Campus Housing Study
University of California, Santa Barbara

PREPARED FOR
University of California, Santa Barbara

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Overview

The University of California, Santa Barbara undertook a Campus Housing Study (the Study) to create a vision for the future development and use of University-owned properties, many of which have been underutilized. The Study was conducted as a response to the University’s most pressing housing problems: the need for affordable housing for faculty and staff and additional housing stock for students, especially students with families. Since land prices are a significant percentage of the high cost of housing, the University-owned land is a key asset in finding a solution to this crisis.

The properties owned by the University are located in an area rich with environmental resources which must be protected and supported by the way in which the land is developed. Therefore, the Study proposes a series of public open spaces and conservation areas which will not only permanently preserve these precious resources, but also serve to provide a framework for a series of interconnected neighborhoods.

The development will be concentrated in a series of neighborhoods with a diverse mix of housing types in order to accommodate a mix of faculty, staff, graduate students, students with families, and undergraduate students.

The Campus Housing Study was conducted using a participatory process that engaged students, faculty, staff, and community members in each of its three phases (as described in the second section of this report, Process and Analysis).
The Vision

The Greensward will be the central focus of the Study and the campus communities. This expansive open space will link the area’s reserves, preserves, wetlands, and the Goleta Slough. The natural open space is currently disconnected and in many places treated as backyards inaccessible to the public. The design developed as part of the study will connect and frame the open space through a network of streets and pathways, creating new addresses and connecting each new neighborhood to the greater community. The open space is lined with neighborhoods and links the East Campus and Ocean Road (visible on the left of the aerial) to the Goleta Slough to the west. It will serve as a dramatic new address in the region and will serve as the front door to the series of new campus neighborhoods as well as the larger community.

These new neighborhoods will be designed to create a strong sense of community and will be linked by bikeways, paths, transit, and small-scale streets to one another, to the Main Campus, and to the adjacent Isla Vista.

The open space network will provide a rich range of amenities, will be the front door of these neighborhoods, and will provide access to regionwide recreational and environmental activities. By providing housing for those who now commute to the campus, the new development will transform commuters to residents, thereby reducing traffic congestion on both local and regional roads.

The Study has identified eight different development areas which have a combined capacity to provide 3,000 to 3,800 units of new housing. These areas include properties within the East Campus and a series of existing development sites to the north and west of Isla Vista.
To create a sense of community identity, the larger sites will be developed with an interconnected pattern of streets lined with a variety of housing types. The areas closest to the campus, such as the current Storke Family Housing Site, will have more apartments and condominiums in order to house more singles and couples, while those farther away and near the schools will have more townhouses and single-family houses.

Underutilized property along Ocean Road at the eastern edge of the East Campus, will be developed with a mix of staff, faculty, and graduate student housing to provide an improved interface with the adjacent community of Isla Vista.

1. **STORKE NEIGHBORHOOD** Redevelopment site with a mix of single-family houses, townhouses, apartments, and loft buildings will provide approximately 750-850 units.
2. **SANTA YNEZ NEIGHBORHOOD** Future redevelopment site with a similar mix and the capacity for 600-700 units.
3. **FRANCISCO TORRES** Infill site with a mix of townhouses, apartments, and loft apartments will provide approximately 150 units.
4. **WEST CAMPUS** Redevelopment site with a mix of single-family houses, townhouses, and apartments with a capacity of 450-600 units.
5. **WEST CAMPUS MESA** Infill site with predominantly single-family houses and a capacity of 100 units.
6. **FACILITIES MANAGEMENT** Area redevelopment site with a mix of apartment types providing 600-700 units.
7. **EAST CAMPUS RESIDENCE HALLS** Infill and redevelopment site with new construction will provide an additional 700-800 units plus limited faculty housing.
8. **OCEAN ROAD** Infill site with a mix of stacked townhouses, apartments, and loft buildings will provide approximately 500-600 units.
Sustainability

Implementing the recommendations of the Campus Housing Study will create a series of sustainable neighborhoods embodying the following principles and attributes.

Preservation of Natural Features
- The natural features and environmentally sensitive areas of the site will be protected and preserved as the focus of public spaces and the major amenity for the communities.
- Development areas which are not environmentally sensitive will be developed effectively with compact, mixed-use development to serve the pressing housing needs of the University community.

Alternate Forms of Transportation
- The pattern of streets, bikeways, shuttle bus routes, and pedestrian routes will provide alternatives to the automobile.
- The pattern of streets will facilitate transit service in the area by creating an interconnected network.
- The development will serve to reduce traffic in the area by providing housing for staff and faculty who now commute to the campus.

Compact, Environmentally Efficient Development
- Compact building types such as townhouses, stacked townhouses, apartments, and lofts will minimize energy consumption.
- Parking garages will use land efficiently while reducing heat islands and impervious surfaces.
- Buildings will be designed to meet or exceed LEED Silver Standards to further the sustainability goals of the campus.

Everyday Needs within Walking Distance
- By including retail, recreation, and cultural uses in the neighborhoods, the development proposed in this Study will create neighborhoods in which the needs of daily life are within walking distance, further reducing auto dependency.
- The development will reinforce the business core of Isla Vista and support its revitalization by adding a diverse residential population adjacent to Isla Vista.
Planning Approach

The planning team created a portrait of the area illustrating all existing elements including natural features, roads, open space, buildings, and land use. Each of these elements was graphically represented on an individual drawing in order for the participants and designers to visualize the strengths and weaknesses of the physical structure.

Participants in the process emphasized the urgent need for affordable housing. The market analysis indicated a need greater than could be accommodated on available land. Therefore, the developable land must be used to provide a significant amount of housing in a compact form. The development of compact neighborhoods can achieve this goal and provide social benefits. The framework of streets and pedestrian routes within neighborhoods connects every building to the system of open space and defines blocks within which housing can be developed.

