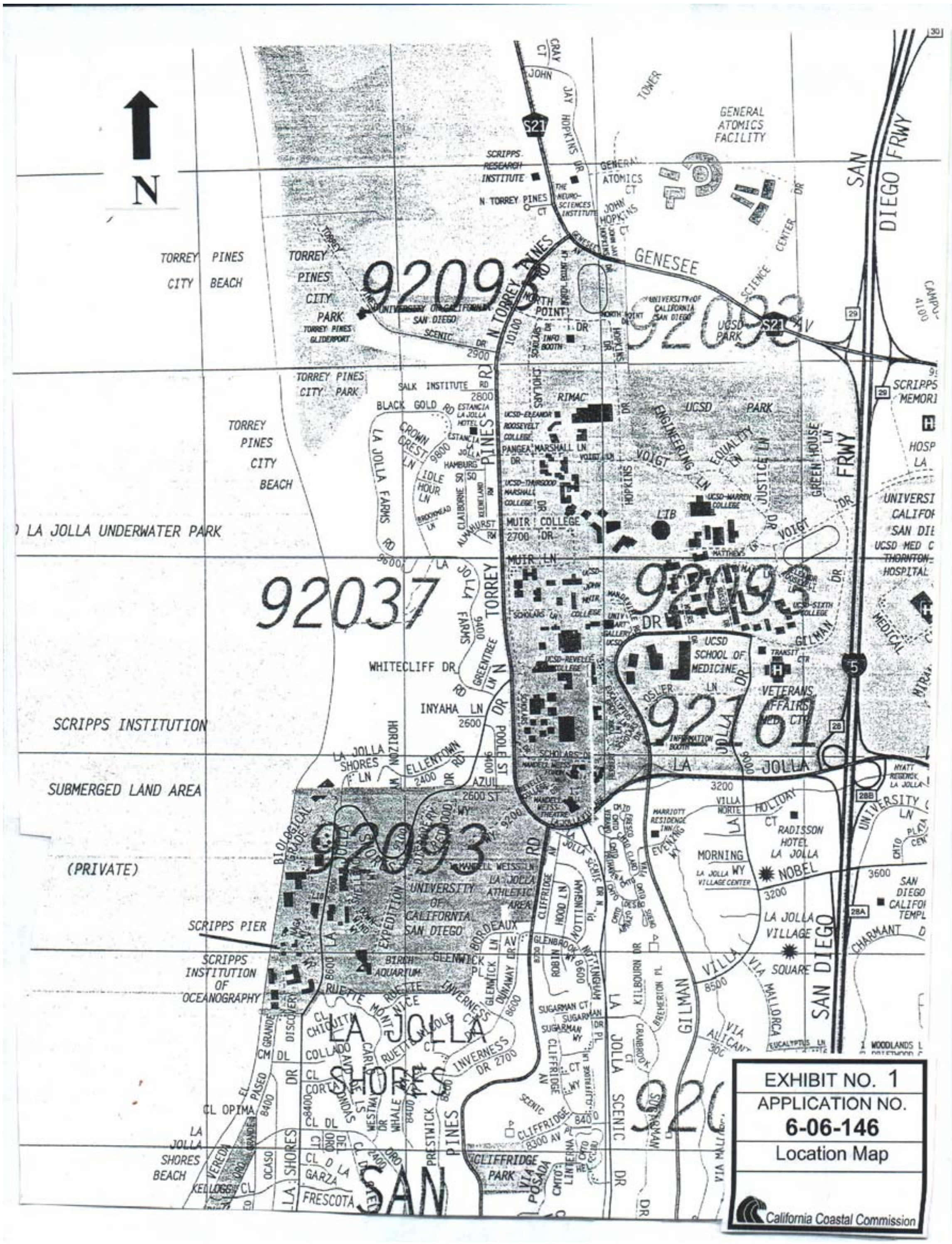
2. Expiration. If development has not commenced, the permit will expire two years from the date on which the Commission voted on the application. Development shall be pursued in a diligent manner and completed in a reasonable period of time. Application for extension of the permit must be made prior to the expiration date.

3. Interpretation. Any questions of intent or interpretation of any condition will be resolved by the Executive Director or the Commission.

4. Assignment. The permit may be assigned to any qualified person, provided assignee files with the Commission an affidavit accepting all terms and conditions of the permit.

