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Th12a

Prepared December 23, 2016 (for January 12, 2017 hearing)

To: Coastal Commissioners and Interested Persons

From: Susan Craig, Central Coast District Manager
Ryan Moroney, Supervising Coastal Planner

Subject: **UCSC Marine Science Campus Coastal Long Range Development Plan (CLRDP) Notice of Impending Development Number 8 (SCZ-NOID-0010-16) (Parking Improvements).** Coastal Commission consideration of UCSC's notice regarding its intent to construct Parking Lot E and expand the existing Seymour Marine Discovery Center parking lot of the Marine Science Campus, pursuant to the certified CLRDP.

SUMMARY OF STAFF RECOMMENDATION

The University of California at Santa Cruz's (UCSC's) Marine Science Campus (Campus) Coastal Long Range Development Plan (CLRDP) was certified by the Coastal Commission on January 7, 2009. UCSC is now pursuing its eighth project pursuant to the CLRDP, and has submitted the above-referenced notice of impending development (NOID) to the Commission and is requesting that the Commission concur that the proposed project is consistent with the certified CLRDP.

The proposed project consists of construction of a new parking lot E and reconfiguration and expansion of the existing Seymour Marine Discovery Center ("Seymour Center") parking lot at the Campus. The new parking lot E would provide 91 spaces on an approximately one-acre site north of the Coastal Biology Building currently under construction. The Seymour Center parking lot, which is located near the southern end of the Campus (in the "Lower Terrace"), currently provides 82 parking spaces, including 10 dedicated for coastal access visitors and 40 dual-use (coastal access visitors and visitors to the Seymour Center). Under the proposed project, this lot would be reconfigured and expanded by about 16,000 square feet to add 55 new spaces. In total, the project that is the subject of this NOID would allow for 146 new parking spaces (91 in parking lot E plus 55 in the Seymour Center parking lot).

The CLRDP includes multiple policies that regulate campus development in general, as well as Coastal Campus parking specifically. Development as approved under the CLRDP is generally limited to areas outside of identified resource protection areas (e.g. wetlands, the Younger Lagoon Reserve, etc.). In addition, a minimum number of parking spaces must be reserved for public coastal access, the total campus parking is capped at 795 spaces, and any new parking

facilities must be justified by evidence that existing parking is not adequate. Campus parking is purposefully limited so as to avoid covering large portions of the Campus with parking areas (thus better protecting on-site resources) and to reduce Campus reliance on automobile transportation (thus reducing its attendant adverse impacts on and off-site). Moreover, the CLRDP policies in Section 5.3 include provisions for dedicated and shared public coastal access parking areas in order to ensure that parking controls and parking space limitations have the minimum impact on public coastal access.

The proposed improvements are consistent with the coastal resource protection policies of the Commission-approved CLRDP. Specifically, with respect to natural resource protection, the University conducted an updated wetland delineation as required by the CLRDP, which resulted in the expansion of the area mapped "Wetland 5" (and its associated buffer) located near the Seymour Center parking lot. Per the CLRDP, development is generally prohibited within a 100-foot buffer of any wetland. In this case, the proposed Seymour Center parking lot expansion is located more than 100 feet (approximately 108 feet) from the updated boundaries of Wetland W5. Thus, the proposed parking lot expansion is consistent with the wetland buffer requirements of the CLRDP. Moreover, the additional proposed parking improvements will result in 476 total spaces (146 new spaces as proposed for this project, in addition to 330 existing spaces), well below the 795 maximum identified by the CLRDP, and will reduce the pressure on existing shared coastal access parking consistent with the CLRDP policies regulating development of new parking. Staff therefore recommends that the Commission determine that the parking improvements project is consistent with the certified CLRDP. The necessary motion and resolution to find the proposed development consistent with the certified CLRDP are found on page 3 below.

Staff Note - NOID Action Deadline: This NOID was filed as complete on December 8, 2016. The 30-working-day hearing deadline is January 24, 2017. (*See* Pub. Res. Code § 30606.) Thus, unless the University agrees to extend the hearing deadline (see Policy 8.4.2), the Commission must take action on the NOID by January 24, 2017 or it will be deemed consistent with the CLRDP.

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EXHIBITS

Exhibit 1: Location Map and Site Plan
Exhibit 2: Project Plans
Exhibit 3: Correspondence
Exhibit 4: Comment on Applicant's CEQA document
Exhibit 5: Applicant's Response to comment

I. MOTION AND RESOLUTION

Staff recommends a **YES** vote on the motion below. Passage of this motion will result in a determination that the development described in the UCSC NOID 8 is consistent with the certified UCSC CLRDP, and adoption of the following resolution and findings. The motion passes only by affirmative vote of a majority of the Commissioners present.

Motion: *I move that the Commission determine that the development described in UCSC Notice of Impending Development Number 8 is consistent with the certified University of California at Santa Cruz Coastal Long Range Development Plan, and I recommend a* ***yes*** *vote.*

Resolution: *The Commission hereby determines that the development described in UCSC Notice of Impending Development Number 8 is consistent with the certified University of California at Santa Cruz Coastal Long Range Development Plan for the reasons discussed in the findings herein.*

II. FINDINGS AND DECLARATIONS

A. UCSC CLRDP

General CLRDP Background

As an alternative to project-by-project coastal permit review, Coastal Act Section 30605 allows for, among other things, universities to develop long-range development plans for Coastal Commission certification. Once certified, each university is the primary entity responsible for ensuring that future development on the site is consistent with the certified long range development plan, subject to ongoing Commission oversight. (*See* Pub. Res. Code § 30606.) UCSC's Marine Science Campus CLRDP was certified by the Coastal Commission on January 7, 2009.

UCSC's Marine Science Campus

UCSC's Marine Science Campus (Campus) site is located directly adjacent to the Monterey Bay National Marine Sanctuary (Sanctuary) just within the western border of the City of Santa Cruz in Santa Cruz County (see **Exhibit 1** for a location map).[1] Agricultural land extends to the west along the coast beyond the Younger Lagoon Reserve and the western Campus boundary. To the north are the Union Pacific Railroad tracks, the Raytek industrial facility, and Highway One. To the south lies the Sanctuary and the Pacific Ocean, and to the east is Antonelli Pond (north of Delaware Avenue) and the densely packed De Anza Mobile Home Park (south of Delaware Avenue) beyond which is Natural Bridges State Park and past that West Cliff Drive in the City of Santa Cruz.

