

**ATTACHMENT 12**

**Planning Commission Staff Report – November 4, 2015**



COUNTY OF SANTA BARBARA  
PLANNING AND DEVELOPMENT

MEMORANDUM

TO: Santa Barbara County Planning Commission

FROM: Matt Schneider, Deputy Director  
Long Range Planning Division

DATE: October 27, 2015

RE: Isla Vista Master Plan Update  
November 4, 2015 Planning Commission Hearing

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At the September 2, 2015 hearing, the County Planning Commission considered the Isla Vista Master Plan (IVMP) Updates and received testimony from Isla Vista residents requesting more information about the proposed parking monitoring and survey program. The County Planning Commission directed staff to hold a community meeting in Isla Vista to discuss the proposed on-street parking strategies and to return to the Planning Commission for a hearing on November 4, 2015.

This memorandum provides: 1) a summary of the comments received at the October 5, 2015 Isla Vista community meeting; 2) staff recommendation to amend IVMP Parking and Transit Action 1.1 to hold a community meeting regarding parking survey methodology when both the University of California, Santa Barbara (UCSB) and Santa Barbara City College (SBCC) are in session, prior to conducting future parking surveys; and 3) minor clean-up items identified by staff subsequent to the September 2, 2015 hearing.

**Community Meeting Summary**

On October 5, 2015, Planning and Development staff held a community meeting in Isla Vista to receive public input regarding the on-street parking survey and monitoring program proposed as part of the IVMP Update. Planning and Development staff gave a presentation on the methodology and results of the 2013 Fehr & Peers on-street parking study (Attachment A), and coastal access user surveys conducted by Planning and Development. Public Works, Transportation Division staff were also in attendance at the meeting to answer questions.

The community meeting was well attended and approximately 25 speakers provided comments. The comments largely focused on the survey results, methodology of the survey, and parking

needs in the residential areas of Isla Vista. Many of the comments focused on two primary themes:

- 1) Conditions in Isla Vista have changed since the 2013 on-street parking survey; and
- 2) Disagreement with the 2013 parking survey methodology and results.

A summary of the public comments received during the community meeting is provided below:

Changed conditions since 2013:

- On-street parking availability in Isla Vista has decreased since 2013.
- Parking availability in Isla Vista has been negatively impacted by recent UCSB housing projects along El Colegio which are under-parked.
- High cost of UCSB campus parking causes students to park in Isla Vista.
- Many property owners are charging for on-site parking causing students to park on the street.
- Increase in Santa Barbara City College (SBCC) students living in Isla Vista and parking their vehicles in the community.
- Safety concerns for students and residents having to walk many blocks, often at night, from their parked car to their home.

Survey results and methodology:

- Need to have community input prior to conducting future parking surveys.
- Many comments stated the May 2013 study over-estimated on-street parking availability.
- Need to have accurate baseline count of actual number of on-street parking spaces.
- Future surveys need to account for high parking demand on Friday and Saturday nights, and surveys should be conducted during the academic calendar year when both UCSB and SBCC are in session .

On-street parking availability is an important issue for the Isla Vista community. Residents and students expressed a desire to participate in future planning efforts and encouraged the County to work with UCSB on parking solutions including: affordable campus parking rates to encourage UCSB students to park on campus; and possible conversion of excess parking structure spaces for use as long-term parking (low-cost).

Recommendation:

Staff recommends that the Planning Commission consider a revision to IVMP Parking and Transit Action 1.1 (Attachment B) requiring the County to hold a community meeting in Isla Vista to discuss and solicit input on parking survey methodology prior to submitting a Request for Proposal (RFP) for future parking surveys. The revision also includes a clarification that parking surveys should be conducted when both UCSB and SBCC are in session.

### **Minor Edits and Errata**

The Isla Vista Master Plan zoning map (IVMP page 4-41) has been revised (Attachment C) to include the "Isla Vista Incentive Area" boundary which was previously omitted from the map. Projects seeking to participate in the Isla Vista Built-Right Housing Incentive Program (IVMP Housing Policy 6) must be located within the Isla Vista Incentive Area boundary. The Isla Vista Built-Right Housing Incentive Program is intended to encourage developers to assemble sites, utilize green building techniques, and build public infrastructure within the Incentive Program area.

### **Attachments**

- A. 2013 Fehr & Peers Isla Vista Parking Study
- B. IVMP Parking and Transit Action 1.1 (revised)
- C. IVMP Zoning Map, Page 4-41 (revised)
- D. Revisions (RV01) to the Final Supplemental Environmental Impact Report (14EIR-00000-00002)

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**ATTACHMENT A**

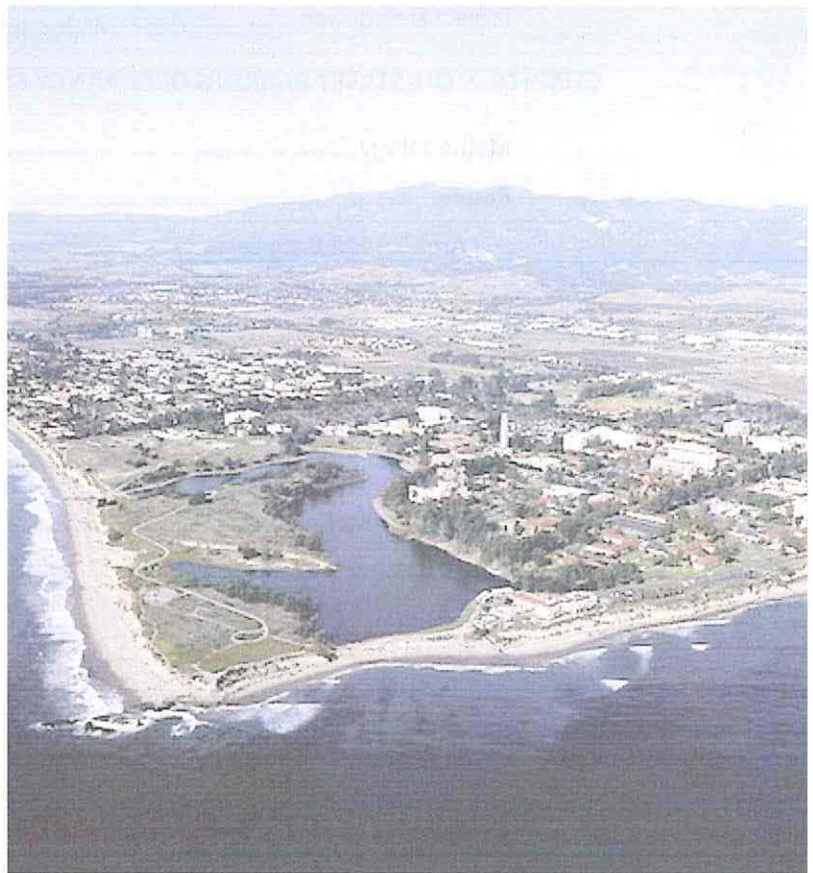
**2013 Fehr & Peers Isla Vista Parking Study**

The document is also available at:

<http://longrange.sbcountyplanning.org/planareas/islavista/islavista.php>

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# ISLA VISTA PARKING STUDY



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August 2013

Prepared for:



University of California, Santa Barbara



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## **CHAPTER 1: INTRODUCTION**

### PURPOSE

The purpose of the Isla Vista parking occupancy survey was to determine the number of vehicles parked in on-street spaces throughout the day. Since the majority of on-street parking spaces in Isla Vista are unrestricted, residents and visitors (including UC Santa Barbara students, faculty and staff) can park in the on-street parking spaces throughout the day. Although the ownership of the vehicles parked in Isla Vista was unknown, trends in on-street parking occupancy were thought to provide useful information.

