4.0 PROJECT DESCRIPTION

This section describes the characteristics of San Joaquin Apartments and Precinct Improvement Project (the “project” or “San Joaquin Apartments project”).

4.1 PROJECT COMPONENTS

The San Joaquin Apartments project consists of four major components.

**Proposed Residences.** The proposed project would provide 165 residential units for undergraduate students (990 bed spaces) and 13 residential units/bed spaces for resident assistants, for a total of 178 student units (1,003 student bed spaces). The project would also include eight (8) residential units to be occupied by resident directors and UCSB faculty. In total, the proposed project would provide 186 residential units on the 14.4-acre project site. The project site is developed with the Santa Catalina Residence Hall, which will remain and continue to be occupied during and after the construction of the San Joaquin Apartments project.

**Accessory Uses.** The proposed project would provide a variety of accessory uses to meet the needs of the project site residents, such as: a new dining commons, and convenience store; recreation rooms and study lounges; and laundry, mail and vending facilities. Outdoor accessory uses would include recreation facilities such as a multi-purpose turf area; volleyball and basketball courts; dining areas; and bicycle parking.

**Parking.** Approximately 700 parking spaces are currently provided on the project site to serve the Santa Catalina Residence Hall, although less than half of the existing spaces are typically occupied. The San Joaquin Apartments project would eliminate the existing on-site parking. Parking for the Santa Catalina Residence Hall and the San Joaquin Apartments project would be provided primarily at two locations: Parking Lot No. 50, which was constructed to serve the San Clemente Graduate Student Housing facility and is located on the northwest corner of El Colegio Road and Stadium Road; and a proposed 181-space parking lot to be located on a 1.5-acre area adjacent to the project site on the west side of Storke Road. In addition to the proposed vehicle parking, approximately 2,580 bicycle parking spaces would be distributed throughout the San Joaquin Apartments site to serve the on-site student population of 2,328.

**LRDP Residential Unit Accounting.** The UCSB 2010 LRDP was adopted by the University of California Regents in September 2010 and supersedes the land use and policy requirements of UCSB’s 1990 LRDP. The 2010 LRDP provides a comprehensive framework for the physical development of the UCSB campus to accommodate a three-quarters on-campus average head count of 25,000 students and approximately 1,400 faculty and 5,031 staff. (LRDP Table A.1) The University of California requires campus development to be in general conformance with the land use designations of an approved LRDP. According to UCSB’s LRDP (page D.3, “Land Uses”), the approved campus land use designations are shown in Figure D.2 (page D.4), which designates the proposed project site as “Housing”. LRDP Figure D.3 (page D.6) also identifies each land use area designated as “Housing” with a housing type, i.e.,
“Student”, “Faculty, Staff & Student” and “Faculty & Staff”. The San Joaquin Apartments site is identified in the 2010 LRDP as Student Housing. The University of California’s Office of the President has determined that the San Joaquin Apartments project site is consistent with the 2010 LRDP land use designation and in general conformance with the LRDP’s proposed housing type for the site.

Various tables included in the 2010 LRDP provide detail regarding the number and types of units that may be constructed in areas designated on Figure D.2 as Housing. See, for example, Table D.3. These tables reflect the planning efforts of the campus to ensure that the 2010 LRDP identified sufficient acreage to accommodate UCSB’s planned enrollment growth. Data provided in the 2010 LRDP regarding housing type and distribution was also used to estimate the environmental impacts associated with implementation of the LRDP as required by the CEQA. The proposed San Joaquin project is intended to meet the campus’ mitigation commitment to provide housing for each added increment of new enrollment within four years (LRDP EIR Mitigation Measure POP-3A). For this reason, the number of housing units proposed on the San Joaquin site is greater than projected in the LRDP. To the extent the housing types and numbers proposed by the San Joaquin project differ from the preliminary estimates in the LRDP, this EIR provides an updated analysis as required by CEQA. In particular, because the San Joaquin project would provide 403 more bed spaces and eight (8) more staff/faculty residential units than was estimated for the “Santa Catalina” project site identified by the 2010 LRDP and analyzed in the LRDP EIR, this EIR takes into consideration the increased density on the project site and a corresponding reduction in an equivalent number of residential units from other locations on-campus designated as “Housing.”

UCSB’s application for certification of its 2010 LRDP is pending before the California Coastal Commission, which includes the proposed site of the San Joaquin Apartments project. Pursuant to its authority under the California Coastal Act, the proposed project requires the approval of the California Coastal Commission. The University will seek the Coastal Commission’s approval through either an application for a Coastal Development Permit (CDP) or by filing a Notice of Impending Development; the University will pursue the former (a CDP) if the 2010 LRDP has not been certified by the Coastal Commission before or shortly after certification of the Final EIR for the project by the UC Board of Regents.
4.2 PROJECT LOCATION

New development proposed by the San Joaquin Apartments project would be located on two sites: the San Joaquin apartments would be located at the northeast corner of the intersection of El Colegio Road and Storke Road; and a site on the west side of Storke Road across the street from the apartments site is proposed for an associated new parking lot to serve the San Joaquin apartments and the Santa Catalina Residence Hall. Parking for the residents of the project site would also be provided at existing parking structure No. 50, which is located on the northwest corner of El Colegio Road and Stadium Road.