Initially, there was concern that the large amount of environmentally sensitive land would be an obstacle to effective development. The analysis revealed ways in which development could be organized around the physical form of those sensitive areas.
Participants in the planning process expressed the need to create a sense of community and an interest in a mix of populations within the neighborhoods. The Study, therefore, calls for the larger sites to be developed with an interconnected pattern of streets lined with a variety of housing types. The areas closest to the main campus, such as Storke and Santa Ynez, will have more apartments in order to house more singles and couples, while those farther away and near the schools will be family-oriented having more townhouses and single-family houses. On the Main Campus and in the Facilities Management area, housing will be provided largely for undergraduate students, with the addition of some faculty and staff housing to create a residential college environment. Ocean Road will become a special address lined with mixed-use buildings, townhouses, and apartments to create an improved relationship with Isla Vista.
Housing Strategy for Building Neighborhoods

Flexible Units
Workforce housing is needed for faculty and staff of all ages, positions, and incomes, and for students, especially those with families. The needs for housing will change over time. Lifestyles and housing requirements of this market are very diverse, resulting in a need for flexibility to make these developments sustainable. The analysis revealed that unit types could serve more than one market type. For example, a small studio could accommodate a graduate student, a single staff person, or a young faculty member. A small townhouse could serve students or staff with young children, or faculty without children who need an office or study. A two-bedroom apartment can be shared by two people, or four undergraduate students, or accommodate a faculty member with a study, or a family with children.

Units, Buildings, and Blocks = Neighborhoods
This range of unit types can be assembled in buildings on blocks in a variety of ways and scales, from smaller buildings including attached single-family houses, mid-sized apartments, or apartments wrapped around parking structures.

By using a limited number of unit types and assembling them in various building types, which in turn are assembled to create blocks, it is possible to provide a very diverse range of accommodations with simple elements. Because the units are flexible, their occupancy could change over time as market conditions change.

It is also possible to accommodate a diverse range of individuals in each of these neighborhoods. Most participants were comfortable with mixing faculty, staff, graduate students, and students with families. There was general agreement that freshmen and sophomores are best accommodated in residence halls. One unresolved question is whether to include housing for single juniors and seniors in the neighborhoods and, if so, whether these housing units should be in designated areas or mixed throughout each appropriate neighborhood. The neighborhood concept provides such flexibility that it is not necessary to determine these social policies in advance.
Storke Family Housing

Plan for the Transformation of Storke

The existing Storke Family Housing complex is an introverted development with perimeter parking and internalized clusters of houses. The proposed redevelopment creates a neighborhood with a series of urban blocks which open to the natural areas to the north and the south.

Study results call for a framework of small-scale neighborhood streets that create nine development blocks. Each block contains a mix of different unit and building types. The buildings are placed around the perimeter of the block in order to ensure lively street facades with a variety of architectural styles and character. Amenities for residents are located in the center of the block. Depending on location, these amenities may include a courtyard with play areas for small children, recreation areas, private gardens, communal gardens, or social areas. In some cases, the center is open to one of the streets to become a park or plaza. In one case, the center of the block is a large parking structure which serves the majority of the residences. By concentrating the parking in a single structure it is possible to both achieve the density needed to meet the housing need and to create usable and diverse open space for residents. All units are within a five-minute walk of the garage.

Along the western edge of the property, single-family houses create an appropriate transition to the adjacent Storke Ranch development.

Day care facilities, convenience shopping, and other amenities will be placed in a central location in the neighborhood.

<table>
<thead>
<tr>
<th>TYPE</th>
<th>Number of Units</th>
</tr>
</thead>
<tbody>
<tr>
<td>APARTMENTS</td>
<td></td>
</tr>
<tr>
<td>Studio</td>
<td>60</td>
</tr>
<tr>
<td>One Bedroom</td>
<td>227</td>
</tr>
<tr>
<td>Two Bedroom</td>
<td>298</td>
</tr>
<tr>
<td>Three Bedroom</td>
<td>48</td>
</tr>
<tr>
<td>LOFTS</td>
<td></td>
</tr>
<tr>
<td>One Bedroom</td>
<td>5</td>
</tr>
<tr>
<td>TOWNHOUSES</td>
<td></td>
</tr>
<tr>
<td>Two Bedroom</td>
<td>41</td>
</tr>
<tr>
<td>Three Bedroom</td>
<td>122</td>
</tr>
<tr>
<td>SINGLE-FAMILY ATTACHED</td>
<td></td>
</tr>
<tr>
<td>Three Bedroom</td>
<td>37</td>
</tr>
<tr>
<td>TOTAL</td>
<td>838</td>
</tr>
</tbody>
</table>
Transformation of Storke

Approaches to the new neighborhood will be along the proposed-large-scale open spaces. The Greensward will be the front door of the community and will be lined with two- and three-story buildings, in contrast with the existing development which was internalized and did not face this space. The architecture along this frontage will use materials in the spirit of the Arts & Crafts movement and reflect the rural traditions of Santa Barbara County, harmonizing with the natural environment. Street intersections along this edge will be gateways into the neighborhood network of this community.

The character of these internal streets is more urban, like a town, and will be based on a variety of architectural traditions including the Spanish Revival style so central to the image of Santa Barbara. The streets will be lined with a range of building types from single-family houses to high-density, four- and four-and-one-half-story apartments and loft-style buildings. The architectural design of the housing will be required to create a congenial atmosphere complementary to the character of the public open spaces of the neighborhood.
Ocean Road Housing

Plan for the Transformation of Ocean Road

Ocean Road, along the western edge of the campus, was built as a four-lane divided road with a buffer area filled with eucalyptus trees between it and the edge of Isla Vista. The Campus Housing Study results call for Ocean Road to be rebuilt as a two-lane street with wide sidewalks and bicycle lanes. The Study also calls for connecting the road to the streets of Isla Vista, either streets or pedestrian lanes. As a result of this reconfiguration, it is possible to create a series of development parcels.

The study illustrates the development of 541 units of housing of various types including loft apartments, condominiums, stacked townhouses, apartment buildings, townhouses and a potential guest hotel. The buildings will create a unified facade along the length of Ocean Road with active public uses on the ground floor in key locations and residential-scale porches and gardens in others. The buildings are planned to provide a finished end for the blocks of Isla Vista. They also serve to create a series of gateways into both Isla Vista and the campus.

The majority of the parking for the units will be accommodated in three garages on the east side of the street. Most units are within a three-minute walk of a garage. The garages are lined with residential buildings containing a combination of loft-style apartments, apartments, and hotel accommodations.

