UNIVERSITY OF CALIFORNIA
SANTA BARBARA
PRELIMINARY ENVIRONMENTAL ASSESSMENT

DATE: April 28, 2021 **PROJECT NO**.: 910473

CAMPUS: Santa Barbara

PROJECT TITLE: AS Bike Shop Project

PROJECT LOCATION: The proposed new Associated Student (AS) Bike Shop would be located near the existing bicycle parking lot south of the Student Affairs/Administrative Services Building (SAASB), adjacent to the west end of Parking Lot 15 (Figure 1 location map).

PROJECT DESCRIPTION:

Purpose and Need: The AS Bike Shop requires expansion to be fully functional. The current facility is cramped, inflexible, and inefficient. It struggles to support the growing numbers of students, faculty, and staff who use bicycles as a primary means of transportation to/from and around campus. These conditions compromise safety, efficiency, and workmanship.

Setting and Program: The project site area is 16,000 gross square feet (GSF) and consists primarily of maintained grass (lawn area), ivy, and a decomposed granite bicycle parking lot. The SAASB is to the west, parking lot 15 is to the south. A primary north-south bicycle path is to the west of the project site. There are Corymbia citridora eucalyptus and other ornamental trees along the edge of the bicycle path.

The AS Bike Shop provides bicycle parts, repair, instruction and educational events to an average of 4,408 students, faculty, and staff each quarter. It employs two career staff members and 13 students including seven mechanics. During the school year, the AS Bike Shop is open Monday through Friday.

The building would be a one story, approximately 15-foot high, wood construction structure of approximately 2,948 gross square feet (GSF) (JFAK, 2021). The building would include a retail/cashier area, waiting area, gender-neutral and accessible restroom with a shower, and a repair shop. There will also be an employee conference room office, bike storage and tool inventory spaces.

Vehicle parking is not provided for the AS Bike Shop as it will be primarily accessed by bicycles from the adjacent bicycle path along Ocean Road. Parking would be available in Structure 18 to the north. There would be no vehicular access through Parking Lot 15. A curb cut to the west end of Parking Lot 15 would be added to accommodate trash pickup and deliveries to the building. No vehicle parking spaces would be removed from Parking Lot 15.

Bicycle Parking—there is a 298- space bicycle parking lot on the east side of the project site and all of the racks will be removed for construction of the new building, specifically a “test” track for repaired bicycles. This bicycle parking lot is historically underused and the bicycle parking

lot would not be wholly replaced. A 10-space bicycle parking lot would be constructed south of the gathering area. Unused bicycle racks would be relocated around campus to other bicycle parking lots. Such as the bus loop bike parking area, Parking Lot 30 near the lacrosse field and Pauley Track and Campus Point Beach.

Sustainability. The project seeks LEED-Gold certification to comply with campus standards for energy sustainability; the project aspires to achieve LEED-Platinum. The building orientation and placement of openings will work together to provide maximum natural ventilation and passive cooling to the extent possible. The designed landscape will utilize drought-tolerant planting, and all fixtures and appliances will be low-flow, Energy-Star, and energy-efficient. The exterior materials will have the lowest amount of embodied energy possible, and interior materials will be recycled from renewable sources and topped with low-VOC finishes. The project includes renewable energy in the form of a rooftop photovoltaic array.

Utilities
Utilities (electrical, sewer, water) would be installed on the project site to serve the new building. Existing utilities are within the project area for easy connections.

Water use: Low flow plumbing fixtures will be installed in the restroom, shower, and sinks. and recycle Drinking fountains will be provided with bottle fillers. Reclaimed water will not be used for this project. It is anticipated that approximately 0.5 AFY of water would be used. This would not result in an over use of the campus' water supply.

Lighting
Exterior site lighting will be the campus standard poles, ground-mount, and wall-mount fixtures. All exterior lighting would be 4000K and no less than 70 CRI in accordance with the LRDP Outdoor Lighting and Retrofit Program.

