CALIFORNIA COASTAL COMMISSION
SAN DIEGO AREA
7575 METROPOLITAN DRIVE, SUITE 103
SAN DIEGO, CA 92108-4421
(619) 767-2370

W27c

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STAFF REPORT: REGULAR CALENDAR

Application No.:	**6-17-0929**
Applicant:	**University of California, San Diego**
Agent:	Anu Delouri
Location:	North Torrey Pines Rd and Muir College Dr, La Jolla, San Diego, San Diego County (APN: 344-080-16)
Project Description:	Construction of an approximately 1,000,000 sq. ft. mixed-use retail, academic, and residential complex consisting of six buildings two to fourteen stories in height over a four-story underground garage on a thirteen-acre site.
Staff Recommendation:	Approval with Conditions

SUMMARY OF STAFF RECOMMENDATION

The proposed North Torrey Pines Living and Learning Neighborhood (NTPLLN) would be located on the West Campus of the University of California San Diego (UCSD), and would consist of undergraduate student housing, academic and administrative space, retail space, communal open space, and underground parking. The thirteen-acre project site currently consists of two surface parking lots and the Center for Nuclear Magnetic Resonance Spectroscopy and Imaging of Proteins research facility, all of which would be demolished to make way for six new buildings ranging from two to fourteen stories in height and one million square feet arranged around two central courtyards over a four-story underground garage. UCSD, one of the largest universities in San Diego County with approximately 32,000 students, 1,300 faculty, and 16,000 staff, is proposing this project in response to past and anticipated enrollment growth and its resultant need for newer and larger facilities. The

project would consolidate the operations of the existing "Sixth College" currently located elsewhere on campus into one complex.

The primary potential impact associated with the proposed development is to public access from the introduction of 2,000 student housing beds and facilities for 1,000 staff along one of the main thoroughfares in this portion of the coastal zone: North Torrey Pines Road. As it is, North Torrey Pines Road already sees heavy usage from existing students and residents in the nearby homes, in addition to coastal visitors travelling through the area on their way to coastal destinations such as the glider port, La Jolla Shores, and Black's Beach. Many of the adjacent intersections become heavily congested during the heavy-use hours of the morning and evening, and the introduction of a substantial number of students will likely exacerbate the situation.

Relatedly, because UCSD currently has a daily max population of 50,000 people, lack of parking is a chronic issue, with on-campus supply operating at or near capacity every weekday. This causes spillover of campus parking demand onto nearby public streets and parks, such as the bluff top municipal park adjacent to the gliderport. In anticipation of this and future increases in student population, the NTPLLN will incorporate underground parking with a greater amount of parking than currently exists on site on the surface lots. Nevertheless, such gradual increases will still be insufficient to meet the demand of a growing campus-wide population – of which this project is a part – and opportunities to further maximize campus parking while avoiding impacting existing habitat and encouraging use of alternate means of transit is important.

A traffic study for the project looked at thirteen intersections and nine street segments around the subject site, and determined that the majority of them would not be significantly impacted by the project with the implementation of various mitigation measures such as modified traffic signals or revisions in lane striping. One intersection where significant impacts were identified is at North Torrey Pines Road and La Jolla Shores, which is an important coastal access point. At this location, UCSD is not proposing to implement the mitigation measures identified in the traffic study because it would mean eliminating an existing bicycle lane and pedestrian crossing, which would adversely impact opportunities for alternatives to vehicles. Regardless of this one intersection, on balance, the project is not expected to substantially impact public access. Implementing street improvements that would deter bicycle and pedestrians would be inconsistent with the public access goals of the Coastal Act. Most importantly, the bulk of the traffic associated with the university and the proposed project is projected to occur during the morning and evening rush hours rather than mid-day beach visitation times. During the prime summer beach season, university related traffic drops significantly. Thus, traffic associated with the operation of the NTPLLN is not expected to have a substantial adverse impact on coastal access.

With regard to parking in particular, there is an increasing concern that UCSD is taking a potentially inconsistent approach to the issue of providing on-campus vehicle parking, while also trying to promote transit alternatives designed to reduce vehicle trips. Rather than review the campus's parking needs and how to reduce demand on a comprehensive basis, UCSD is planning on a case-by-case basis for the development of a number of new structures within the coastal zone that would increase demand for parking, and has also submitted separately

an application to build a new parking structure with 840 spaces within walking distance of the subject project (CDP No. 6-17-0812/Voight Parking Structure). As proposed, this building would be located in an open space area containing sage scrub and wetland habitat.

Moving more students onto campus as is proposed with the subject project, in conjunction with existing and forthcoming alternate transport offerings, will decrease reliance on vehicular travel, consistent with the Coastal Act. Building new parking structures could actually work against this goal, while improvements to public transportation in and around UCSD will help to reduce energy consumption, reduce greenhouse gas emissions, and improve air quality, consistent with the energy minimization policy of Coastal Act Section 30253(d).

However, while some amount of new campus parking is necessary until larger scale vehicle reduction strategies are available, it is important that the numerous projects being submitted by UCSD are evaluated in a more linked, systemic manner. The proposed project could present an opportunity to add additional spaces in the subject parking garage to relieve UCSD's stated need of 840 parking spaces in the Voight structure. The NTPLLN, which already includes excavating substantial fill to construct the proposed four-story underground garage, could be modified to add a fifth level of parking, which would not increase its footprint or result in any additional environmental impacts, unlike the proposed Voight structure. Therefore, **Special Condition No. 11** requires the Voight application to be reviewed by the Commission – or withdrawn – prior to the installation of the NTPLLN foundation, so as to not preclude potential addition of spaces to the subject project.

Because the site currently consists of two impervious parking lots, the NTPLLN development will improve water quality of the site by increasing the amount of pervious surface areas and installing multiple bioretention basins that, in conjunction with green roofs and similar Best Management Practices (BMPs), will decrease the off-site volumes of runoff flows while processing it though improved treatment measures.

Because the project site is located within the Pacific Flyway – an important avian migratory route – and in close proximity to the Pacific Ocean and terrestrial habitat areas – the construction of buildings up to fourteen stories in height introduces new risks of bird strike and habitat degradation that do not currently exist with the current parking lot use. In addition, substantial use of outdoor lighting could contribute to existing levels of sky glow and glare, degrading nearby habitat and potentially disorienting birds flying during the twilight hours. The installation and maintenance of new turf and landscaping areas could also introduce harmful chemical such as fertilizers and rodenticides that could adversely impact nearby waters and fauna.

To address these potential adverse impacts, Commission staff is recommending several special conditions. **Special Condition No. 1** requires adherence to approved final plans and final construction staging and storage plans, ensuring that the final development is constructed in a manner that conforms to the existing campus development context and is conducted in a manner that avoids construction traffic impacts to public access on nearby roads. **Special Condition No. 2** governs the final landscaping plan to ensure that low-flow irrigation, recycled water, and non-chemical rodent control techniques are used to the

greatest extent feasible to protect against unintended impacts on nearby water bodies and wildlife. **Special Condition No. 3** limits the use of outdoor lighting beyond safety and security needs so as to decrease the likelihood that the new buildings up to fourteen stories in height will not substantially contribute to sky glow and glare in the evening and night hours, as well as be subservient to the surrounding community and be less visually intrusive. Because these tall structures will be substantially covered in glass and located in close proximity to habitat wherein shorebirds recreate and feed, **Special Condition No. 4** delineates the bird-strike measures to be incorporated into the final design so as to decrease the likelihood of bird mortality arising from the development.

The introduction of 2,000 new beds and 1,000 staff offices adjacent to a heavily-used thoroughfare in close proximity to the coast has the potential to adversely impact traffic and discourage public access. **Special Condition No. 5** lists the traffic mitigation measures that UCSD must install at identified intersections to reduce anticipated impacts to levels below significance. **Special Conditions Nos. 6, 7, and 8** address temporary and permanent water quality protection measures to be taken during construction of the development and its future maintenance, so as to decrease off-site runoff flows and treat runoff that the site does produce during storms and daily use. While the project site consists mostly of surface parking lots, it does contain some amount of tall trees that, as seen elsewhere on campus, could potentially be used for raptor or shorebird nesting. Thus, **Special Condition No. 9** requires that pre-construction biological monitoring occur to make note of any active nesting in the area and implement necessary buffers so as to avoid impacting bird breeding activity. Due mostly to the proposed underground parking garage, the NTPLLN is expected to produce approximately 250,000 cubic yards of spoils to be exported. To ensure that this material does not find its way into coastal waters, **Special Condition No. 10** requires that any project-driven spoil export be deposited in a legal site outside of the coastal zone.

Commission staff recommends **approval** of coastal development permit application 6-17-0929 as conditioned.

TABLE OF CONTENTS

APPENDICES

EXHIBITS

I. MOTION AND RESOLUTION

Motion:

*I move that the Commission **approve** Coastal Development Permit Application No. 6-17-0929 subject to the conditions set forth in the staff recommendation.*

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

Resolution:

The Commission hereby approves coastal development permit 6-17-0929 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 and will not prejudice the ability of the local government having jurisdiction over the area to prepare a Local Coastal Program conforming to the provisions of Chapter 3. 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

This permit is granted subject to the following 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 of 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.

III. SPECIAL CONDITIONS

This permit is granted subject to the following special conditions:

1. **Submittal of Final Plans.**

   A. **PRIOR TO ISSUANCE OF THE COASTAL DEVELOPMENT PERMIT**, the applicant shall submit, for the review and written approval of the Executive Director, a full-size set of the following final plans:

      1. Final construction plan that conforms with the plans submitted to the Commission, titled "North Torrey Pines Living and Leaning Neighborhood," dated November 9, 2017.

      2. Final construction staging and storage plans that conforms with the plans submitted to the Commission, titled "North Torrey Pines Living and Learning Neighborhood," dated November 9, 2017.

   B. The permittee shall undertake development in conformance with the approved final plans unless the Commission amends this permit or the Executive Director provides a written determination that no amendment is legally required for any proposed minor deviations.

2. **Final Landscape Plan.**

   A. **PRIOR TO ISSUANCE OF THE COASTAL DEVELOPMENT PERMIT,** the applicant shall submit, for review and written approval by the Executive Director, two (2) full size sets of final landscaping plans prepared by a licensed landscape architect or a qualified resource specialist. The consulting landscape architect or qualified landscape professional shall certify in writing that the final Landscape plans are in conformance with the following requirements:

      1. It shall include a planting schedule that indicates that the planting plan shall be implemented within sixty (60) days of completion of construction. Within ninety (90) days of completion of construction, the Permittee shall submit for the review and written approval of the Executive Director a landscaping implementation report, prepared by a licensed Landscape Architect or qualified resource specialist that certifies whether the on-site landscaping is in conformance with the landscape plan approved pursuant to this special condition. The implantation report shall include photographic documentation of plant species and plant coverage.

2. All cut and fill slopes shall be stabilized with planting at the completion of final grading. Such planting shall be adequate to provide 90 percent coverage within two (2) years, and this requirement shall apply to all disturbed soils.