4.3 PROPOSED PROJECT DESIGN

4.3.1 Residential Facilities

The San Joaquin Apartments project would provide 178 residential units for 1,003 undergraduate students and resident assistants, and 8 residential units for on-site resident directors and UCSB faculty. The proposed bed spaces and resident director/faculty units would be provided in new residential buildings located throughout the San Joaquin project site.

Description of Proposed Buildings. The proposed buildings, associated open areas, and other project-related facilities would be provided in three interrelated “precincts” or portions of the project site. Each precinct is described below and depicted on the proposed project site plan, Figure 4.3-1. Figures 4.3-2 and 3 provide aerial perspectives of the proposed project.

North Village Precinct. The North Village precinct would extend across the northern portion of the San Joaquin project site and would occupy an area that is predominately developed as a paved parking lot. Residential units would be provided in four clusters of low-rise apartment buildings developed around landscaped courtyards. This portion of the project site would provide 108 student residential units, nine (9) resident assistant units, two (2) resident director units, and three (3) faculty units. The new construction would include a one-story study room and a three-story study room/recreation room. Several of the proposed buildings in the North Village would be developed with green roofs¹ and covered sundecks. The sundecks would provide passive recreation opportunities for project residents.

¹ A “green roof” refers to the roof of a building that is partially or completely covered with vegetation and a growing medium, which has been installed over a waterproof membrane. Green roofs can be used to absorb rainwater, provide insulation, help to lower urban air temperatures, and reduce “heat island” effects, which is an area that is typically hotter than the surrounding area. There are two types of green roofs: intensive roofs, which are thicker and can support a wider variety of plants; and extensive roofs, which are covered in a light layer of vegetation. The San Joaquin Apartments project would provide “extensive” green roofs.
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San Joaquin Apartments and Precinct Improvements Project

Figure 4.3-1
Site Plan

Source: SOM, 2013

Not to Scale
Figure 4.3-2
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San Joaquin Apartments and Precinct Improvements Project
Proposed Project - Aerial View From the Northwest

Source: SOM, 2013
No Scale
University of California, Santa Barbara
San Joaquin Apartments and Precinct Improvements Project

Proposed Project - Aerial View From the Southeast

Figure 4.3-3
Most of the buildings in the North Village precinct would range between two- and three-stories, and would typically be 25-35 feet in height, although some architectural features and roof-mounted mechanical equipment would be somewhat taller. One of the proposed buildings in the North Village would have a small four-story element, which would be used as a study room. The proposed four-story building element would have a maximum height of approximately 47 feet above finished grade and would be located in Cluster 1, which is located on the western end of the North Village precinct. Figure 4.3-4 depicts the arrangement of the proposed North Village building clusters, individual building locations and number of stories, and proposed building setbacks from the project site’s northern property line. Proposed building setbacks from the project site’s northern boundary would vary and are summarized below. Figures 4.3-5, 6, 7 and 8 provide design details for each of the proposed residential unit clusters.

- Cluster 1: The minimum building setback would be 35 feet.
- Cluster 2: The minimum building setbacks would range between 35 and 50 feet.
- Cluster 3: The minimum building setbacks would range between 37 and 39 feet.
- Cluster 4: The minimum building setback would be 40 feet.

Buildings in the North Village area would have a variety of configurations and appearances. Building materials would incorporate a combination of light colored vertically oriented panels. South- and west-facing building elevations would be provided with a combination of horizontal and vertical shade structures, and building elevations facing Storke Road and the Storke Ranch residential community would have simplified forms with limited openings. Figures 4.3-9 and 10 depict typical elevations and cross-sections for buildings in the North Village precinct.