### BACKGROUND

Isla Vista is located on the west side of UC Santa Barbara's main campus. The Isla Vista Community provides student housing for UC Santa Barbara, as well as others, and also has some neighborhood retail and commercial serving uses. A parking study in Isla Vista was conducted in May 2007 as part of the UC Santa Barbara Long Range Development Plan (LRDP). The LRDP study consisted of an on-street parking occupancy survey to record the number of vehicles parked in Isla Vista and an on-line survey to gather data on the number of students, faculty and staff that parked off-campus instead of in on-campus parking lots. The purpose of this new study is to update the on-street parking occupancy surveys to determine any changes in parking utilization in Isla Vista since the May 2007 data collection effort.

### PROJECT DESCRIPTION

An on-street parking occupancy survey recorded the number of vehicles parked in Isla Vista over a two day period in May 2013 between the hours of 7:00 AM and 7:00 PM. A baseline count was collected between 5:00 and 7:00 AM to determine the parking demand for Isla Vista residents.



## CHAPTER 2. ON-STREET PARKING OCCUPANCY SURVEY

An on-street parking occupancy survey was conducted to determine the number of vehicles parked in Isla Vista throughout the day. The survey counted only on-street parking spaces (no surface lots or resident driveways were included in the survey). The study purpose, methodology, and results are presented below.

### METHODOLOGY

The Isla Vista on-street parking occupancy survey was conducted as follows:

- Roadways in the Isla Vista neighborhood were divided into 53 north-south and 53 east-west segments; Figure 1 displays the roadways in Isla Vista and the data collection segments
- Parked vehicles were counted on a Tuesday and Wednesday in May 2013 (May 21 and 22)
- The number of vehicles parked on each roadway segment was recorded once every two hours between 7:00 AM and 7:00 PM
- To estimate the number of on-street parking spaces utilized by Isla Vista residents, the number of parked vehicles on each roadway segment was counted between 5:00 and 7:00 AM
- Field observations were conducted to determine the number of on-street parking spaces available on each roadway segment to estimate parking demand versus parking occupancy on a typical weekday
- The roadway segments were grouped into three sub-areas as described below and shown on Figure 1:
  - Area 1 – Isla Vista East: On-street parking east of Camino Pescadero
  - Area 2 – Isla Vista Central: On-street parking between Camino del Sur and Camino Pescadero
  - Area 3 – Isla Vista West: On-street parking west of Camino del Sur



**LEGEND**

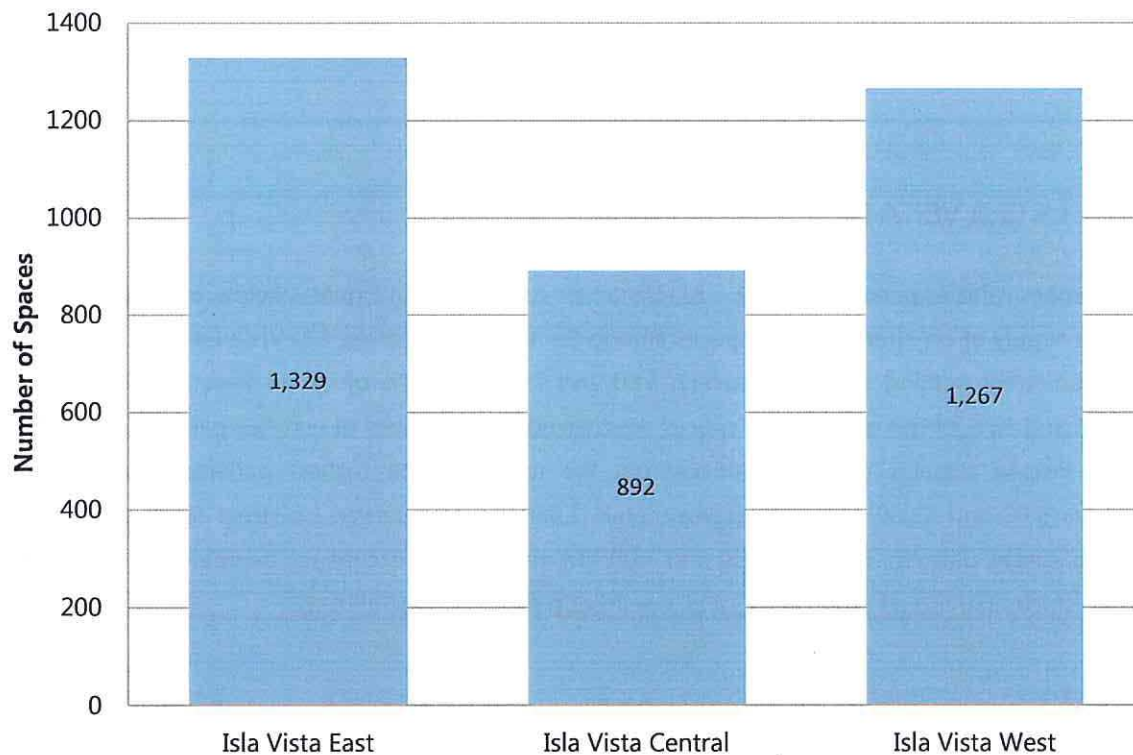
-  Study Segments
-  Other Roads
-  1 East-West Segment
-  2 North-South Segment



## RESULTS

The number of on-street parking spaces provided in the Isla Vista neighborhood is shown in the graph below. Isla Vista contains approximately 3,490 on-street parking spaces. On-street parking in Isla Vista is primarily unrestricted. Of the 3,490 on-street parking spaces, approximately 50 spaces are limited to 1-hour parking, 30 spaces are limited to 15-minute parking, and 10 spaces are designated as handicapped. Figure 2 and Table 1 summarize the on-street parking capacity in Isla Vista.