The Campus site is primarily made up of a relatively flat terrace area (roughly 73 acres) sloping gently from north to south (to the ocean) with the remainder occupied by a large arroyo feature (roughly 25 acres) on the west of the site, at the base of which lies Younger Lagoon, an estuarine lagoon that connects (at times) to the ocean. A sandy beach area fronts Younger Lagoon below the terrace. The lagoon, the beach, the arroyo and a portion of the terrace make up Younger Lagoon Reserve. The terrace portion of the site includes within it a 2.5 acre federally-owned parcel completely surrounded by UCSC property. Altogether, the Campus (including the federal in-holding and the Younger Lagoon Reserve) is about 100 acres.[2]

UCSC'S Marine Science Campus CLRDP

UCSC's Marine Science Campus CLRDP was certified by the Coastal Commission on January 7, 2009. The CLRDP provides a blueprint for future development of the site including a maximum increase of about 600,000 square feet of new Campus facilities mostly within four distinct development zones (occupying about one-third of the terrace area) for an expanded Marine Science Campus. The CLRDP provides for roughly 340,000 gross square feet of potential new facilities within the four development zones in new one- and two-story buildings

[1] The main UCSC campus is located roughly two miles inland of the Campus in the rolling foothills northwest of downtown Santa Cruz.

[2] As required by the CLRDP, the terrace areas located outside of the allowed development footprint on the Marine Science Campus were added to Younger Lagoon Reserve in 2009. Thus, when added to the original 25-acre Reserve area, Younger Lagoon Reserve now occupies 72 acres of the Marine Science Campus.

up to 36 feet tall, with the remainder in outdoor research and support areas. Several of these buildings, including the Coastal Biology Building, are currently under construction. The CLRDP also accounts for additional areas of roads, and some natural drainage ponds, outside of the four development nodes. Overall, and at full buildout, the CLRDP allows for the Campus to grow by about three times its size at certification. In addition to the building program, the CLRDP also provides for an expanded public access trail system and natural habitat restoration in those wetland and open space areas on the terrace that are not part of the proposed development zones (roughly 47 acres) that, per the CLRDP, have been added to Younger Lagoon Reserve. As relevant to this application, Figure 5.5 (Circulation and Parking Diagram) identifies the subject sites as "Major Parking Locations."

B. UCSC NOID 8

Notices of Impending Development

Under a certified CLRDP, University development of specific projects contained in the CLRDP can proceed without a coastal permit, provided the University sends a Notice of Impending Development (NOID) to the Commission and other interested parties prior to undertaking development, and either the Commission deems the identified development project consistent with the CLRDP (with or without conditions to make it so) within 30 working days after the NOID is filed with the Commission or else the development is deemed consistent if the Commission fails to act upon the NOID in a timely manner.[3] Pursuant to Coastal Act Sections 30605 and 30606 and Section 13550(d) of Title 14 of the California Code of Regulations, the Commission may impose conditions on such development project proposals limited to ensuring consistency with the Coastal Act and the certified CLRDP.

NOID 8 – Parking Improvements

The proposed project is construction of new parking lot E and reconfiguration and expansion of the existing Seymour Center parking lot at the Coastal Science Campus. The new parking lot E will provide 91 spaces on an approximately one-acre site in the "Middle Terrace" just north of the Coastal Biology Building, which is currently under construction. The Seymour Center parking lot, which is located near the southern end of the campus (in the "Lower Terrace"), currently provides 82 parking spaces, including 10 spaces dedicated for coastal access visitors and 40 dual-use (i.e. coastal access and/or Seymour Center visitors) spaces. Under the proposed project, this lot would be reconfigured and expanded by about 16,000 square feet to add 55 new parking spaces in three rows. The modifications to the Seymour Center lot also include storm water management and ADA access improvements. Specifically, ADA parking spaces will be reconfigured to be in line with the remainder of the parking lot and will be slightly closer to the

[3] Coastal Act Section 30606 requires that the University provide a NOID at least 30 working days prior to pursuing the development. 14 California Code of Regulations (CCR) Section 13549(b) provides that a NOID is only deemed filed following Executive Director review of the NOID and any supporting materials to ensure there is sufficient information for making the consistency determination. The filing review must be completed within ten working days after receiving the NOID submittal. (*Id.*) 14 CCR Section 13548 requires that the Commission take action on the notice within 30 working days of filing of the NOID or else the development is deemed consistent with the CLRDP. In sum, if the Commission does not take action within 30 working days of filing of the NOID, the identified development project is deemed consistent and can proceed. In the case of the UCSC CLRDP, the action deadline may be extended by UCSC for up to three months. (CLRDP Policy 8.4.2, Chapter 8).

Seymour Center entrance; a new ADA-compliant path will proceed northeasterly from the ADA spaces and connect to the existing trail that loops around the parking lot. Storm water management will be improved via the use of TrueGrid permeable pavers for the vast majority of parking spaces. This includes the removal of asphalt concrete surfacing and replacement with TrueGrid permeable pavers at all existing non-ADA spaces that will be retained as part of the project. The existing swales and curb-less design will be extended for each of the three new parking rows.

See **Exhibit 1** for a location map and a site plan; see **Exhibit 2** for the project plans.

C. CLRDP CONSISTENCY ANALYSIS

Applicable CLRDP Provisions

The CLRDP includes multiple provisions that regulate campus development in general, as well as coastal Campus parking specifically and figure 5.5 Circulation and Parking Diagram contemplates parking in the subject locations. Development is generally limited to areas outside of identified resource protection areas (e.g. wetlands, the Younger Lagoon Reserve, etc.). In addition, a minimum number of parking spaces must be reserved for public coastal access, the total Campus parking is capped at 795 spots, and any new parking facilities must be justified by evidence that existing parking is not adequate. Campus parking is purposefully limited so as to avoid covering large portions of the Campus with parking areas (thus better protecting on-site resources) and to reduce Campus reliance on automobile transportation (thus reducing its attendant adverse impacts on and off-site). Because of this parking space limitation, and because the CLRDP clearly states that Campus parking demand may not impact public parking or coastal access on streets adjacent to the Marine Science Campus, the CLRDP includes aggressive transportation demand management programs designed to bring students, faculty, and researchers to the Campus by means other than automobile. For those who do travel to the Campus via automobile, the CLRDP strongly encourages carpooling and vanpooling. To ensure that parking controls and parking space limitations have the minimum impact on public coastal access, the CLRDP policies in Section 5.5.3 (cited below) also include provisions for dedicated and shared public coastal access parking areas. Another key feature of the CLRDP's circulation plan is the development of parking for Campus use and public coastal access. Relevant policies include:

> ***Implementation Measure 3.2.9 – Wetland Buffers.*** *Buffers for wetlands delineated at the time of CLRDP certification shall be as shown on Figure 5.2 and in no case shall they be reduced. For any new wetlands identified and delineated pursuant to Implementation Measure 3.3.1, development shall be sited and designed to minimize wetland impacts, and development shall be prohibited within a 100 foot buffer of any such wetlands unless it is development allowed within areas designated Resource Protection Buffer, except that a reduced or greater buffer distance may be applied if supported by a site-specific biological evaluation indicating that a reduced buffer would not result in a significant adverse effect to the wetland, or that a greater buffer distance is needed. To the extent that new wetland areas are identified pursuant to Implementation Measure 3.3.1 and the appropriate buffer area is not already designated Resource Protection Buffer on Figure 5.2, the Resource Protection Buffer designation shall be applied to the wetland buffer*

area.

Implementation Measure 3.3.1 – Pre-development Evaluation of Wetland Conditions*. An evaluation of the development area shall be conducted prior to each development project. The evaluation shall include any changed site conditions that could affect wetland values protected by this CLRDP. A wetland evaluation shall be completed in the proposed development area (i.e., the proposed development footprint and a surrounding 200-foot buffer area) in consultation with the Executive Director, using the Coastal Act 30121 wetland definition. To the extent wetland areas are identified during this process that are not already designated Resource Protection on Figure 5.2, the Resource Protection designation shall be applied to the newly identified wetland area and uses and development limited in accordance with that designation (see Section 5.2.2, Resource Protection). For any newly identified wetland area, an appropriate buffer shall be established, based upon site-specific conditions in accordance with Implementation Measure 3.2.9.*

Implementation Measure 5.3.4 – Middle Terrace Public Coastal Access Parking. *A minimum of five public coastal access parking spaces shall be provided: (1) in that portion of subarea 9 (Figure 5.4) that is adjacent to any Campus support facilities in subarea 9 and that provides the easiest and most direct access to the public trails extending outside of the Middle Terrace development zone; or (2) in a location that provides the easiest and most direct access to Overlook E (Figure 9.1) and the public trail connection to Overlook E.*

Implementation Measure 5.3.5 – Lower Terrace Dual Use Parking (Public Coastal Access Parking and Discovery Center Parking). *A minimum of forty parking spaces in the Lower Terrace development zone shall be available and reserved exclusively for public coastal access parking and for parking by visitors to the Seymour Marine Discovery Center.*

Implementation Measure 5.3.7 – Parking Demand Satisfied On Campus. *New development shall include adequate and enforceable measures to ensure that parking demand associated with CLRDP development does not impact public parking or coastal access on streets adjacent to the MSC, including Delaware Avenue.*

Implementation Measure 5.4.1 – Development of New Parking. *New parking shall be developed as demand warrants up to a maximum of 795 spaces Campus wide. No new parking spaces shall be developed until existing parking spaces in a given development zone are greater than or equal to 90 percent utilized (on average). The parking supply requirements of Policy 5.3 and its implementation measures shall be satisfied pursuant to the timing identified in Figure 9.4.*

Consistency Analysis

In August 2016, as a precondition to proposing this development project, UCSC conducted a new delineation of the wetland boundary of the portion of Wetland W5 that is adjacent to the proposed Seymour Center parking lot expansion area on the Campus, as required by Implementation Measure (IM) 3.3.1. (The results of this delineation are the subject of a separate, concurrent CLRDP amendment also being considered by the Commission.) According to the

results of the delineation, changes were found in the perimeter of the previously mapped colonies of the obligate wetland plant false willow (*Baccharis douglasii*), resulting in a slight expansion of Wetland W5 and its associated buffer area. Per IM 3.2.9, development is generally prohibited within a 100-foot buffer of any wetland. In this case, the proposed Seymour Center parking lot expansion is located more than 100 feet from the updated boundaries of Wetland W5. Thus, the proposed parking lot expansion is consistent with the wetland buffer requirements of IM 3.2.9.

With respect to the CLRDP's parking policies and standards, IM 5.4.1 prohibits the development of new parking spaces until existing parking spaces in a given development zone are used 90% or more on average. In order to comply with IM 5.4.1, the University conducted multiple "spot surveys" during the summer and fall of 2016 (while construction of the Coastal Biology Building (CBB) was underway). Those surveys found that, on average, between 170 and 175 non-construction vehicles were parked in the 184 available parking spaces (equivalent to between 92% and 95% utilization). In addition to those vehicles, an additional 70 to 90 non-construction vehicles were parked primarily near the federal NOAA facility (Middle Terrace) and also near the existing Ocean Health building and Seymour Center facilities (Lower Terrace). Based on these surveys, the University determined that the current total number of vehicles parked ranged between 240 and 265, equivalent to 120% to 133% utilization of the existing formal parking capacity (meaning that some cars are being parked in areas not designated for parking, such as along McAllister Way).

Lots C and D are currently under construction and should be ready for use in early 2017, prior to the CBB opening. These lots will provide an additional 115 parking spaces in the Middle Terrace (including five dedicated coastal access visitor spaces, as required by IM 5.3.4), and should temporarily accommodate the current parking demand. However, Lots C and D were specifically designed to accommodate the CBB's estimated parking demand of between 106 and 164 vehicles upon project completion in September 2017 and once the CCB building opens, total parking demand on Campus is expected to increase in range from between 346 to 429 vehicles, equivalent to 110% and 137% utilization of existing capacity, both of which would be in excess of the 90% threshold identified in IM 5.4.1. Thus, the two proposed parking projects (i.e. new Lot E and the expanded Seymour Center parking lot) are intended to accommodate the increased visitation and peak parking demand on the Campus (and not on nearby public streets), as required by IM 5.3.7. In addition, the Seymour Center lot will maintain the minimum required 40 parking spaces available and reserved exclusively for public coastal access parking and for parking by visitors to the Seymour Marine Discovery Center, consistent with IM 5.3.5. Finally, with the proposed parking improvements, the total number of parking spots on the campus will be 476 (146 new spaces as proposed for this project, in addition to 330 existing spaces), well within the maximum 795 spaces allowed by IM 5.4.1. Thus, as proposed by the University, implementation of the proposed parking lot improvements is consistent with the certified CLRDP.