**Storke Gateway.** The Storke Gateway precinct would be located on the western portion of the project site, west of the existing Santa Catalina Residence Hall buildings, north of and adjacent to El Colegio Road, and east of and adjacent to Storke Road. This portion of the project site is currently developed with a paved parking lot. The Storke Gateway precinct would provide 40 student residential units, two (2) resident assistant units, one (1) resident director unit, and one (1) faculty unit. Other resident-serving facilities would include a four-story recreation/study room and a separate laundry building.
Figure 4.3-4
North Village Precinct Building Layout

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North Village Precinct Cluster 1 Detail

Figure 4.3-5

Source: Lorcan O’Herlihy Architects, 2013
Figure 4.3-6
San Joaquin Apartments and Precinct Improvements Project

Source: Daly Genik, 2013

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North Village Precinct Cluster 2 Detail

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[Image 60x77 to 465x729]
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Figure 4.3-7
North Village Precinct Cluster 3 Detail

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San Joaquin Apartments and Precinct Improvements Project

Source: Lorcan O’Herlihy Architects, 2013
Source: Daly Genik, 2013
North Village Cluster 1 Building Elevations

Source: Lorcan O’Herlihy Architects, 2013

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San Joaquin Apartments and Precinct Improvements Project

Figure 4.3-9

North Village Cluster 1 Building Elevations
Typical North Village Building Courtyard Elevation

Typical North Village Cluster 2 and 4 Building Elevation

North Village Typical Building
Two (2) six-story buildings would be developed in the Storke Gateway precinct. The northern building would provide five (5) floors of residential units built over a one-story “podium” that would provide floor space for a convenience store. The southern building in the Storke Gateway precinct would provide six (6) floors of residential units. Both the northern and southern buildings would be approximately 65 feet in height above finished grade, although small equipment enclosure structures on the roof of both buildings would have a maximum height of approximately 75 feet above grade.

Entrances to the residential units provided by the Storke Gateway buildings would be oriented towards a plaza located between the northern and southern buildings. Building elevations facing Storke Road, El Colegio Road and the Storke Ranch community would have an appearance similar to the design of buildings in the North Village. Typical elevations of the Storke Gateway precinct buildings are depicted on Figures 4.3-11a and 11b. Figure 4.3-12 provides ground-level and aerial views of the proposed buildings.

The convenience store to be provided on the ground floor of the northern Storke Gateway building would have a floor area of approximately 5,500 square feet and would provide fresh groceries, items commonly used by project residents, a variety of ready-to-eat items, and limited food preparation service. A small (approximately 400 square feet) outdoor seating area would be provided on the south side of the building. It is anticipated that the convenience store would predominately serve residents of the project site, however, it would be available for use by the public. An exterior loading area to serve the convenience store would be located on the east side of the north Storke Gateway building and would be accessed from a new driveway that extends northward from El Colegio Road. The loading area would also provide an enclosed recycling and trash storage facility. A proposed single-story laundry building would be located adjacent to the northern Storke Gateway building.

**Portola Dining Commons.** The proposed project includes decommissioning the existing Santa Catalina Residence Hall dining commons, which is located in the “podium” building space between the existing 10- and 11-story Santa Catalina buildings. A new food service facility would be provided in the Portola Dining Commons building, which would be located in the southeastern portion of the project site adjacent to El Colegio Road. This portion of the project site is predominately occupied by mowed turf and a paved bicycle parking area. The proposed building would include a two-level dining commons facility with two floors of residential units above. The maximum height of the four-level dining commons building would vary between approximately 41 and 60 feet due to grade changes around the building.

The dining commons portion of the proposed building would be approximately 26,235 square feet in area and would provide a variety of food service options and associated preparation and support space, including offices, work stations, locker rooms and restrooms. The dining commons facility would be developed on two levels: the dining/kitchen facilities would be on an at-grade level, and an enclosed loading dock/mechanical equipment area would be provided in a small understory level on the east end of the building. A cross-section depicting the location of the loading dock area relative to the dining commons and residential units is provided on Figure 4.3-13. The loading dock area would also include a waste compactor and areas for trash and recyclable storage.
Source: SOM, 2013

Figure 4.3-11a
Storke Gateway Precinct Building Elevations
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Figure 4.3-13
Portola Dining Commons Building Cross Section

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San Joaquin Apartments and Precinct Improvements Project

No Scale
Source: Modified from SOM, 2013
The dining commons would be used primarily by occupants of the Santa Catalina Residence Hall, but could also serve a small number of residents in the San Joaquin Apartments project and other nearby UCSB-owned residential facilities. The facility would provide 600 indoor seats and a 200-seat outdoor terrace on the north side of the building above the loading dock area. Additional outdoor seating may also be provided on the south side of the building facing El Colegio Road. The dining commons portion of the building would incorporate the extensive use of glass to promote natural ventilation, day-lighting and views from and into the facility. The dining commons building would also be provided with a green roof that could be used for passive recreation activities by project residents. Figures 4.3-14 and 15 provide street-level views of the proposed building.

The two stories of residential units provided above the dining commons would provide 17 student residential units, two (2) resident assistant units, and one (1) resident director unit. Student study rooms, recreation rooms and a laundry facility would also be provided.