3. To minimize the need for irrigation all landscaping shall consist of primarily native drought tolerant plants, as listed by the California Native Plant Society. (See http://www.cnps.org/cnps/grownative/lists.php.) Some non-native drought tolerant non-invasive plants may be used within 30 feet of habitable structures. Use of turf irrigated with potable water shall be minimized and irrigated with water conserving systems. No plant species listed as problematic and/or invasive by the California Native Plant Society (http://www.CNPS.org/), the California Invasive Plant Council (formerly the California Exotic Pest Plant Council) (http://www.cal-ipc.org/), or as may be identified from time to time by the State of California shall be employed or allowed to naturalize or persist on the site. No plant species listed as a "noxious weed" by the State of California or the U.S. Federal Government shall be shall be planted or allowed to naturalize or persist on the site.

4. The use of rodenticides containing any anticoagulant compounds is prohibited, and the use of fertilizer shall be minimized to the greatest extent feasible.

5. All irrigation systems shall limit water use to the maximum extent feasible. Use of reclaimed water for irrigation is encouraged. If permanent irrigation systems using potable water are included in the landscape plan, they may only use water conserving emitters (e.g., microspray) or drip irrigation. Use of reclaimed water ("gray water "systems) and rainwater catchment systems is encouraged. Other water conservation measures shall be considered, including use of weather based irrigation controllers.

B. The permittee shall undertake development in accordance with the approved plan. Any proposed changes to the approved final plan shall be reported to the Executive Director. No changes to the approved final plans shall occur without a Commission amendment to this coastal development permit unless the Executive Director provides a written determination that no amendment is required.

3. **Final Lighting Plan.**

A. **PRIOR TO ISSUANCE OF THE COASTAL DEVELOPMENT PERMIT**, the permittee shall submit, for review and written approval of the Executive Director, a Final Lighting Plan for all night lighting impacts

associated with the proposed development. The Final Lighting Plan shall at a minimum include the following:

1. All allowed night lighting shall be minimized, directed downward, and shielded using the best available dark skies technology and pole height and design that minimizes light spill, sky glow, and glare impacts. The only outdoor night lighting allowed on the subject site is limited to the following:

    a. The minimum necessary to light walkways used for entry and exit to the structures, including parking areas on the site. This lighting shall be limited to fixtures that do not exceed three feet in height above finished grade, are shielded and directed downward, and generate the same or fewer lumens equivalent to those generated by a 60 watt incandescent bulb, unless a greater number of lumens is authorized in writing by the Executive Director.

    b. Security lighting attached to the structures shall use a control device or automatic switch system or equivalent functions to minimize lighting and is limited to same or fewer lumens equivalent to those generated by a 60 watt incandescent bulb. The control system shall include controls that automatically extinguish all outdoor lighting when sufficient daylight is available.

    c. The minimum necessary to light communal gathering spaces in the proposed central courtyards with the same or fewer lumens equivalent to those generated by a 60 watt incandescent bulb. This lighting shall be shielded and directed downward.

    d. All windows shall be comprised of glass treated to minimize transmission of indoor lighting to outdoor areas.

    e. No non-security lighting around the perimeter of the site and no lighting for aesthetic purposes is allowed.

B. The permittee shall undertake development in conformance with the approved final plans unless the Commission amends this permit or the Executive Director provides a written determination that no amendment is legally required for any proposed minor deviations.

4. **Bird-Safe Building Standards.**

A. **PRIOR TO ISSUANCE OF THE COASTAL DEVELOPMENT PERMIT**, the applicant shall submit to the Executive Director for review and written approval, project plans for the proposed development that are in compliance with bird-safe building standards for façade treatments, landscaping, lighting, and building interiors, as follows:

1. The amount of untreated glass shall be less than 35% of the building façade.

2. Acceptable glazing treatments include: fritting, netting, permanent stencils, frosted, non-reflective or angled glass, exterior screens, decorative latticework or grills, physical grids placed on the exterior of glazing, ultraviolet patterns visible to birds or similar treatments, as approved by the Executive Director.

    a. Where applicable, vertical elements within the treatment pattern should be at least 1/4” wide, at a maximum spacing of 4”;

    b. Where applicable, horizontal elements within the treatment pattern should be at least 1/8” wide, at a maximum spacing of two inches 2”; and

    c. No glazing shall have a “Reflectivity Out” coefficient exceeding thirty percent 30%. That is, the fraction of radiant energy that is reflected from glass or glazed surfaces shall not exceed 30%.

    d. Equivalent treatments recommended by a qualified biologist may be used if approved by the Executive Director.

3. Building edges of exterior courtyards and recessed areas shall be clearly defined, using opaque materials and non-reflective glass.

4. Trees and other vegetation shall be sited so as to avoid or obscure reflection on building facades.

5. Buildings shall be designed to minimize light spillage and maximize light shielding to the maximum feasible extent per the following standards:

    a. Nighttime lighting shall be minimized to levels necessary to provide pedestrian security.

    b. Building lighting shall be shielded and directed downward.

    c. Up-lighting and use of event “searchlights” or spotlights is prohibited.

    d. Landscape lighting shall be limited to low-intensity and low-wattage lights.

    e. Red lights shall be limited to only that necessary for security and safety warning purposes.

6. Artificial night light from interior lighting shall be minimized through the utilization of automated on/off systems and motion detectors.

7. Avoid the use of "bird traps" such as glass courtyards, interior atriums, windows installed opposite each other, clear glass walls, skywalks, and transparent building corners.

B. The permittee shall undertake development in conformance with the approved final plans unless the Commission amends this permit or the Executive Director provides a written determination that no amendment is legally required for any proposed minor deviations.

5. **Traffic Mitigation Plan.**

A. **PRIOR TO ISSUANCE OF THE COASTAL DEVELOPMENT PERMIT**, the applicant shall submit to the Executive Director for review and written approval, a plan and timeline detailing the manner and timing for installation of traffic mitigation measures for the following intersections:

1. At the intersection of North Torrey Pines Road and Genesee Avenue, UCSD shall implement right-turn overlap phasing for the eastbound approach from North Torrey Pines Road to Genesee Avenue prior to occupancy of the development by retiming the signal phasing and modifying the existing three-head traffic signal to a five-head traffic signal to provide a right-turn arrow.

2. At the intersection of North Torrey Pines Road and Muir College Drive, UCSD shall restripe the westbound approach to provide a dedicated left-turn lane and a shared thru/right-turn lane for westbound traffic accessing North Torrey Pines Road via Muir College Drive within UCSD right-of-way prior to the year 2021.

6. **Post-Development Runoff Plan**

A. **PRIOR TO ISSUANCE OF THE COASTAL DEVELOPMENT PERMIT**, the applicant shall submit, for the review and written approval of the Executive Director, a final Post-Development Runoff Plan that substantially conforms with the plan submitted to the Commission titled "North Torrey Pines Living and Learning Neighborhood" dated November 9, 2017. The final Post-Development Runoff Plan shall demonstrate that the project complies with the following requirements:

1. **Low Impact Development Strategies.** The project shall comply with the following Low Impact Development standards:

i. Minimize disturbance of coastal waters and natural drainage features such as stream corridors, rivers, wetlands, natural

drainage patterns, drainage swales, groundwater recharge areas, floodplains, and topographical depressions.

ii. Minimize removal of native vegetation, and plant additional non-invasive vegetation, particularly native plants that provide water quality benefits such as transpiration, interception of rainfall, pollutant uptake, shading of waterways to maintain water temperature, and erosion control.

iii. Maintain or enhance appropriate on-site infiltration of runoff to the greatest extent feasible. Use strategies such as avoiding building impervious surfaces on highly permeable soils; amending soil if needed to enhance infiltration; and installing an infiltration Best Management Practice (BMP) (e.g., a vegetated swale, rain garden, or bio retention system).

iv. Minimize the addition of impervious surfaces, and where feasible increase the area of pervious surfaces in re-development. Use strategies such as minimizing the footprint of buildings; minimizing the footprint of impervious pavement; and installing a permeable pavement system where pavement is required.

v. Disconnect impervious surface areas from the storm drain system, by interposing permeable areas between impervious surfaces and the storm drain system. Design curbs, berms, and similar structures to avoid isolation of vegetative landscaping and other permeable areas, and allow runoff to flow from impervious pavement to permeable areas for infiltration. Use strategies such as directing roof-top runoff into permeable landscaped areas; directing runoff from impervious pavement into distributed permeable areas (e.g., turf, medians, or parking islands); installing a vegetated swale or filter strip to intercept runoff sheet flow from impervious surfaces; and installing a rain barrel or cistern to capture and store roof-top runoff for later use in on-site irrigation.

vi. Where on-site infiltration is not appropriate or feasible, use alternative BMPs to minimize post-development changes in runoff flows, such as installing an evapotranspiration BMP that does not infiltrate into the ground but uses evapotranspiration to reduce runoff (e.g., a vegetated “green roof,” flow-through planter, or retention pond); directing runoff to an off-site infiltration facility; or implementing BMPs to reduce runoff volume, velocity, and flow rate before directing runoff to the storm drain system.

2. **Implement Source Control BMPs.** Appropriate and feasible long-term Source Control BMPs, which may be structural features or operational

practices, shall be implemented to minimize the transport of pollutants in runoff from the development by controlling pollutant sources and keeping pollutants segregated from runoff. Use strategies such as covering outdoor storage areas; using efficient irrigation; proper application and clean-up of potentially harmful chemicals and fertilizers; and proper disposal of waste.

3. **Avoid Adverse Impacts from Stormwater and Dry Weather Discharges.** The adverse impacts of discharging stormwater or dry weather runoff flows to coastal waters, intertidal areas, beaches, bluffs, or stream banks shall be avoided, to the extent feasible. The project shall comply with the following requirements:

    i. Runoff shall be conveyed off-site or to drainage systems in a non-erosive manner. If runoff flows to a natural stream channel or drainage course, determine whether the added volume of runoff is large enough to trigger erosion.

    ii. Protective measures shall be used to prevent erosion from concentrated runoff flows at stormwater outlets (including outlets of pipes, drains, culverts, ditches, swales, or channels), if the discharge velocity will be sufficient to potentially cause erosion. The type of measures selected for outlet erosion prevention shall be prioritized in the following order, depending on the characteristics of the site and the discharge velocity: (1) vegetative bioengineered measures (such as plant wattles); (2) a hardened structure consisting of loose materials (such as a rip-rap apron or rock slope protection); or (3) a fixed energy dissipation structure (such as a concrete apron, grouted rip-rap, or baffles).

    iii. The discharge of dry weather runoff to coastal waters shall be minimized, to the greatest extent feasible. Use strategies such as efficient irrigation techniques that minimize off-site runoff.

4. **Manage BMPs for the Life of the Development.** Appropriate protocols shall be implemented to manage BMPs (including ongoing operation, maintenance, inspection, and training) to keep the water quality provisions effective for the life of the development.

5. **Site Plan and Narrative Description.** The Post-Development Runoff Plan shall include a site plan and a narrative description addressing, at a minimum, the following required components:

    i. A site plan, drawn to scale, showing the property boundaries, building footprint, runoff flow directions, relevant drainage features, structural BMPs, impervious surfaces, permeable pavements, and landscaped areas.

ii. Identification of pollutants potentially generated by the proposed development that could be transported off the site by runoff.

iii. An estimate of the proposed changes in (1) impervious surface areas on the site, including pre-project and post-project impervious coverage area and the percentage of the property covered by impervious surfaces; (2) the amount of impervious areas that drain directly into the storm drain system without first flowing across permeable areas; and (3) site coverage with permeable or semi-permeable pavements.

iv. A description of the BMPs that will be implemented, and the Low Impact Development approach to stormwater management that will be used. Include a schedule for installation or implementation of all post-development BMPs.

v. A description and schedule for the ongoing management of all post-development BMPs (including operation, maintenance, inspection, and training) that will be performed for the life of the development, if required for the BMPs to function properly.