D. CALIFORNIA ENVIRONMENTAL QUALITY ACT (CEQA)

Section 13096(a) of Title 14 of the California Code of Regulations requires the Commission to make a specific finding that a permit application is consistent with any applicable requirements of CEQA. This requirement also applies to the Commission's review of NOIDs, based on Section 13550(d) of the Regulations. 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.

The University, as the lead agency under CEQA, certified a Final EIR (FEIR) for the CLRDP in September 2004. In November 2006, the University certified an addendum to the FEIR to respond to changes in the CLRDP in the time since the original FEIR certification, including changes stemming from Coastal Commission review of the CLRDP prior to certification. The University also, and again as the lead agency under CEQA, certified an EIR for the Marine Science Campus Projects on January 18, 2012, which analyzed the potential environmental impacts of four interrelated projects at the UC Santa Cruz Coastal Science Campus. The four projects, which are currently under construction, include development of a new laboratory building, greenhouses, and associated infrastructure. For the present project, the Applicant is proposing a change order to the existing construction contract to include construction of a new 91-space parking lot and reconfiguration and expansion of the existing Seymour Marine Discovery Center parking lot to add 55 spaces. An addendum to the Marine Campus EIR was distributed on June 9, 2016 and on July 15, 2016, UCSC's Vice Chancellor of Business and Administrative Services determined that the environmental consequences of the proposed project were adequately analyzed in the Marine Science Campus Projects' EIR as modified by the addendum and adopted CEQA findings related to same. In approving the EIR addendum, the University found that the project would not have significant adverse environmental impacts. A Notice of Determination was filed with the State Clearinghouse. One comment was submitted requesting that the University prepare a new EIR for the proposed parking change on the basis of new information regarding greenhouse gas emissions, that the University mitigate its parking needs with shuttles, buses, bike and pedestrian transportation, and that the Commission deny the NOID. (See **Exhibit 4**). The University's response to this comment is attached hereto as **Exhibit 5** and hereby incorporated by reference as adequately addressing the commenter's CEQA concerns. The Commission would further note that the CLRDP previously authorized a maximum of 795 parking spaces and therefore addressed the potential coastal resource impacts from parking up to that limit. This report has discussed the relevant coastal resource issues with the proposed project. All above findings are incorporated herein in their entirety by reference. The Commission has reviewed the relevant coastal resource issues raised by the proposed project, and has determined that the proposed project will not have adverse impacts on coastal resources.

The Commission finds that the proposed project will avoid significant adverse effects on the environment, within the meaning of CEQA. As such, there are no additional feasible alternatives or feasible mitigation measures available which would substantially lessen any significant adverse environmental effects that approval of the proposed project would have on the environment within the meaning of CEQA. The proposed project will not result in any significant environmental effects for which feasible mitigation measures have not been employed consistent with CEQA Section 21080.5(d)(2)(A).

APPENDIX A – SUBSTANTIVE FILE DOCUMENTS

1. CLRDP, including Appendix A – Resource Management Plan; Appendix B – Drainage Concept Plan
2. Terry Huffman, PhD., Huffman-Broadway Group, Inc. *Technical Letter Report, Reverification of CCC Wetlands and Corps Jurisdiction Boundaries, UCSC Marine Science Campus*, December 6, 2016
3. Terry Huffman, PhD., Huffman-Broadway Group, Inc., *Technical Letter Report, Reverification of CCC Wetlands and Corps Jurisdictional Boundaries, UCSC Marine Science Campus,* January 2011
4. University of California at Santa Cruz Marine Science Campus Projects Final Environmental Impact Report, November 2011
5. University of California Santa Cruz Addendum #1 to Marine Science Campus Projects EIR, Analyzing the Coastal Science Campus Parking Lots, June 2016