<table>
<thead>
<tr>
<th>TYPE</th>
<th>Number of Units</th>
</tr>
</thead>
<tbody>
<tr>
<td>APARTMENTS</td>
<td></td>
</tr>
<tr>
<td>Studio</td>
<td>47</td>
</tr>
<tr>
<td>One Bedroom</td>
<td>137</td>
</tr>
<tr>
<td>Two Bedroom</td>
<td>168</td>
</tr>
<tr>
<td>Three Bedroom</td>
<td>49</td>
</tr>
<tr>
<td>Lofts</td>
<td>76</td>
</tr>
<tr>
<td>TOWNHOUSES</td>
<td></td>
</tr>
<tr>
<td>Two Bedroom</td>
<td>45</td>
</tr>
<tr>
<td>Three Bedroom</td>
<td>21</td>
</tr>
<tr>
<td>TOTAL</td>
<td>541</td>
</tr>
</tbody>
</table>
Transformation of Ocean Road

The Ocean Road edge of the campus has been a no-man’s land with the configuration of the road itself serving as a barrier between the campus and Isla Vista. This is most vivid along Pardall where the raised roadway has an underpass for cyclists.

The Study results call for an urban street in this location with buildings that create an active urban environment, thus joining the campus and the community. The buildings on the west side of the street are taller and include a landmark tower. A similar gateway is created at the northern end of the development at El Colegio.

The street is currently empty and desolate. The new development will create a new address with a diverse collection of building and housing types. Townhouses and small apartment buildings will have small gardens along the street, while taller apartments and lofts will have active public uses on the ground floor with wider sidewalks. The architectural character of these buildings will further enliven the space by reflecting the diversity of architecture in Santa Barbara County. Buildings will draw on vernacular architectural styles including, primarily, the Santa Barbara Spanish Revival Style and others in a Contextual Modernist Style. The parking garages will be completely hidden from view by the facades of the residential buildings which wrap around them.

The most dramatic change will be at the intersection of Ocean Road with Pardall. The present barrier-like tunnel and overpass will be replaced with a dynamic urban environment.

VIEW OF THE PROPOSED MIXED-USE DEVELOPMENT AT PARDALL AND OCEAN ROADS

The new development is a lively mix of retail and residential uses.

EXISTING OCEAN ROAD OVERPASS AT PARDALL

The existing conditions create a barrier rather than a connection between the campus and Isla Vista.

EXISTING VIEW NORTH ALONG OCEAN ROAD

The large expanse of pavement along with the barriers creates an unfriendly environment for pedestrians.

VIEW OF THE PROPOSED DEVELOPMENT ALONG OCEAN ROAD

The pedestrian scale of the streets and sidewalks enhances the experience for students and residents.
Implementation – Phasing of Housing Sites

The development envisioned by the Campus Housing Study for University-owned property will be built in phases over the course of twelve years as described on the time line on the next page. Within each development area, there may be early phase development that can take place in advance of this schedule. If new housing can be provided without demolition, it can proceed early and provide surge housing for relocation when existing units are demolished. Also, it may be possible to make some of the community connections called for in the Study in advance of development.

Phase I: Ocean Road (2007-2011)

The underutilized land along Ocean Road can be developed without loss of any existing housing. The land will be developed in four sub-phases, the first of which includes the reconstruction of the street and bikeways between Cordoba Road and Del Playa Drive and the parking structure. The first phase of residential construction will include the blocks between Cordoba and Trigo Roads. The second phase will include the blocks between Trigo Road and Del Playa Drive. As residential blocks are built, the adjacent east-west streets will be improved either as vehicular connections, as pedestrian spaces, or as bikeways. The third phase includes the rebuilding of Ocean Road between El Colegio and Cordoba Roads and residential development on the blocks between El Colegio and El Greco Roads. The final phase will include a parking garage and three blocks between El Greco and Cordoba Roads.

Phase II: Storke Neighborhood (2009-2011)

The Ocean Road Phasing Plan shows the timeline for the development of the Ocean Road area.
The entire neighborhood will be built in one phase, after demolition of existing buildings and site preparation.

**Phase III: Main Campus Residence Halls and Francisco Torres (2010-2015)**

These infill projects can be accomplished in smaller phases. Additional structures can be inserted into the East Campus complex and San Rafael as demand for residence hall accommodations increases. At Francisco Torres, reconfiguration of parking will permit the construction of mid-rise structures along the perimeter of the site.

**Phase IV: West Campus (2011-2013)**

Although the majority of the West Campus neighborhood can be built only after the existing housing is demolished, it is possible to begin with development along Storke Road at the corner of El Colegio. The construction of the Sierra Madre complex and a new private development on the golf course will need to be coordinated with this phasing.

**Phase V: West Campus Mesa (2012-2014)**

Development will be coordinated with the needs of the child care center and the evaluation of environmentally sensitive areas.


The existing Facilities Management functions will need to be replaced before construction can begin. The development could be designed to accommodate some of these uses on the ground floor, integrated with the proposed parking structure, or a new location will need to be identified.


This existing complex will be the last to be demolished and replaced. The possibility of developing an early phase along the Green River and modifying the road network should be studied in order to support the overall objectives of the Study.
Implementation – Comprehensive Coordination

Study results call for a community of interconnected neighborhoods which will reinforce the revitalization efforts of Isla Vista and support the goals of the County of Santa Barbara and the City of Goleta. To be successful in implementing the proposed development, collaboration among all of these entities will be necessary.

To support this process, the Study builds on efforts underway by others, such as: The Isla Vista Master Plan; the joint County of Santa Barbara, City of Goleta, and University for the Ellwood-Devereux Coast Open Space and Habitat Management Plan; and the County’s housing programs. For example, the proposed public open space system connects with the areas described in the Ellwood Devereux Coast Plan, and the street network proposed on various University properties aligns with streets in Isla Vista and other neighborhoods. These specific areas provide the basis of further collaboration to create a sustainable and unique community.
Process and Analysis

The Campus Housing Study process grew out of and built upon the Campus Plan process that took place from February to July of 2003 and engaged a large cross-section of the campus population. Housing & Residential Services began the process for the Campus Housing Study, an update of the 1988 Housing Plan, in February, 2004.

The first phase of this work, gathering information, began with a series of stakeholder meetings. The design team and Housing & Residential Services conducted a three-day workshop which included focus group discussions and open campus meetings, tours of the housing sites, and verification of the available sites and natural features of the area. Participants were asked to identify the strengths of the area on which the housing plan should be built; weaknesses or problems of the area that should be addressed; and potential desirable housing sites. The design team analyzed the physical environment through analysis drawings, or UDA X-Rays®. The market consultant, Zimmerman/Volk Associates, Inc., prepared a preliminary market study.

