



**Agenda Item F.1**  
**DISCUSSION/ACTION ITEM**  
**Meeting Date: March 17, 2009**

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**TO:** Mayor and Councilmembers

**FROM:** Dan Singer, City Manager

**CONTACT:** Steve Chase, Planning & Environmental Services Director

**SUBJECT:** UCSB Long Range Development Plan – Public Forum

**RECOMMENDATION:**

Discuss with staff and the public the implications of UCSB's plan for campus growth.

**BACKGROUND:**

In March 2008, UCSB released for public comment its Draft Vision 2025 Long Range Development Plan and associated Draft Environmental Impact Report (DEIR). The Long Range Development Plan involves development, redevelopment and conservation of land owned or managed by UCSB, through the year 2025. The project replaces a version adopted in 1990.

The development potential under the Long Range Development Plan includes the following elements:

- A planning time frame from 2008 to 2025;
- 5,000 additional students at a rate of 1% per year, thereby increasing student enrollment from roughly 20,000 current to 25,000 future;
- 336 additional faculty, thereby increasing faculty employment from 1,054 current to 1,400 future;
- 1,400 additional staff, thereby increasing staff employment from 3,631 current to 5,031 future;
- 1.8 million assignable square feet of additional instruction, research and support space, thereby increasing assignable square feet from 2.7 million current to 4.5 million future;
- Another way of putting it is 2.5 million gross square feet of additional instruction, research and support space, thereby increasing gross square feet from 3.8 million current to 6.3 million future;
- 5,443 net additional single student bed spaces, thereby increasing single student bed spaces from 5,679 current plus 973 pending to 12,095 future;

- 239 net additional student family units, thereby increasing student family units from 553 existing plus 151 pending to 943 future;
- 1,874 additional faculty and staff housing units, thereby increasing such units from 65 existing faculty units plus 161 pending faculty units to 2,100 faculty and staff units;
- 124,000 square feet of neighborhood commercial space within the housing projects, whereas none exist today;
- 5 additional acres of recreation fields, added to 26-acres current, for a future total of 31-acres; and
- 5,100 replacement parking spaces plus 3,650 new spaces, thereby increasing parking spaces from 10,580 current to 14,230 future.

## DISCUSSION:

Portions of the Draft Environmental Impact Report (DEIR) for the Long Range Development Plan were pulled back, revised and recirculated for public review on February 8, 2009. That was partially a result of Goleta's assertions and requests in its comment letter to the University of June 17, 2008. The topical subjects that were subject to further analysis, reporting and recirculation included Air Quality, Population and Housing, Transportation, Wastewater and Water Supply. The new deadline for submittal of public comments is now March 30, 2009.

The revised EIR introductory statement reads: *"Since publication of the DEIR, the University has identified new information about environmental effects and mitigation, both in response to public comments and as a result of additional investigations by University staff. This recirculation of sections of the DEIR describes this new information and recirculates several sections of the DEIR, as discussed below. It also evaluates whether the new information and additional analyses would substantially alter the impacts analysis of the original DEIR."*

Within this context, the purpose of this item is to provide a forum for the residents and business interests of Goleta to discuss with the City Council their concerns about the project. It is meant to be an informative dialogue that helps the City complete its public comment letter to the University. Representatives from UCSB have been invited to the forum and they may wish to address the City Council.

A key consideration is whether the facts, variable assumptions and assertions that run throughout the Long Range Development Plan and its DEIR have been adequately thought-through and documented. Unfortunately, staff concludes that the documents avoid addressing critical problems that the region is facing today and will continue to face throughout the planning period of 2008 – 2025. Of particular note are concerns about the ability to provide sufficient on-campus housing to match and pace growth in population and buildable space, the capacity of public safety systems to readily accommodate that growth, and traffic and circulation impacts that we believe are understated. Increased wastewater flows and the inadequacy of mitigation represents another significant issue of concern. There are many issues with the Long Range

Development Plan, but these issue areas, in particular, have spillage effects on Goleta and the valley as a whole that cannot just be assumed away.

A significant issue for Storke Ranch is the proposed extension of Phelps Road necessitated by future development anticipated in the Long Range Development Plan. The City has not taken previously taken a position on the extension of this east-west corridor, in part because the proposal is consistent with the City's General Plan Transportation Element and could become a necessary and critical component of future circulation improvements in town. It is worth noting that there is no current project planned for the extension of Phelps Road and both the City and the University would have to approve such an extension, were it to occur.

Any party seeking to review the Long Range Development Plan and/or its DEIR may access the documents online at [www.UCSBVision2025.com](http://www.UCSBVision2025.com). Hard copies of the documents can be found at the Goleta Library and UCSB Library.

The discussion provides the City Council and public with a further opportunity for input into the City's anticipated comment letter on the recirculated DEIR. The City Council's Town & Gown Committee will review a draft of the comment letter and advise staff accordingly on technical and policy points to be included and/or emphasized therein.

**FISCAL IMPACTS:**

The preparation of this staff report and review of the DEIR was included in the adopted FY 2007–2009 Budget under the Advance Planning Program 4300 of the Planning & Environmental Services Department.