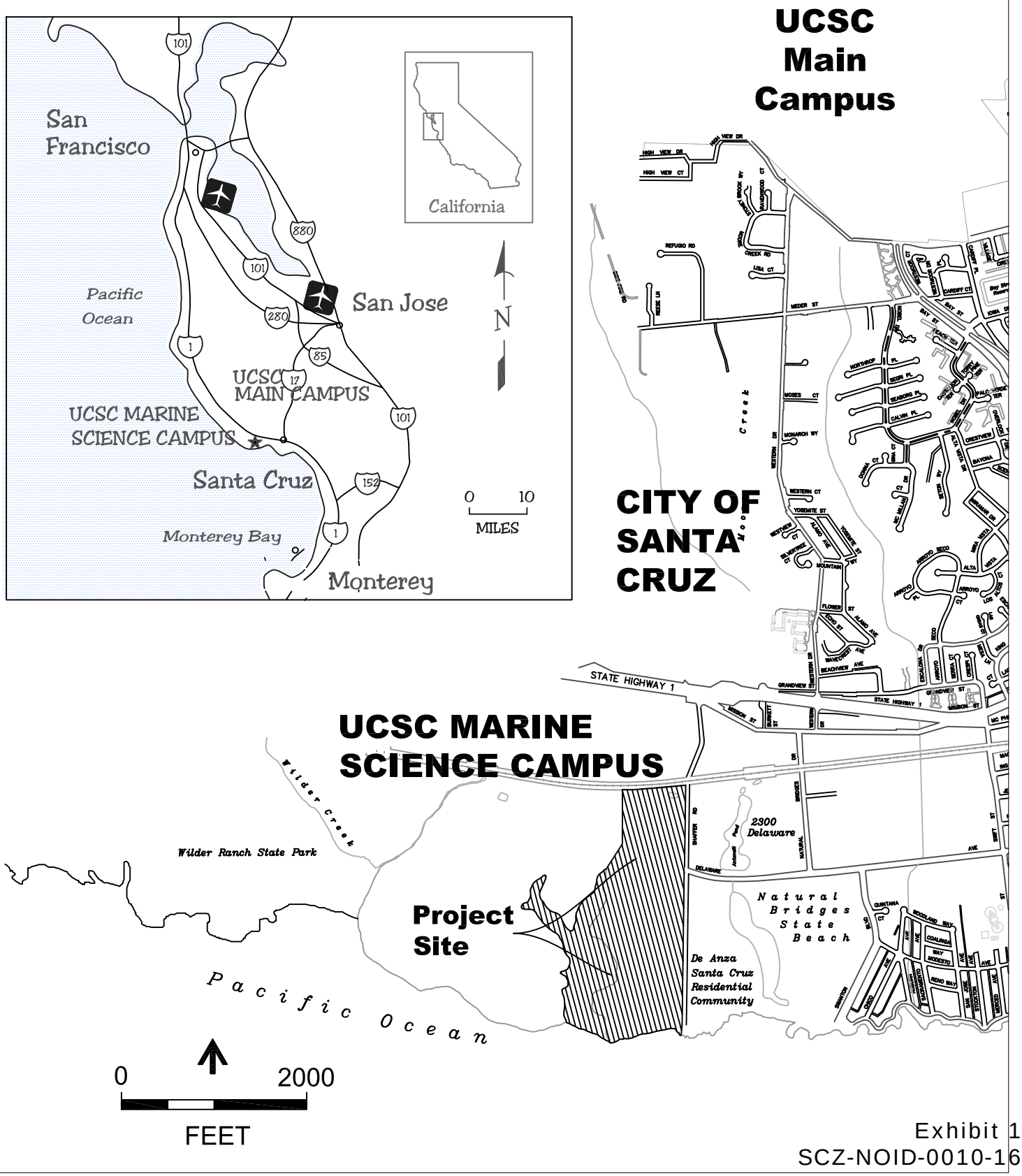


Exhibit 1
SCZ-NOID-0010-16
1 of 2

UC Santa Cruz, Marine Science Campus Coastal Biology Building and Infrastructure Improvements Addendum #1 to the MSC Projects EIR May 2016	Marine Science Campus Project Location	Figure 1

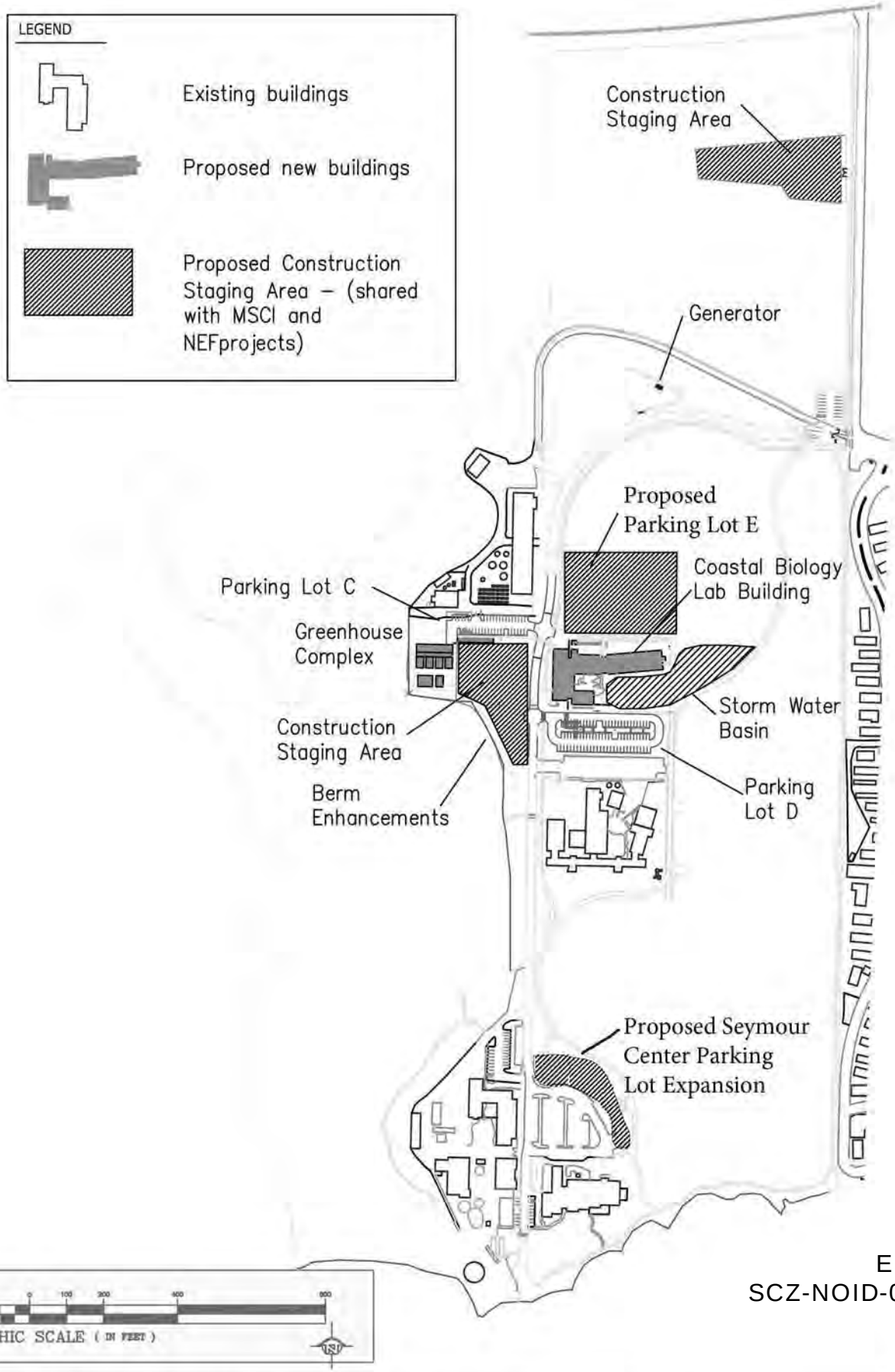
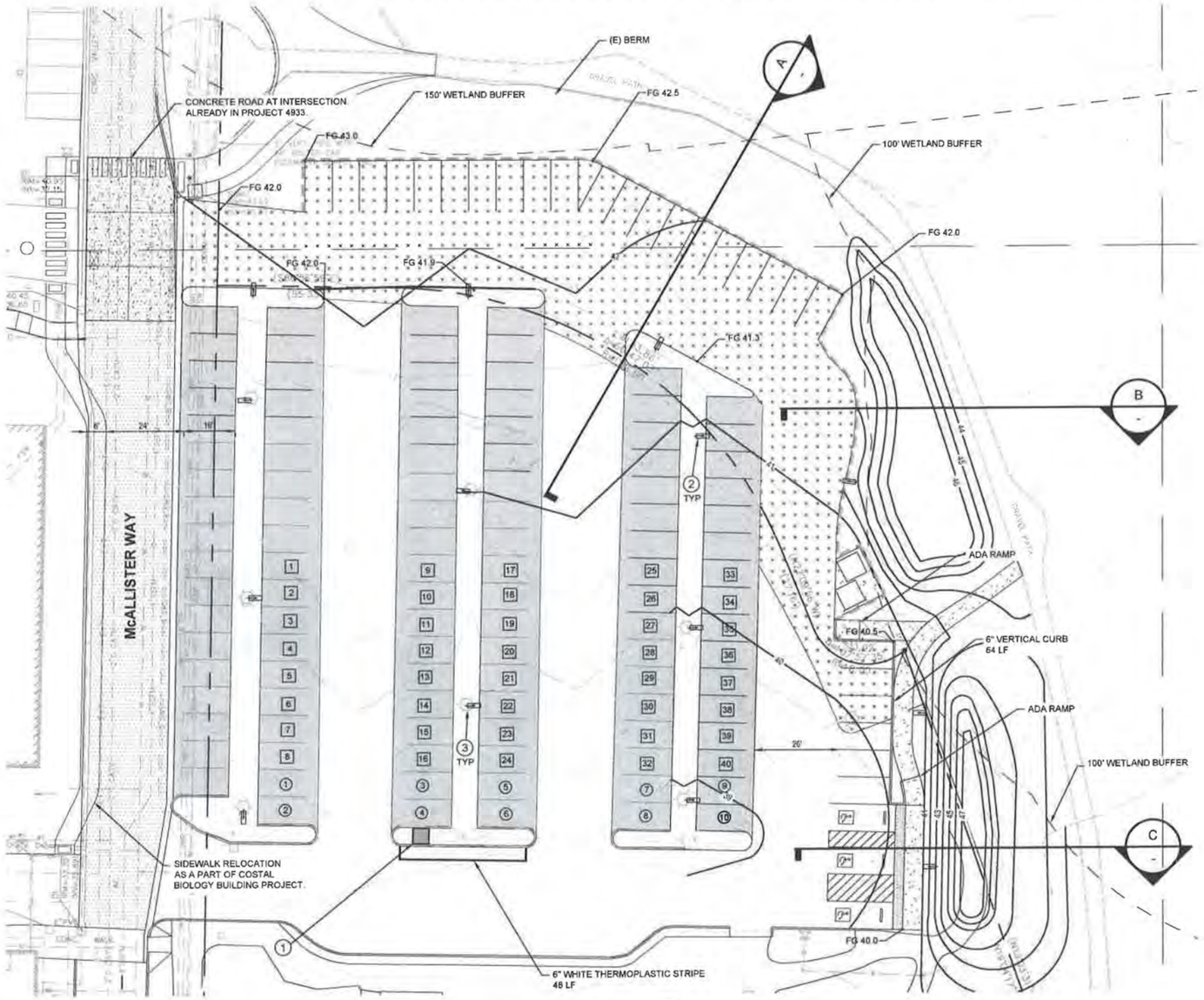