**Figure 2 – Isla Vista On-Street Parking Capacity**



**TABLE 1**  
**ISLA VISTA ON-STREET PARKING CAPACITY**

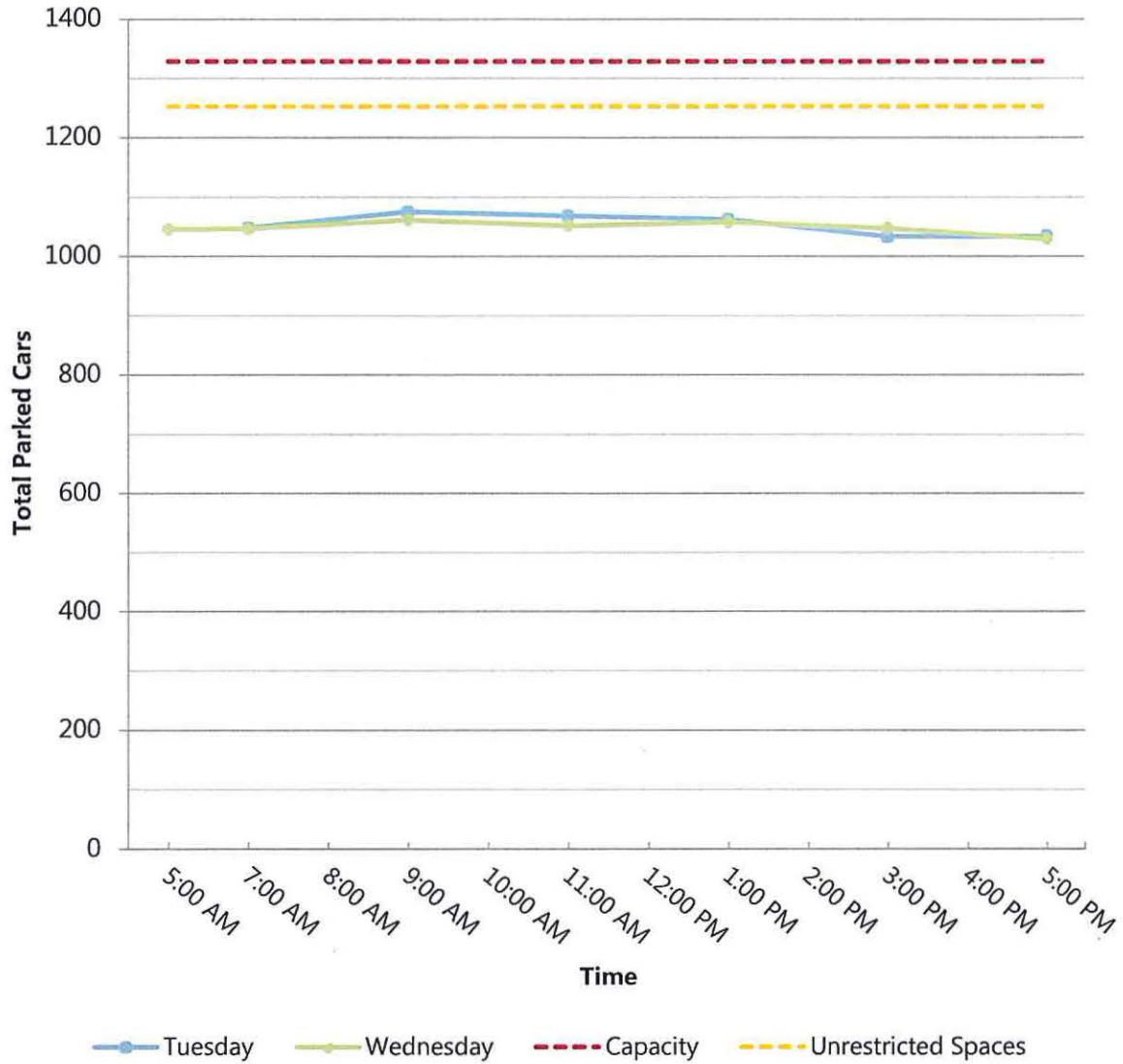
<b>Parking Type</b>	<b>Isla Vista East</b>	<b>Isla Vista Central</b>	<b>Isla Vista West</b>	<b>Isla Vista Total</b>
General/Unrestricted	1,253	890	1,264	3,407
Handicap	2	2	3	7
15-min Limit	27	0	0	27
1-hr Limit	47	0	0	47
<b>Total</b>	<b>1,329</b>	<b>892</b>	<b>1,267</b>	<b>3,488</b>

#### AREA 1 – ISLA VISTA EAST

The number vehicles parked in Area 1 – Isla Vista East is displayed in Figure 3 below. Isla Vista East has the highest supply of on-street parking spaces among the three study areas. Isla Vista East has approximately 1,330 on-street parking spaces. Between 5:00 and 7:00 AM, 79% of all on-street parking spaces are utilized and 83% of the unrestricted spaces are utilized. The number of vehicles parked within Isla Vista East generally remains consistent throughout the morning. The highest parking occupancy occurs between 9:00 and 11:00 AM with approximately 1,060 vehicles parked on-street (85% of all on-street parking spaces utilized). Between 1:00 and 5:00 PM, the parking occupancy decreases to approximately 1,030 vehicles parked on-street (77% of all on-street parking spaces utilized).



Figure 3 – Area 1 – Isla Vista East



Note: Parking counts were collected every two hours; the data shown represents the beginning of the count period. For example, 5:00 PM reflects the count period between 5:00 and 7:00 PM.





## AREA 2 – ISLA VISTA CENTRAL

The number of vehicles parked in Area 2 – Isla Vista Central is displayed in Figure 4 below. Isla Vista Central has the highest utilization of the three study areas. Isla Vista Central has approximately 890 on-street parking spaces. Between 5:00 and 7:00 AM, 90% of all on-street parking spaces are utilized and 90% of the unrestricted spaces are utilized. The highest parking occupancy occurs between 5:00 and 7:00 AM with approximately 800 vehicles parked on-street. The number of vehicles parked within Isla Vista Central generally decreases throughout the day. Between 5:00 AM and 3:00 PM, the parking occupancy decreases to approximately 700 vehicles (79% of spaces utilized). After 3:00 PM, parking occupancy begins to increase with nearly 715 vehicles parked on-street between 5:00 and 7:00 PM.