Submitted By:

Reviewed by:

Approved By:

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Steve Chase, Director  
Planning & Environmental  
Services

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Michelle Greene, Director  
Administrative Services

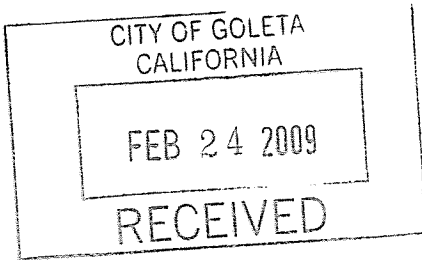
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Daniel Singer  
City Manager

**ATTACHMENTS:**

1. Notice of Availability – Recirculated DEIR
2. DEIR Section 1.4 – Summary of Impacts & Mitigation Measures

## Attachment 1

Notice of Availability – Recirculated DEIR



OFFICE OF CAMPUS PLANNING AND DESIGN  
FACILITIES MANAGEMENT  
SANTA BARBARA, CALIFORNIA 93106-1030  
Tel: (805) 893-3796  
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**Notice of Availability  
Recirculated Draft Environmental Impact Report  
For the  
Long Range Development Plan**

Pursuant to the California Environmental Quality Act and the California Coastal Act, the draft Environmental Impact Report (DEIR) for the Long Range Development Plan is being recirculated. Several chapters of the DEIR have been rewritten and are being recirculated, including those on water supply and demand, wastewater capacity, traffic modeling, population and housing, and greenhouse gas emissions.

The public comment review period on these chapters ends Monday, March 30, 2009. Comments may be mailed to University of California Office of Campus Planning & Design, c/o Vision2025, Santa Barbara, CA 93106-1030, or e-mailed to [info@UCSBVision2025.com](mailto:info@UCSBVision2025.com).

- \* The recirculation DEIR is available at [www.UCSBVision2025.com](http://www.UCSBVision2025.com).
- \* Individual digital copies can be purchased and printed at the [Alternative Copy Shop](#) in Isla Vista.
- \* Copies are also available for review at University, Goleta, and Santa Barbara libraries.
- \* Please call Wanda Williams at 805-893-8430 to request a digital copy.

A public workshop is scheduled for Thursday, March 12, 2009, from 7-8:30 p.m. The workshop will be held in the Linda Vista Room in Santa Catalina Hall (formerly Francisco Torres) on the UCSB Campus. Santa Catalina Hall is located at the corner of El Colegio Road and Storke Road. The address is 6850 El Colegio Road, Goleta.

If you have any question please email us at [info@UCSBVision2025.com](mailto:info@UCSBVision2025.com), call 805-893-8430, or write to University of California Office of Campus Planning & Design, c/o Vision2025, Santa Barbara, CA 93106-1030

## Attachment 2

### DEIR Section 1.4 – Summary of Impacts & Mitigation Measures

## 1.4 Summary of Impacts and Mitigation Measures

Summary of Impacts and Mitigation				
Issue Area	Impact	Level of Significance Prior to Mitigation	Mitigation	Residual Level of Significance
<b>4.2 Air Quality</b>				
	<b>AIR-1</b> Campus growth under the 2008 LRDP would result in daily operational emissions above the SBCAPCD thresholds; therefore the proposed project may contribute to a violation of air quality standards or hinder attainment of the 2007 Clean Air Plan.	Significant	<p><b>AIR-1A</b> Vehicular Sources. UC Santa Barbara shall implement LRDP Mitigation TRAFFIC-1, TRAFFIC-2, TRAFFIC-4, TRAFFIC-5, TRAFFIC-6 to reduce motor vehicle trips by enhancing bicycle, pedestrian, and transit facilities and services.</p> <p><b>AIR-1B</b> Area Sources. The LRDP shall support the full implementation of UC Santa Barbara's Sustainability Plan and the green building policy for higher energy efficiency to ensure design and construction features that reduce natural gas dependence are incorporated into all new buildings.</p>	Unavoidable
	<b>AIR-2</b> Campus operations emitting TACs may be increased under buildout of the 2008 LRDP, which has the potential to create an unacceptable health risk. Increased growth has the potential to generate an increase in sensitive receptors exposed to TACs.	Less than significant	None required	Less than significant
	<b>AIR-3</b> Construction activities under the 2008 LRDP would result in emissions of NO <sub>x</sub> and PM <sub>10</sub> on a short-term basis.	Significant	<p><b>AIR-3A:</b> Prior to the commencement of construction activities on each project component, UC Santa Barbara will require the principal construction contractor to develop a construction mitigation plan including all applicable SBCAPCD construction emission reduction measures for fugitive dust and equipment. The elements of such a plan, to be approved by the University, and implemented by the managing contractor, will include the following:</p> <p><i>Equipment</i></p> <ol style="list-style-type: none"> <li>Contractors shall utilize only heavy-duty diesel-powered construction equipment manufactured after 1996 (with federally mandated "clean" diesel engines. All equipment shall be properly tuned and maintained as evidenced by maintenance logs.</li> </ol>	Less than significant