B. The permittee shall undertake development in accordance with the approved Post-Development Runoff Plan, unless the Commission amends this permit or the Executive Director determines issues a written determination that no amendment is legally required for any proposed minor deviations.

7. **Water Quality and Hydrology Plan**

A. PRIOR TO ISSUANCE OF THE COASTAL DEVELOPMENT PERMIT, the applicant shall submit, for the review and written approval of the Executive Director, a final Water Quality and Hydrology Plan, prepared by a qualified licensed professional, that conforms with the plan submitted to the Commission titled "North Torrey Pines Living and Learning Neighborhood" dated November 9, 2017, and the "Hydrology and Hydraulic Study for UCSD NTTPLLC" revised April 13, 2017. The final Water Quality and Hydrology Plan shall demonstrate that the project complies with the following requirements:

1. **Prepare Plan by a Licensed Professional.** A California-licensed professional (e.g., Registered Professional Civil Engineer, Geotechnical Engineer, Geologist, Engineering Geologist, Hydrogeologist, or Landscape Architect) qualified to complete this work shall be in responsible charge of preparing the Water Quality and Hydrology Plan.

2. **Conduct Site Characterization.** A polluted runoff and hydrologic characterization of the existing site (e.g., potential pollutants in runoff,

soil properties, infiltration rates, depth to groundwater, and the location and extent of hardpan and confining layers) shall be conducted, as necessary to design the proposed BMPs.

3. **Address Runoff from Impervious and Semi-Pervious Surfaces.** Runoff from all new or replaced impervious and semi-pervious surfaces shall be addressed in the plan. For sites where the area of new or replaced impervious and semi-pervious surfaces is greater than or equal to 50% of the pre-existing impervious and semi-pervious surfaces, runoff from the entire developed area, including the pre-existing surfaces, shall be addressed in the plan.

4. **Size BMPs Using Design Storm Standard.** Any Low Impact Development (LID), Runoff Control, and Treatment Control BMP (or suite of BMPs) implemented to comply with the plan requirements shall be sized, designed, and managed to infiltrate, retain, or treat, at a minimum, the runoff produced by the 85th percentile 24-hour storm event for volume-based BMPs, or two times the 85th percentile 1-hour storm event for flow-based BMPs.

5. **Use an LID Approach to Retain Design Storm Runoff.** A Low Impact Development (LID) approach to stormwater management shall be implemented that will retain on-site by means of infiltration, evapotranspiration, or harvesting, at a minimum, the runoff produced by the 85th percentile 24-hour design storm, to the extent appropriate and feasible. In implementing an LID approach, priority shall be given to the use of preventive LID Site Design strategies (such as reducing impervious surface area) to minimize post-development changes in the site's stormwater flow regime, supplemented by use of structural LID BMPs (such as a rain garden) if needed to mitigate any unavoidable changes in stormwater flows.

6. **Give Priority to Earthen-Based BMPs.** Where appropriate and feasible, direct stormwater runoff from all parking areas and driveways, roofs, walkways, patios, and other impervious surfaces to, in order of priority, a) landscaped areas or open spaces capable of infiltration; b) earthen-based infiltration BMPs (such as an infiltration basin); c) flow-through biofiltration BMPs (such as a vegetated swale); d), manufactured infiltration BMPs (such as a permeable pavement system); and if infiltration is not feasible, e) proprietary filtration systems (such as an inlet filter).

7. **Implement a Treatment Control BMP if Necessary.** A Treatment Control BMP (e.g., vegetated swale, detention basin, and storm drain inlet filter) shall be implemented if necessary to remove pollutants of concern from runoff. The project shall comply with the following applicability and performance standards for Treatment Control BMPs:

i. A Treatment Control BMP (or suite of BMPs) shall be implemented to remove pollutants of concern from any portion of the runoff produced by the 85th percentile 24-hour design storm that will not be retained on-site.

ii. Where infiltration BMPs are not adequate to remove a specific pollutant of concern attributed to the development, an effective Treatment Control BMP (or suite of BMPs) shall be implemented prior to infiltration of runoff, or else an alternative BMP that does not involve infiltration shall be substituted for the infiltration BMP.

iii. Where a Treatment Control BMP is required, a BMP (or suite of BMPs) shall be selected that has been shown to be effective in reducing the pollutants of concern generated by the proposed land use.

8. **Implement BMPs for High-Pollutant Land Uses.** Appropriate Site Design and Source Control BMPs shall be implemented to keep pollutants out of stormwater, and shall either use Treatment Control BMPs to remove pollutants of concern before discharging runoff to coastal waters or the storm drain system, or shall connect the pollutant-generating area to the sanitary sewer.

9. **Design and Manage Parking Lot to Minimize Polluted Runoff.** The parking garage shall be designed to minimize impervious surfaces to the extent feasible, and to treat or infiltrate runoff before it reaches coastal waters or the storm drain system so that heavy metals, oil and grease, and polycyclic aromatic hydrocarbon pollutants on parking lot surfaces will not enter coastal waters. The project shall comply with the following applicability and performance standards for parking lot design and management:

i. The design of landscaped areas for parking lots shall include provisions, where appropriate and feasible, for the on-site infiltration, retention, or detention of stormwater runoff. Where landscaped areas are designed for infiltration, retention, or detention of stormwater runoff from the parking lot, recessed landscaped catchments (i.e., below the elevation of the pavement) shall be installed. Curb cuts may only be placed in curbs bordering landscaped areas, in order to allow stormwater runoff to flow from the parking lot into landscaped areas. All surface parking areas shall be provided a permeable buffer between the parking area and adjoining streets and properties.

ii. Accumulations of particulates that may potentially be contaminated by oil, grease, or other pollutants shall be removed monthly from heavily used parking lots (e.g., food outlets, lots with 25 or more parking spaces, sports event parking lots) by dry vacuuming or equivalent techniques.

iii. Filter treatment systems, particularly for hydrocarbon removal BMPs, shall be adequately maintained to protect coastal water quality.

10. **Manage BMPs for the Life of the Development.** Appropriate protocols shall be implemented to manage BMPs (including ongoing operation, maintenance, inspection, and training), to protect coastal water quality for the life of the development.

11. **Content of the Water Quality and Hydrology Plan.** The Water Quality and Hydrology Plan shall include, at a minimum, the following required components:

i. All of the information required for the Post-Development Runoff Plan, including Site Design strategies and Source Control BMPs.

ii. Documentation of a polluted runoff and hydrologic characterization of the existing site (e.g., potential pollutants in runoff, soil properties, infiltration rates, depth to groundwater, and the location and extent of hardpan and confining layers) as necessary to design the proposed BMPs. Include a map showing the site's Drainage Management Areas, and calculations of the runoff volumes from these areas.

iii. A description of the BMPs that will be implemented, including documentation of the expected effectiveness of the BMPs. Include a schedule for installation or implementation of all post-development BMPs

iv. A characterization of post-development pollutant loads, and calculations, per applicable standards, of changes in the stormwater runoff flow regime (i.e., volume, flow rate, timing, and duration of flows) resulting from the proposed development when implementing the proposed BMPs.

v. Supporting calculations demonstrating that required BMPs have been sized and designed to infiltrate, retain, or treat, at a minimum, the runoff produced by the 85th percentile 24-hour storm event for volume-based BMPs, or two times the 85th percentile 1-hour storm event for flow-based BMPs.

vi. A description and calculations demonstrating that the 85th percentile design storm runoff volume will be retained on-site, giving precedence to an LID approach. If the 85th percentile runoff volume cannot be retained on site using LID, an alternatives analysis shall demonstrate that no feasible alternative project design will substantially improve runoff retention.

vii. A description and schedule for the ongoing management of all post-development BMPs (including operation, maintenance, inspection, and training) that will be performed for the life of the development, if required for the BMPs to function properly.

B. The permittee shall undertake development in accordance with the **Post-Development Runoff Plan** and the **Water Quality and Hydrology Plan**, unless the Commission amends this permit or the Executive Director issues a written determination that no amendment is legally required for any proposed minor deviations.

8. **Construction and Pollution Prevention Plan**

A. **PRIOR TO CONSTRUCTION,** the applicant shall submit, for the review and written approval of the Executive Director, a final Construction and Pollution Prevention Plan prepared and certified by a qualified licensed professional. The final Plan shall demonstrate that all construction, including, but not limited to, clearing, grading, staging, storage of equipment and materials, or other activities that involve ground disturbance; building, reconstructing, or demolishing a structure; and creation or replacement of impervious surfaces, complies with the following requirements:

1. **Protect Public Access.** Construction shall protect and maximize public access, including by:

i. Staging and storage of construction equipment and materials (including debris) shall not take place on public parking spaces or public right-of-ways. Staging and storage of construction equipment and materials shall occur in inland areas at least 50 feet from coastal waters, drainage courses, and storm drain inlets, if feasible. Upon a showing of infeasibility, the applicant may submit a request for review and written approval to the Executive Director for staging and storage of construction equipment and materials closer than 50 feet from coastal water, drainage courses, and storm drain inlets. Construction is prohibited outside of the defined construction, staging, and storage areas.

ii. All construction methods to be used, including all methods to keep the construction areas separated from public recreational use areas (e.g., using unobtrusive fencing or equivalent measures to delineate

construction areas), shall be clearly identified on the construction site map and described in the narrative description.

2. **Property Owner Consent.** The Construction and Pollution Prevention Plan shall be submitted with evidence indicating that the owners of any properties on which construction activities are to take place, including properties to be crossed in accessing the site, consent to use of their properties.

3. **Minimize Erosion and Sediment Discharge.** During construction, erosion and the discharge of sediment off-site or to coastal waters shall be minimized through the use of appropriate Best Management Practices (BMPs), including:

    i. Land disturbance during construction (e.g., clearing, grading, and cut-and-fill) shall be minimized, and grading activities shall be phased, to avoid increased erosion and sedimentation.

    ii. Erosion control BMPs (such as mulch, soil binders, geotextile blankets or mats, or temporary seeding) shall be installed as needed to prevent soil from being transported by water or wind. Temporary BMPs shall be implemented to stabilize soil on graded or disturbed areas as soon as feasible during construction, where there is a potential for soil erosion to lead to discharge of sediment off-site or to coastal waters.

    iii. Sediment control BMPs (such as silt fences, fiber rolls, sediment basins, inlet protection, sand bag barriers, or straw bale barriers) shall be installed as needed to trap and remove eroded sediment from runoff, to prevent sedimentation of coastal waters.

    iv. Tracking control BMPs (such as a stabilized construction entrance/exit, and street sweeping) shall be installed or implemented as needed to prevent tracking sediment off-site by vehicles leaving the construction area.

    v. Runoff control BMPs (such as a concrete washout facility, dewatering tank, or dedicated vehicle wash area) that will be implemented during construction to retain, infiltrate, or treat stormwater and non-stormwater runoff.