**Description of Proposed Residences.** The San Joaquin Apartments project would provide 165 residential units for undergraduate students. Each unit would be occupied by six persons and consist of three bedrooms, a living room and dining area, a kitchen and two bathrooms. Each unit would be approximately 1,110 square feet in size. The project would also provide 13 units to be occupied by resident assistants. These units would be occupied by one person in a studio or one-bedroom/one bath configuration and would be approximately 400 square feet. In addition, eight (8) residential units would be provided for on-site resident directors and UCSB faculty. Apartments for resident directors (4) and faculty (4) would be approximately 1,110 square feet and would be provided in a two-bedroom/two bath configuration.

All of the residential units provided on the San Joaquin project site would provide a total of approximately 197,230 square feet of habitable floor area. Additional floor area would be provided in each of the proposed residential building for infrastructure purposes, such as mechanical, electrical and plumbing equipment; and to temporarily store recyclable and waste materials. Outdoor service areas provided for each building would also include areas for the storage of recyclables and waste material. In total, approximately 23,105 square feet of building area would be devoted to infrastructure-related uses. Additional detail regarding the building area square footage for proposed residential uses is provided on Table 4.3-1.

### 4.3.2 Accessory Uses

**Student Activity and Support Uses.** A variety of student support uses would be provided by the proposed project, including: study lounges and recreation rooms; laundry
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Figure 4.3-14
Portola Dining Commons Building – View from the Southwest

Source: Kieran Timberlake, 2013
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San Joaquin Apartments and Precinct Improvements Project

Portola Dining Commons Building – View from the Southeast

Source: Kieran Timberlake, 2013
## Table 4.3.-1

San Joaquin Apartments Project
Proposed Building Area

<table>
<thead>
<tr>
<th>Project Component</th>
<th>Approx. Assignable Square Feet</th>
<th>Number Provided</th>
<th>Total Square Footage</th>
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<tr>
<td><strong>Residences</strong></td>
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<tr>
<td>Residential Units for Students</td>
<td>1,110</td>
<td>165</td>
<td>183,150</td>
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<tr>
<td>Resident Assistant Apts.</td>
<td>400</td>
<td>13</td>
<td>5,200</td>
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<td>Resident Directors Apts.</td>
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<td>4,440</td>
</tr>
<tr>
<td>Faculty Apts.</td>
<td>1,110</td>
<td>4</td>
<td>4,440,</td>
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<tr>
<td><strong>Subtotal</strong></td>
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<td>186</td>
<td><strong>197,230</strong></td>
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<td><strong>Residential Infrastructure</strong></td>
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<tr>
<td>Recyclable/Waste Storage</td>
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<td>67</td>
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<td>Mechanical, Electrical, Plumbing</td>
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<td><strong>Subtotal</strong></td>
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<td><strong>Accessory Uses – Student Activity and Support</strong></td>
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<tr>
<td>Study Lounges</td>
<td>400</td>
<td>20</td>
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<tr>
<td>Recreation Rooms</td>
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<td>1,600</td>
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<td>Laundry Rooms</td>
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<tr>
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<td><strong>Food Service Facilities</strong></td>
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</tr>
</tbody>
</table>

(1) GSF = Gross square feet and includes the total building development square footage, including areas such as hallways, stairs, elevators, and lobbies.
buildings/rooms; vending areas; mail facilities; a maintenance shop; and custodial supply rooms. In total, approximately 17,526 square feet of building area would be devoted to support-related uses. Additional detail regarding the floor area devoted to support uses is provided on Table 4.3-1.

**Recreation Facilities.** In addition to the indoor recreation rooms that would be provided within proposed residential buildings, the San Joaquin project would provide a variety of outdoor recreation facilities. The existing swimming pool located on the project site would be retained, and one sand volleyball court and two basketball courts would be located east of the northern Santa Catalina Residence Hall buildings. A new multi-purpose turf area and three additional sand volleyball courts would be provided to the west of the Santa Catalina building. An existing volleyball court located near the northeast corner of the project site and two tennis courts located west of the Santa Catalina building would be removed.

### 4.3.3 Circulation and Transportation

**On-Site Vehicle Circulation.** Access through the San Joaquin Apartments project site would be designed primarily to accommodate pedestrians and bicycles, however, three primary vehicle access routes through the site would be provided. Each of the main vehicle routes are described below and are depicted on Figures 4.3-1.

- The primary access through the central portion of the San Joaquin site would be along an east-west “Main Street” located along the southern edge of the North Village precinct. The western end of this access would intersect with Storke Road, and eastern end would intersect with a north-south driveway on the east side of the project site. The “Main Street” circulation route would be comprised of a series of connected roadway/fire lane segments and open plaza areas. This access would be used primarily as a pedestrian/bicycle route, but would also provide access for emergency and service vehicles. This route would also provide on-site vehicle access on “move-in” days.