## 1.0 Introduction and Summary

Summary of Impacts and Mitigation				
Issue Area	Impact	Level of Significance Prior to Mitigation	Mitigation	Residual Level of Significance
			<p><i>Fugitive Dust</i></p> <ol style="list-style-type: none"> <li>2. Water all active construction areas at least twice daily, or as needed. Increased watering frequency when wind speed exceeds 15 mph. Reclaimed water should be used whenever possible.</li> <li>3. Minimize amount of disturbed area and reduce on-site vehicle speeds to 15 miles per hour or less.</li> <li>4. Gravel pads must be installed at all access points to prevent tracking of mud onto public roads.</li> <li>5. If exportation and stockpiling of fill material are involved, soil stockpiled for more than two days shall be covered, kept moist, or treated with soil binders to prevent dust generation. Trucks transporting fill material to and from the site shall be tarped from the point of origin.</li> <li>6. After clearing, grading, earth moving or excavation is completed, treat the disturbed area by watering, or revegetating, or by spreading soil binders until the area is paved or otherwise developed so that dust generation will be minimized.</li> <li>7. The principal construction contractor shall designate a person or persons to monitor the dust control program and to order increased watering, as necessary, to prevent transport of dust offsite. Their duties shall include holiday and weekend periods when work may not be in progress. The name and telephone number of such persons shall be provided to UC Santa Barbara or its designee prior to the commencement of construction activity.</li> </ol>	
	<p><b>AIR-4</b> Construction activities associated with the implementation of the 2008 LRDP have the potential to increase health risk from short-term exposure to TACs.</p>	Significant	<p><b>AIR-4A</b> Implement Mitigation Air-3A.</p> <p><b>AIR-4B</b> Locate construction staging areas away from sensitive receptors and equipment such as fresh air intakes to buildings, air conditioners, and windows.</p> <p><b>AIR-4C</b> If the project is determined to exceed the limits in Table 4.2-13 (resulting in</p>	Less than significant



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			<p>emissions more than 2,365 pounds per year DPM) then prior to the commencement of construction activities on each project component, UC Santa Barbara will require the principal construction contractor to include emission reduction measures for construction equipment in the construction mitigation plan (see Mitigation AIR-3A above). Measures that would reduce construction-related emissions, which are to be implemented by the managing contractor as deemed applicable, include, but are not limited to:</p> <ol style="list-style-type: none"> <li>1. The use of Caterpillar pre-chamber, diesel-fired engines (or equivalent low NO<sub>x</sub> engine design) in heavy equipment shall be used for construction activity to further reduce NO<sub>x</sub> emissions.</li> <li>2. All fossil-fueled equipment shall be properly maintained and tuned according to manufacturer's specifications.</li> <li>3. The University shall require that all off-road and portable diesel-powered equipment including but not limited to bulldozers, graders, cranes, loaders, scrapers, backhoes, generator sets, compressors, auxiliary power units, shall be fueled exclusively with ARB certified diesel fuel.</li> <li>4. Install diesel oxidation catalysts (DOC), catalyzed diesel particulate filters (CDPF) or other District approved emission reduction retrofit devices.</li> <li>5. The University shall require that three catalyst-based diesel particulate filters (DPFs) with low sulfur diesel fuel during the Site Work phase. One particulate filter shall be installed from the first phase of construction activity onwards, on the piece of equipment present on site for the longest duration. The DPFs will be installed on the largest emitters (assumed to be equipment such as bulldozers, scrapers, backhoes). Completion of monitoring forms will be required prior to start of work.</li> <li>6. Diesel powered equipment should be replaced by electric or alternative fueled construction equipment where such fuel or equipment is reasonably obtainable</li> </ol>	

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Summary of Impacts and Mitigation				
Issue Area	Impact	Level of Significance Prior to Mitigation	Mitigation	Residual Level of Significance
			<p>and competitively priced.</p> <p>7. Idling of heavy-duty diesel trucks during loading and unloading must be limited to five minutes; auxiliary power units should be used whenever possible. Signage shall be posted to remind drivers not to idle.</p> <p>8. Construction worker trips should be minimized by requiring carpooling and by providing for lunch onsite.</p> <p>9. Construction truck trips should be scheduled during non-peak hours to reduce peak hour emissions.</p>	
<b>Cumulative Impacts</b>	<b>AIR-5</b> Implementation of the 2008 LRDP, in conjunction with other development in Santa Barbara County, would result in a cumulatively considerable increase of non-attainment pollutants (ozone and PM <sub>10</sub> ).	Significant	<b>AIR-5A</b> Implement LRDP Mitigation AIR-1 (A-B).	Unavoidable
	<b>AIR-6</b> Regional growth would not result in an increase in toxic air contaminants because of the implementation of technological improvements.	Less than significant	None required	Less than significant
<b>4.10 Population and Housing</b>				
	<b>POP-1</b> Development under the 2008 LRDP would not directly cause substantial population growth in the area due to the provision of adequate housing on campus.	Less than significant	None required	Less than significant
	<b>POP-2</b> Development under the 2008 LRDP would not indirectly cause substantial population growth through the extension of infrastructure.	Less than significant	None required	Less than significant
	<b>POP-3</b> Housing opportunities may not keep pace with increases in either enrollment and/or new employees	Significant	<p><b>POP-3A</b> The University shall work towards achieving the following housing development goal:</p> <ul style="list-style-type: none"> <li>◦ Provide housing for each added increment of new enrollment</li> </ul>	Unavoidable