4. **Minimize Discharge of Construction Pollutants.** The discharge of other pollutants resulting from construction activities (such as chemicals, paints, vehicle fluids, petroleum products, asphalt and cement compounds, debris, and trash) into runoff or coastal waters shall be minimized through the use of appropriate BMPs, including:

i. Materials management and waste management BMPs (such as stockpile management, spill prevention, and good housekeeping practices) shall be installed or implemented as needed to minimize pollutant discharge and polluted runoff resulting from staging, storage, and disposal of construction chemicals and materials. BMPs shall include, at a minimum:

a) Covering stockpiled construction materials, soil, and other excavated materials to prevent contact with rain, and protecting all stockpiles from stormwater runoff using temporary perimeter barriers.

b) Cleaning up all leaks, drips, and spills immediately; having a written plan for the clean-up of spills and leaks; and maintaining an inventory of products and chemicals used on site.

c) Proper disposal of all wastes; providing trash receptacles on site; and covering open trash receptacles during wet weather.

d) Prompt removal of all construction debris from the beach.

e) Detaining, infiltrating, or treating runoff, if needed, prior to conveyance off-site during construction.

ii. Fueling and maintenance of construction equipment and vehicles shall be conducted off site if feasible. Any fueling and maintenance of mobile equipment conducted on site shall not take place on the beach, and shall take place at a designated area located at least 50 feet from coastal waters, drainage courses, and storm drain inlets, if feasible (unless those inlets are blocked to protect against fuel spills). The fueling and maintenance area shall be designed to fully contain any spills of fuel, oil, or other contaminants. Equipment that cannot be feasibly relocated to a designated fueling and maintenance area (such as cranes) may be fueled and maintained in other areas of the site, provided that procedures are implemented to fully contain any potential spills.

5. Minimize Other Impacts of Construction Activities. Other impacts of construction activities shall be minimized through the use of appropriate BMPs, including:

i. The damage or removal of non-invasive vegetation (including trees, native vegetation, and root structures) during construction shall be minimized, to achieve water quality benefits such as

transpiration, vegetative interception, pollutant uptake, shading of waterways, and erosion control.

ii. Soil compaction due to construction activities shall be minimized, to retain the natural stormwater infiltration capacity of the soil.

iii. The use of temporary erosion and sediment control products (such as fiber rolls, erosion control blankets, mulch control netting, and silt fences) that incorporate plastic netting (such as polypropylene, nylon, polyethylene, polyester, or other synthetic fibers) shall be avoided, to minimize wildlife entanglement and plastic debris pollution.

6. **Manage Construction-Phase BMPs.** Appropriate protocols shall be implemented to manage all construction-phase BMPs (including installation and removal, ongoing operation, inspection, maintenance, and training), to protect coastal water quality.

7. **Construction Site Map and Narrative Description.** The Construction and Pollution Prevention Plan shall include a construction site map and a narrative description addressing, at a minimum, the following required components:

   i. A map delineating the construction site, construction phasing boundaries, and the location of all temporary construction-phase BMPs (such as silt fences, inlet protection, and sediment basins).
   ii. A description of the BMPs that will be implemented to minimize land disturbance activities, minimize the project footprint, minimize soil compaction, and minimize damage or removal of non-invasive vegetation. Include a construction phasing schedule, if applicable to the project, with a description and timeline of significant land disturbance activities.
   iii. A description of the BMPs that will be implemented to minimize erosion and sedimentation, control runoff and minimize the discharge of other pollutants resulting from construction activities. Include calculations that demonstrate proper sizing of BMPs.
   iv. A description and schedule for the management of all construction-phase BMPs (including installation and removal, ongoing operation, inspection, maintenance, and training). Identify any temporary BMPs that will be converted to permanent post-development BMPs.

8. **Construction Site Documents.** The Construction and Pollution Prevention Plan shall specify that copies of the signed CDP and the approved Construction and Pollution Prevention Plan be maintained in a conspicuous location at the construction job site at all times, and be available for public review on request. All persons involved with the construction shall be briefed on the content and meaning of the CDP and

the approved Construction and Pollution Prevention Plan, and the public review requirements applicable to them, prior to commencement of construction.

9. **Construction Coordinator.** The Construction and Pollution Prevention Plan shall specify that a construction coordinator be designated who may be contacted during construction should questions or emergencies arise regarding the construction. The coordinator's contact information (including, at a minimum, a telephone number available 24 hours a day for the duration of construction) shall be conspicuously posted at the job site and readily visible from public viewing areas, indicating that the coordinator should be contacted in the case of questions or emergencies. The coordinator shall record the name, phone number, and nature of all complaints received regarding the construction, and shall investigate complaints and take remedial action, if necessary, within 24 hours of receipt of the complaint or inquiry.

10. **Notification.** The permittee shall notify planning staff of the Coastal Commission's San Diego Coast District Office at least three working days in advance of (1) commencement of construction or maintenance activities, and immediately upon completion of construction or maintenance activities, and (2) of any anticipated changes in the schedule based on site conditions, weather, or other unavoidable factors.

B. The permittee shall undertake development in accordance with the approved Construction-Phase Pollution Prevention Plan, unless the Commission amends this permit or the Executive Director provides written determination that no amendment is legally required for any proposed minor deviations.

9. **Sensitive Species Monitoring**

PRIOR TO ISSUANCE OF THE COASTAL DEVELOPMENT PERMIT, a qualified biologist shall conduct a site survey for evidence of historic or active colonial water bird, raptor, or owl nests in all on-site trees that are proposed to be removed. If any historic nests are found, the subject trees shall be replaced on site with the same number of native or non-invasive non-native trees suitable for colonial water bird, raptor, or owl habitat. **PRIOR TO ANY CONSTRUCTION ACTIVITIES** during colonial water bird, raptor, or owl nesting or breeding season of any year (January 31st – September 1st), a qualified biologist shall conduct a site survey for active nests seventy-two hours prior to any scheduled development. If an active nest is located, then a qualified biologist shall monitor the nest daily until project activities are no longer occurring within 300 feet of the nest or within 500 feet of active colonial water birds, raptors, or owls, or until the young have fledged and are independent of the adults or the nest is otherwise abandoned. The monitoring biologist shall halt construction activities if he or she determines that the construction activities may be disturbing or disrupting the nesting activities. The monitoring biologist shall make practicable recommendations to reduce the noise or

disturbance in the vicinity of the active nests or birds. This may include recommendations such as (1) turning off vehicle engines and other equipment whenever possible to reduce noise, and (2) working in other areas until the young have fledged. The monitoring biologist shall review and verify compliance with these avoidance boundaries and shall verify that the nesting effort has finished in a written report. Unrestricted construction activities may resume when no other active nests are found. The results of the site survey and any follow-up construction avoidance measures shall be documented by the monitoring biologist and submitted to the San Diego office of the California Coastal Commission.

10. **Disposal of Graded Material**

All excess spoils exported from the project site must be disposed of at a legal site outside of the coastal zone. Disposal of graded materials within the coastal zone will require a separate coastal development permit or an amendment to this permit.

11. **Construction Phasing Related to Proposed Voigt Parking Structure**

Prior to completion of the shoring/excavation phase of the underground parking garage or initiation of the foundation work (whichever occurs first), UCSD shall provide evidence for the review and written approval of the Executive Director that UCSD has obtained Commission approval for coastal development permit No. 6-17-0812 for the proposed Voigt parking garage currently proposed east of the project site, or that the application for coastal development permit No. 6-17-0812 has been withdrawn.

IV. FINDINGS AND DECLARATIONS

A. PROJECT DESCRIPTION AND BACKGROUND

UCSD proposes to construct six new mixed-use buildings ranging from two to fourteen stories in height to consolidate the operations of the existing "Sixth College" currently located elsewhere on campus into one complex. The mixed use development will contain residential, academic, administrative, and retail uses among its structures. The thirteen acre project site currently consists of two surface parking lots located on the southeast corner of Muir College Drive and North Torrey Pines Road, bordered by campus development to the north, east, and south and residential development to the west [Exhibit No. 2]. The site is bounded by North Torrey Pines Road to the west, Muir College Drive to the north, Scholars Drive to the east, and Muir Lane to the south. Ridge Walk, a cross-campus north-south pedestrian connection is located on the eastern boundary of the project site. UCSD's stated goal is to complete construction in time to serve students for the fall quarter of 2020.

As proposed, the development, which is referred to as the North Torrey Pines Living and Learning Neighborhood (NTPLLN), would include approximately 2,000 beds, resident facilities, support, and open space for undergraduate students, in addition to instructional, research, office, and retail space. In addition, approximately 1,000 faculty and staff are expected to be based in the development.

The six buildings would be positioned around two new distinct open spaces, the West Quad and the East Quad, with three of the buildings being primarily residential and the other three containing a mix of academic, administrative, and retail uses [Exhibit No. 5].

Building 1, the Social Sciences and Arts and Humanities Building, situated on the eastern edge of the site adjacent to a remodeled pedestrian walk (Ridge Walk), would be 10 stories, 131 feet tall, 196,406 gross square feet, and contain ground floor retail and distinct spaces in its upper floors for the aforementioned academic programs.

Building 2, located south of the intersection of Muir Drive and Scholars Drive, would be 13 stories over a basement, 140 feet tall, 201,470 gross square feet, and contain 477 student beds with residential support services, community and academic space, and administrative offices.

Buildings 3 and 4, located on the westernmost side of the site, would be 14 and 13 stories, respectively, and include student housing with residential support services, community and academic spaces, as well as a library. Building 3 would be 142 feet tall, 266,279 gross square feet, with 724 student beds. Building 4 would be 132 feet tall, 251,165 gross square feet, with 692 student beds.

Building 5 would be 6 stories over a basement, 77 feet tall, 121,961 square feet, with 147 student beds and a community craft center, academic offices, multi-purpose conference rooms, lecture rooms, dining facilities, retail space, student housing, and operations office space.

Building 6, located at the southeast corner of the site, would be 2 stories over a basement, 19,984 gross square feet, and house a 600-seat auditorium.

The total gross square footage of the proposed six-building development is approximately 1,057,256 square feet, excluding the parking garage [Exhibit No. 9].

The 1,230-space, four-story underground garage (sometimes referred to as Building 7) would be 564,602 gross square feet and would be located under the East Quad of the project site.

As of October 1, 2017, UCSD has an inventory of 14,676 beds to accommodate students living on campus. UCSD currently houses approximately forty percent of students on campus, approximately 11,000 undergraduates and 3,729 graduate students. The university has a goal to house fifty percent of students on campus, approximately 16,420 students, and is 3,420 beds short of that goal. The campus plans to add approximately 5,000 beds for undergraduate and graduate students by 2020, with the goal of hitting the fifty percent threshold by 2021. This additional housing is expected to be made up of a mix of developments both within and outside of the portion of UCSD's campus that is located within the coastal zone.

Through the 2013-2014 academic year, UCSD used to guarantee on-campus undergraduate housing for four years. However, since then enrollment has increased in UCSD such that they currently only guarantee housing for two years. Undergraduate housing is in high demand, with 960 undergraduate students and 3,000 graduate students on the waitlist for on-campus housing as of fall 2017. The subject project is part of the university's plan to alleviate this housing shortfall.