5. Terms and Conditions Run with the Land. These terms and conditions shall be perpetual, and it is the intention of the Commission and the permittee to bind all future owners and possessors of the subject property to the terms and conditions.

(G:\San Diego\Reports\2006\6-06-146 UCSD north student housing stf rpt.doc)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SUBMERGED LAND AREA
(PRIVATE)
SCRIPPS PIER
SCRIPPS INSTITUTION OF OCEANOGRAPHY
UCSD PARK
UCSD SCHOOL OF MEDICINE
92161
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UNIVERSITY OF CALIFORNIA SAN DIEGO
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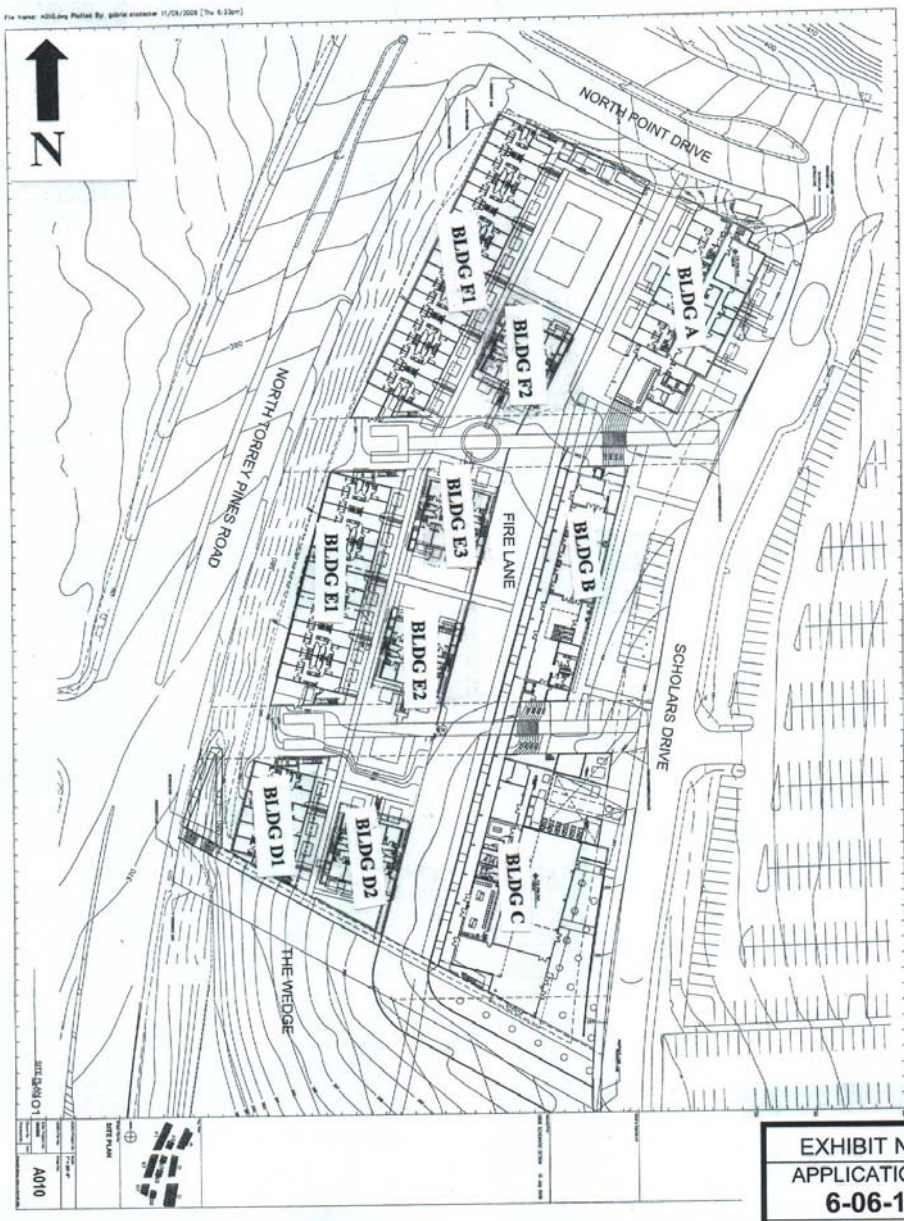
VILLA LA JOLLA
GILMAN
EXHIBIT NO. 1
APPLICATION NO.
6-06-146
Location Map
California Coastal Commission