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Summary of Impacts and Mitigation				
Issue Area	Impact	Level of Significance Prior to Mitigation	Mitigation	Residual Level of Significance
	<p>anticipated under the 2008 LRDP. Although at full implementation the 2008 LRDP provides adequate housing for all new campus-affiliated population, any given year may see imbalances in the housing supply compared to additional population, causing displacement of persons and demand for housing.</p>		<p>within four years.</p> <p>The University shall track progress towards achieving this goal on an annual basis through reporting on the numbers of housing and enrollment for the prior academic year and projections for the current academic year. The campus annual reports shall contain the following information:</p> <ul style="list-style-type: none"> <li>• Total student headcount for the past academic year and projected increase during the current academic year.</li> <li>• Total student housing units on campus for the past academic year and projected new housing to be constructed during the current academic year.</li> <li>• Relationship of new and total number of to the number of student housing units that exist and are planned to be constructed within four years.</li> <li>• Total enrollment for the past academic year and projected increase during the current academic year.</li> <li>• Total faculty/staff units for the past academic year and projected new units to be constructed during the current academic year.</li> <li>• Relationship of projected enrollment increases to the number of beds that exist and are planned to be constructed within four years.</li> </ul> <p>A finding by the campus in any given year that the University is not making sufficient progress towards the above-stated goal shall require taking some or all of the following measures to increase progress:</p> <ul style="list-style-type: none"> <li>• Review area housing supply for students and families. If there is an identified shortfall:</li> <li>• Accelerate planning for on-campus housing</li> </ul> <p>In the event of an identified shortfall in housing in the interim until more University housing can be built, the University shall take one or more of the following actions as necessary to relieve an interim housing shortage:</p> <ul style="list-style-type: none"> <li>• Increase the per-room occupancy of</li> </ul>	

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Summary of Impacts and Mitigation				
Issue Area	Impact	Level of Significance Prior to Mitigation	Mitigation	Residual Level of Significance
			existing residential facilities. <ul style="list-style-type: none"> <li>• Seek off-campus housing opportunities such as motels or apartment complexes, which could be leased to the University for a short period of time.</li> <li>• Temporarily convert living spaces such as lounges to bedrooms.</li> </ul>	
	<b>POP-4</b> Implementation of the 2008 LRDP would indirectly contribute to a demand for housing that, when combined with demand created by the University's direct growth and other growth in the county, could exceed the supply.	Significant	<b>POP-4A</b> Implement POP-3A (see above).	Unavoidable

4.13 Transportation and Circulation			
	<p><b>TRAFFIC-1:</b> The proposed UC Santa Barbara LRDP would increase peak hour traffic volumes using City of Goleta intersections resulting in degraded LOS conditions under 2025 Plus Project conditions.</p>	<p>Significant</p>	<p><b>TRAFFIC-1A</b> UC Santa Barbara shall:</p> <p>(1) Enhance and promote existing transportation demand management measures and develop new measures to reduce travel by single occupant vehicles to achieve an overall reduction of 10% of trips to and from campus (measured against the anticipated LOS in Tables 4.13-39, 4.13-41, and 4.13-48).</p> <p>(2) Within one year following LRDP approval and annually thereafter, monitor traffic conditions on campus and at impacted nearby City and County intersections and roadways. Monitoring will include the intersections and roadways analyzed in the traffic modeling effort for this EIR, specifically those set forth in Tables 4.13-39, 4.13-41 &amp; 4.13-48.</p> <p>(3) Work with the Cities, County, SBCAG, and SBMTD and other transit providers to determine appropriate transportation improvements, for providing mitigating offsets to increased traffic (e.g. transit stops, bicycle paths, transit subsidies).</p> <p>(4) Contribute to the City of Goleta and County of Santa Barbara the University's proportionate share of mitigating significant impacts to intersections and roadways identified in Tables 4.13-39, 4.13-41 &amp; 4.13-48 due to 2008 LRDP traffic increases. Contributions made by the University that exceed its proportionate share of the cost of mitigating a particular impact or that mitigates more than its impact may be credited towards mitigation by the University of future impacts. The University's payment will be made available to the jurisdiction no later than the start of construction or when implementation of the improvement is reasonably certain.</p> <p>Intersections to monitor include:</p> <p>Hollister Ave/Storke                      Phelps/Storke                      US 101 NB ramps/Calle Real/Storke                      US 101 SB ramps/Los Carneros                      Hollister Ave/Los Carneros                      US 101 NB &amp; SB ramps/Fairview                      Hollister/Fairview                      Hwy 217 SB ramps/Hollister                      Hollister/Patterson                      Mesa/Los Carneros                      El Colegio/Camino Corto</p> <p>Contribution will include one or more of the</p>