UCSD's main campus encompasses approximately 1,200 acres extending from east of Interstate-5 to the Pacific Ocean, in the La Jolla and University City communities of northwestern San Diego. The West Campus, where the project site is located, is the largest of the three components of UCSD's campus at 669 acres. The undergraduate colleges and four professional schools – the Rady School of Management, the School of Medicine, the School of Pharmacy and Pharmaceutical Services, and the Graduate School of International Relations and Pacific Studies – are located in this portion of campus. In addition to academic instruction and research facilities, the West Campus includes libraries, theaters, student activity, administrative, housing, dining, parking, and sports and recreation facilities. The West Campus is located between Genesee Avenue to the north, La Jolla Village Drive to the south, Interstate-5 to the east, and North Torrey Pines Road to the west.

A Long Range Development Plan (LRDP) was created for UCSD but never certified. The City of San Diego does have a certified LCP for most of its coastal zone; however, the UCSD campus segments in La Jolla are not part of that program and the campus remains an area of deferred certification where the Commission retains coastal development permit authority. Thus the Chapter 3 policies of the Coastal Act are the standard of review with the City of San Diego certified LCP used as guidance.

B. PUBLIC ACCESS

Section 30210 of the Coastal Act states:

> *In carrying out the requirement of Section 4 of Article X of the California Constitution, maximum access, which shall be conspicuously posted, and recreational opportunities shall be provided for all the people consistent with public safety needs and the need to protect public rights, rights of private property owners, and natural resource areas from overuse.*

Section 30212 of the Coastal Act states:

> *(a) Public access from the nearest public roadway to the shoreline and along the coast shall be provided in new development projects except where: (1) it is inconsistent with public safety, military security needs, or the protection of fragile coastal resources, (2) adequate access exists nearby, or (3) agriculture would be adversely affected. Dedicated accessway shall not be required to be opened to public use until a public agency or private association agrees to accept responsibility for maintenance and liability of the accessway.*

Section 30252 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 or providing substitute means of serving the development with public transportation, (5) assuring the potential for public transit for high intensity uses such as high-rise office buildings…*

Traffic Impacts

La Jolla is a popular coastal community containing several natural coastal resources such as beach, bluffs, near-shore reefs, sea caves, and parks. In addition, visitor serving uses such as aquariums, restaurants, galleries, and shops further attract visitors to the area. In the immediate area of the NTPLLN project is the Torrey Pines glider port, a bluff top park facility that serves hang gliders and paragliders launching from the area's tall bluffs to travel along the coast. Further, the tall bluffs of the northern La Jolla/Torrey Pines area provide numerous trails and viewpoints popular with visitors, and down below is Blacks Beach, a secludes surf spot regionally known for its surf breaks and accessible mainly through the aforementioned bluff trails or a nearby paved (but gated) UCSD-owned road. Yet while La Jolla contains several coastal destinations, it is predominantly residential in character, and the current volume of visitor and resident traffic can already place heavy demands on the existing roads. Thus, by drawing a large number of students and faculty to the project site, the NTPLLN has the potential to exacerbate existing traffic conditions

and impede visitors' ability to access the aforementioned coastal resources, deterring their use and adversely impacting public access.

North Torrey Pines Road along the west side of the project site serves as the primary vehicular access to that portion of the West Campus. The four-lane roadway is currently used for cars, shuttles, bicycles, and pedestrians. Muir College Drive, the internal university road bordering the north edge of the project site, would serve as the main entrance off North Torrey Pines Road to the proposed development. Muir Drive along the south side of the project site will be shortened and segments along the northeast corner and east side of the project site will be remade as pedestrian thoroughfares. The project site will be bisected down the middle by another internal road, Scholars Lane – which will be shifted westward from its current location along the east edge of the project site – connecting Muir Drive to Muir Lane on the southern side of the project site [Exhibit No. 5].

The Environmental Impact Report (EIR) for the project evaluated expected impacts to traffic and identified specific mitigation measures. Currently, fifty-seven percent of daily commuters to UCSD (approximately 28,000 people) arrive by means other than single-occupancy vehicles, such as walking, biking, vanpool, carpool, or bus. The campus currently has an inventory of 15,919 parking spaces and a daily population of approximately 50,000 during peak hours between 10:00 AM and 2:00 PM. The parking supply is spread out over five parking structures (5,665 spaces) and multiple surface lots (8,293 spaces), plus miscellaneous spaces scattered around campus.

The trolley's Blue Line – also known as the Mid-Coast Corridor – is under construction, with an anticipated completion in 2021. This new trolley service will connect the existing trolley system in the rest of San Diego with the communities of La Jolla and University City, including UCSD. Among the planned Blue Line stations are two located directly on UCSD's campus (one on the West Campus and one on the East Campus), which will directly connect the students, faculty, and staff with the trolley's existing network that extends as far south and the international border and as far east as the cities of La Mesa and Santee.

UCSD operates an extensive alternate transit program, directly overseeing or partnering with outside entities to provide several options to students, faculty, and staff who travel to campus. UCSD operates "Zimride," an online portal whereby commuters can upload their schedule and the service pairs them with other commuters going to and leaving campus at similar times. The university also partners with Zipcar to offer car sharing services to students who may occasionally require a vehicle to get to campus. UCSD has also partnered with the ride sharing service Lyft to allow students, faculty, and staff to receive special rates or discounts when traveling to and from campus. Additionally, UCSD offers subsidies or complimentary transit passes to faculty and students who live within certain distances from campus to further encourage public transit use. UCSD also operates a fleet of campus shuttles that not only circulate within the main campus but also transports commuters between UCSD's satellite campuses, hospitals, and nearby transportation hubs, such as train stations. Currently, the Metropolitan Transit System (MTS) operates nine bus routes including two SuperLoop routes that serve the university

community. UCSD subsidizes free MTS bus rides for faculty, students, and staff within a five-mile radius of the campus.

To determine and analyze potential traffic impacts arising from the proposed development, UCSD commissioned a 2017 Transportation Impact Analysis (TIA) to analyze existing (2017), near-term (2020), mid-term (2025), and long-term (2035) traffic impacts. The near-term date represents when the proposed development would commence operations, the mid-term date represents when the currently under-construction Mid-Coast Corridor Trolley line would be completed and operational for four years, and the long-term date represents the anticipated build-out of UCSD's campus.

The TIA analyzed the Level of Service (LOS) of nine off-campus roadway segments, thirteen off-campus intersections, and one freeway ramp meter location between the intersection of Interstate-5/La Jolla Village Drive and the intersection of North Torrey Pines Road/Genesee Avenue. Of these intersections and street segments, all of the intersections and street segments on North Torrey Pines Road are within the coastal zone, whereas all the intersections and street segments on La Jolla Village Drive are outside of the coastal zone. The LOS is a qualitative measure ranging from A through F used to describe a quantitative analysis, taking into account factors such as roadway geometries, signal phasing, speed, travel delay, freedom to maneuver, and safety. Under general traffic analysis guidelines, LOS measures of D or better are considered acceptable.

Signalized intersections were analyzed under morning (AM) and evening (PM) peak hour conditions. The LOS at intersections is determined by intersection delays, measured in seconds, while LOS for street segments is based on Average Daily Trips (ADT) and the volume-to-capacity ratio of the segment (traffic demand on a segment compared to its carrying capacity). The LOS for highway ramp meters is based on a fixed-rate approach based solely on the specific time intervals at which the ramp meter is programmed to release traffic onto the highway. The TIA utilized the City of San Diego's "Significance Determination Thresholds" dated July 2016 as a guide for analyzing potential impacts and their severity.

The TIA applied a 1.29 ADT generation rate against the expected 2,000 students and 953 employees who are expected to reside or work in the proposed development. However, it should be noted that UCSD currently does not sell parking permits to freshmen (who will constitute 1,050 of the 2,000 students) except to accommodate certain extenuating circumstances, so the 1.29 ADT general rate was only applied to 5 percent of the freshman population. Thus, the project is calculated to generate 2,522 ADT, with 136 inbound and 42 outbound trips during the AM peak hour, and 94 inbound and 168 outbound trips during the PM peak hour.

Existing peak hour operations for the thirteen analyzed intersections operate at LOS D or better during the AM and PM peak hours, with the exception of North Torrey Pines Road/Genesee Avenue (LOS F during the PM peak hour) and La Jolla Village Drive/Villa La Jolla (LOS E during the PM peak hour). The nine analyzed street segments operate at level D or better with the exception of La Jolla Village Drive

between Villa La Jolla Drive and Interstate-5 (located outside the coastal zone), which operates at LOS E. The southbound Interstate-5 freeway on-ramp is calculated to have a twenty-six minute delay during the PM peak hour, but was observed to actually have a three minute delay, below the significance threshold of fifteen minutes.

The TIA added project traffic to existing traffic volumes to determine any changes. With the additional project traffic, all of the thirteen study intersections are projected to still operate at a LOS of D or better with the exception of North Torrey Pines Road/Genesee Avenue (LOS F during PM peak hour) and La Jolla Village Drive/Villa La Jolla Dr (LOS E during the PM peak hour). The project's contribution to traffic at these two intersections (4.5 seconds and 2.6 seconds, respectively) would exceed the City's significance threshold for intersection delay and impacts would be potentially significant under the California Environmental Quality Act (CEQA). Regarding roadway segment operations, the thirteen analyzed segments would continue to operate at LOS D or better with the exception of La Jolla Village Drive between Villa La Jolla and Interstate-5, which would operate at LOS E, though the contribution from the project traffic would be below the significance threshold. The Interstate-5 on-ramp is projected to have a four minute delay, below substantial significance. Regarding the impacted intersection located in the coastal zone – North Torrey Pines Road/Genesee Ave – it is important for coastal access due to it serving as the northern entrance to this segment of the coastal zone for visitors travelling down from the north.

The TIA projected near-term conditions in 2020 by adding cumulative traffic volumes from reasonably foreseeable development projects in the area that are anticipated to be operation at the time of opening day of the proposed project. Near-term plus project traffic volumes were calculated by adding the project traffic volumes to the cumulative project traffic volumes. The TIA anticipates that projected traffic in 2020 with project traffic would find all thirteen study intersections operating at LOS D or better except for North Torrey Pines Road/Genesee Avenue (LOS F during PM peak hour) and La Jolla Village Drive (LOS E during PM peak hour), with the project's contribution constituting a significant direct impact (increasing waits by 4.8 seconds and 4.6 seconds, respectively). Regarding roadways, all nine study segments would operate at LOS D or better except for La Jolla Village Drive between Villa La Jolla and Interstate-5, which would operate at LOS E, though the project's contribution, would not exceed the significance threshold. The Interstate-5 on-ramp wait is projected to be 4 minutes, below substantial significance.

The TIA's mid-term (2025) and long-term (2035) projections represent expected future conditions within the project area accounting for reasonably foreseeable future developments and improvements to transportation networks. In 2025, the TIA projects all thirteen of the intersections to operate at LOS D or better save for three: North Torrey Pines Road/Genesee Avenue (LOS F during PM peak hour), North Torrey Pines Road/Torrey Pines Scenic Drive (LOS E during PM peak hour), and La Jolla Village Drive/Villa La Jolla Drive (LOS E during the AM and LOS F during the PM peak hour). The contribution of project traffic to the above intersections would exceed the significance threshold for North Torrey Pines Road/Genesee Avenue (2 seconds) and La Jolla Village Drive/Villa La Jolla (2.5 seconds in the AM and 6.1 seconds in the PM),

though the contribution to North Torrey Pines Road/Torrey Pines Scenic Drive (1.1 seconds) would not exceed the significance threshold. The nine roadway segments would all operate at LOS D or better with the exception of La Jolla Village Drive between Villa La Jolla and Interstate-5 (outside of the coastal zone), which would operate at LOS F, with the project's contribution exceeding the significance threshold. The Interstate-5 on-ramp wait is project to be 5 minutes, below substantial significance.