The second phase of the process, the design phase, took place mainly at the design charrette held at the Main Campus in March, 2004. With the continued input of the campus community, visions were defined for all of the potential housing sites. Building and unit designs were developed and the ideal mix of housing types was explored. The design team held another workshop in April, 2004 to focus on the more detailed design of the Ocean Road and Storke Family Housing sites, including further development of the unit and building designs.

A pattern book will be prepared to ensure appropriate architectural design for the buildings. The book will ensure that the vision of the Study will become a reality.
THE DOT EXERCISE

In the first phase of the process, participants were asked to identify strengths and weaknesses. They were given colored dots to place on maps, identifying best, worst, and areas where improvement is needed – green for the best, red for the worst, and blue for goals and priorities.

Strengths
The majority of the green dots were placed on the natural features which surround the campus and its environs. The views to the mountains and the ocean, the natural conservation areas, the Slough, and the presence of trees were all viewed as great assets on which to build. Existing student housing in the East Campus area and Manzanita Village were much appreciated, as were some of the retail and residential areas to the north.

<table>
<thead>
<tr>
<th>STRENGTHS</th>
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</thead>
<tbody>
<tr>
<td>Natural setting – mountains, the ocean, bluffs</td>
</tr>
<tr>
<td>Open space and natural environment</td>
</tr>
<tr>
<td>Proximity to campus, new retail, airport, Santa Barbara</td>
</tr>
<tr>
<td>Access to bike paths, beaches, golf, nature preserves</td>
</tr>
<tr>
<td>Campus cultural activity and recreation amenities</td>
</tr>
<tr>
<td>Good schools</td>
</tr>
<tr>
<td>Small-town character</td>
</tr>
</tbody>
</table>

Participants placed green dots on strengths which the proposals contained in the Campus Housing Study will build upon and reinforce. The pattern of green dots emphasizes the importance of the natural features around the site.
Weaknesses

The majority of the red dots were in the middle of the drawing. Many were concentrated in Isla Vista in which the lack of good retail, the condition of many of the residential buildings, and the reputation of bad social behavior were all considered problems for participants. The area closest to the ocean, especially Del Playa received the greatest concentration of red dots, as did the no-man’s land along Ocean Road. The Facilities Management area, other temporary buildings on campus, and the main entrance to the campus were also identified as weaknesses. Red dots in the open areas were placed to indicate the lack of connection between the parts of the campus community.

<table>
<thead>
<tr>
<th>Weaknesses</th>
</tr>
</thead>
<tbody>
<tr>
<td>High cost of rental and ownership housing</td>
</tr>
<tr>
<td>Long commutes and congested roads</td>
</tr>
<tr>
<td>Isla Vista appearance, lifestyle, parking, maintenance</td>
</tr>
<tr>
<td>Lack of community – no connection between residential compounds</td>
</tr>
<tr>
<td>Traffic – Isla Vista, El Colegio, Highway 27, Los Camaros</td>
</tr>
<tr>
<td>Limited retail in Isla Vista</td>
</tr>
<tr>
<td>Lack of connections between housing developments</td>
</tr>
<tr>
<td>Division between Isla Vista and the campus</td>
</tr>
<tr>
<td>Growth potential limited by natural features</td>
</tr>
</tbody>
</table>

Red dots represent weaknesses of the area. The majority of red dots were placed on Isla Vista and the poorly utilized areas along the Slough.
Goals and Priorities

The greatest concentration of blue dots was along Ocean Road. Participants felt that the properties along Ocean Road could be effectively used to provide much needed housing. In the process of developing housing, the longstanding social problems caused by the barriers between the campus and Isla Vista could be overcome. Faculty, staff, and graduate students all felt that the location was not compromised by its proximity to Isla Vista housing and that the presence of diverse, quality housing could stabilize the community. Other priority areas included the rebuilding of the Storke Family Housing site, the West Campus and finding additional places for housing in the general area.

GOALS AND PRIORITIES

- Build neighborhoods, not projects
- Build diverse housing types for faculty, students, and staff
- Build affordable housing to recruit and retain faculty and staff
- Provide flexibility for future changes in the market
- Preserve and celebrate the natural environment
- Minimize car dependency by encouraging other modes of transportation
- Provide student housing with good study environment and privacy
- Develop a parking strategy
- Incorporate gardens and public art

Participants were asked to place blue dots on places where they felt housing should be developed. Ocean Road as well as other campus properties were strongly endorsed for housing units.
Need

In the course of the planning process, it became clear that providing additional housing is a priority for the University. The Deans and Provosts, in a stakeholder meeting early in the process, were asked what priority they would give to housing. They unanimously replied that housing is the highest of all issues facing the University.

A THE NEED

1 Workforce
   A. Faculty: Under current conditions, the biggest obstacle to both recruiting and retaining top level faculty is the cost, quality, and availability of housing.
   B. Staff: The high turnover in staff is due largely to the impossible lifestyle that results from the lack of affordable housing within a reasonable distance of the University. People choose to either live close by and commit more than 50% of their income to very low quality housing, or to commute over an hour each way.

2 Students
   A. Undergraduates: There is a lower ratio of students living on the UCSB campus than at other UC campuses. Freshmen are accommodated, but there is such a shortage of on-campus housing that many of the upper division students live in Isla Vista because they have no choice. The landlords in Isla Vista provide low quality and costly accommodations because of this shortage.
   B. Graduate Students: There is very little housing for graduate students and much of it is substandard or very expensive, making recruiting top quality students more difficult.

3 Collegiality and Academic Quality
   With faculty, staff, and some students living away from the campus, and the segregation between these populations, there is less opportunity for developing a strong sense of University spirit. Recent studies have concluded that the quality of intellectual life on a campus is directly related to the number of students and other members of the university community that live in close proximity.

4 Context
   The campus is somewhat isolated and not integrated into a larger metropolitan area; it is not part of a local community and, therefore, is not adjacent to a wide range of housing opportunities.

5 Social Sustainability
   Because there is no adjacent diverse community, the University is a single-use complex with a transient population. As a result, there is no opportunity for the development of community amenities and retail uses.

B THE OPPORTUNITY

1 Land
   The University owns a total of 210 acres of land designated to meet the residential needs within one-and-a-half miles of the Main Campus. Up to 70% of the cost of housing in the region is in the land, meaning that the University can provide housing on its existing properties at lower cost than it could on land that must be acquired.