Exhibit 1
SCZ-NOID-0010-16
2 of 2

UC Santa Cruz, Marine Science Campus Coastal Biology Building and Infrastructure Improvements Addendum #1 to MSC Projects EIR May 2016	Proposed CBB Project Elements Revised to show proposed additional parking lot construction.	Figure 2



PLAN

SCALE: 1"=20' (0, 20', 40')

LEGEND

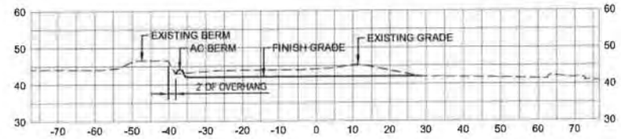
- 0.25' HMA PAVEMENT OVER 0.67 CL II AB
- 0.25' HMA PAVEMENT OVERLAY
- 1.8" TRUEGRID, 6" CRUSHED AGGREGATE
- 4" CONCRETE OVER 2" SAND
- TRUNCATED DOME DETECTABLE WARNING SURFACE
- (N) PARKING LOT LIGHT
- (E) PARKING LOT LIGHT
- 6" AC DIKE
- ① COASTAL VISITOR STALLS (RED SUPERSPOTS)
- [1] COSTAL VISITOR/CAMPUS VISITOR STALLS (YELLOW SUPERSPOTS)

SHEET NOTES

1. INSTALL PAYSTATION (LUKE II BY DIGITAL PAYMENT TECHNOLOGIES.
2. NEW FIXTURE, POLE AND BASE.
3. NEW FIXTURE ON (E) POLE.

GRADING QUANTITIES

CUT	FILL	NET (EXCESS)
1900 CY	350 CY	1550 CY



SECTION A

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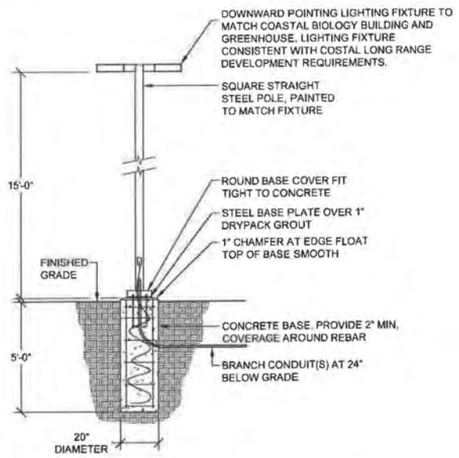
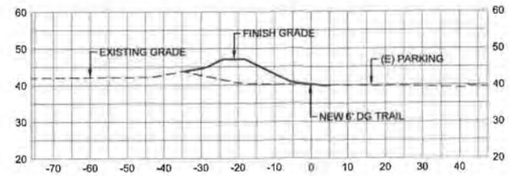