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			<p>following:</p> <ul style="list-style-type: none"> <li>• Alternative transportation enhancements;</li> <li>• Payment of fair-share of improvements based on the methodology presented in this study;</li> <li>• Payment towards or construction of all or a portion of specific roadway improvements (especially those that directly benefit University related transportation).</li> </ul>	
	<p><b>TRAFFIC-2:</b> The proposed UC Santa Barbara LRDP would increase peak hour traffic volumes using Santa Barbara County intersections resulting in degraded LOS conditions under 2025 Plus Project conditions.</p>	<p>Significant</p>	<p><b>TRAFFIC-2A:</b></p> <p>(1) Enhance and promote existing transportation demand management measures and develop new measures to reduce travel by single occupant vehicles to achieve an overall reduction of 10% of trips to and from campus (measured against the anticipated LOS in Tables 4.13-39, 4.13-41 &amp; 4.13-48).</p> <p>(2) Within one year following LRDP approval and annually thereafter, monitor traffic conditions on campus and at impacted nearby City and County intersections and roadways. Monitoring will include the intersections and roadways analyzed in the traffic modeling effort for this EIR, specifically those set forth in Tables 4.13-39, 4.13-41 &amp; 4.13-48.</p> <p>(3) Work with the Cities, County, SBCAG, and SBMTD and other transit providers to determine appropriate transportation improvements, for providing mitigating offsets to increased traffic (e.g. transit stops, bicycle paths, transit subsidies).</p> <p>(4) Contribute to the City of Goleta and County of Santa Barbara the University's proportionate share of mitigating significant impacts to intersections and roadways identified in Tables 4.13-39, 4.13-41 &amp; 4.13-48 due to 2008 LRDP traffic increases. Contributions made by the University that exceed its proportionate share of the cost of mitigating a particular impact or that mitigates more than its impact will be credited towards mitigation by the University of future impacts. The University's payment will be made available to the jurisdiction no later than the start of construction or when implantation of the improvement is reasonably certain.</p> <p>Intersections to monitor include:  Hollister Ave/Storke  Phelps/Storke  US 101 NB ramps/Calle Real/Storke</p>	<p>Unavoidable</p>

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			<p>US 101 SB ramps/Los Carneros          Hollister Ave/Los Carneros          US 101 NB &amp; SB ramps/Fairview          Hollister/Fairview          Hwy 217 SB ramps/Hollister          Hollister/Patterson          Mesa/Los Carneros          El Colegio/Camino Corto</p> <p>Contribution will include one or more of the following:</p> <ul style="list-style-type: none"> <li>• Alternative transportation enhancements;</li> <li>• Payment of GTIP fees;</li> <li>• Payment of fair-share of improvements based on the methodology presented in this study.</li> <li>• Payment towards or construction of all or a portion of specific roadway improvements (especially those that directly benefit University related transportation).</li> </ul>	
	<p><b>TRAFFIC-3</b> The proposed UC Santa Barbara 2008 LRDP (with and without the proposed roadway improvements) would increase peak hour traffic volumes on campus resulting in increased congestion during peak travel hours.</p>	Significant	<p><b>TRAFFIC-3A</b> UC Santa Barbara shall provide a balanced transportation system on campus, offering vehicular, bicycle, pedestrian, and transit mobility. UC Santa Barbara shall consider intersection and roadway improvements as individual projects are constructed that require additional roadway capacity. Roadway improvements shall not conflict with existing or planned pedestrian and bicycle facilities or degrade mobility for pedestrians and bicyclists traveling on campus. Improvements shall be implemented as necessary to maintain campus roadways at a LOS no worse than as shown on Table 4.13-44.</p>	Less than significant
	<p><b>TRAFFIC-4:</b> The proposed UC Santa Barbara LRDP would increase daily traffic volumes using City of Goleta roadways resulting in degraded LOS conditions under 2025 Plus Project conditions.</p>	Significant	<p><b>TRAFFIC-4A</b> (1) Enhance and promote existing transportation demand management measures and develop new measures to reduce travel by single occupant vehicles to achieve an overall reduction of 10% of trips to and from campus (measured against the anticipated LOS in Tables 4.13-39, 4.13-41 &amp; 4.13-48).</p> <p>(2) Within one year following LRDP approval and annually thereafter, monitor traffic conditions on campus and at impacted nearby City and County intersections and roadways. Monitoring will include the intersections and roadways analyzed in the traffic modeling effort for this EIR, specifically those set forth in Table 4.13-39, 4.13-41 &amp; 4.13-48.</p> <p>(3) Work with the Cities, County, SBCAG, and SBMTD and other transit providers to determine appropriate transportation</p>	Unavoidable