## AREA 3 – ISLA VISTA WEST

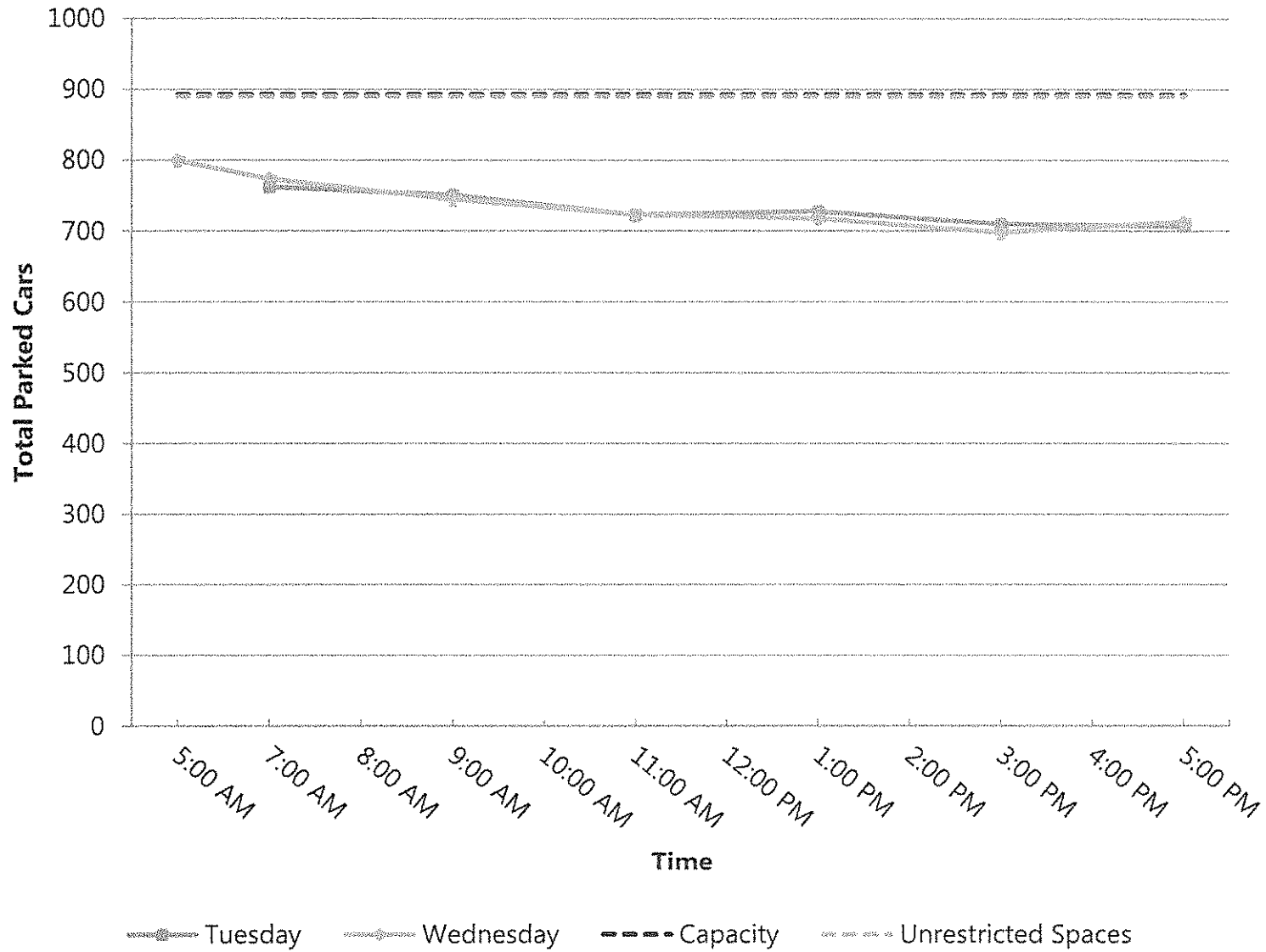
The number of vehicles parked in Area 3 – Isla Vista West is displayed in Figure 5. Isla Vista West has the lowest parking utilization of the three study areas as displayed in the graph. Isla Vista West has approximately 1,265 on-street parking spaces. Between 5:00 and 7:00 AM, 64% of all on-street parking spaces are utilized. Similar to Isla Vista Central, Area 3 also has its highest parking occupancy between 5:00 and 7:00 AM, with approximately 815 vehicles parked on-street. The number of vehicles parked within Isla Vista West decreases throughout the day. By 3:00 PM, the parking occupancy decreases to approximately 660 vehicles parked on-street (52% of all on-street parking spaces utilized). After 3:00 PM, parking occupancy begins to gradually increase with about 700 vehicles parked on-street at 5:00 PM.

## ISLA VISTA TOTAL

Figure 6 summarizes the results of the occupancy survey for on-street parking spaces in Isla Vista. The peak parking demand during the survey period was between 5:00 and 7:00 AM when primarily residents are parked on-street. Approximately 2,660 vehicles are parked on-street during the peak period with 78% of the on-street parking spaces utilized. The lowest parking demand occurs at 3:00 PM with approximately 2,410 vehicles parked on-street and 72% of the on-street parking spaces utilized.

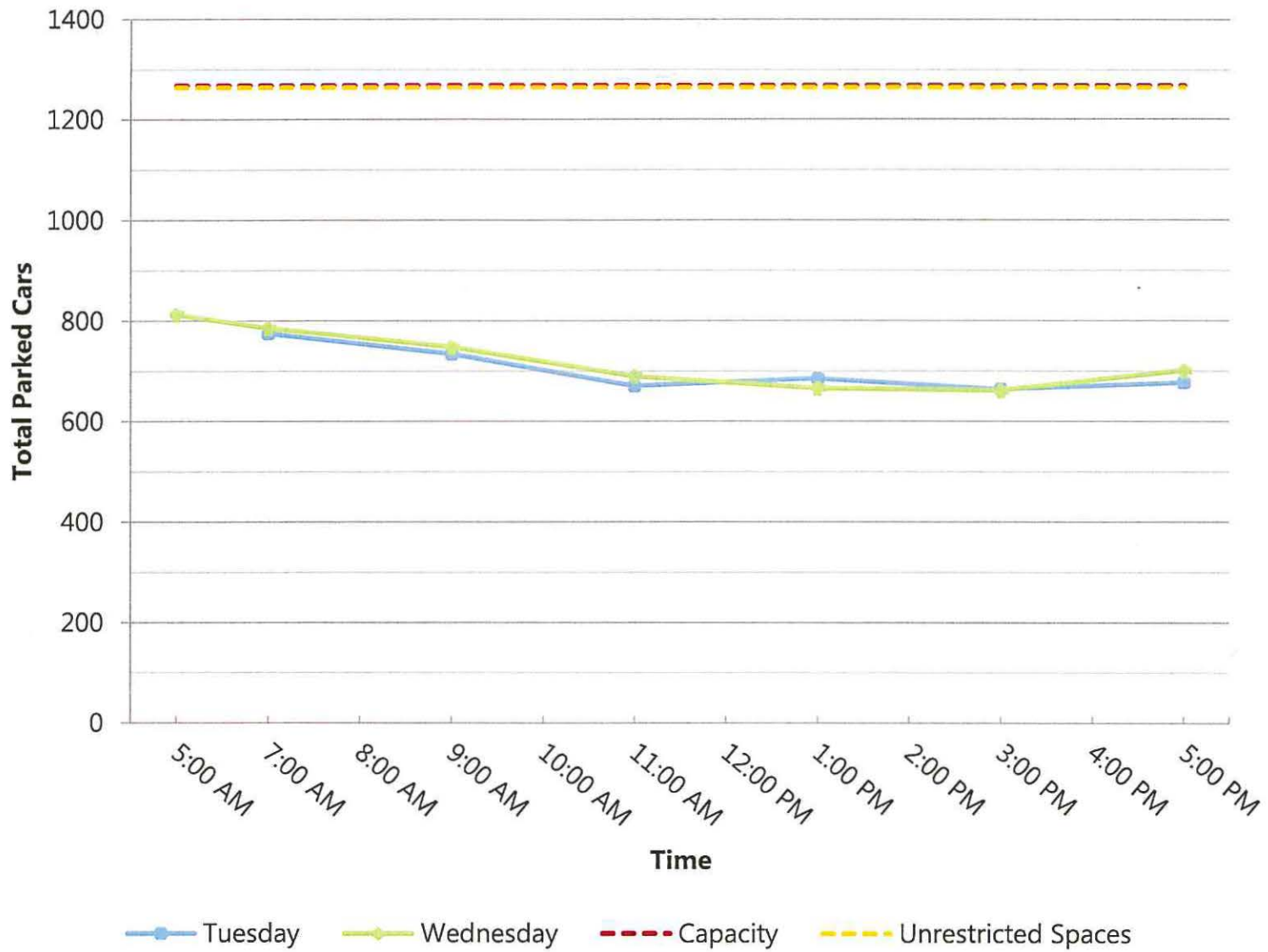


**Figure 4**  
**Area 2 - Isla Vista Central**



*Note: Parking counts were collected every two hours; the data shown represents the beginning of the count period. For example, 5:00 PM reflects the count period between 5:00 and 7:00 PM.*