3 LIGHT POLE ELEVATION

NOT TO SCALE

SUPER SPOTS

NTS



SECTION C

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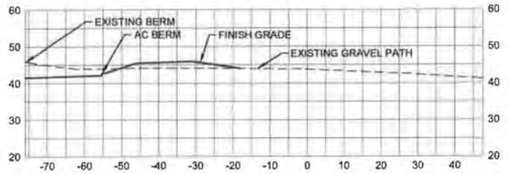


SECTION B

SCALE: 1"=20' (0, 20', 40')

Seymour Center Parking Lot

University of California, Santa Cruz

Consultant

GHD Inc
505 Montgomery Street Suite 2300
San Francisco California 94111 USA
T 1 415 283 4870 F 1 415 283 4880
W www.ghd.com

Stamp

Printing / Date
5.9.2016

No.	Revisions	Date

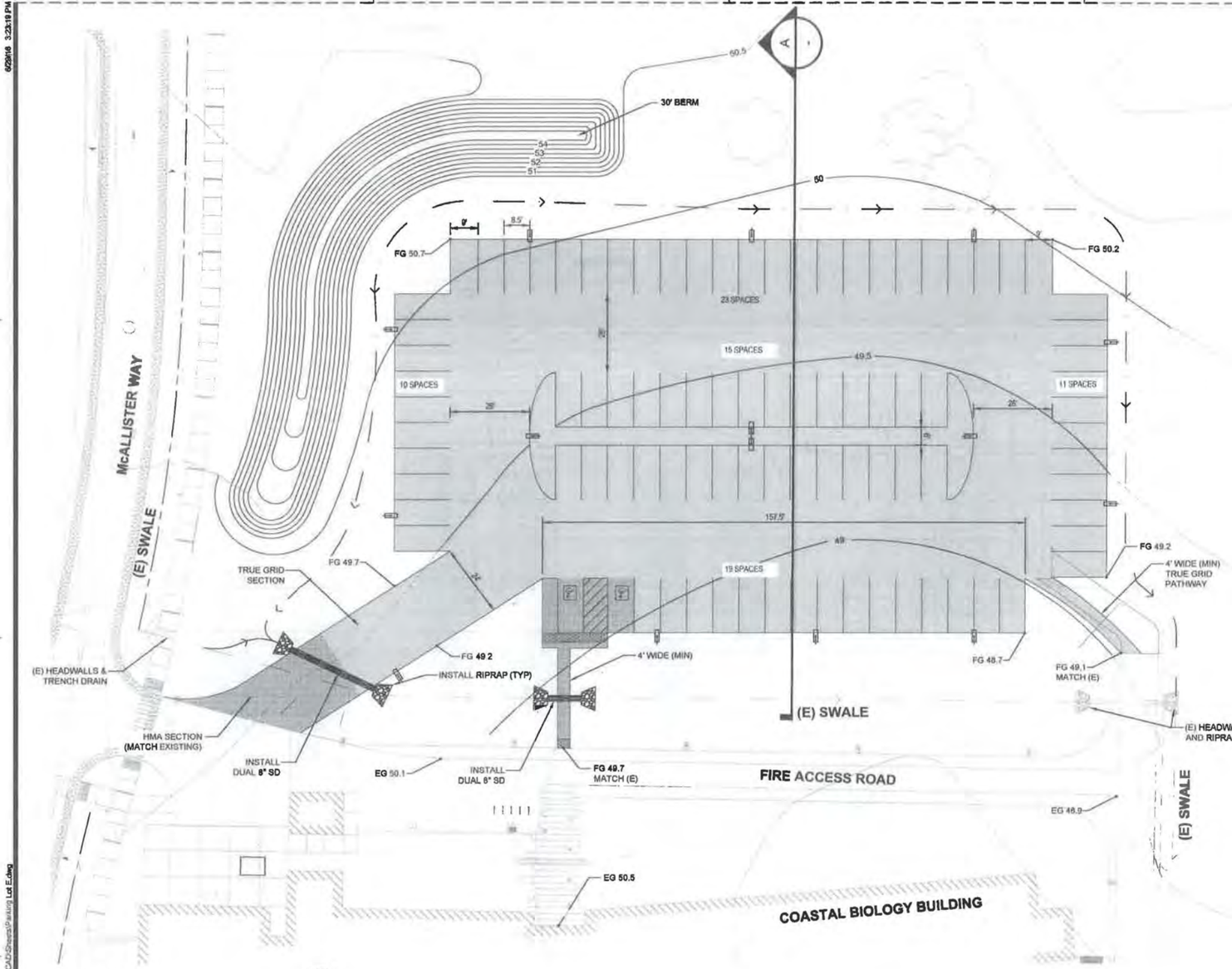
Scale

Drawn by
CB

EHDD Job Number
11109127

Sheet Title
CIVIL IMPROVEMENTS

INCREMENT #1
Sheet Number
1



PLAN
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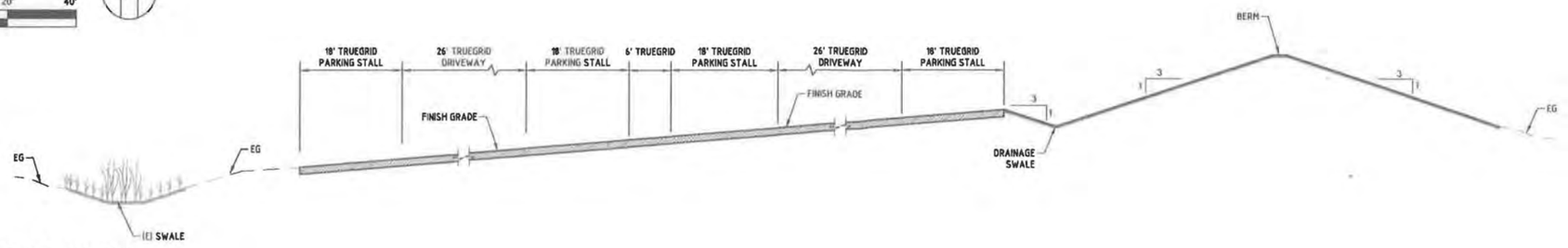
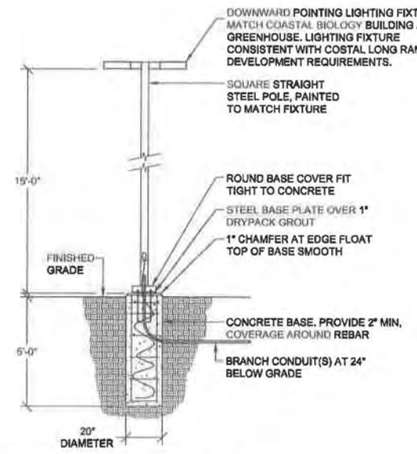