2 Isla Vista
   Currently around 7,000 UCSB students are housed in Isla Vista in many substandard accommodations. Increasing the on-campus housing stock can relieve pressure on Isla Vista and encourage a more diverse housing stock.

3 Community
   The University-owned properties are nearly contiguous and are of sufficient critical mass to create a diverse series of communities, effectively building a context for the University. There is strong sentiment to support the creation of diverse, mixed-use, mixed-population neighborhoods rather than a collection of isolated compounds.

4 Transportation
   The existing system of bikeways and pathways, together with the proximity of these properties to the University, can enable residents to reduce their dependence on the automobile.

5 Natural Environment
   The extraordinary natural resources of the area contribute to its appeal. They should be preserved, maintained, and become a shared focus of an enhanced community identity.
Market Design Criteria

To attract a wide range of potential residents, each neighborhood should provide a series of amenities and provide a diverse range of unit types in each neighborhood. The plan proposed as a result of the Study also includes small-scale retail and daycare facilities in the heart of some neighborhoods, pedestrian- and bicycle-friendly streets, on-street parking for short-term use by residents and visitors, and access to trails and passive parks. Units are designed to accommodate the needs of a diverse range of people, allowing for flexibility in the tenant mix of each building and neighborhood.

The needs for housing will change over time and lifestyles and the housing requirements of this market are very diverse, resulting in a need for flexibility to make these developments sustainable. The analysis revealed that unit types could serve more than one market type. For example, a two-bedroom apartment could accommodate two graduate students, four undergraduates, a couple, a staff person, or a faculty member. A small townhouse could serve students with young children, staff with young children, or faculty without children who need an office or study. This range of unit types can be assembled in buildings on blocks in a variety of ways and a range of scales, from small-scale buildings including attached single-family houses to mid-sized apartment buildings or apartments wrapped around parking structures.

The matrix on the following page illustrates the unit types correlated with various types of residents.

Units have been designed to accommodate more than one group. Two-bedroom apartments can be used by two people (above left), by four undergraduate students (above center), or by a faculty member (above right). Below, a townhouse illustrates the same principles.

The units are combined in a variety of building types to create a diverse series of residential environments.
<table>
<thead>
<tr>
<th>Undergraduate Students</th>
<th>Graduate Students</th>
<th>Faculty</th>
<th>Students with Families</th>
<th>Staff</th>
</tr>
</thead>
</table>

### AFFORDABLE APARTMENTS

- [Floor Plan](#)
- [Floor Plan](#)
- [Floor Plan](#)
- [Floor Plan](#)
- [Floor Plan](#)
- [Floor Plan](#)
- [Floor Plan](#)
- [Floor Plan](#)

### AFFORDABLE TOWNHOUSES

- [Floor Plan](#)
- [Floor Plan](#)
- [Floor Plan](#)
- [Floor Plan](#)
- [Floor Plan](#)
- [Floor Plan](#)
- [Floor Plan](#)
- [Floor Plan](#)

### MARKET-RATE APARTMENTS

- [Floor Plan](#)
- [Floor Plan](#)
- [Floor Plan](#)
- [Floor Plan](#)
- [Floor Plan](#)
- [Floor Plan](#)
- [Floor Plan](#)
- [Floor Plan](#)

### MARKET-RATE TOWNHOUSES

- [Floor Plan](#)
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- [Floor Plan](#)
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- [Floor Plan](#)

### LOFTS

- [Floor Plan](#)
- [Floor Plan](#)
- [Floor Plan](#)
- [Floor Plan](#)
- [Floor Plan](#)
- [Floor Plan](#)
- [Floor Plan](#)
- [Floor Plan](#)

### SINGLE-FAMILY ATTACHED HOUSES

- [Floor Plan](#)
- [Floor Plan](#)
- [Floor Plan](#)
- [Floor Plan](#)
- [Floor Plan](#)
- [Floor Plan](#)
- [Floor Plan](#)
- [Floor Plan](#)
Existing Conditions

The portrait of existing conditions is a compilation of available information on University properties and their context, indicating land use, building use, and natural features, including wetlands and sensitive habitat. The University properties, outlined in red, form a contiguous piece of land surrounding Isla Vista; however, due to the physical configurations of the residential complexes, they seem removed from one another and from the Main Campus.

The X-Ray diagrams on the following pages analyze the individual elements described by the portrait. Each diagram indicates one element, such as building form, streets, or land use. The X-Rays helped the team further understand the strengths and weaknesses of the area.
X-Rays

Frameworks – Street Network X-Ray
Isla Vista has an interconnected network of streets, but no other area does. The residential developments to the northwest are a series of cul-de-sacs with few connections to the road system. The campus housing communities tend to have only one entrance. There are very few east-west linkages which causes congestion due to lack of alternatives.

Frameworks – Bicycle Network X-Ray
The campus is well known for its extensive bicycle network. The diagram indicates the system in three tones of grey with the on-campus lanes as exclusive ones.

Frameworks – Parking System X-Ray
The parking system is concentrated in centralized lots and garages.

Frameworks – Natural Features X-Ray
The area to the north and west of the campus includes wetlands, sensitive habitats, and other natural features.
Patterns of Use – Building Coverage X-Ray
The pattern of building reveals a series of developed areas disconnected from each other. The campus quadrangles can be seen in the eastern portion of the drawing. Isla Vista’s dense pattern of residential buildings is in the center, and, around the edges are various residential subdivisions.

Patterns of Use – Residential Settlement Patterns
The yellow tone indicates residential land use. The pattern appears to be continuous and linked, when in fact the building pattern X-ray tells us it is not.

Patterns of Use – Retail X-Ray
There is very little retail in the immediate area. In the center of the drawing the downtown of Isla Vista is indicated. The big-box retailers are visible at the top of the drawing.

Patterns of Use – Public and Institutional Property X-Ray
The purple tone indicates the generalized outline of university and institutionally owned property. The green areas indicate public parks. The large amount of land under public or university ownership provides an opportunity to create a more coordinated pattern for both open space and development.
Elements of the Proposed Plan

THE CAMPUS HOUSING STUDY will be implemented over time. The University’s needs and the housing market conditions on which these projects are based will inevitably change. Therefore, the study proposes building neighborhoods and districts, rather than pre-programmed buildings for specific user groups. This provides both the flexibility needed to respond to changing conditions as well as an environment with unique and permanent character and identity. To accomplish this, the study includes two types of physical elements—Frameworks and Development Blocks.
FRAMESWORKS

An interconnected network of public open space, streets, bikeways, pedestrian paths, and transit routes creates a framework within which individual development blocks can be built. Each element of the framework has a unique character thereby creating an “address” that is distinctive.