Drainage and Runoff
A storm water drainage system will be installed in the building to transfer storm water from the roof drains to the site storm drain lines. New storm drain lines would be installed in the project area to manage stormwater flow. The project is required to meet Regional Water Quality Control Board Tier 2 regulations for stormwater runoff. Low Impact Development (LID) features would be installed at the project site near the southeast corner of the project site near Parking Lot 15. LID would include, but not be limited to a small bioswale (shallow infiltration), vegetated strips, and landscaped areas. The project site area is approximately 16,000 square feet. There would be 14,790 square feet of new impervious surface area, and 2,814 square feet of replaced impervious surface area.

The project site drains to Goleta Slough and water quality treatment, as described, would be implemented prior to storm runoff entering the storm drain system.

Grading
Approximately 15,000 square feet of area would be graded and there would be approximately 300 cubic yard of fill (import). There would no exported soil. Site grading would be minimal and all dust control mitigation measures in the LRDP EIR would be followed.

Landscaping
No trees or vegetation, other than lawn area, ivy, and shrubs within the existing bicycle parking lot are proposed for removal.

The site would be landscaped with vegetation in accordance with the Campus Landscape Plan which designates this area as an "African" planting scheme. Proposed plantings would be minimal and may include various trees and low shrubs. A short hedge would be planted along the bicycle test track to deter pedestrians from walking through and a vine would be grown on the "selfie" wall on the north side of the building. All plants would be non-invasive and not listed on the Cal-IPC plant list as invasive. Plants would be drought tolerant.

Schedule: Project construction is scheduled to begin approximately October 2021 and finish in approximately 11 months by the end of September 2022. A temporary construction trailer would be onsite to accommodate the construction crew.

Background and Project Objectives: The project is consistent with the Environmental Impact Report (EIR) prepared for the 2010 UCSB Long Range Development Plan (LRDP) (UCSB 2008). The LRDP EIR concluded that there would be a less than significant impact with mitigation from construction impacts caused by LRDP buildout. All applicable construction related Mitigation Measures in the LRDP EIR would be adhered to. There would be no population increase resulting in the need for new infrastructure such as parking or utilities.

The project objective is to provide a new expanded Bike Shop to serve the existing campus population.

Consistency with the LRDP: The proposed project is within the Main Campus Academic and Support land use designation area within a 65-foot height limit. The proposed building supports the student population on campus and is consistent with the allowed uses under the Academic and Support land use designation. The building would be just over 15 feet high which is well within the designated height limit at the project area. The project is consistent with all applicable LRDP policies. A Notice of Impending Development would be submitted to the Coastal Commission.

ENVIRONMENTAL ISSUES:
This project is considered Categorically Exempt under CEQA Section 15303, New Construction, as supported by the discussion below. There are no unusual circumstances which would create an exception to the Exemption.

Aesthetics: The proposed building would be just over 15 feet high and would be constructed adjacent to the approximately 45-foot tall SAASB building. The new AS Bike Shop would be designed to complement the existing built environment and be an inviting place for visitors. The height limit for the area is 65 feet. The building is well within this height limit.

In addition, the site would include an entryway, sidewalks, and some landscaping to improve the aesthetic quality of the project site. There is no outdoor lighting associated with the project and all campus standard exterior lighting would be replaced or retained and be in compliance with LRDP lighting standards.

Agricultural Resources: There are no agricultural resources at the University.

Air Quality: Construction of the AS Bike Shop would be approximatley 12 months. In accordance with LRDP EIR MM AIR-3- and all other applicable LRDP EIR Mitigation Measures, prior to the commencement of construction activities the construction contractor will be required to develop a construction mitigation plan including all Santa Barbara County Air Pollution Control District construction emission reduction measures for fugitive dust and equipment.

The project does not result in new traffic to the site on a daily basis. Students, staff, and faculty will access the buiding via bicycle.

Biological Resources: The proposed project would remove grass turf and ivy and other ornamental landscaping as necessary. There would be one Pinus Radiata, approximately 10 dbh and x feet tall for the project. The tree is not native and not a sensitives species. Other trees would be planted at the project site to mitigate the loss of the one tree. There would be no impact to sensitive biological resources. The project site is a highly developed area and is not Environmentally Sensitive Habitat (ESHA) and not adjacent to ESHA.