The long-term year 2035 projections anticipate that several of the thirteen study intersections would operate at LOS E or F:

- **North Torrey Pines Road/Genesee Avenue** (LOS F during the PM peak hour),
- North Torrey Pines Road/UC San Diego Northpoint Driveway (LOS F during the PM peak hour),
- North Torrey Pines Road/Torrey Pines Scenic Drive (LOS F during the PM peak hour),
- **North Torrey Pines Road/Muir College Drive** (LOS E during the PM peak hour),
- **North Torrey Pines Road/La Jolla Shores Drive** (LOS F during the AM and LOS E during the PM peak hours),
- La Jolla Village Drive/North Torrey Pines Road (LOS E during the PM peak hour),
- La Jolla Village Drive/La Jolla Scenic Drive (LOS E during the AM and LOS F during the PM peak hours), and
- **La Jolla Village Drive/Villa La Jolla Drive** (LOS F during both AM and PM peak hours).

The bolded intersections above indicate the intersections where the contribution of project traffic toward the low LOS exceeds the threshold limit: North Torrey Pines Road/Genesee Avenue (5.6 seconds in the PM peak hour), North Torrey Pines Road/Muir College Drive (6.5 seconds in the PM peak hour), North Torrey Pines Road/La Jolla Shores Drive (13.3 seconds in the AM and 3.3 seconds in the PM peak hours), and La Jolla Village Drive/Villa La Jolla Drive (4.6 seconds in the AM and 6.6 seconds in the PM peak hours). The first three bolded intersections are located within the coastal zone and are important because visitors to this segment of the coastal zone would need to travel through them to reach nearby coastal destinations such as La Jolla Shores, the glider port, or Black's Beach.

Regarding the nine street segments, they are all projected to operate at LOS D or better except for three: La Jolla Village Drive between Torrey Pines Road and La Jolla Scenic Drive (LOS E), La Jolla Village Drive between La Jolla Scenic Drive and Villa La Jolla Drive (LOS F), and La Jolla Village Drive between Villa La Jolla Drive to Interstate-5 (LOS F). The project's contribution to traffic at these three road segments would exceed the significance threshold. Anticipated wait times at the Interstate-5 on-ramp would be 6 minutes, below substantial significance.

While the TIA submitted by UCSD analyzed several nearby intersections and street segments for potential traffic impacts, it omitted important street segments and

intersections to the north of the project, namely the segment of North Torrey Pines Road between John Hopkins Drive and Genesee Avenue and the segment of Genesee Avenue between North Torrey Pines Road and Interstate-5, along with the intersection of Genesee Avenue/Interstate-5. Because these street segments and intersection serve as the primary northern entryway into this portion of the coastal zone for visitors either going to UCSD or to nearby coastal destinations such as the gliderport and Black's Beach. Because of this, Commission staff directed UCSD to supplement their TIA with additional analysis regarding potential impacts to the above areas. The supplementary analysis, dated January 3, 2018, found the street segments and intersection to continue operating at acceptable LOS until 2035 except for the intersection of Genesee Avenue/Interstate-5 (northbound), which would operate at LOS E during PM peak hours in 2035. However, the TIA supplement found that the project-induced contribution to that scenario would fall below significance thresholds.

In addition to the above analysis, UCSD submitted a "Summer Traffic Volume Comparison" memo dated September 12, 2017, that compared summer (August 2017) and non-summer (May 2016) traffic counts of the street segments to demonstrate that during the summer – when campus population is lowest and summer visitation highest – the street segments in the project area operate at the same or better LOS compared to non-summer traffic. The drop in traffic volume between the two periods averaged approximately fifteen percent, with the decrease during the summer ranging from three percent for the segments by Interstate-5 to twenty-four percent adjacent to the project site. This is important because the decrease in summer traffic load, coupled with the peak non-summer traffic volumes occurring during the morning and evening rush hours rather than mid-day beach visitation times, shows that project-driven impacts are likely to avoid substantial overlap with prime public access patterns. Thus, the operation of the NTPLLN is not likely to have a substantial adverse impact on coastal visitation during prime coastal visitation hours.

However, while LOS and ADT are useful measures of traffic flow, state and local agencies have begun to shift toward analysis based on Vehicle Miles Travelled (VMT), in line with state mandates to focus on lessening public reliance on vehicular travel and promoting alternate transit use. VMT is defined as a measurement of miles travelled by vehicles within a specified region for a specified time period and is a measure of network efficiency. VMT is calculated by multiplying all vehicle trips generated by their associated trip lengths or by multiplying traffic volumes on roadway links by the associated trip distance of each link. Thus, rather than evaluate how efficiently traffic moves, VMT looks at the total distance that is being covered by individual vehicles, with the ultimate goal of decreasing this number.

A zip code data study was conducted to calculate the average distance UCSD undergraduate students enrolled in 2015 and living off campus travel to reach campus. Students living within zip codes 92092, 92093, and 92037 were assumed to be living on campus and not commuting to and from school, and were therefore excluded from the data. Students with zip codes classified as "beyond San Diego County" or "out of San Diego County" were also excluded from the data set. From this data, it was calculated

that the Average Trip Length (ATL) of an undergraduate student living off campus is 13.96 miles (one way).

Project-specific VMT and ATL were derived using a modified San Diego Association of Governments (SANDAG) Series 12 model (the traffic model used to forecast current and future traffic growth) with a zone containing a campus student housing land use. The ATL for trips generated in that zone was found to be 4.5 miles (one way), likely due to the proximity of various amenities such as grocery stores, malls, entertainment venues, etc., reducing the need to travel farther distances to satisfy various student needs. Thus, UCSD's goal of housing more students directly on campus is likely to have the beneficial result of decreasing the volume of VMT and ATL that its student population places on nearby roads, thus lessening potential impacts on public access utilizing those same roads.

Traffic Mitigation

Although the traffic analysis shows that impacts to intersections and street segments in the coastal zone will most likely not significantly impact public access to nearby coastal resources due to limited overlap between peak commuting hours and beach visitation hours, UCSD is implementing a number of mitigation measures that should further reduce traffic impacts. As part of the project, UCSD is implementing modified signal lighting at the North Torrey Pines Road/Genesee Avenue intersection and modified traffic lane design at the North Torrey Pines Road/Muir College Drive intersection to improve traffic flow and mitigate increases in wait times at those intersections.

In analyzing the project-driven impacts on current and future area traffic, the TIA notes that the forthcoming campus trolley service in 2021 will have a notable effect on the commute patterns of UCSD students, faculty, and staff, and will decrease the amount of vehicular traffic coming to and from the campus. In order to analyze potential effects that the introduction of light rail service to UCSD could have on future commute patterns, Commission staff contacted the planning department at San Diego State University (SDSU), another state university within city limits approximately twelve miles to the southeast, which also has approximately 33,000 total students and has been balancing its growth with the demands and impacts of the surrounding community. A trolley station began operations at SDSU in 2005, and discussions with SDSU planning staff and review of parking and ridership material provided by SDSU, support the argument that the provision of light rail service directly to the campus will likely have an effect on university commute patterns and related parking demand. Additionally, SDSU staff stated that in their experience that students housed on campus do have lower volumes of ADTs due to the close proximity of classes and support facilities, coupled with the high cost of maintaining a vehicle space on campus. Finally, SDSU provided sales numbers showing a decrease in the number of parking passes sold since 2007, despite increasing student enrollment in that time. MTS number show that the SDSU trolley stop is consistently one of the busiest stops along that particular trolley line.

Nevertheless, the UCSD TIA found that even taking trolley operations into account, the proposed development would likely have substantial adverse impacts on certain nearby

intersection LOS. The project traffic would have significant direct impacts in existing and near-term scenarios for three intersections in the coastal zone, and mitigation measures were identified by the TIA to reduce impacts to affected intersections. At North Torrey Pines Road/Genesee Avenue and prior to occupancy, UCSD will implement right-turn overlap phasing for the eastbound approach from North Torrey Pines Road to Genesee Avenue by retiming the signal phasing and modifying the existing three-head traffic signal to a five-head traffic signal to provide a right-turn arrow (no physical changes to the roadway would occur). Prior to 2021, at the North Torrey Pines Road/Muir College Drive intersection, which serves at the main vehicular entrance to the proposed development, UCSD will restripe the westbound approach to provide a dedicated left-turn lane and a shared through/right-turn lane for westbound traffic accessing North Torrey Pines Road via Muir College Drive within the San Diego right-of-way. This will reduce the project related impacts to these intersections to less than significant.

However, UCSD is not proposing to implement the mitigation identified by the TIA for the year 2035 impacts at the intersection of North Torrey Pines Road/La Jolla Shores Drive. It involves restriping southbound North Torrey Pines Road to add a third vehicular lane at the intersection (thereby deleting an existing bicycle lane), changing La Jolla Shores Drive to be a protected left turn rather than the current split phasing (whereby all traffic in one direction is allowed to go, followed by a phase allowing all traffic in the opposition direction to then go), and deleting the pedestrian crossing on the north side of the intersection. UCSD is not proposing to implement mitigation in this manner due to the adverse impacts it would have on bicycle and pedestrian safety, which would be especially burdensome in such a heavily-crossed intersection used by students. UCSD has also noted that the City of San Diego, currently in the early stages of drafting an update to the University Community Plan, has also not added this mitigation measure into its draft due to the aforementioned impact on safety, as well as acting in opposition to current state and local policy to encourage alternate means of transportation. Thus, by 2035 the proposed project would result in significant, unmitigated impacts to traffic flow at this one intersection under CEQA.

However, public access would not be substantially adversely affected. Section 30252 supports the provision of nonautomotive circulation, and implementing street improvements that would deter bicycle and pedestrians would be inconsistent with these goals. In addition, the effect of this one impact would be partially offset by the limited overlap between peak commuting hours and prime beach-going hours. Thus, the project is not expected to have a significant adverse impact on coastal access in this area of the coastal zone and can be found in conformance with the Coastal Act.

In summary, these impacts will occur to places in the coastal zone that could potentially impact public access and circulation. However, the application will mitigate traffic impacts to two of the three impacted intersections, while the remaining impact at North Torrey Pines/La Jolla Shores Drive will not significantly impact public access. To ensure that the identified mitigation for the other two intersections in the coastal zone expected to be impact by the development are implemented, **Special Condition No. 5** requires there implementation prior to the identified time frames (occupancy of building or the year 2035) in the condition. Through such mitigation, the anticipated impacts can be

reduced below the significance threshold, traffic flow improved, and the project found in conformance with Chapter 3 of the Coastal Act.

Parking

When reviewing any coastal development with anticipated parking demand, it is important to determine whether the development has sufficient on-site parking to meet anticipated visitor and employee demand so as to contain parking impacts on-site and avoid having visitor or employee parking spilling out into public right-of-ways, where the occupation of public parking can interfere with public access by decreasing the available public parking supply and deter visitation to the coast. Already, many UCSD students park in the nearby city bluff top park next to the glider port overlooking Black's Beach and walk to campus. The continuation or exacerbation of this pattern would further interfere with the visitation of these areas by the public.