**Figure 5**  
**Area 3 - Isla Vista West**



*Note: Parking counts were collected every two hours; the data shown represents the beginning of the count period. For example, 5:00 PM reflects the count period between 5:00 and 7:00 PM.*

Figure 6 – Isla Vista Total

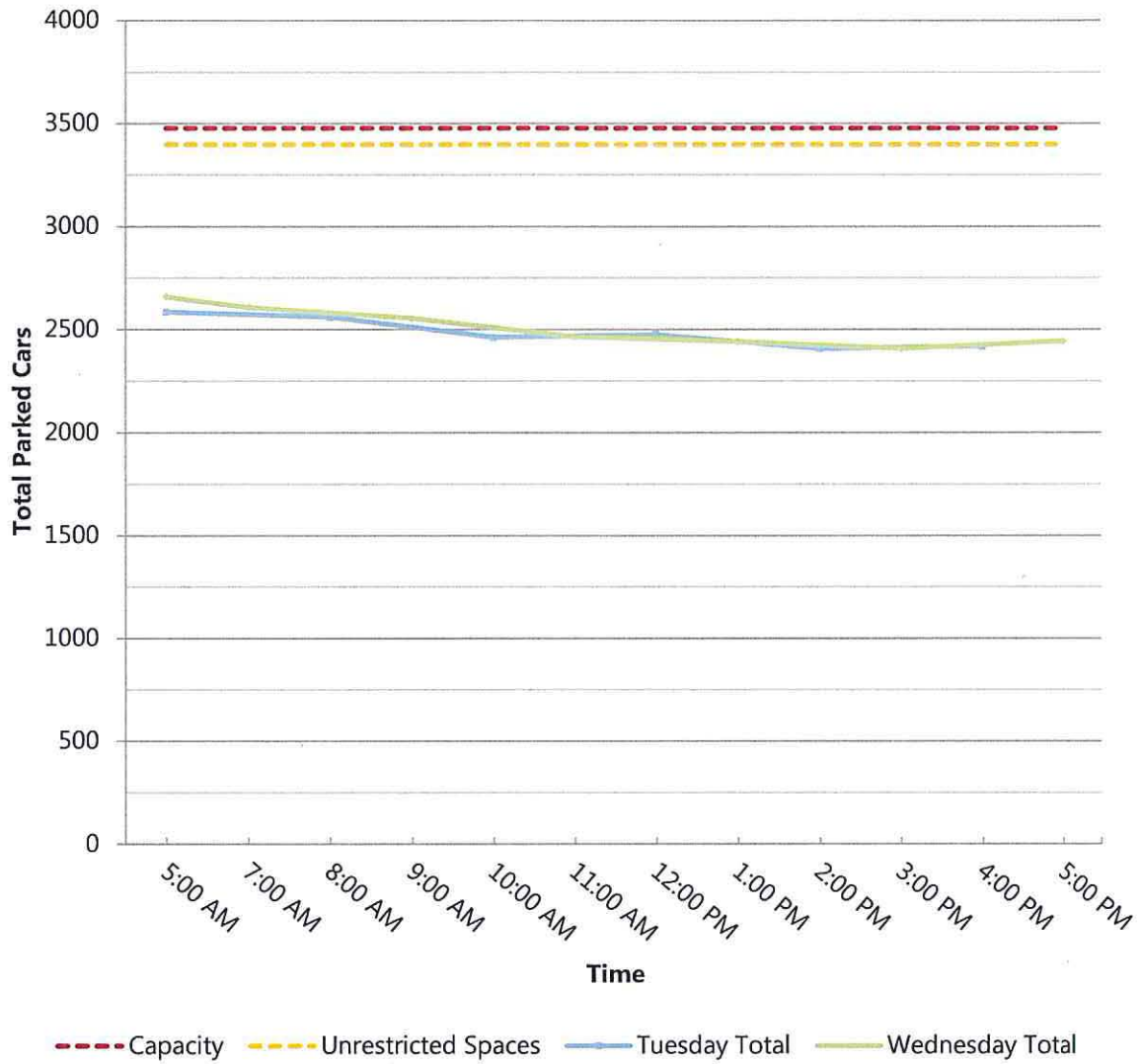


Table 2 summarizes the total number of vehicles parked in on-street spaces (average number of vehicles over the 2-day count period) within Isla Vista and the increase or decrease in parking occupancy compared to the previous hour. Although parking utilization generally decreases throughout the day, the change in the number of parked vehicles during the peak parking hour (5:00 AM) and lowest hour (5:00 PM) is less than 10 percent (227 vehicles).

<b>Time</b>	<b>On-Street Parking Occupancy</b>	<b>Increase/Decrease From Previous Hour</b>
5:00 AM	2,658	
7:00 AM	2,596	-62
9:00 AM	2,557	-39
11:00 AM	2,463	-94
1:00 PM	2,458	-5
3:00 PM	2,407	-51
5:00 PM	2,431	24



## CHAPTER 3. 2007 & 2013 DATA COMPARISON

Fehr & Peers conducted a parking occupancy survey in Isla Vista as part of the LRDP in 2007. The results of that survey were compared to the results from the 2013 survey. Figures 7, 8, and 9 show the differences between the average number vehicles parked on-street in each of the areas. The fluctuation in the number of on-street parked vehicles during the day in each area remains consistent during both study years. However, the number of on-street parked vehicles in 2013 is approximately 10% less than the number of on-street parked vehicles in 2007.