Open Space
- The Greensward, a natural conservation area, is the central feature of the Plan. This area includes bikeways and pathways. In the buffer zones, small-scale recreational facilities are provided.

Collegial Streets
- Streets within neighborhoods are small in scale. They will be slow-speed and pedestrian-scaled streets with on-street parking and ample sidewalks and landscape areas. The larger scale streets that currently exist will be enhanced for pedestrians.

Bikeways
- The current bikeway system will be extended and improved with effective means of making transitions between route classes.

Transit
- Transit routes for both public buses and electric and natural gas shuttle buses will be accommodated in the network.

DEVELOPMENT BLOCKS

Development blocks include a range of sizes and types designed to accommodate various building types. In general, the on-campus housing is primarily designed for undergraduate students; the new neighborhoods will have a mix of students, staff and faculty with an emphasis on graduate students and students with families. Along Ocean Road, an urban address will be created for a mix of faculty, staff, and graduate students.
Frameworks – Open Space

The main focus of the open space framework is the Greensward, which includes existing preserves, reserves, wetlands, and the Goleta Slough. These lands as they exist today are disconnected from one another and, in most instances, are treated as wastelands at the back of developments. The Campus Housing Study utilizes these undevelopable areas, with the addition of some park space, in the center of the community, to connect all of the proposed developments. This newly formed public open space will become a civic amenity. It will create front doors for all neighborhoods. It will be a space utilized by the public, rather than a series of disconnected pieces of land that are inaccessible and unusable. Buffer areas with bikeways will line its entire length, providing connections into the Main Campus. These lands, now the centerpiece for the new residential developments, extend through the Main Campus and serve as the connecting link to the open space system established by the 2003 Campus Plan.
While the Greensward serves as the connection between the new pieces of the Campus Housing Study, each neighborhood is served by a smaller network of public spaces. The neighborhoods consist of blocks with courtyard spaces in the center presenting opportunities for a variety of uses that complement the groups living within each block. Recreational parks, passive greens, tot lots, and paseos complete the neighborhood network and provide a wide range of activities and types of spaces to be used by the residents.
Frameworks – Streets

El Colegio Road is the only east-west street that ties the various components of the campus, Isla Vista, and Goleta together. Without any additional streets to reestablish a network, it will be unable to accommodate all modes of transportation in a pleasant and safe way. Currently, the intersection of El Colegio and Los Carneros has the lowest peak-hour level of service in the vicinity of the campus.

In order to alleviate the pressures on El Colegio Road, the Plan proposes several other connections to handle the traffic. The Mesa Road connection (1), the Lot 38 Road (2), seven connections between Isla Vista and Ocean Road (3), and internal networks within neighborhoods (4) all provide additional connections. This combination of east-west streets and connections will provide dozens of additional routing options between the main campus and places to the west. The additions will significantly increase the transportation network’s ability to handle future development and reduce congestion.
Frameworks – Parking Strategy

Due to the high value of land, this study proposes the consolidation of low-intensity surface parking into structured parking. This increases the overall sustainability of the campus by decreasing impervious surfaces. It also discourages the use of automobiles by making alternate modes of transportation, such as public transit, bicycling, and walking, easier and more appealing.

The development of student, faculty and staff housing on Ocean Road decreases the parking needs for commuters.

<table>
<thead>
<tr>
<th>NAME</th>
<th>SPACES</th>
</tr>
</thead>
<tbody>
<tr>
<td>A Storke</td>
<td>1,729</td>
</tr>
<tr>
<td>B Santa Ynez</td>
<td>1,613</td>
</tr>
<tr>
<td>C Francisco Torres Lot + Surface</td>
<td>414</td>
</tr>
<tr>
<td>D West Campus Garage</td>
<td>1,648</td>
</tr>
<tr>
<td>E Facilities Mgmt (add garages)</td>
<td>145 +</td>
</tr>
<tr>
<td>F San Clemente Garage + Structure</td>
<td>1,004</td>
</tr>
<tr>
<td>G O.R. Gateway (x 4)</td>
<td>96</td>
</tr>
<tr>
<td>H O.R. Courtyard (x 3)</td>
<td>62</td>
</tr>
<tr>
<td>I O.R. Garage South</td>
<td>624</td>
</tr>
<tr>
<td>J O.R. Garage Pardall</td>
<td></td>
</tr>
<tr>
<td>K O.R. Garage North</td>
<td>773</td>
</tr>
<tr>
<td>TOTAL</td>
<td>8,100</td>
</tr>
</tbody>
</table>

Note: will include optional on street parking.

Proposed parking structures and lots with those suggested by this Campus Housing Study shown in red.
Frameworks – Bikeways

The existing bicycle network includes three types of facility: bicycle paths, which are separated routes; bicycle lanes, which are defined lanes integrated into the design of streets; and shared streets, in which the route is designated but a lane is not defined.

This system should be expanded and enhanced to provide more options for cyclists. The campus will expand and the area around it will become more urban. The proposed network of streets provides more routes and connections between the parts of the community. Therefore, the study indicates added bicycle lanes on the East Campus and in the new housing areas, including those along the Greensward. Bicycle lanes are recommended for the main streets in the neighborhoods, including along Ocean Road. Shared streets are suggested for the small-scale residential streets.

However, there is a need for a comprehensive analysis and overall system design which is beyond the scope of this study. The key recommendation herein is to create a safer transition between the bicycle lanes on campus and the shared streets of Isla Vista through the redesign of Ocean Road.

The idea of the interconnected network of streets is to spread the traffic loads over multiple streets instead of concentrating the loads along one street or just a few streets. The same is true for the bicycle network. The safest and smartest way to accommodate cyclists in and around the campus is to recognize the future contexts in which cyclists will operate and plan accordingly. Bicycle paths, bicycle lanes, and shared streets all play key roles in the future – each type being used in the contexts where it maximizes safety and practicality.