As of January 2018, UCSD's total La Jolla campus area contained approximately 11,171 permit parking spaces and 4,364 visitor parking spaces for a total of 15,535 parking spaces (not including the 268 parking spaces serving the Scripps Birch Aquarium). UCSD sells a wide variety of parking permits, most of which are available in daily, weekly, monthly, quarterly, annual, or custom increments. In order to limit the demand for parking, since 2016, UCSD has had a prohibition in place barring freshman students from purchasing a student parking permit unless extreme circumstances are demonstrated (fewer than two percent of applications meet this criterion). UCSD students are also provided a Regional Transit Pass for the Metropolitan Transit System (MTS) and North County Transit District (NCTD). However, according to UCSD's parking department, the existing parking supply currently operates at or near capacity, and will have to grow to meet increasing demand, even taking the upcoming trolley into account.

The proposed underground parking garage will have 1,270 parking spaces (with an additional 65 parking spaces for motorcycles), representing a 258 space increase over the current 972 surface parking spaces on site. A total of 2,232 bike racks would be provided on site throughout the project, along with five communal bike repair stations.

As cited above, data suggests that students who live on a school campus are less reliant on a vehicle and more likely to use alternate means of transportation, of which UCSD offers many options. Regardless, UCSD has a daily maximum population of approximately 50,000 students, faculty, and staff, with UCSD projected to increase their student population to approximately 44,000 students, 2,200 faculty, and 22,300 staff by 2035 (when the campus is projected to be "built out"), an overall increase of thirty-seven percent. As part of that build out effort, UCSD is also currently planning for the expansion of several other facilities in the coastal zone which may increase the demand for parking, including redevelopment of the Scripps Marine Conservation Facility (CDP No. 6-17-0512) and construction of a new engineering building. Thus, while the proposed project includes a 258 space increase in parking, in the absence of constructing new spaces or reducing parking demand, there is likely to be a significant shortfall in parking at UCSD in the future, which would adversely impact the ability of the public to access the nearby public recreational facilities.

Furthermore, while there are numerous surface parking lots throughout the campus, there are limited areas that could easily accommodate a large new parking structure, at least without encroaching on one of the university's natural open space areas. Commission staff is currently reviewing an application to build a new parking structure with 840 parking spaces (CDP No. 6-17-0812/ Voight parking structure) within walking distance of the subject project. As proposed, this building would be located in an open space area containing sage scrub and wetland habitats.

Commission staff have long encouraged UCSD to reexamine the incremental approach it has historically taken to planning development in the coastal zone, by encouraging either submittal of the university's LRDP to the Commission for certification or submitting related or proximate projects as a single application; for example, the subject project and the Voight parking structure. However, UCSD has so far declined to do so, and thus the Commission has had to evaluate projects on a case-by-case basis. Furthermore, only half of UCSD's campus lies within the coastal zone, leaving substantial campus development that does not receive Commission review. This further complicated the efforts to comprehensively analyze the long-term pattern of development on campus and identify potential, wider-ranging mitigation and systemic improvements that could further reduce reliance on vehicles and address the parking shortage on campus in a long-range manner.

UCSD has noted that moving more students onto campus as is proposed with the subject project, in conjunction with the existing and forthcoming alternate transportation offerings, will decrease reliance on vehicular travel. As noted above, this is an important goal of the Coastal Act. Building new parking structures may actually work against this goal, while in contrast, improvements to public transportation in and around UCSD will help to reduce energy consumption, reduce greenhouse gas emissions, and improve air quality, consistent with the energy minimization policy of Coastal Act Section 30253(d).

However, if some amount of new campus parking is necessary until larger scale vehicle reduction strategies are available, it is important that the Commission look at the numerous projects being submitted by UCSD in a more linked, systemic manner. UCSD is currently proposing to construct a new parking structure that would have habitat impacts in order to address parking issues. The NTPLLN, which already proposed over 1,200 parking spaces, presents an opportunity to add additional parking spaces in the subject parking garage to relieve UCSD's stated need of 840 parking spaces in the Voight structure. The NTPLLN, which already includes excavating substantial fill to construct the proposed four-story underground garage, could be modified to add a fifth level of parking, which would not increase its footprint or result in any additional environmental impacts, unlike the proposed Voight parking structure.

In response to staff's suggestion of increasing the size of the proposed parking garage, UCSD has stated that, pursuant to state law, UCSD's parking operations cannot receive any state funding and must be economically self-sufficient (i.e. an expenditure today must be justified by use and income tomorrow), that adding an additional level to the parking garage would be a sizeable expenditure, and that there may be other, cheaper opportunities to shift parking spaces elsewhere on campus. However, UCSD should be

aware that the Commission's review of future parking structures will be based on the Coastal Act impacts of the structure, and if there are feasible alternatives that have reduced environmental impacts, including both biological impacts and greenhouse gas impacts, those alternatives will be considered preferred alternatives.

In order to ensure that the Commission has the opportunity to review the impacts associated with the pending Voight parking structure permit before construction on the subject project has progressed to a stage that it would be infeasible to revise it to include additional parking, **Special Condition No. 11** requires that construction of the NTPLLN not proceed beyond the shoring/excavation phase or initiation of the foundation phase of construction until coastal development permit application no. 6-17-0812 has been voted upon by the Commission or withdrawn by UCSD. In this manner, the Commission will be able to review parking needs and impacts at the campus in a more system, thorough manner.

Construction Staging and Traffic

Construction of the proposed development is anticipated to take approximately 24-30 months, with a planned completion by fall 2020 in anticipation of the start of the academic year.

Construction staging is anticipated to occur within a designated area located to the southeast of the project site on the lawn space between the existing eastern parking lot and the Applied Physics and Mathematics building. Remote construction staging would occur on the UCSD-owned portion of the Torrey Pines Gliderport approximately half a mile northwest of the project site, which would be used for worker parking, off-site trailers, and equipment laydown. Approximately 3.2 acres are available at the Gliderport property for fenced contractor staging during construction, with equipment anticipated to be removed by December 31, 2020.

Project construction is proposed to occur in several phases. Generally, construction traffic would consist of delivery vehicles, heavy equipment, haul trucks, and worker transports. Off-site travel would include transportation of construction workers to and from the site, deliveries to the construction area, and hauling of excavation materials and construction of demolition debris. Construction traffic would be routed from Interstate-5 to either La Jolla Village Drive south of the project or Genesee Avenue north of the project, both ending up on North Torrey Pines Road. Prior to 7:00 AM, dedicated personnel shuttles would run from the Gliderport property to the project through internal campus roadways, avoiding North Torrey Pines Road; utilizing North Torrey Pines Road after 7:00 AM.

It is anticipated that the majority of personnel including workers and management staff would arrive at the project site prior to 7:15 Am to avoid the AM peak hour of 7:45 AM to 8:45 AM, and in the afternoon it is anticipated that 90 percent of personnel would depart prior to the PM peak hour of 4:45 PM to 5:45 PM.

UCSD commissioned a 2017 Construction Traffic Assessment (CTA) to address potential construction traffic related to the project through its anticipated 2020 completion date.

Construction traffic volumes will be less than anticipated project traffic volumes, and because the anticipated project traffic was found to only have significant impacts at two intersections – North Torrey Pines Rd/Genesee Ave and La Jolla Village Drive/Viall La Jolla – by 2020, the impact of construction traffic was only analyzed for those two above intersections.

The construction hours of operation from 7:00 AM to 3:30 PM would reduce the potential for impacts during the peak AM and PM periods; during the most intensive phase of construction, when the structural work and envelope/ rough-in work overlap, the addition of the anticipated 1,029 daily construction-related trips would result in less than significant impacts to the two above intersections. Under existing conditions, construction traffic is anticipated to increase PM peak hour waits at the above intersections by 0.4 and 1.1 seconds, respectively, while near-term (2020) waits would be increased by 0.4 and 1.2 seconds, respectively. These increases are below the applicable significance thresholds. Regarding the roadway segment operations, the construction traffic is not expected to have a significant impact on vehicle volumes, and in turn LOS.

Thus, the anticipated construction traffic impact on intersection and street segment flow is anticipated to be less than final project traffic volumes and operated in a manner that will avoid substantial overlap with both peak commute hours and prime beach visiting hours, avoiding adverse impacts with existing patterns of public access in the area. To ensure that the approved staging and storage system is utilized for the duration of the project's construction, **Special Condition No. 1** requires UCSD to adhere to approved construction staging and storage plans, which, through the above precautions, can be found in conformance with Chapter 3 of the Coastal Act.

C. WATER QUALITY

Section 30231 of the Coastal Act is applicable to the proposed development and states:

> *The biological productivity and the quality of coastal waters, streams, wetlands, estuaries, and lakes appropriate to maintain optimum populations of marine organisms and for the protection of human health shall be maintained and, where feasible, restored through, among other means, minimizing adverse effects of waste water discharges and entrainment, controlling runoff, preventing depletion of ground water supplies and substantial interference with surface water flow, encouraging waste water reclamation, maintaining natural vegetation buffer areas that protect riparian habitats, and minimizing alteration of natural streams.*

The project site is located in the Scripps Hydrological Area as identified in the Regional Water Quality Control Board Water Quality Control Plan for the San Diego Basin. The project area drains directly into the Pacific Ocean by east-west trending intermittent coastal creeks, canyons, and storm drains. The Federal Emergency Management Agency (FEMA) has mapped the project site and adjacent areas as Zone X, or areas outside of the 500-year floodplain. The closest mapped 100-year floodplains are located approximately 0.5 miles to the west along the Pacific Ocean.

Site elevations for the project site range from approximately 425 feet above mean sea level (AMSL) on the east to about 395 feet AMSL on the west. The two existing asphalt paved parking lots are separated by an 8-10-foot tall slope. Earthen berms ranging from 6-14 feet in height are located along the western and southern edges of the site. Vegetation consists of trees and other ornamental plantings in landscaped areas and dense brush and trees on the slope separating the two parking lots.

The building massing and placement of the below-grade parking structure with the eastern portion of the project site will follow the current east-to-west grade of the site and maintain existing surface flows. Site preparation will require approximately 290,000 cubic yards of cut and 40,000 cubic yards of fill. Maximum depth of excavation is approximately 39 feet.

The proposed project has the potential to result in both short- and long-term water quality impacts, related to construction activity and academic operations, respectively. During construction, activities such as demolition, clearing, grading, stockpiling, concrete pouring, painting, and paving have the potential to impact surrounding water quality. Potential long-term impacts from site operation and maintenance arise from discharges from urban sources, such as nutrients, heavy metals, sediment discharge, trash, oil, and pesticides.

Storm runoff from the existing parking lots currently drains to an existing 24-foot by 24-foot catch basin on the western edge of the site, continuing to a 24-inch storm drain that flows south along North Torrey Pines Road toward open space and eventually the ocean. To maximize on-site infiltration and minimize downstream alterations, runoff from the project will be directed into new bioretention basins and landscaping. Of the 13-acre area, the existing site includes 4.15 acres of permeable surface and 8.87 acres of impervious surface. The project will increase pervious surfaces by approximately 0.7-acre compared to the current configuration, and the project's use of green roofs and other structural BMPs is expected improve the water quality of runoff flowing across the site.