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			<p>improvements, for providing mitigating offsets to increased traffic (e.g. transit stops, bicycle paths, transit subsidies).</p> <p>(4) Contribute to the City of Goleta and County of Santa Barbara the University's proportionate share of mitigating significant impacts to intersections and roadways identified in Tables 4.13-39, 4.13-41 &amp; 4.13-48 due to 2008 LRDP traffic increases. Contributions made by the University that exceed its proportionate share of the cost of mitigating a particular impact or that mitigates more than its impact will be credited towards mitigation by the University of future impacts. The University's payment will be made available to the jurisdiction no later than the start of construction or when implementation of the improvement is reasonably certain.</p> <p>Intersections to monitor include:</p> <p>Hollister Ave/Storke          Phelps/Storke          US 101 NB ramps/Calle Real/Storke          US 101 SB ramps/Los Carneros          Hollister Ave/Los Carneros          US 101 NB &amp; SB ramps/Fairview          Hollister/Fairview          Hwy 217 SB ramps/Hollister          Hollister/Patterson          Mesa/Los Carneros          El Colegio/Camino Corto</p> <p>Contribution will include one or more of the following:</p> <ul style="list-style-type: none"> <li>◦ Alternative transportation enhancements;</li> <li>◦ Payment of GTIP fees;</li> <li>◦ Payment of fair-share of improvements based on the methodology presented in this study;</li> <li>◦ Payment towards or construction of all or a portion of specific roadway improvements (especially those that directly benefit University related transportation).</li> </ul>	
	<p><b>TRAFFIC-5:</b> The proposed UC Santa Barbara LRDP would increase daily traffic volumes using Santa Barbara County roadways resulting in degraded LOS conditions under 2025 Plus Project conditions.</p>	<p>Significant</p>	<p>TRAFFIC-5A (1) Enhance and promote existing transportation demand management measures and develop new measures to reduce travel by single occupant vehicles to achieve an overall reduction of 10% of trips to and from campus (measured against the anticipated LOS in Tables 4.13-39, 4.13-41 &amp; 4.13-48).</p> <p>(2) Within one year following LRDP approval and annually thereafter, monitor traffic conditions on campus and at impacted</p>	<p>Unavoidable</p>



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			<p>nearby City and County intersections and roadways. Monitoring will include the intersections and roadways analyzed in the traffic modeling effort for this EIR, specifically those set forth in Table 4.13-39, 4.13-41 &amp; 4.13-48.</p> <p>(3) Work with the Cities, County, SBCAG, and SBMTD and other transit providers to determine appropriate transportation improvements, for providing mitigating offsets to increased traffic (e.g. transit stops, bicycle paths, transit subsidies).</p> <p>(4) Contribute to the City of Goleta and County of Santa Barbara the University's proportionate share of mitigating significant impacts to intersections and roadways identified in Tables 4.13-39, 4.13-41 &amp; 4.13-48 due to 2008 LRDP traffic increases. Contributions made by the University that exceed its proportionate share of the cost of mitigating a particular impact or that mitigates more than its impact will be credited towards mitigation by the University of future impacts. The University's payment will be made available to the jurisdiction no later than the start of construction or when implementation of the improvement is reasonably certain.</p> <p>Intersections to monitor include:          Hollister Ave/Storke          Phelps/Storke          US 101 NB ramps/Calle Real/Storke          US 101 SB ramps/Los Carneros          Hollister Ave/Los Carneros          US 101 NB &amp; SB ramps/Fairview          Hollister/Fairview          Hwy 217 SB ramps/Hollister          Hollister/Patterson          Mesa/Los Carneros          El Colegio/Camino Corto</p> <p>Contribution will include one or more of the following:</p> <ul style="list-style-type: none"> <li>• Alternative transportation enhancements;</li> <li>• Payment of GTIP fees;</li> <li>• Payment of fair-share of improvements based on the methodology presented in this study;</li> <li>• Payment towards or construction of all or a portion of specific roadway improvements (especially those that directly benefit University related transportation).</li> </ul>	
	<p><b>TRAFFIC-6:</b> The proposed UC Santa</p>	<p>Significant</p>	<p><b>TRAFFIC-6A</b> (1) Enhance and promote existing transportation demand management</p>	<p>Unavoidable</p>