- A driveway would be located along the eastern perimeter of the San Joaquin site and would intersect with El Colegio Road near the project site’s southeast corner. This driveway would provide service vehicle access to the Portola Dining Commons loading dock and to the east-west “Main Street” described above. Emergency vehicle access north of the central “Main Street” would be provided along a proposed Class I bike path. The bike path/fire lane would extend to the northern perimeter of the project site where it would turn to the west and extend along northern perimeter of the project site to Storke Road. Vehicle access at the western end of the bike path/fire lane would also be controlled by removable bollards.

- A north-south driveway would be located along the eastern edge of the Storke Gateway precinct and would extend between El Colegio Road and the northern perimeter of the project site. The driveway would be predominately used by bicycles and pedestrians but would provide access for service and emergency vehicles. This driveway would also provide access to the convenience store loading area on the east
side of the northern Storke Gateway building, and an ADA and short-term parking area near the corner of Storke Road and El Colegio Road.

**Pedestrian and Bicycle Paths.** In addition to the circulation routes described above, a network of smaller pedestrian and bicycle pathways would provide circulation throughout the project site. The proposed bicycle and pedestrian circulation system are depicted on Figures 4.3-1 and 4.3-16a.

The primary bicycle access route through the San Joaquin site would be provided by a Class I path located along the eastern and northern perimeters of the project site. This path would be used by project site residents and could also be used by the general public. In addition to providing access through the project site, the new path would enable pedestrians and bicyclists to avoid the El Colegio Road/Storke Road intersection, and to cross Storke Road using a proposed crosswalk and traffic signal. The proposed alignment of this path along the eastern perimeter of the project site would be adjacent to but outside of the 100-foot buffer area established for wetland habitat located on the open space area east of the project site.

**Optional Pathways.** Two optional pedestrian and bicycle paths may also be provided by the proposed project. These pathways would be located in the open space area east of and adjacent to the project site, and portions of the pathways would be located within wetland buffer areas around wetland habitat. Both of the optional paths are described below and their locations are depicted on Figure 4.3-16b.

One of the optional paths would be a bicycle path located adjacent to the southeastern corner of the project site. This path would be approximately 175 feet in length, approximately 12 feet in width, and would be paved with permeable asphalt. The southern end of this path would connect with the existing region-serving bike path that extends eastward to the Main Campus. From its southern end, the new path would extend to the northwest through a wetland buffer area and connect with the proposed north-south pathway that would be provided along the eastern perimeter of the project site. The objective of this optional path is to provide increased separation from the service road access driveway that would be located near the southeast corner of the project site.

The second path would be a pedestrian-only facility that would extend across the adjacent open space parcel. The path would begin at the eastern perimeter of the project site and extend to the southeastern portion of the adjacent open space parcel where it would connect to an existing paved path, which then extends southward to an existing sidewalk. The proposed path would be approximately 500 feet in length, approximately eight feet wide and constructed of permeable material such as compacted gravel or other similar materials. The path would be routed to avoid wetland habitat areas and a bridge would be provided where the path would cross a small man-made drainage swale that supports wetland habitat. Approximately 350 feet of the path’s length would be located in designated wetland buffer area. Bollards or other similar devices would be provided at the eastern and western ends of the path to prevent bicycle use on the path.
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Figure 4.3-16a
Project Site Circulation
Optional Bicycle Path
Optional Pedestrian Path

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Figure 4.3-16b
Optional Bicycle and Pedestrian Path Locations
No lighting would be provided along the optional pathways and restoration activities would be conducted in buffer and upland habitat areas disturbed by construction activities. As proposed, the pathways would not result in the removal of any wetland habitat. Proposed restoration for short-term, construction-related impacts to buffer and upland areas would be conducted at a 3:1 ratio (three square feet of restoration for every square foot of disturbance area) and would include activities such as planting native plant species and removing non-native vegetation (e.g., pampas grass).

**Transportation Shuttle.** The San Joaquin Apartments project would include shuttle bus service that would provide transportation for residents between the project site and the Main Campus, as well as other major destinations in the project vicinity. Shuttle stops would be located along El Colegio Road, Storke Road, and the proposed parking lot on the west side of Storke Road adjacent to the project site. UCSB is negotiating with Santa Barbara Metropolitan Transit District to operate the shuttle service.

### 4.3.4 Parking Facilities

Vehicle and bicycle parking facilities that would be provided for both the Santa Catalina Residence Hall and the San Joaquin Apartments project are described below.

**Vehicle Parking.** Vehicle parking to serve the Santa Catalina Residence Hall and San Joaquin Apartments project would be provided at three locations.

**Proposed Parking Lot.** A new parking lot would be provided on the west side of Storke Road, across the street from the San Joaquin Apartments project site. The parking lot would be approximately 1.5 acres and would provide 181 parking spaces, including six (6) ADA spaces. Vehicle access to the new parking lot would be provided from a driveway that serves an existing parking lot used by residents of the UCSB West Campus Family Apartments. Access to the existing driveway would be provided from Elkus Walk, an existing roadway that intersects with Storke Road and that would be improved and renamed to Sierra Madre Court to serve the previously approved Sierra Madre housing project. The design of the proposed parking lot is depicted on Figure 4.3-17.