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APPLICATION NO.
6-06-146
Site Plan
California Coastal Commission

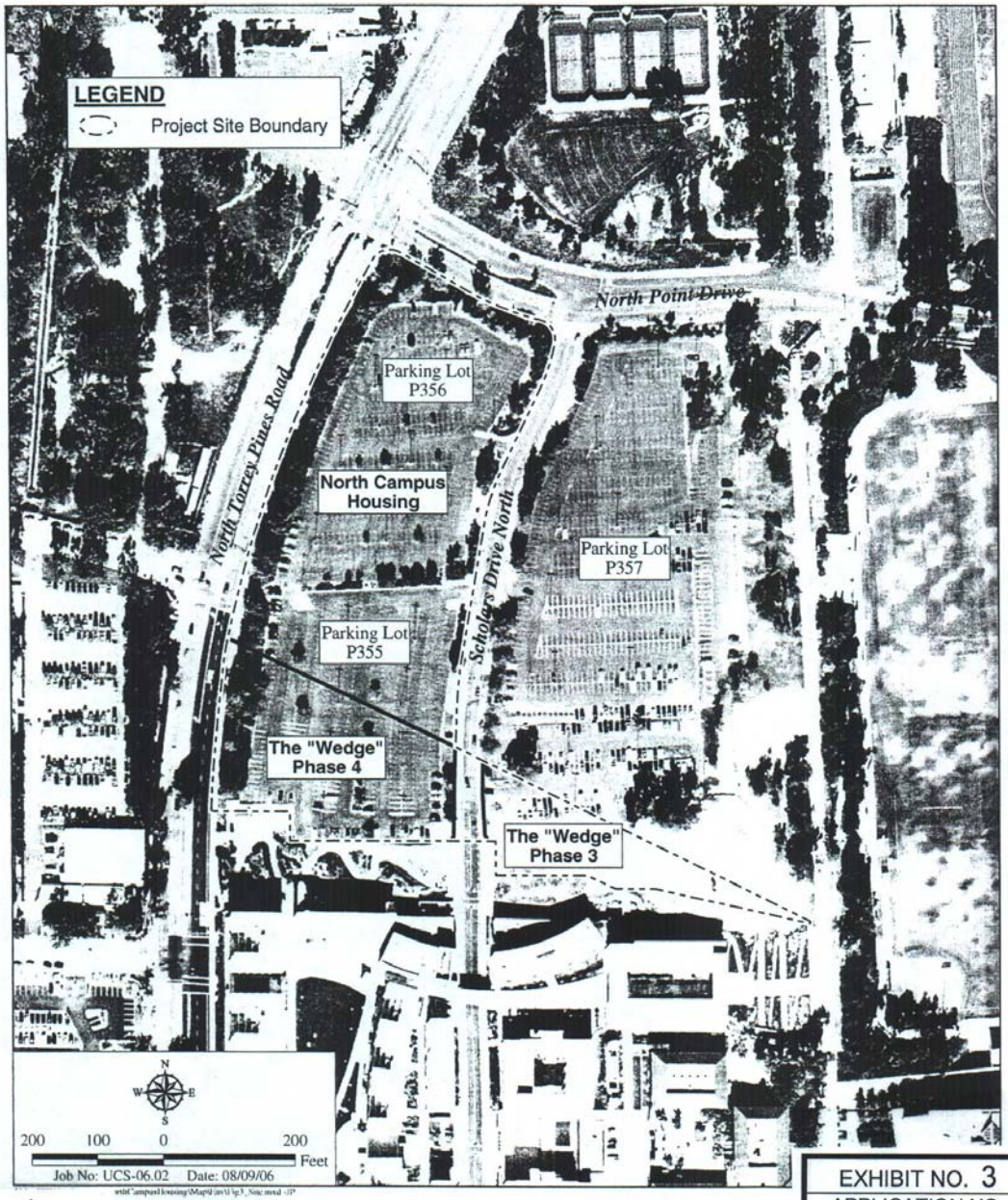


EXHIBIT NO. 3
APPLICATION NO.
6-06-146
Aerial Photo of Subject Site
California Coastal Commission