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	<p>Barbara LRDP would increase peak hour traffic volumes on Caltrans freeway facilities resulting in degraded LOS conditions under 2025 Plus Project conditions.</p>		<p>measures and develop new measures to reduce travel by single occupant vehicles to achieve an overall reduction of 10% of trips to and from campus (measured against the anticipated LOS in Tables 4.13-39, 4.13-41, 4.13-48 &amp; 4.13-50).</p> <p>(2) Within one year following LRDP approval and annually thereafter, monitor traffic conditions on campus and at impacted nearby City and County intersections and roadways. Monitoring will include the intersections and roadways analyzed in the traffic modeling effort for this EIR, specifically those set forth in Tables 4.13-39, 4.13-41 &amp; 4.13-48.</p> <p>(3) Work with the Cities, County, SBCAG, Caltrans, and SBMTD and other transit providers to determine appropriate transportation improvements, for providing mitigating offsets to increased traffic (e.g. transit stops, bicycle paths, transit subsidies).</p> <p>(4) Contribute to the City of Goleta, County of Santa Barbara and Caltrans the University's proportionate share of mitigating significant impacts to intersections and roadways identified in Tables 4.13-39, 4.13-41, 4.13-48 &amp; 4.13-50 due to 2008 LRDP traffic increases. Contributions made by the University that exceed its proportionate share of the cost of mitigating a particular impact or that mitigates more than its impact will be credited towards mitigation by the University of future impacts. The University's payment will be made available to the jurisdiction no later than the start of construction or when implementation of the improvement is reasonably certain.</p> <p>Intersections to monitor include:          Hollister Ave/Storke          Phelps/Storke          US 101 NB ramps/Calle Real/Storke          US 101 SB ramps/Los Carneros          Hollister Ave/Los Carneros          US 101 NB &amp; SB ramps/Fairview          Hollister/Fairview          Hwy 217 SB ramps/Hollister          Hollister/Patterson          Mesa/Los Carneros          El Colegio/Camino Corto</p> <p>Contribution will include one or more of the following:</p> <ul style="list-style-type: none"> <li>• Alternative transportation enhancements;</li> <li>• Payment of GTIP fees;</li> <li>• Payment towards or construction of</li> </ul>	
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			all or a portion of specific roadway improvements (especially those that directly benefit University related transportation).	
	<b>TRAFFIC-7:</b> The proposed UC Santa Barbara LRDP would increase bicycle and pedestrian travel on campus and modify existing bicycle facilities, which could increase bicycle and pedestrian congestion.	Significant	<b>TRAFFIC-7A</b> UC Santa Barbara shall implement the proposed bicycle improvements identified in the LRDP, continue to provide an extensive bicycle and pedestrian network on campus, and monitor conflicts between the various modes of travel on campus.	Less than significant
	<b>TRAFFIC-8</b> The proposed UC Santa Barbara LRDP would increase transit ridership in the vicinity of campus.	Less than significant	<b>TRAFFIC-8A</b> UC Santa Barbara shall work with the Santa Barbara Metropolitan Transit District in conjunction with the City of Goleta and Santa Barbara County to determine the appropriate transportation improvements, such as roadway widening, improved bicycle and pedestrian facilities, or enhanced transit service, to accommodate campus growth proposed under the LRDP.	Less than significant
	<b>TRAFFIC-9</b> The proposed 2008 LRDP would increase parking demands on campus primarily for new student, faculty, and staff residents.	Less than significant	<b>TRAFFIC-9A</b> UC Santa Barbara shall provide residential parking on campus as proposed in the LRDP and continue to conduct yearly parking surveys to monitor parking utilization rates for on-campus parking lots.	Less than significant
	<b>TRAFFIC-10</b> The proposed UC Santa Barbara LRDP would increase parking demands in Isla Vista.	Significant	<b>TRAFFIC-10A</b> UC Santa Barbara shall contribute its fair-share towards the implementation of a parking permit program in Isla Vista.	Unavoidable
<b>4.14 Water</b>				
	<b>W-1</b> Providing water service (potable and recycled) to buildings and facilities constructed on the Main Campus, Storke Campus, West Campus, Devereux Foundation property, and North Campus, as envisioned by the 2008 LRDP, as well as construction of lines for delivery of recycled water to campus and other GWD customers, will require the construction of new water lines and/or the replacement of existing water lines.	Significant	<b>W-1A</b> Implement Mitigation Measures: <ul style="list-style-type: none"> <li>• AIR-7A</li> <li>• BIO-1; A-D</li> <li>• BIO-2; A-B</li> <li>• BIO-3; A-B</li> <li>• CULT-1; A-M</li> <li>• CULT-2; A-I</li> <li>• CULT-3; A-F</li> <li>• CULT-4; A-D</li> <li>• GEO-1</li> <li>• GEO-4</li> <li>• HAZ-6; A-B</li> <li>• HAZ-8; A-B</li> <li>• HYD-1; A</li> <li>• HYD-5; B</li> <li>• NOISE-3A</li> <li>• NOISE-4A</li> </ul>	Less than significant
	<b>W-2</b> Development accommodated by the 2008 LRDP, in	Less than Significant	None required	Less than Significant