Landscaping would be provided around the perimeter of the parking lot adjacent to Storke Road. Low-intensity security lighting would be provided within the lot and all lighting fixtures would be directed and shielded to minimize lighting of adjacent areas. Runoff water treatment bioswales would be provided in the parking lot adjacent to Storke Road and between two rows of parked cars on the western side of the lot. In addition to proposed landscaping, all of the existing redwood trees located at the southern end of the parking lot site would be retained.

Pedestrian access between the proposed parking lot and the San Joaquin Apartments project site would be facilitated by a new traffic signal and crosswalk across Storke Road. The crosswalk and signal would be located near the intersection of Sierra Madre Court with Storke Road.
On-Site Parking. In addition to the 181 parking spaces provided in the proposed parking lot, 16 parking spaces, including six (6) ADA spaces, would be provided on the San Joaquin Apartments project site. In total, the proposed project would provide 197 new parking spaces.

Parking Lot No. 50. Parking Lot No. 50 is a five-level structure that was developed to serve the San Clemente Graduate Student Housing facility. The structure provides 785 parking spaces and is located at the northwest corner of El Colegio Road and Stadium Road, approximately 3,750 feet (0.7 of a mile) east of the San Joaquin Apartments project site. The parking structure has been under-utilized since it opened in 2008, as typically about 50 percent of the provided parking spaces are occupied.

Bicycle Parking. The existing bicycle parking area located near the southeast corner of the project site would be removed to facilitate the development of the Portola Dining Commons building. Approximately 2,580 new bicycle parking spaces would be distributed throughout the project site to serve the existing Santa Catalina Residence Hall residents and the residents of the San Joaquin Apartments project, which would have a combined student population of 2,328.

4.3.5 Landscaping

Landscaping would be provided throughout the project site and would emphasize the use of native and Mediterranean drought-tolerant species. Major landscape/hardscape elements to be provided on the project site are depicted on Figure 4.3-19 and would include:

- A multi-purpose turf area that would facilitate a variety of active and passive recreation uses.
- Courtyard areas adjacent to proposed and existing buildings.
- A plaza adjacent to Storke Road.
- Trees and shrubs along proposed pathways and between buildings.
- Trees and shrubs provided within and around bicycle parking areas.
- Trees and other landscaping adjacent to the intersection of El Colegio Road and Storke Road, and along the southern project site perimeter adjacent to El Colegio Road.

Landscaping would be planted along the project site’s northern perimeter to provide a visual buffer between the North Village precinct buildings and the adjacent residences in the Storke Ranch community. Where Storke Ranch residences are located near the project site/Storke Ranch property line, landscape buffer trees would be provided adjacent to the proposed North Village buildings (Figure 4.3-18). In places where residences in Storke Ranch have an increased setback from the property line, landscape buffer trees would be provided on the project site adjacent to the property line and an existing wall that separates the project site from the Storke Ranch community.
Figure 4.3-18
North Village Typical Landscape Buffer

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Source: SOM, 2013
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Figure 4.3-19
Project Site Landscape Features

Source: LOHA, 2013
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Existing landscaping located adjacent to the Santa Catalina buildings and along the northern perimeter of the project site would be retained. Landscaping in the on-site parking lots, and the existing row of palm trees and Monterey pine trees located along the eastern border of the project site would be removed. The palm trees may be transplanted at other locations on the UCSB campus. Proposed landscaping along the eastern border of the project site would consist of native, non-invasive species compatible with the adjacent open space and sensitive habitat areas.

4.3.6 Sustainable Design Features

The San Joaquin Apartments project would provide a variety of sustainable design features to reduce the project’s energy and water use, and associated direct and indirect air emissions. In accordance with the UC Sustainable Practice policy, it would be the goal of the proposed building’s design to outperform the energy-efficiency standards of California Code of Regulations Title 24, Part 6, which is also known as the California Building Energy Efficiency Standards, by at least 20 percent. Energy efficient design features would include the use of various passive heating, cooling, ventilation and lighting mechanisms; the use of roof-mounted solar thermal hot water panels; providing high-efficiency lighting and electrical equipment; and the use of room lighting occupancy sensors and time clock controls for exterior lighting.