The proposed new bicycle network is shown in red.
Development Areas

The Campus Housing Plan establishes a method of building housing in the form of neighborhoods, which by virtue of both building design and site plan can accommodate housing a variety of different populations. The optimum configuration from a physical planning point of view is as follows:

A  Storke Neighborhood Maximum of 25% undergraduate single students and the remainder in a mix of faculty, staff, graduate and family students.
B  Santa Ynez Neighborhood Maximum of 25% undergraduate single students and the remainder in a mix of faculty, staff, graduate and family students
C  Francisco Torres Undergraduate single students
D  West Campus A mix of faculty, staff, graduate and married students
E  West Campus Mesa Faculty and staff
F  Facilities Management Site Maximum of 80% single undergraduate students
G  East Campus Majority undergraduate single students with some faculty housing
H  Ocean Road A mix of faculty, staff, graduate and married students

<table>
<thead>
<tr>
<th>DEVELOPMENT SITE</th>
<th>EXISTING</th>
<th>PROPOSED DEMOLITION</th>
<th>PROPOSED NEW</th>
<th>PROPOSED NET HOUSING</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Beds</td>
<td>Units</td>
<td>Beds</td>
<td>Units</td>
</tr>
<tr>
<td>A Storke Neighborhood</td>
<td>342</td>
<td>342</td>
<td>550</td>
<td>658</td>
</tr>
<tr>
<td>B Santa Ynez Neighborhood</td>
<td>682</td>
<td>682</td>
<td>369</td>
<td>504</td>
</tr>
<tr>
<td>C Francisco Torres</td>
<td>1,323</td>
<td>600</td>
<td>1,923</td>
<td>320</td>
</tr>
<tr>
<td>D West Campus</td>
<td>250</td>
<td>250</td>
<td>570</td>
<td>320</td>
</tr>
<tr>
<td>E West Campus Mesa</td>
<td>97</td>
<td>97</td>
<td>97</td>
<td>97</td>
</tr>
<tr>
<td>F Facilities Management Site</td>
<td>1,668</td>
<td>1,658</td>
<td>152</td>
<td>152</td>
</tr>
<tr>
<td>G East Campus</td>
<td>2,066</td>
<td>1,710</td>
<td>59</td>
<td>59</td>
</tr>
<tr>
<td>H Ocean Road</td>
<td>541</td>
<td>541</td>
<td>541</td>
<td>541</td>
</tr>
<tr>
<td>TOTAL BEDS</td>
<td>4,061</td>
<td>4,887</td>
<td>7,756</td>
<td></td>
</tr>
<tr>
<td>TOTAL UNITS</td>
<td>592</td>
<td>2,731</td>
<td>2,139</td>
<td></td>
</tr>
</tbody>
</table>
Building System – Units

The needs for housing will change over time. Because the lifestyles and housing requirements of this market are very diverse, flexibility is essential to making these developments sustainable. The analysis revealed that unit types could serve more than one market type. For example, a small studio could accommodate a graduate student, a single staff person, or a young faculty member. A small two-bedroom townhouse could serve two graduate students, students with young children, staff with young children, or faculty without children who need an office or study. The chart below shows the number of students, staff and faculty that can be accommodated in different unit types.

<table>
<thead>
<tr>
<th>Apartments</th>
<th>Lofts</th>
<th>Townhouse</th>
<th>SF</th>
</tr>
</thead>
<tbody>
<tr>
<td>Single</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Students</td>
<td>1</td>
<td>2</td>
<td>4</td>
</tr>
<tr>
<td></td>
<td>6</td>
<td>2</td>
<td>4</td>
</tr>
<tr>
<td></td>
<td>2</td>
<td>4</td>
<td></td>
</tr>
<tr>
<td>Graduate</td>
<td>1</td>
<td>1</td>
<td>2</td>
</tr>
<tr>
<td>Students</td>
<td>1</td>
<td>2</td>
<td>3</td>
</tr>
<tr>
<td></td>
<td>3</td>
<td>1</td>
<td>2</td>
</tr>
<tr>
<td></td>
<td>2</td>
<td>2</td>
<td>3</td>
</tr>
</tbody>
</table>

AFFORDABLE APARTMENTS

AFFORDABLE TOWNHOUSES
LOFTS

UNIT LA
2BR/1.5BA
- 952 S.F.

UNIT LB
2BR/1.5BA
- 952 S.F.

UNIT LC
2BR/1.5BA
- 952 S.F.

ELEMENTS OF THE PLAN:
BUILDING SYSTEM — UNITS

CAMPUS HOUSING STUDY | UNIVERSITY OF CALIFORNIA, SANTA BARBARA | AUGUST 2006 | URBAN DESIGN ASSOCIATES
Building System – Buildings

The units can be assembled in the various building types, in different ways. The buildings are designed for multiple unit types to serve a mix of residents of student, faculty, and staff. This will allow the University to be flexible in the programming of buildings and bring different types of residents together in one building. For example, the plans on this page illustrate various possible unit configurations within one of the key building types.
Elements of the Plan:

- Building System – Buildings

- Courtyard building
- Parking garage with liner
- Courtyard block

Legend:
- Loft
- Studio
- 1-bedroom
- 2-bedroom
- 3-bedroom
- Townhouse
- Non-Residential
- Parking
Architectural Character

The City of Santa Barbara is well known for its Mediterranean Revival architecture. The style is strongly associated with the region as well as the city. On the other hand, the campus has, since its founding, featured a number of different architectural vocabularies although, in general, the academic buildings are modern in character.

In order to create a series of neighborhoods rather than institutional projects, it will be desirable to provide a variety of architectural styles. Some of these should be based on both the Santa Barbara and the modernist traditions of the campus. Manzanita Village is an excellent example of this approach. The matrix of photographs illustrates the way in which elements of the traditional architecture are used in a modernist vocabulary.

We recommend expanding this approach with a range of architectural vocabularies that include: a modernist approach that uses some of the asymmetric compositions of the Santa Barbara tradition (Manzanita Village), a modernist vocabulary that includes some traditional elements, a traditional style with the introduction of modern detailing, and the traditional Santa Barbara style (Santa Barbara Courthouse).

A Pattern Book will be used to guide new housing development. The Pattern Book's emphasis is on the character of the public realm – streets, spaces, parks, and gardens – and will demonstrate ways in which the standardized building plans can be used to create a diverse urban streetscape.
The character of architecture in the Storke development will support the goal of creating a diverse neighborhood. The primary use will be residential with a small retail center and amenities. The architecture will include elements of Spanish Revival architecture, Arts & Crafts style, and Modern architecture that is designed to harmonize with the other two.
Storke Neighborhood

The 24.5 acre Storke Family Housing site will be redeveloped as a diverse, colorful neighborhood with a combination of attached, single-family houses, townhouses, small apartments, and larger loft apartments. Parking for all but the single-family houses will be accommodated in a central garage. On-street parking is provided for convenience and visitor use. A day care facility is located near the entrance to the community. Neighborhood-scale retail uses and a cafe are located near the heart of the neighborhood in the parking structure.