Figure 7 – Area 1 – Isla Vista East Comparison

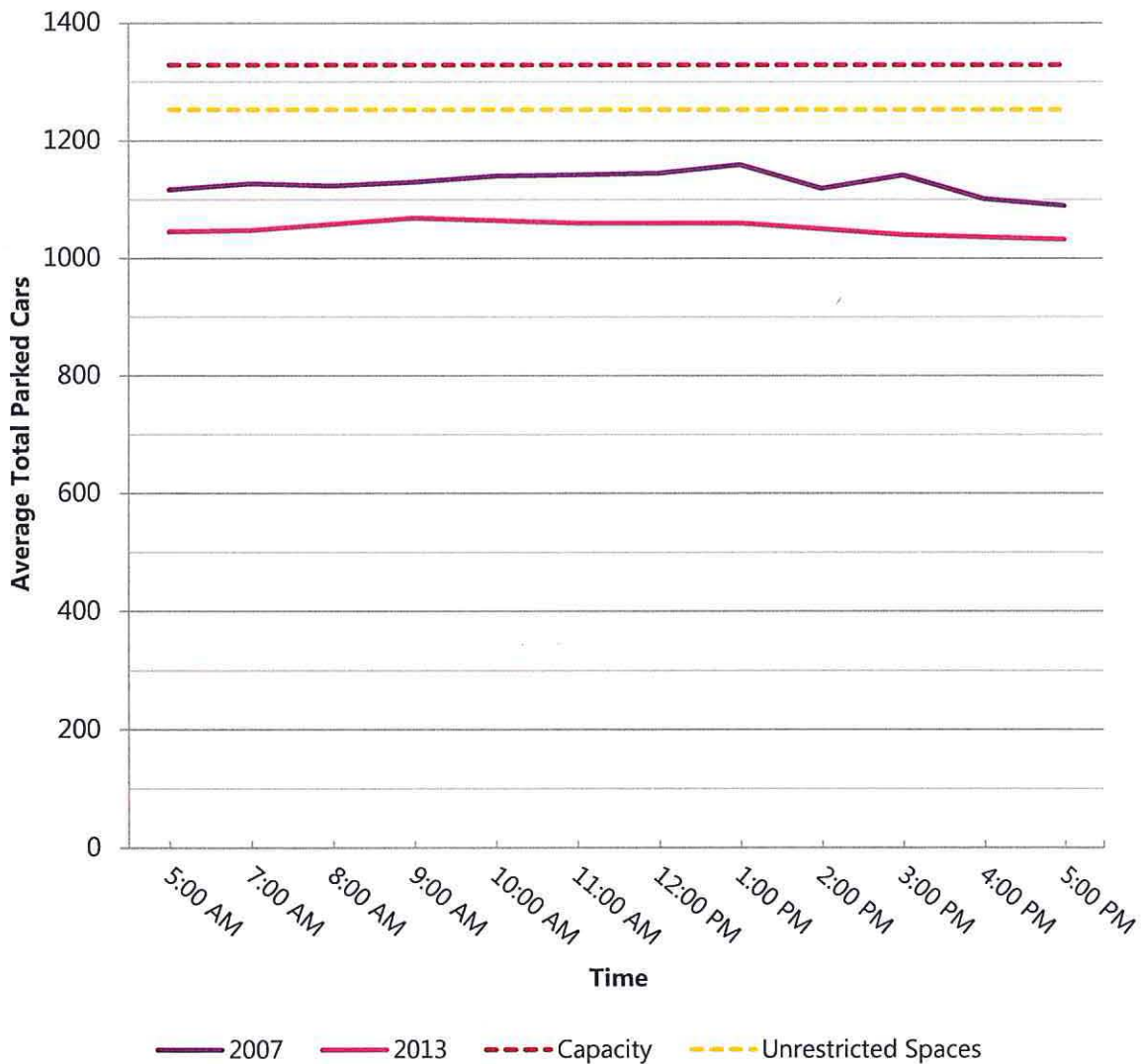


Figure 8 – Area 2 – Isla Vista Central Comparison

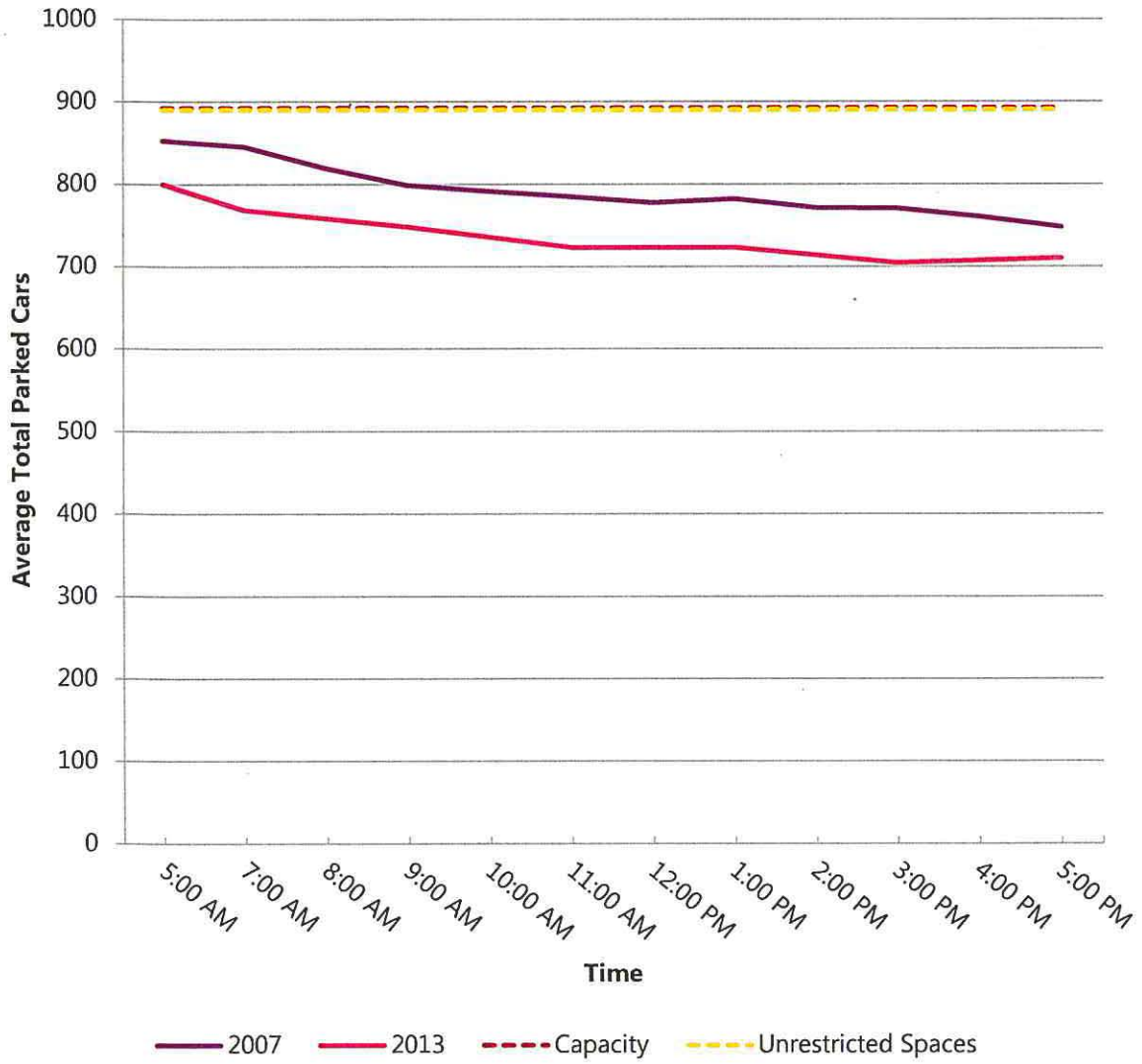
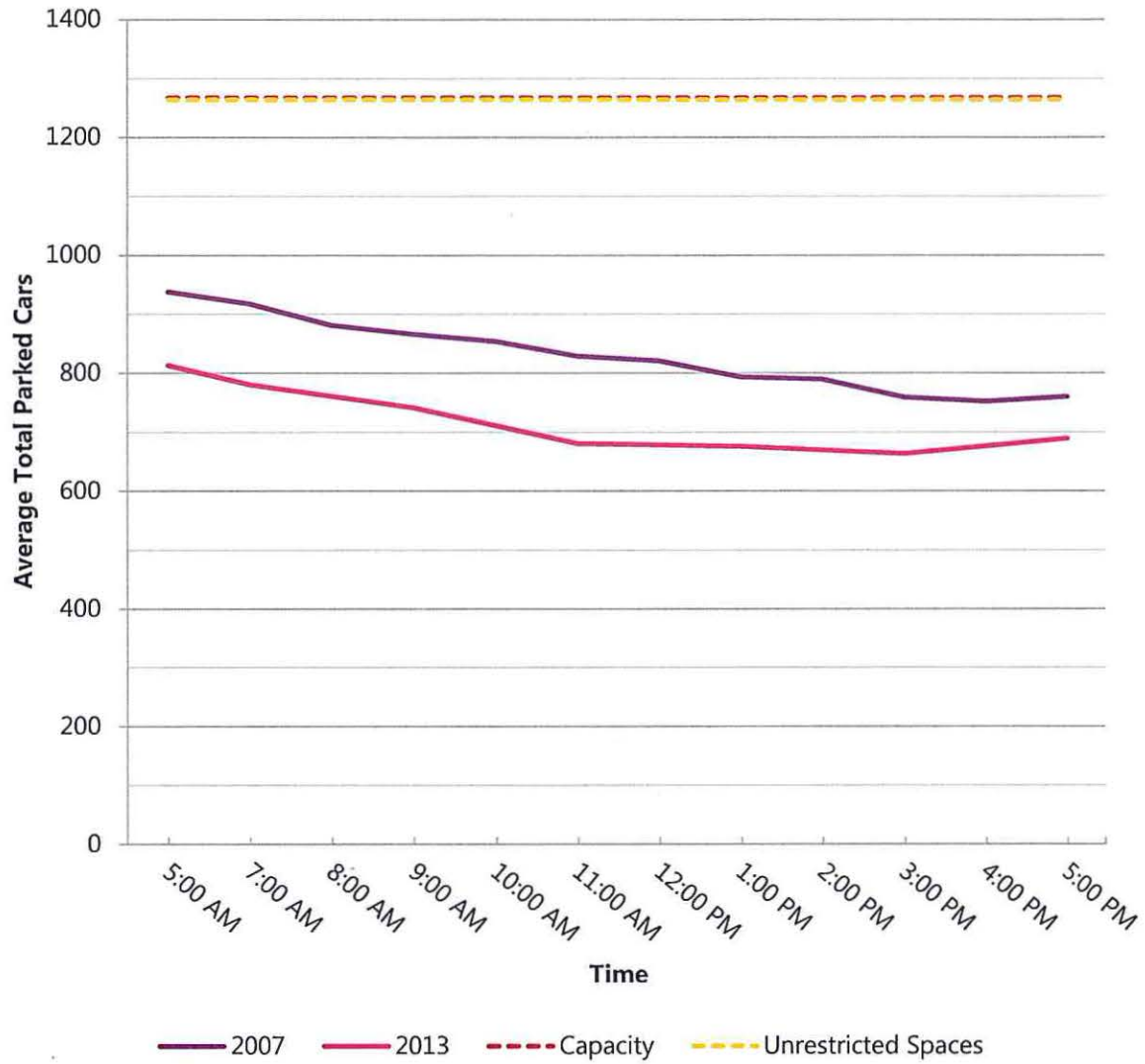