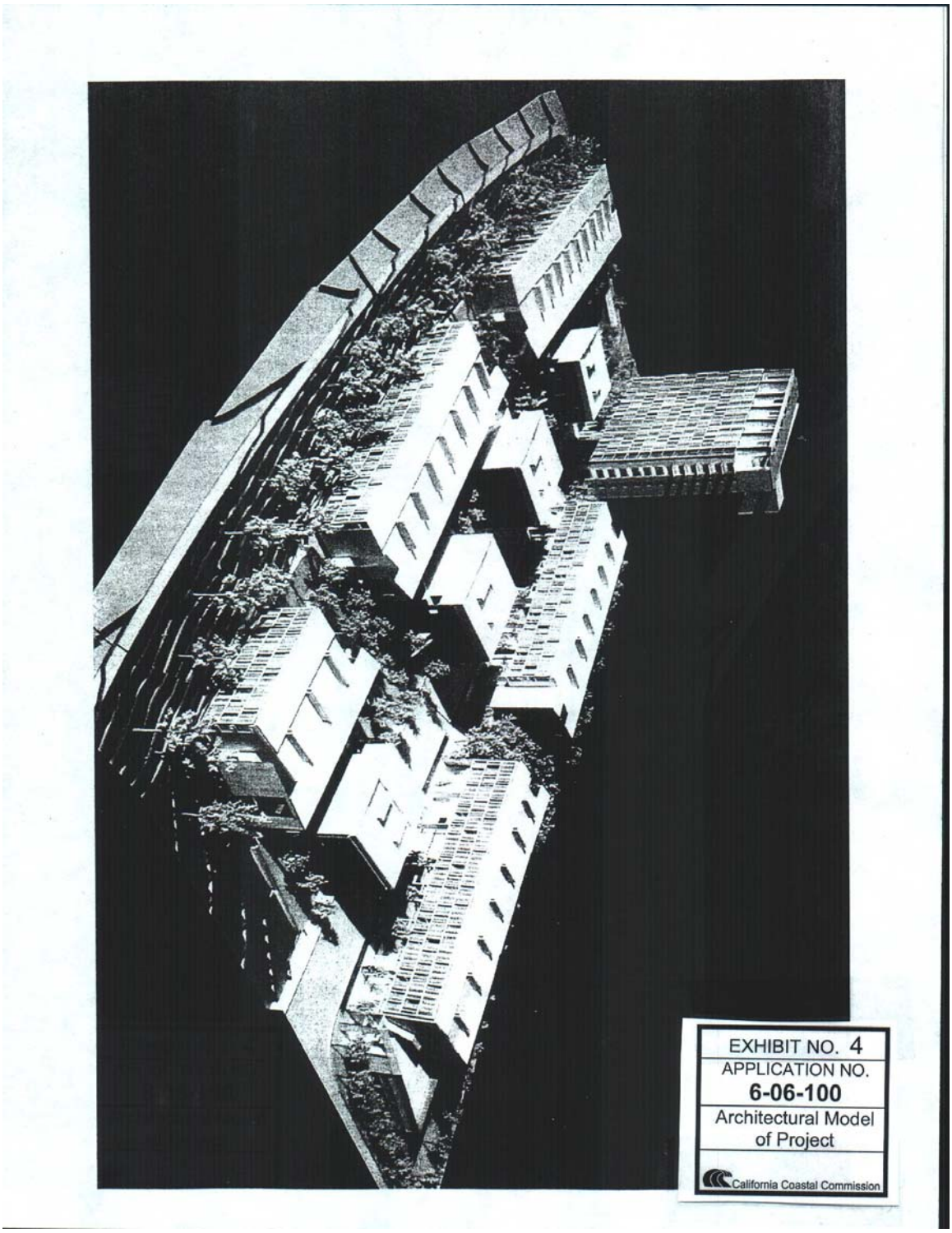


EXHIBIT NO. 4
APPLICATION NO.
6-06-100
Architectural Model
of Project
California Coastal Commission