<table>
<thead>
<tr>
<th>APARTMENTS</th>
<th>TOWNHOUSES</th>
<th>LOFTS</th>
</tr>
</thead>
<tbody>
<tr>
<td>Studio</td>
<td>60</td>
<td>2 Bedroom 41</td>
</tr>
<tr>
<td>1 Bedroom</td>
<td>227</td>
<td>3 Bedroom 122</td>
</tr>
<tr>
<td>2 Bedroom</td>
<td>298</td>
<td>1 Bedroom 5</td>
</tr>
<tr>
<td>3 Bedroom</td>
<td>48</td>
<td>2 Bedroom 0</td>
</tr>
<tr>
<td>SINGLE FAMILY ATTACHED</td>
<td></td>
<td>TOTAL 838</td>
</tr>
<tr>
<td>3 Bedroom</td>
<td>37</td>
<td></td>
</tr>
</tbody>
</table>
Aerial perspective showing the relationship between the development and the natural open space.

Parking locations within Storke.

Elements of the Plan:

Storke Neighborhood

Organization of building types within Storke

- Single-Family
- Quad
- Stacked Flats
- 8-unit Combo
- 14-unit Building
- Apartment
- Garage/Utility Building
- Garbage/Linen Units
- Mixed Use (Day Care, etc.)
- Garage/Parking Structure
- On-Street Parking
- Off-Site Parking
- Parking Structure
The public spaces are designed to provide places for social activities, play areas for children, community gardens, and also a means of dealing with on-site water.
The building types in the Storke neighborhood have been designed for a diverse population and include:

- Single-family attached houses that provide homeownership opportunities for faculty and staff
- Single-aspect townhouses for faculty, staff, graduate students, and student families with children
- Stacked townhouses for faculty, staff, graduate students, and student families without children
- Units in apartment buildings for faculty, staff, graduate students, and single students, both graduate and undergraduate
- Beds in apartment buildings for single students
Ocean Road Housing

The approximately 8 acres of currently empty wasteland along Ocean Road will be transformed into a lively, urban street that creates a new and effective relationship with Isla Vista. New housing, both rental and homeownership, will be added to the current mix of student housing in the area to provide a diverse population. Appropriate public uses and some retail will augment and support the traditional retail center of Isla Vista.

<table>
<thead>
<tr>
<th>APARTMENTS</th>
<th>LOFTS</th>
</tr>
</thead>
<tbody>
<tr>
<td>Studio</td>
<td>47</td>
</tr>
<tr>
<td>1 Bedroom</td>
<td>127</td>
</tr>
<tr>
<td>2 Bedroom</td>
<td>168</td>
</tr>
<tr>
<td>3 Bedroom</td>
<td>49</td>
</tr>
<tr>
<td>TOWNHOUSES</td>
<td></td>
</tr>
<tr>
<td>2 Bedroom</td>
<td>45</td>
</tr>
<tr>
<td>3 Bedroom</td>
<td>21</td>
</tr>
<tr>
<td>TOTAL</td>
<td>543</td>
</tr>
</tbody>
</table>

Aerial view from the northeast

The proposed streetscape along Ocean Road

Existing conditions plan

Ocean Road Housing proposed plan
Elements of the Plan: Ocean Road Housing

Aerial view from the southeast

Organization of lot types on Ocean Road

Parking structures on Ocean Road
Elements of the plan:

Ocean Road Housing

- View of the proposed Pardall Corridor
- Detail plan of one of the proposed garages and two Ocean Road building types
- Section through Ocean Road
The building types proposed for the west side of Ocean Road and around two proposed parking garages have been designed for a diverse population and include:

> Stacked townhouses configured around a courtyard providing homeownership opportunities for faculty and staff
> Apartments organized around courtyards for either homeownership or rental for faculty, staff, and graduate students
> Apartments for faculty, staff, and graduate students
> Loft housing units for faculty, staff, and graduate students
Santa Ynez, Francisco Torres, West Campus, and West Campus Mesa

The Santa Ynez neighborhood will be similar to, and compatible with, its neighbor across the Greensward – the Storke neighborhood. Together they will have sufficient critical mass to establish a community with the river of green space as its central focus. The street pattern will connect to Isla Vista and complete the network of bikeways and paths in this part of the campus community.

The two tall towers of Francisco Torres which now stand in isolation will become part of a campus quadrangle with expanded recreational facilities. New housing structures will define the edges of the property along both El Colegio and Storke Road.

A portion of the Greensward will extend through Francisco Torres with bikeways and landscaping providing an improved pedestrian and bicycle link. The greenway will extend across Storke Road and lead to a small park overlooking the slough with spectacular views of the natural conservation area and the Pacific Ocean.

This segment of the Greensward will become the focus of the new West Campus neighborhood. The neighborhood will have a mix of building types ranging from single-family houses to apartment and loft buildings. The configuration and location are ideally suited to a mix of faculty, staff, graduate student, and student families. The alignment of El Colegio is extended to provide access to both this neighborhood and the West Campus Point neighborhood which is illustrated with primarily single-family development for faculty and staff.
Facilities Management

The Facilities Management area can be redeveloped to provide student housing with some faculty and staff housing along the northern edge of the property. The proposed plan calls for a base of parking on top of which four- and five-story structures would be built at the level of the playing fields. The base could also accommodate maintenance facilities or even retail uses. The site includes Lot 30 along the new extended Ocean Road. This site is ideal for student housing as it is located between two large playing fields.
East Campus Residence Halls

The redevelopment of sites on the East Campus will be primarily housing for single undergraduate students. These complexes, however, should be designed to accommodate some faculty and staff in the manner of the Yale Colleges.

The East Campus Plan calls for the demolition of 200 beds to make it possible to build 800 new beds in a configuration which follows the Campus Master Plan. The new three-story buildings, in combination with the existing two-story ones, create a series of courtyards and quadrangles. The proposed three-story maximum height will maintain the ease of management and supervision required for freshman and sophomore housing. The Plan calls for a parking garage to be constructed underneath the main quadrangle.