Figure 9- Area 3 – Isla Vista West Comparison





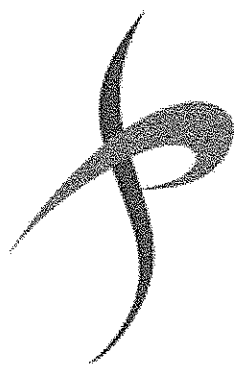
## CHAPTER 4. SUMMARY

Parking data collected in 2007 and 2013 shows that the number of on-street vehicles parked in Isla Vista is highest in the early morning and generally decreases throughout the day until the early evening. While the trends in parked utilization of the course of a typical weekday have remained the same over the past six years, the number of parked vehicles has changed. Table 3 shows the comparison between the 2007 and 2013 average total. The results show that the number of parked vehicles has decreased by about 10%.

<b>Time</b>	<b>2007 Average Total</b>	<b>2013 Average Total</b>	<b>% Difference</b>
5:00 AM	2908	2658	9%
7:00 AM	2889	2596	10%
9:00 AM	2794	2557	8%
11:00 AM	2756	2463	11%
1:00 PM	2735	2458	10%
3:00 PM	2670	2407	10%
5:00 PM	2597	2431	6%



## APPENDIX A: SURVEY RESULTS





**ATTACHMENT B**

**IVMP Parking and Transit Action 1.1 (Revised)**

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**ATTACHMENT B**  
**IVMP Parking and Transit Action 1.1 (Revised)**

**Parking and Transit Policy 1:** In residential neighborhoods, adequate on-street parking should be available to serve the needs of Isla Vista residents. Parking should not be provided in amounts and locations that encourage residents to unnecessarily bring automobiles into the community. The full economic costs of automobile ownership should be internalized to users and not subsidized by the public.

Parking and Transit Action 1.1: The County shall conduct on-street parking availability surveys to assess the adequacy of available on-street parking within the Plan Area.

1. Prior to releasing a Request for Proposal (RFP) for a consultant to conduct a parking survey, the County will hold a community meeting in Isla Vista to seek input on parking survey methodology.

24. On-street parking surveys shall be conducted annually while UCSB and Santa Barbara City College (SBCC) are in session. The surveys shall take place over a two day period between the hours of 7:00 am to 7:00 pm with a baseline count collected between 5:00 am and 7:00 am. If the on-street parking surveys show a parking vacancy rate below 15% for two consecutive survey periods, the County will increase the frequency of parking surveys to occur two times a year.

32. If the on-street parking surveys continue to result in a parking vacancy rate below 15% for three consecutive UCSB Quarters surveyed, the County will implement a permit parking program, or other appropriate measures to bring parking vacancy rates above 15%, within 18 months of the last on-street parking survey. In the event the bi-annual on-street parking surveys result in a vacancy rate above 15%, the County will resume conducting parking surveys annually while UCSB and SBCC are in session.

43. Per Santa Barbara County Code, Chapter 23B-15, the permit parking program shall include an allowance for visitors, guests, and daily for-sale parking passes, while offering subsidies for low-income persons. The County shall examine effectiveness of the parking permit program annually after implementation and modify the permit parking program, as warranted, to meet the program goals and objectives. The on-street permit parking program should include the following provisions:

-The program would be enforced throughout the Plan Area during night-time hours only, from 3 a.m. to 5 a.m.

-Residential permit holders would be exempt from enforcement and able to park on area streets 24 hours a day.

-Guest passes would be made available to guests of residents for a minimal fee.

-During non-enforcement hours, all on-street parking would be equally available to residents and non-residents on a first-come, first-served basis.

-The program will not apply to the downtown commercial core.