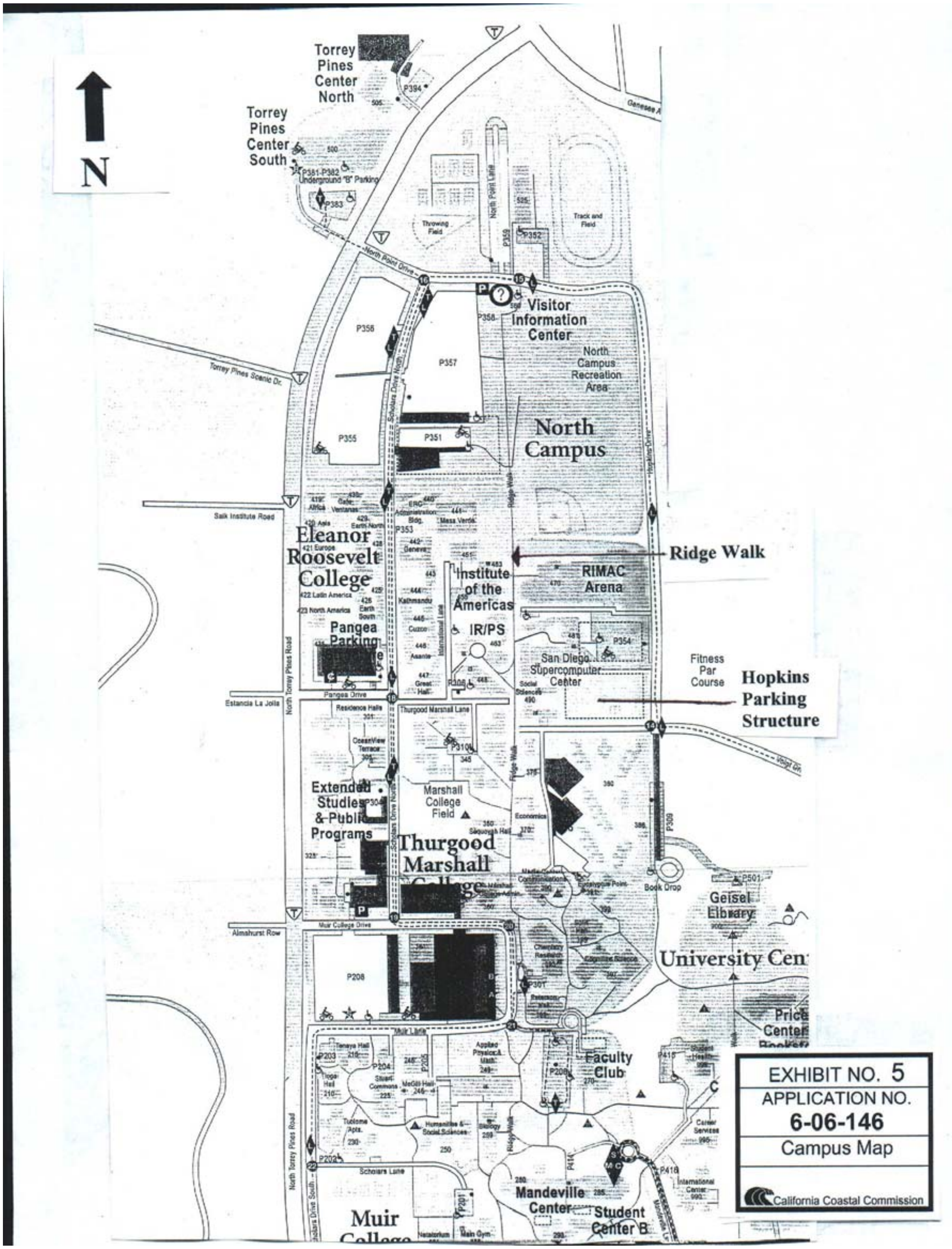
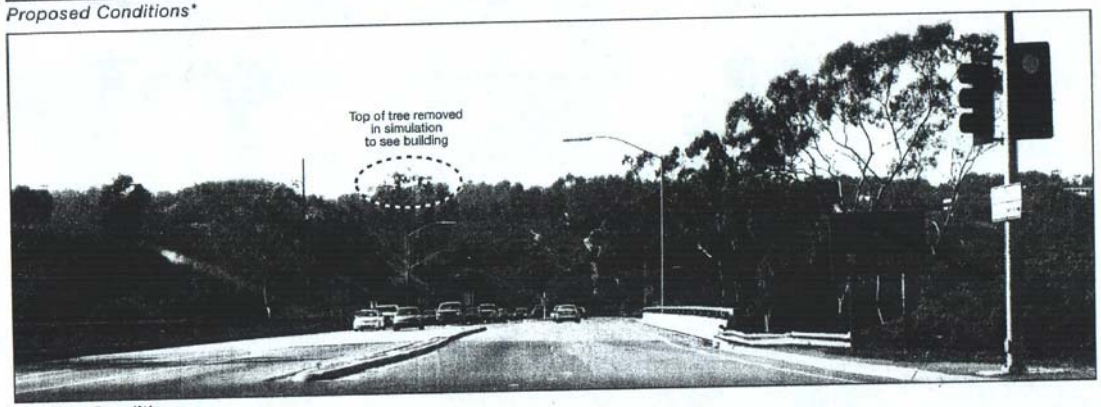