During a 100-year, 6-hour peak flow event, the existing drainage basin for the project site experiences a peak flow rate of 24.55 cubic feet per second while the implementation of the proposed improvements would reduce flow rates to 22.02 cfs, thus resulting in a reduction of off-site storm flows.

The site design for the project includes bioretention basins, swales, and landscaped areas for collection, storage, and natural filtration within two overall basins. Two bioretention basins would be located along the western edge of the site, just east of the existing berm. The project would include 0.37-acre of green roofs. The proposed development would result in a 0.07-acre increase of permeable surface area. Proposed improvements include grated storm drain inlets in paved areas and a new underground storm drain system. The grated inlets, all of which would be in a sump condition, would capture generated flows without ponding. If the grated inlets become clogged, the proposed site grades would provide overland release to adjacent drainage areas. The Commission's water quality

staff have reviewed the project and determined that the proposed BMP measures are adequate to address water quality concerns and improve it over the current situation.

In order to ensure that the proposed development implements all required and recommended water quality measures, **Special Conditions Nos. 6 and 7** list the measures and best management practices to be incorporated into the final design of the development and its future maintenance. The final landscape plane required by **Special Condition No. 2** requires native, drought-resistant plants to be used in conjunction with low-flow and recycles water systems where feasible to as to limit the amount of runoff flowing off site. Because the construction of the development, namely its underground garage, will require extensive grading and export, **Special Condition No. 8** lists the required temporary control measures to be implemented to prevent off-site water quality impacts from construction activity, while **Special Condition No. 10** requires that all exported materials be deposited at a legal site outside of the coastal zone. Thus, as conditioned, the project will be designed to accommodate runoff from an 85th percentile, 24-hour storm event, landscaping would incorporate drought-tolerant, non-invasive, low-water usage plant species, and reclaimed water and high-efficiency drip irrigation would be used, permitting the development to be found in conformance with Chapter 3 of the Coastal Act.

D. COMMUNITY CHARACTER

Section 30251 of the Coastal 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 approximately half mile of land west of North Torrey Pines Road, is composed of single family and duplex residences one to two stories in height [Exhibit No. 2]. When facing west from the project site, all that can be seen are the aforementioned residences and their related development; no public coastal views are available. Facing away from the coast to the north, east, or south one simply sees campus facilities up to ten stories in height. Thus, while the proposed structures will be highly visible when travelling along North Torrey Pines Road, they will not block any existing public coastal views.

The six proposed structures range from two to fourteen stories in height. Neighboring Muir College immediately to the south of the project site contains structures up to ten stories and 120 feet in height. To aid in incorporating the proposed development into the existing setting, the project will retain the existing vegetated earthen berm along the western boundary of the site separating it from North Torrey Pines Road so as to help screen and buffer the first few stories of the development from pedestrians and drivers. The proposed structures incorporate a stepped, terraced design with green roofs and patios to create architecturally varied appearances and soften the visual impact. The westernmost buildings – Buildings 3 and 4 – are oriented along an east-west axis so that

their narrower sides are facing the North Torrey Pines Road and the longer sides face inward toward the interior open spaces.

The buildings have been positioned along the perimeter of the project site to allow for the central courtyards (which will be screened from street view by the berm), which will be accessible between and through the buildings. The buildings are segregated vertically into three tiers, with ground levels separated from rooftop levels by mid-level terraces.

The proposed buildings will have a color of primarily whites, grays, and cream with rust accents. As viewed from the public right-of-way on North Torrey Pines Road, the proposed development would be to the east, away from the direction of the coast and toward the UCSD campus and its existing tall development.

Special Condition No. 1 requires that UCSD adhere to the approved architectural plans for the sizeable development so that it adheres to the existing development pattern on campus. Thus, while these new structure will sizeable, because the structures would be consolidated with similar existing development east of the main thoroughfare – North Torrey Pines Road – and would not adversely impact coastal viewsheds or deviate greatly from existing development, the project can be found in conformance with Chapter 3 of the Coastal Act.

E. BIOLOGICAL RESOURCES

Section 30230 of the Coastal Act states:

> *Marine resources shall be maintained, enhanced, and where feasible, restored. Special protection shall be given to areas and species of special biological or economic significance. Uses of the marine environment shall be carried out in a manner that will sustain the biological productivity of coastal waters and that will maintain healthy populations of all species of marine organisms adequate for long-term commercial, recreational, scientific, and educational purposes.*

Section 30231 of the Coastal Act states:

> *The biological productivity and the quality of coastal waters, streams, wetlands, estuaries, and lakes appropriate to maintain optimum populations of marine organisms and for the protection of human health shall be maintained and, where feasible, restored through, among other means, minimizing adverse effects of waste water discharges and entrainment, controlling runoff, preventing depletion of ground water supplies and substantial interference with surface water flow, encouraging waste water reclamation, maintaining natural vegetation buffer areas that protect riparian habitats, and minimizing alteration of natural streams.*

Section 30240 of the Coastal Act states, in relevant part:

> *(b) Development in areas adjacent to environmentally sensitive habitat areas and parks and recreation areas shall be sited and designed to prevent impacts which*

would significantly degrade those areas, and shall be compatible with the continuance of those habitat and recreation areas.

Given the current use of the project site for parking, there is minimal vegetation present. The two existing asphalt paved parking lots are separated by a north-south 8-10-foot tall slope down the middle of the site. Earthen berms ranging from 6-14 feet in height are located along the western and southern edges of the site. Vegetation consists of trees and other ornamental plantings in landscaped areas and dense brush and trees on the slope separating the two parking lots.

Despite its status as a large public university, approximately a third of UCSD consists of parkland and ecological reserve space consisting of tree groves, wetlands, upland brush, and canyons. Because the proposed development is located within the Pacific Flyway, the route followed by migratory birds along the California Coast, and the aforementioned campus park space extends all the way to the nearby Pacific Ocean, birds of various species forage and breed here during the year.

Helix Environmental Planning conducted a pre-nesting season site walk of the project site on October 27, 2017, to look for evidence of previous raptor or other avian nesting activity within the project area and its immediate vicinity. The survey searched for any active nests within the survey area as well as evidence of past nesting activity (such as tree cavities or remnant nests). As described in its November 6, 2017 letter, no sign of active or previous nesting activity was observed in the survey area, and no tree cavities that might serve as nest sites for tree-cavity nesting species were found.

The letter recommends that if the project commences after the start of raptor breeding season (January 15th), that a qualified biologist conduct raptor nest surveys at regular intervals (i.e. one week apart) leading up to project commencement, and that if a nest is established, that proper mitigation measures be followed (i.e. space buffers and noise limits around the nest). **Special Condition No. 9** incorporates such a monitoring requirement into the construction of the development to monitor for the initiation of any nesting activity during the construction so as to take necessary precautions.

Additionally, the introduction of six new structures up to fourteen stories in height increases the risk of bird strikes and resulting impacts to avian populations. In order to reduce the chance of bird strike and make the proposed development more compatible with its surroundings, **Special Condition No. 4** delineates effective bird strike prevention measures to incorporate into the development's final design.

In order to protect wildlife from inadvertent poisoning, **Special Condition No. 2** prohibits the use of rodenticides, which can have adverse impacts on other creatures that may mistakenly consume the poison or, in the case of predators, consume the poisoned rodents, in turn becoming poisoned.

Due to the dense, mixed-nature of the proposed development and related anticipation of high level of usage over the course of a day, the structures will incorporate various outdoor lighting fixtures to provide visibility and security during darker hours. While the

UCSD campus already houses a substantial student population in existing development, contributing to the existing ambient light, the campus, and La Jolla as a whole, still contains nearby sensitive habitat that houses various species whose behaviors could be adversely affected by substantial ambient light, such as disruption of wake and sleep cycles or increased predation levels at night due to lighting. It is important that any lighting incorporated into the project the lowest wattage necessary to provide sufficient visibility, be shielded, and aimed toward the ground so as to reduce light encroachment. **Special Condition No. 3** requires the submittal of a final lighting plan that minimizes the use of outdoor lighting beyond recognized security and safety needs and limits the potential for ambient lighting – both exterior and interior – from spilling outside of the project site or contributing to local glare and sky glow, which has the potential disorient birds utilizing the aforementioned Pacific Flyway.

With the above habitat protection measures in place, the potential impacts to local habitat and wildlife can be minimized to the greatest extent feasible, and the development can be found in conformance with Chapter 3 of the Coastal Act.

F. LOCAL COASTAL PLANNING

Section 30604(a) also requires that a coastal development permit shall be issued only if the Commission finds that the permitted development will not prejudice the ability of the local government to prepare a Local Coastal Program (LCP) in conformity with the provisions of Chapter 3 of the Coastal Act. In this case, such a finding can be made.

The University of California campus is not subject to the City of San Diego's certified Local Coastal program (LCP), although geographically West Campus is located the La Jolla segment of the City's LCP. UCSD currently has an uncertified Long Range Development Plan (LRDP) from 2004 that it is currently in the process of updating. However, while UCSD does have the option of submitting its LRDP for Commission review and certification, UCSD does not intend to at this time, and thus it cannot serve as a standard of review.

As stated previously, the Chapter 3 policies of the Coastal Act are the standard of review for UCSD projects in the absence of a certified LRDP. Because the proposed development, as conditioned, has been found consistent with all applicable Chapter 3 policies, the Commission finds that approval of the proposed project will not prejudice the ability of UCSD to prepare a certifiable Long Range Development Plan for its campus

G. CALIFORNIA ENVIRONMENTAL QUALITY ACT

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 completed a Draft Tiered Environmental Impact Report (DEIR) in October 2017 (SCH No. 2017041056). The DEIR identified multiple potential significant impacts, yet also identified and adopted mitigation measures regarding the majority of them to reduce them below significance. However, the DEIR identified significant and unavoidable impacts to an intersection in the coastal zone: North Torrey Pines Road/La Jolla Shores Drive. In response the UC Board of Regents certified the Final Environmental Impact Report (FEIR) on March 14, 2018 with overriding considerations regarding those unavoidable impacts.

However, the standard of review for the coastal development permit is Chapter 3 of the Coastal Act. The proposed project has been conditioned in order to be found consistent with the Chapter 3 policies of the Coastal Act. Mitigation measures, including conditions addressing landscaping, traffic, construction and permanent water quality, outdoor lighting, bird strike, sensitive species monitoring during construction, and disposal of grading spoils 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 can be found consistent with the requirements of the Coastal Act to conform to CEQA.

(Document1)

APPENDIX A – SUBSTANTIVE FILE DOCUMENTS

- North Torrey Pines Living and Learning Neighborhood Project Final Tiered Environmental Impact Report, February 2018
- Hydrology and Hydraulic Study for UCSD NTPLLN, April 13, 2017
- Storm Water Pollution Prevention Source Control Best Management Practices Handbook for University of California San Diego, 2014 Update
- Storm Water Management Plan for University of California San Diego, October 2016 Update
- Construction Traffic Impact Assessment for UCSD North Torrey Pines Living and Learning Neighborhood Project, July 27, 2017
- Transportation Impact Analysis North Torrey Pines Living and Learning Neighborhood, October 24, 2017