Cultural Resources: The project site is highly disturbed from the initial construction of the SAASB building, Parking Lot 15, and other surrounding development. A Phase 1 survey is currently underway and although the survey results are not available at this writing, it is anticipated there would be no cultural resources identified at the site and no impact to cultural resources. In the event Cultural Resources are identified within the project site all applicable LRDP policies providing protection to these resources would be followed.

Geology: A soils study was conducted at the project site (PML 2021). No groundwater was detected at the project site at up to 18-foot borings. Soil at the project site includes 3 to 5 feet of previously placed fill soil, underlain by a brown sand. Below the sand lies hard, Sisquoc shale. The soils were determined to have a very low potential for expansion. The potential for liquefaction is considered to be very low.

Hazards and Hazardous Materials. No hazardous materials would be used. There would be no impact from hazards or hazardous materials.

Hydrology/Water Quality: The project will replace approximately 14,600 square feet of impervious surface with the building and hardscape (JF( )AK, 2021). The project would be within Tier 2 Regional Water Quality Control Board (waterboard) regulations and will require site design for runoff reduction and water quality treatment. With the appropriate water quality and management measures there would be no impact to hydrology and water quality.

Land Use: The proposed project is located in the *Main Campus Academic and Support* land use designation and is consistent with the allowed land uses within this designation. The building is well within the 65-height limit set for this area. There would be no land use impact.

Mineral Resources: There would be no impact to mineral resources as a result of the proposed project.

Noise: There would be minimal noise generated from grading and construction of the AS Bike Shop. The project duration is approximately 12 months. The SAASB is adjacent to the construction site and persons working within the building will be notified of construction prior to its start. Noise generation would be short term and temporary. All applicable Noise mitigation measures in the LRDP EIR will be adhered to. There would be no long-term noise impact from the project.

Population and Housing: The campus population would not increase as a result of the proposed project thus creating a need for new faculty, student, or staff housing. There would be no impact to population and housing from the proposed project.

Public Services: The proposed project would not increase the need for public services at the University. The AS Bike shop currently exists in another location on campus and this project would expand the shop but would not increase the need for public services. All utility connections are available in proximity at the project site. There would be no impact to public services as a result of the proposed project.

Recreation: The project would have no impact to recreational resources. The AS Bike Shop is intended to be a bicycle repair shop and would be constructed on a lawn in an Academic and Support land use designation.

Traffic/Transportation: There would be temporary construction vehicle traffic during project construction. Construction equipment and vehicles would access the site from Ocean Road through Parking Lot 15. This would cause a temporary construction traffic impact and a construction traffic plan, including a staging area plan would be in place to eliminate potential impacts.

Operational traffic impacts would be minimal because visitors to AS Bikes would primarily come by bicycle or walk to the building. Parking would be available in Parking Lot 18/Mesa Structure for visitors to the building. There would be no long-term impact from traffic or parking.

Two hundred ninety-eight bicycle racks would be removed for the proposed project. The existing bicycle parking lot is underused and is generally about 25 percent full at any time. The bicycle parking lot would not be restored and the racks would be relocated to other locations on campus such as Campus Point Beach, Parking Lot 30, east of the Library, and the nearby existing bicycle parking lot near the Metropolitan Transit District bus loop. Since the bicycle parking lot is underused and the racks would be relocated there would be no impact to the bicycle parking infrastructure on campus. A 10-space bicycle parking area would be installed at the project site

to accommodate bicyclists coming to the site. Since existing bicycle parking areas would be expanded around other sites on campus and since the existing site is underused, there would be no impact to bike parking on campus.

Utilities: All necessary utilities are available within vicinity of the project site. There would be no impact to utilities from the project.

DETERMINATION: Based on the above project assessment, the proposed project is classified as exempt from the provisions of CEQA under Section 15303, New Construction (Class 3). None of the exceptions cited in Section 15300.2 apply to this project.

Shari Hammond

Shari Hammond
Principal Planner

April 28, 2021
Date

REFERENCES

Hernandez, Jennifer
2021 Personal Communication with Jennifer Hernandez, Project Manager, Design and Construction Services, University of California Santa Barbara.

John Friedman Alice Kimm Architects (JF( )AK)
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