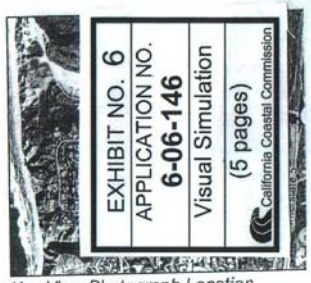
EXHIBIT NO. 5
APPLICATION NO.
6-06-146
Campus Map

California Coastal Commission

*Proposed Conditions**



Existing Conditions



Key View Photograph Location

EXHIBIT NO. 6
APPLICATION NO.
6-06-146
Visual Simulation
(5 pages)
California Coastal Commission

***Simulation Notes :** These simulations represent approxi renderings of project elements based on currently avai information from engineering plans.*

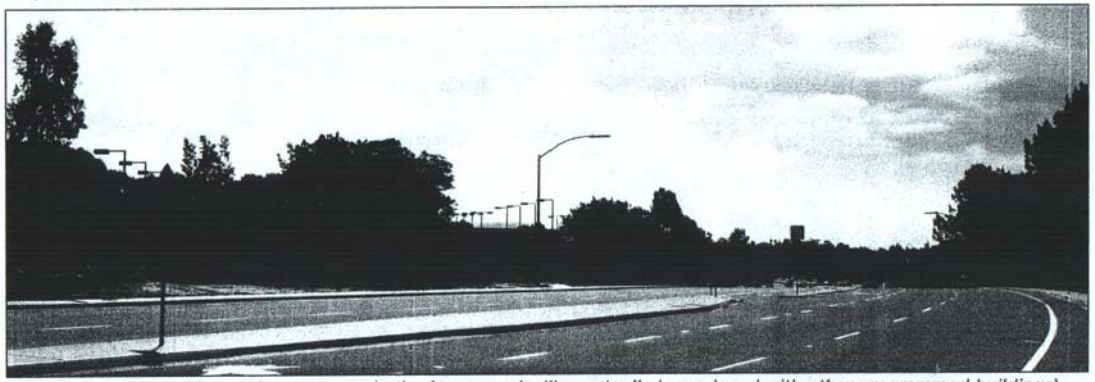
UCSD North Campus Housi

Visual Simulation #1

View from Genesee Ave. & Interstate 5 looking west

Figu

*Proposed Conditions**



Existing Conditions (the tennis court area in the foreground will eventually be replaced with other programmed buildings).

Key View Photograph Location

***Simulation Notes :** These simulations represent approxi renderings of project elements based on currently avai information from engineering plans.*