The project would also comply with California Green Building Standards Code (Part 11 of Title 24, the California Building Standards Code). The purpose of the Green Building Standards Code is to improve public health, safety and general welfare by enhancing the design and construction of buildings through the use of building concepts having a reduced negative impact or positive environmental impact and encouraging sustainable construction practices. Provisions of the Green Building Standards Code apply to buildings designed and constructed by the University of California. The project would implement a variety of measures to comply with building standards for residential and non-residential occupancies, including water and energy conservation measures such as: achieving at least a twenty percent reduction in potable water use through the use of low-flow plumbing fixtures; the use of recycled water for landscape irrigation; the possible use of recycled water for toilet flushing; high efficiency irrigation controllers; providing indoor and outdoor water meters; and achieving energy efficiency standards that exceed Title 24 requirements by at least twenty percent.
The San Joaquin Apartments project would also support University sustainability goals by seeking at minimum a LEED\textsuperscript{2} “Gold” certification. LEED certification would be sought under several rating programs, including:

- LEED for Homes Low-Rise for the North Village precinct.
- LEED for Homes Mid-Rise for the Storke Gateway precinct.
- LEED for New Construction for the Portola Dining Commons precinct.

4.3.7 Staffing

Staffing positions associated with the San Joaquin Apartments project would include the on-site resident directors, and resident assistants. Residential units for those positions would be provided on the project site. Additional full-time staff required for the proposed project would include personnel for the convenience store, building maintenance, dining commons, and other related positions. The proposed project would result in a net increase of approximately 42 full-time staff at the project site. Other part-time employment opportunities at the project site would generally be filled by UCSB students.

4.3.8 Utilities

Utility services for the San Joaquin Apartments project are provided on or adjacent to the project site. Utility requirements for the project are described below.

**Potable Water.** Potable water service in the project area is provided by the Goleta Water District. Existing service lines are located along El Colegio Road and Storke Road.

**Reclaimed Water.** Reclaimed water that is used by UCSB and others in the project area is produced by the Goleta Sanitary District and distributed by the Goleta Water District. Existing service lines are located along El Colegio Road and Storke Road. The proposed project would use reclaimed water for landscape irrigation and toilet flushing.

**Stormwater Drainage.** Stormwater from the San Joaquin Apartments site currently flows to the east and north and is directed to the Storke Wetlands by an underground pipe beneath the open space area east of adjacent to the project site. The stormwater drainage system for the apartment project site would include the use of three small-scale detention basins or shallow ponds that would be located primarily within wetland buffer areas on the open space area east of and adjacent to the project site. The location of the proposed ponds is shown on Figure 4.4-1. Stormwater from the project site would be conveyed through four discharge

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\textsuperscript{2} The Leadership for Energy and Environmental Design (LEED) rating program was developed by the U.S. Green Building Council, the Congress for the New Urbanism, and the Natural Resources Defense Council, and integrates the principles of smart growth, new urbanism and green building practices. Projects are evaluated using the LEED rating system by determining that the development meets certain prerequisite criteria, and then by assigning “credits” prescribed for the various evaluation criteria. Based on the point total earned, development projects may be “certified” or awarded silver, gold or platinum ratings.
locations to the ponds, which would assist with stormwater discharge energy dissipation and provide additional flow attenuation and habitat benefits.

Each of the three ponds would be approximately two feet deep, and stormwater inlets to the ponds would include scour and energy dissipation measures to prevent localized erosion of the ponds. As stormwater enters a pond and its storage capacity is reached, the pond would be designed to overtop and accumulated water would sheet flow onto the adjacent open space and wetland areas. In addition, all ponds may include subterranean pipes to reduce overtopping and reduce sheet flow conditions near the ponds.

Each of the proposed ponds would be planted with appropriate upland and wetland habitat vegetation. Each of the ponds would periodically be maintained to ensure proper function and to retain stormwater storage capacity.

Storm water runoff from the proposed parking lot on the west side of Storke Road currently drains through a system of earthen swales and pipes and is ultimately discharged to the Devereux Slough. The proposed parking lot drainage system would direct runoff to the drainage system installed for the Sierra Madre housing project, which will discharge through a bioswale and to the Devereux Slough. The Sierra Madre project is funded, approved, has obtained all regulatory construction permits and is expected to be under construction in fall 2013. It is expected that the Sierra Madre project’s previously approved drainage system will be operational prior to the construction of the proposed parking lot. However, if the drainage system is not constructed prior to the completion of the proposed parking lot, the San Joaquin Apartments project would construct the drainage system in conjunction with the construction of the parking lot.

An objective of the project’s storm water management system is to treat and convey storm water using passive landscape-based systems and to incorporate decentralized low-impact development measures throughout the site. A variety of measures would be incorporated into the project’s design to manage and treat storm water runoff, including the use of bio-filtration planters, bioswales, vegetated buffers, pervious paving materials in selected locations, and the use of green roofs on selected new buildings.

**Wastewater.** The project site is located in the Goleta West Sanitary District service area. Wastewater collected by the District is sent to the Goleta Sanitary District’s wastewater treatment plant. Wastewater from the project site would be collected by an existing pipeline that extends eastward from the project site.