A PARKING LOT E SECTION
SCALE: NONE

LEGEND

- 1.8" TRUEGRID, 6" CRUSHED AGGREGATE
- TRUNCATED DOME DETECTABLE WARNING SURFACE
- (N) PARKING LOT LIGHT (1)
- 4" HMA OVER 8" CL II AB



(1) **LIGHT POLE ELEVATION**
NOT TO SCALE

PARKING LOT E

University of California, Santa Cruz

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100 Montgomery Street Suite 3300
San Francisco California 94111 USA
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Stamp

Printing / Date
5.09.2016

No.	Revisions	Date

Scale

Drawn by
BM

EHDD Job Number
11109127

Sheet Title
CIVIL IMPROVEMENTS

INCREMENT H1
Sheet Number
1

From: Mitchell lachman
To: Ryan Moroney
Subject: hi
Date: Tuesday, December 06, 2016 8:25:39 AM

Hello Mr. Moroney,

regarding Longs Marine askance for parking. My request you negate that request, and mitigate their parking needs with shuttles, buses , and bicycles, walking . Longs Marine traffic impact on West Cliff is already at intolerable traffic congestion . They use it to commute. There is also the Global warming impact to adding more cars, and air quality to bicyclist/pedestrians along the West Cliff Drive.
This ever adding on to parking and travel use needs a leadership change to the alternative transportation venues available to us.
I know UCSC already shuttles and has bus service there, which should be enhanced so there is no need for added parking/
Good bye, Mitchell Lachman (a past contributor of soliciting signatures to get the Coastal Act on the ballot.)

REC'D JUL 12 2016

Comment Letter I-1

Alisa Klaus
UC Santa Cruz
Physical Planning and Construction
1156 High Street
Mailstop: PP&C
Santa Cruz, CA 95064

Re: Addendum #1 to Marine Science Campus Projects Environmental Impact Report Coastal Science Parking Lots

Dear Ms. Klaus, July 8, 2016

I request that a new Environmental Impact Report for the Marine Science Campus be prepared, before approval of a change order to the existing construction contract including the construction of a new 91-space parking lot and reconfiguration and expansion of the existing Seymour Marine Discovery Center parking lot to add 55 spaces.

I-1-1 The project requires a new EIR because significant new effects to the environment, caused by greenhouse gases, have been discovered since the last EIR was approved, in January 2012; specifically, climate change is causing the oceans to rise. Gary Griggs, Director of the Institute of Marine Sciences and Long Marine Laboratory at UC Santa Cruz, wrote an article published in the Santa Cruz Sentinel (June 26, 2016), in which he states, "There are simply too many people on the planet generating too many greenhouse gases, which are all trapping more heat." Adding 146 parking spaces to the Marine Science Campus is contradictory to Director Griggs' stated position that releasing 4 million tons of Carbon Dioxide every hour into the atmosphere without expecting some response "is real. It's bad", (as summed up by a former student.)

I-1-2 It is true, whether you believe it or not, that increasing the amount of parking at the Marine Science Campus will add to the amount of greenhouse gases emanating from the campus.

I-1-3 The intention to construct additional parking lots/spaces on the Marine Science Campus must be looked at in a fresh EIR with consideration to rising ocean levels. UC Santa Cruz has the resources to implement carpooling and bus service for those who are traveling to the Marine Science Campus, and these alternatives must be considered in the new EIR. UC Santa Cruz needs to reduce the number of parking spaces at the Marine Science Campus, not increase them, in order to be a good steward of the oceans and our environment.

A new EIR for the Coastal Science Campus is necessary because the dangers of climate change are more immediate and apparent now, than they were when the last EIR was approved, in 2012. Those who oppose this are especially culpable for their denial of "The signs and impacts...all around us" (Griggs Sentinel 6-26-2016) "...for a variety of reasons, often economic."

Protect the environment. Reduce parking and the accompanying pollution at the UC Santa Cruz Marine Science Campus. Don't allow economic deniers to add more greenhouse gases to our atmosphere, when there are alternatives to automobiles driven by single occupants (who willfully pollute for their own convenience.)

Sincerely,

Daniel Young

Daniel Young
2571 Parker Street
Santa Cruz, CA 95065-1634

Response to Comment Letter I-1

Response to Comment I-1-1: The commenter requests that a new environmental impact be prepared for the proposed expansion of the Seymour Marine Discovery Center parking lot and construction of new parking lot E, because new significant effects of greenhouse gas emissions, specifically, a rise in sea level, have been discovered since the MSC Projects EIR was certified in January 2012. The potential for global climate change induced by greenhouse gas emissions to result in rising average sea levels was well known in 2012, and is discussed in the MSC Projects EIR, at page, 3.5-2. Therefore, the information that global climate changes is causing sea level rise does not constitute new information of substantial importance that was not known at the time the MSC Projects EIR was certified, which would necessitate preparation of a new EIR.

Response to Comment I-1-2: As explained in Addendum #1, the new parking spaces are needed to meet existing demand for parking in the lower terrace development zone, and projected future demand associated with the Coastal Biology Building Project, which is currently under construction. Without the proposed new parking spaces, this future demand would be met by the ample street parking available immediately off campus. Therefore, the Campus does not anticipate that the additional parking spaces would induce new vehicle trips to the campus.

Response to Comment I-1-3: The Campus implements a transportation demand management program, as required by the CLRDP, to reduce the number of vehicle trips to the campus. This program includes subsidized bus passes for faculty and staff; a vanpool program available to faculty, staff, and students; Zimride, a Facebook-based application that provides ride matching to members of the UCSC community; and several programs to support the use of bicycles as a means of transportation. The proposed expansion of the Seymour Center parking to would facilitate the future extension of Metro bus service to the Coastal Science Campus by reconfiguring the parking lot to allow buses to turn around.