UCSD North Campus Housi

Visual Simulation #2

View from N. Torrey Pines Rd., past Genesee Ave. looking south

Figur

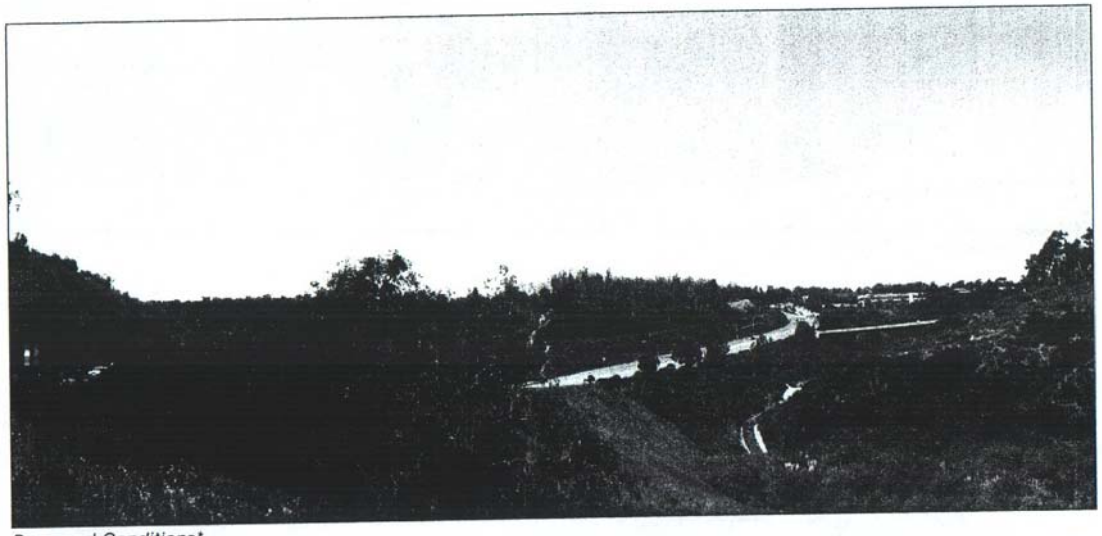
*Proposed Conditions**

Existing Conditions

Key View Photograph Location

*** Simulation Notes :** *These simulations represent approximate renderings of project elements based on currently available information from engineering plans.*

UCSD North Campus Housing	
Visual Simulation #3	
View from Torrey Pines Gliderport looking east	Figure __-__-__



Proposed Conditions*

Existing Conditions

Key View Photograph Location

* **Simulation Notes :** *These simulations represent approxi renderings of project elements based on currently avai information from engineering plans.*

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Visual Simulation #4

View from Southbound I-5
Genesee offramp looking west

Figu

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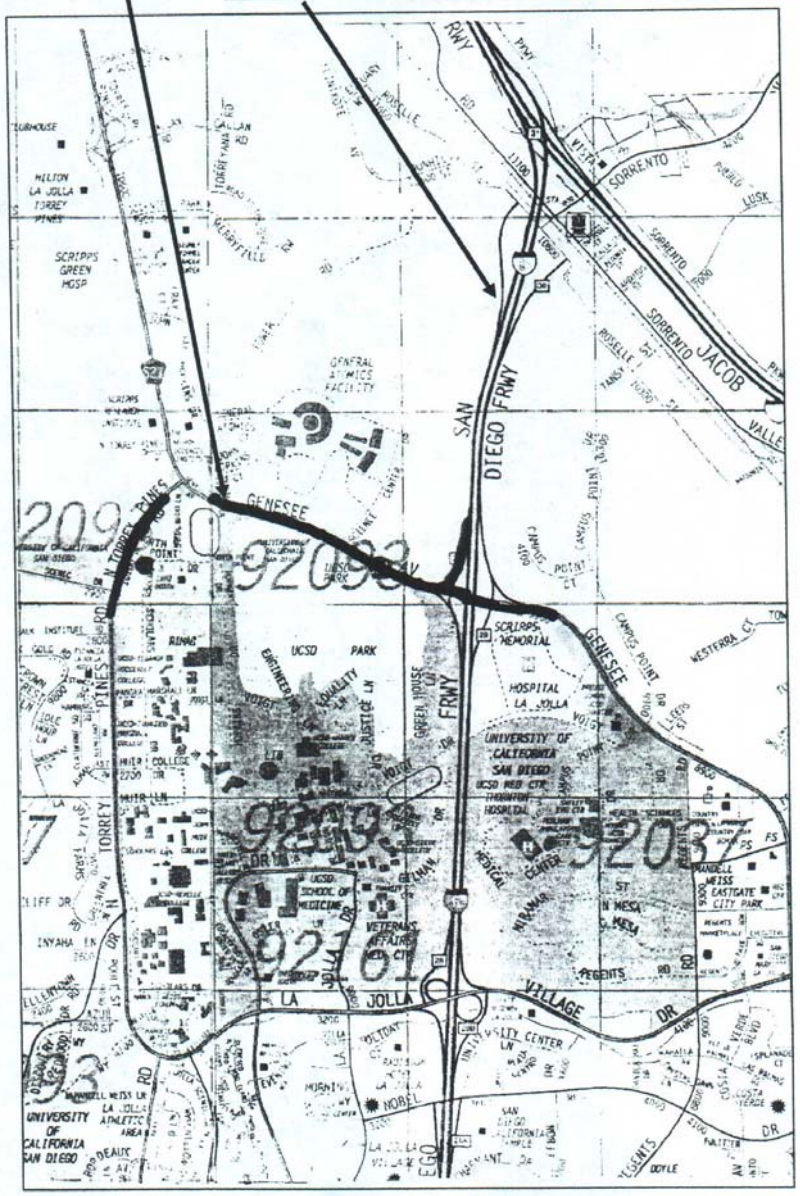
Roadways from which project is visible