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	<p>conjunction with additional development within the area served by GWD, may necessitate the pumping of additional groundwater from the Goleta Groundwater Basin.</p>			
	<p><b>W-3</b> Development accommodated by the 2008 LRDP, in conjunction with additional development within the service area of GWD, may increase the cumulative demand for potable water beyond the total supplies available to GWD in a normal runoff year.</p>	<p>Significant</p>	<p><b>W-3A:</b> New UCSB development shall make use of recycled water to the maximum extent feasible. Recycled water will be used for bathroom fixtures and /or irrigation.</p> <p><b>W-3B:</b> Individually meter and/or sub-meter all new UCSB living units or buildings and institute water charges on a per unit basis with a graduated fee structure.</p> <p><b>W-3C:</b> The University shall install water saving devices in all buildings and facilities, new or existing that do not currently have them, and shall continue to use existing water saving devices. The water saving devices that will be installed shall include, but will not be limited to, the following: shower heads, toilets, urinals, washing machines and irrigation systems.</p> <p><b>W-3D:</b> The University shall maintain a public awareness campaign on campus and in campus residential facilities for saving water. All dormitory residents shall be required to receive annual training on water conservation.</p> <p><b>W-3E:</b> The University shall develop a UC Santa Barbara Water Conservation Program for managing its water demand that includes:</p> <ol style="list-style-type: none"> <li>1. Measures that reduce current and future water demand, including the measures set forth in Mitigation Measures W-3B through W-3D.</li> <li>2. Measures for systematic water use reductions during multiple dry years.</li> </ol> <p><b>W-3F:</b> The University shall work to identify and acquire additional water supplies beyond those currently available to GWD as necessary to serve UCSB potable water demand independently or with GWD, as appropriate.</p> <p><b>W-3G:</b> If sufficient additional water supplies cannot be acquired from GWD, the State Water Project or other available supply for all of the development envisioned under the 2008 LRDP, the University shall halt further development under the LRDP in the affected campus water service area so that water demand remains within the available supply for that service area unless and until</p>	<p>Less than Significant</p>

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			<p>additional supplies can be acquired. Additional development shall be halted when <u>either</u> of the following circumstances exist:</p> <ol style="list-style-type: none"> <li>1. When potable water demand is projected to be within 50 AFY of the available supply for the areas subject to the 1991 Water Reclamation Agreement.</li> <li>2. When potable water demand is projected to be within 10 AF of available supplies for the Santa Catalina Residence Hall water service area.</li> </ol> <p>This measure shall be administered by conducting project-specific water availability analyses for each proposed new building. At the time a new UCSB building is proposed, and before environmental review is complete, the University shall meet with GWD and ascertain that supplies are available from the District.</p>	
<b>4.15 Wastewater</b>				
	<p><b>WW-1</b> Implementation of the 2008 LRDP will increase wastewater flows to the Goleta Wastewater Treatment Plant via conveyance systems owned by the University, the Goleta Sanitary District (GSD), and the Goleta West Sanitary District (GWSD). Buildout of the 2008 LRDP, along with buildout of projected development within the service areas of the three agencies would result in the following:</p> <ol style="list-style-type: none"> <li>1. The total design capacity of the treatment plant would not be exceeded.</li> <li>2. The portion of the total design capacity of the treatment plant owned by the University would be exceeded.</li> <li>3. The permitted capacity owned by the University under the GSD's NPDES permit would be exceeded.</li> <li>4. The portion of the total design capacity of the treatment plant owned by the Goleta Sanitary District would not be exceeded.</li> </ol>	<p>Significant</p>	<p><b>WW-1A</b> The University will request that the Goleta Sanitary District and Goleta West Sanitary District apply to the Regional Water Quality Control Board to modify or re-issue each District's National Pollution Discharge Elimination Permit for the wastewater treatment plant as necessary to accommodate the enrollment growth for the University.</p> <p><b>WW-1B</b> The University will negotiate the acquisition of additional design capacity in the Goleta Sanitary District wastewater treatment plant as necessary to accommodate the enrollment growth for the University.</p>	<p>Unavoidable</p>

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	<p>5. The permitted capacity owned by the GSD and under the GSD's NPDES permit would be exceeded.</p> <p>6. Neither the treatment plant design capacity nor the permitted capacity owned by the GWSD under the GSD's NPDES permit would be exceeded.</p>			
	<p><b>WW-2</b> The 2008 LRDP would require the replacement of existing pipelines and utility conduits. Upgrades may be required for wastewater. Much of the installation work would be concurrent with development projects contemplated by the 2008 LRDP, and impacts will be part of the overall construction effort.</p>	<p>Significant</p>	<p><b>WW-2A</b> Mitigation is discussed in the following topical sections: 4.2 Air Quality, 4.3 Biological Resources, 4.4 Cultural Resources, 4.6 Hazards and Hazardous Materials, 4.7 Hydrology and Water Quality, 4.5 Geology, Soils and Geotechnical, 4.9 Noise, and 4.13 Traffic. Construction-related mitigation measures include:</p> <ul style="list-style-type: none"> <li>• AIR-7A</li> <li>• BIO-1; A-D</li> <li>• BIO-2; A-B</li> <li>• BIO-3; A-B</li> <li>• CULT-1; A-M</li> <li>• CULT-2; A-I</li> <li>• CULT-3; A-F</li> <li>• CULT-4; A-D</li> <li>• GEO-1</li> <li>• GEO-4</li> <li>• HAZ-6; A-B</li> <li>• HAZ-8; A-B</li> <li>• HYD-1; A</li> <li>• HYD-5; B</li> <li>• NOISE-3A</li> <li>• NOISE-4A</li> </ul>	<p>Less than significant</p>