**Natural Gas.** Natural gas for the project site is currently provided by a service line located along El Colegio Road.

**Electricity.** Electrical service to the project site is provided by existing lines located along Storke Road. Emergency back-up power would be provided by two diesel-powered generators that would be installed on the project site.
4.4 CONSTRUCTION CHARACTERISTICS

Development of the San Joaquin Apartments project would require the demolition of existing paved parking areas, two tennis courts, and other minor site improvements on the project site. All demolition material would be recycled to the extent feasible. The project site is mostly level, therefore, grading would primarily be required for the preparation of foundations for the proposed buildings. Implementation of the proposed grading plan for the San Joaquin Apartments site (Figure 4.4-1) would require 13,240 cubic yards of cut, 8,420 cubic yards of fill, and the export of 4,820 cubic yards of soil from the apartments project site. Development of the proposed parking lot on the west side of Storke Road would require 3,400 cubic yards of cut, which would be exported from the project site. In total, the project would result in 16,640 cubic yards of cut, 8,420 cubic yards of fill, and the export of 8,220 cubic yards of soil.

It is anticipated that construction of the project would begin in fall 2014, and the new residences would be ready for occupancy for the fall quarter of 2016. The Santa Catalina Residence Hall would continue to be occupied during the construction of the proposed project. Staging and construction worker parking for the proposed project would occur on the project site.

Prior to the start of construction activities a Notice of Intent to comply with the NPDES Construction General Permit would be filed with the State Water Resources Control Board by the project contractor. All project-related construction activities would occur in accordance with the requirements of a Stormwater Pollution Prevention Plan that has been reviewed by the UCSB Environmental Health and Safety office and filed with the Central Coast Regional Water Quality Control Board. Throughout the duration of the construction project, appropriate traffic, pedestrian, and bicycle safety control measures would be implemented, including the use of temporary fencing around construction sites and storage areas, barriers, signage, flag persons, traffic control and detours.

4.5 EXISTING DINING COMMONS RELEASE SPACE

The existing dining commons facility at the Santa Catalina Residence Hall is located in the podium space between the two residential building towers and provides approximately 30,000 square feet of floor area. The San Joaquin Apartments project would result in the decommissioning of the existing dining commons facility. The proposed project does not include the renovation or establishment of new uses in the vacated dining commons space as no project-related budget funds are available to renovate the released space. If and when funds become available, it is anticipated that possible future uses for the released space could include student service-related functions intended primarily for use by residents of the Santa Catalina Residence Hall and the San Joaquin Apartments. Types of uses that may be considered in the future could include a new fitness facility (e.g., gym equipment and related activities), meeting and study rooms, satellite wellness center facilities, and a small multi-purpose theater.
No Scale
Source: Sherwood Design Engineers, 2013

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Figure 4.4-1
Proposed Grading Plan
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4.6 2010 LONG RANGE DEVELOPMENT PLAN

The approved 2010 LRDP designates the proposed San Joaquin apartments site as “Housing” and estimated that the site could be used for the development of 168 housing units for 600 students. The proposed project would provide 165 residential units for undergraduate students (990 bed spaces) and 13 residential units/bed spaces for resident assistants, for a total of 178 student units (1,003 student bed spaces). The project would also include eight (8) residential units to be occupied by resident directors and UCSB faculty. In total, the proposed project would provide 186 residential units.

To ensure that the San Joaquin Apartments project does not result in more on-campus bed spaces/residential units than the 1,874 units and 5,000 bed spaces identified by the 2010 LRDP, the EIR analyzes shifting an equivalent number of residential units from other on-campus sites identified by the 2010 LRDP with a “Housing” land use designation. Specifically, the EIR analyzes shifting 67 residential units (the equivalent of 403 bed spaces) from the Santa Rosa, Anacapa and Santa Cruz dormitory complex located on the eastern portion of the Main Campus. The number of faculty/staff residential units on the West Campus Family Apartments site would also be reduced by eight, from 481 to 473 residential units.

The 2010 LRDP applied a “Housing” land use designation to the proposed parking lot site on the west side of Storke Road. Parking lots for housing resident use is an allowed use under the “Housing” land use designation.

4.7 PROJECT OBJECTIVES

The objectives of the San Joaquin Apartment project are to:

1. Implement provisions of the 2010 LRDP to provide on-campus student housing commensurate with planned student enrollment growth and as required by 2010 LRDP EIR mitigation requirements and agreements between UCSB and the City of Goleta and County of Santa Barbara.

2. Provide housing that is compatible with surrounding land uses and minimizes environmental impacts to resources on and adjacent to the project site.

3. Provide on-site services required for student residents and provide amenities that enhance learning and social interaction.

4. Provide a project design that implements the University’s sustainability goals.

5. Provide parking adequate to accommodate the proposed project’s demand.