Roadways from which project is not visible



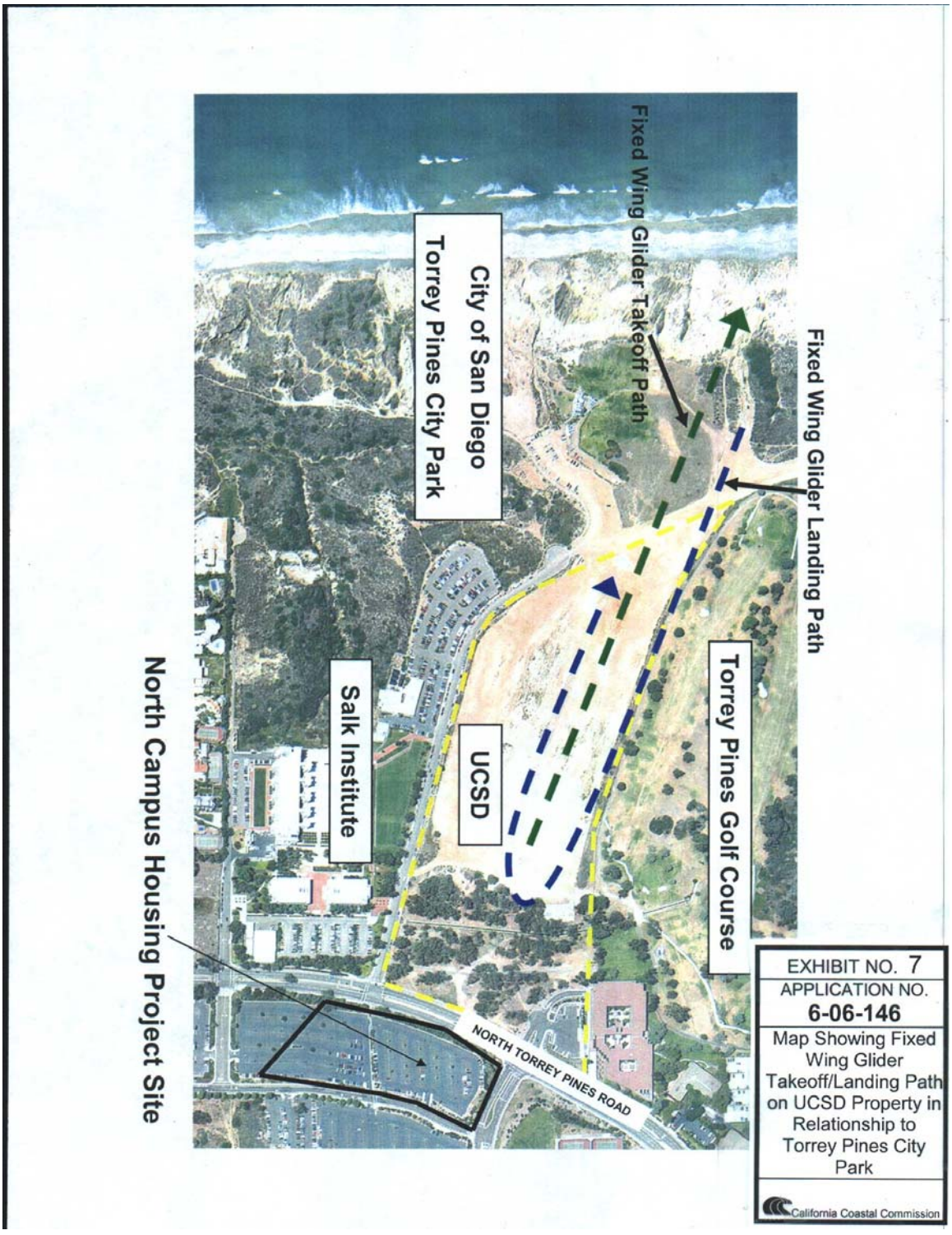


EXHIBIT NO. 7
APPLICATION NO.
6-06-146
Map Showing Fixed Wing Glider Takeoff/Landing Path on UCSD Property in Relationship to Torrey Pines City Park

California Coastal Commission