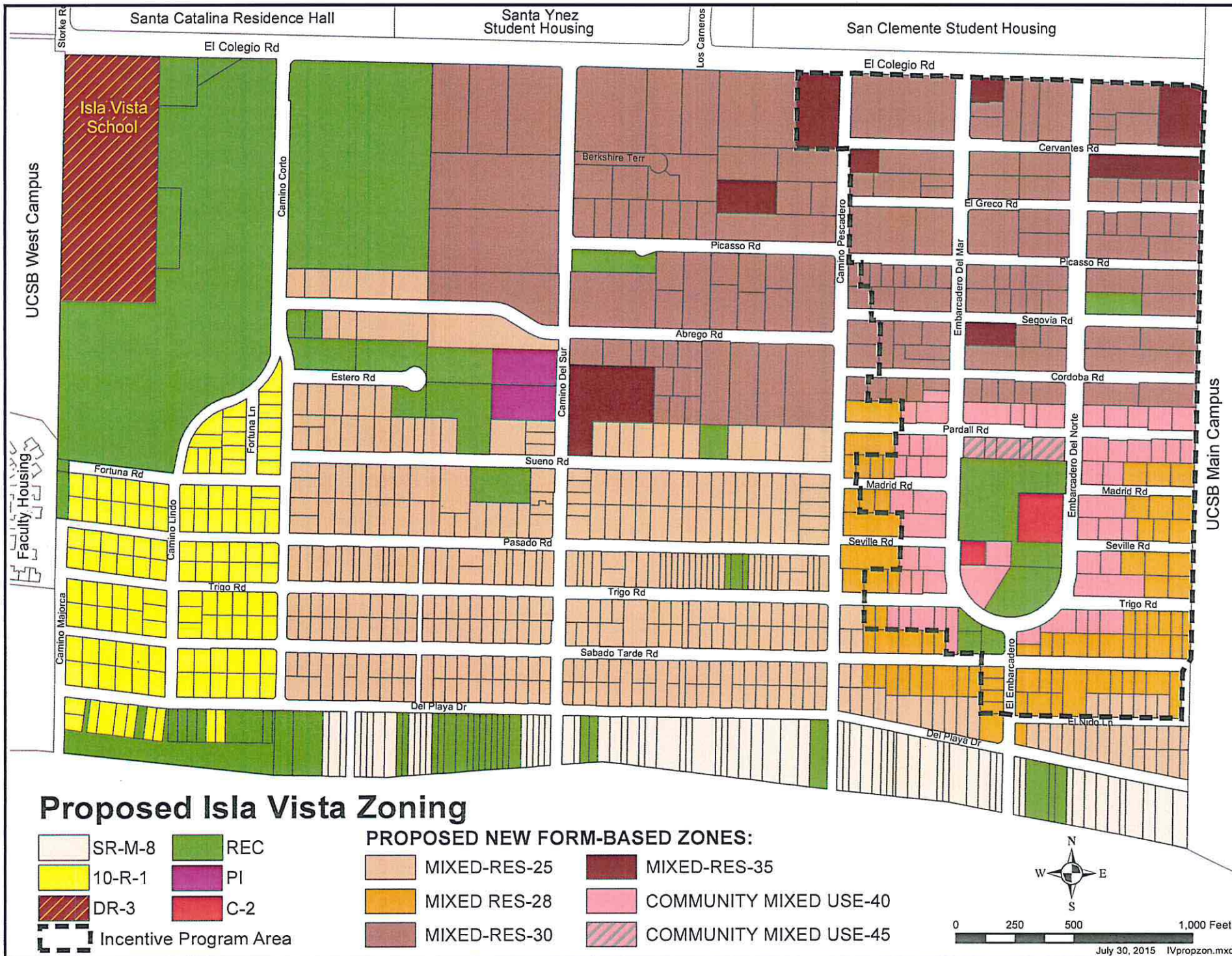
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**ATTACHMENT C**

**IVMP Zoning Map, Page 4-41 (Revised)**



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**ATTACHMENT D**

**Revisions (RV01) to the Final Supplemental Environmental Impact Report  
(14EIR-00000-00002)**

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**COUNTY OF SANTA BARBARA  
PLANNING AND DEVELOPMENT  
LONG RANGE PLANNING  
MEMORANDUM**

Date: October 27, 2015

To: Santa Barbara County Planning Commission

From: Matt Schneider, Deputy Director  
Long Range Planning Division

Subject: Revisions (RV01) to the Final Supplemental Environmental Impact Report  
(14EIR-00000-00002)

The County of Santa Barbara prepared a Final Supplemental Environmental Impact Report (FSEIR) for the Isla Vista Master Plan (IVMP) Update. On October 5, 2015, Planning and Development staff held a community meeting in Isla Vista to receive public input regarding the on-street parking survey and monitoring program proposed as part of the IVMP Update. The result of this meeting was a proposed minor change to Parking and Transit Policy 1.1 within the IVMP, which was analyzed in the FSEIR. This EIR revision letter evaluates the plan modifications recommended by the Planning Commission.

The California Environmental Quality Act (CEQA) Guidelines Section 15088.5 describes the circumstances under which a lead agency is required to recirculate an EIR when new information is added to the EIR after public notice is given of the availability of the Draft EIR for public review, but before the EIR certification. Significant new information that would require recirculation would include a new significant impact or an un-mitigated substantial increase in the severity of an impact. According to Guidelines Section 15088.5, "information" can include changes in the project or environmental setting as well as additional data or other information. New Information added to an EIR is not "significant" unless the EIR is changed in a way that deprives the public of a meaningful opportunity to comment upon a new substantial adverse environmental effect of the project or a feasible way to mitigate or avoid such an effect. Section 15088.5(b) states, "recirculation is not required where the new information added to the EIR merely clarifies or amplifies or makes insignificant modifications in an adequate EIR".

The Planning Commission finds that the FSEIR (14EIR-00000-00002), as herein amended by the enclosed EIR Revision Letter analysis, may be used to fulfill the environmental review requirements for the IVMP (Planning Commission September 2, 2015 Staff Report, Attachment B – Findings for Approval). None of the changes recommended by the Planning Commission would result in any new, changed, or unmitigated environmental impacts nor would they cause changes to the conclusions in the impacts analysis in the FSEIR, or deprive the public of a

Isla Vista Master Plan Updates -- County Planning Commission  
November 4, 2015  
Attachment D  
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meaningful opportunity to comment. Hence, pursuant to CEQA Guidelines Section 15088.5(b), the proposed revisions described in this document have not been recirculated. The Final SEIR for the IVMP is hereby amended by this revision document, together identified as (14EIR-00000-00002 RV01).

Enclosure: Isla Vista Master Plan Update Final SEIR 14EIR-00000-00002 Revision Letter (RV  
01)

**Isla Vista Master Plan**

**Final Supplemental Environmental Impact Report**

**14EIR-00000-00002**

**SCH #2003101095**

**Revision Letter (RV 01)**

**October 27, 2015**

*Prepared by:*  
**County of Santa Barbara**  
Planning and Development Department  
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Revisions to the Final Supplemental Environmental Impact Report  
(14EIR-00000-00002, SCH#2003101095)

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Attachment A – IVMP Parking and Transit Policy 1.1, Revised

Attachment B – Zoning Map - Revised Isla Vista Incentive Area

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## **I. Background**

Pursuant to the California Environmental Quality Act (CEQA) Guidelines Section 15168, a Program Supplemental Environmental Impact Report (SEIR) (14EIR-00000-00002) (SCH#2003101095) was prepared for the Isla Vista Master Plan (IVMP) update. The Draft SEIR for the IVMP update was released for public comment on May 21, 2015. A publically noticed Draft SEIR comment hearing was held on June 24, 2015. Public and agency comments were received until the end of the comment period on July 6, 2015. The County responded in writing to comments received on the Draft SEIR in accordance with CEQA Guidelines Section 15088. The comments did not address project-specific issues. The Final SEIR evaluated two project alternatives in addition to the proposed project, as follows: No Project Alternative; and Permit Parking Program Alternative.

The Final SEIR concluded that the IVMP would result in less than significant (Class III) impacts to: Transportation and Circulation, and Greenhouse Gas Emissions.

The Planning Commission considered the IVMP updates and IVMP Final SEIR during public hearings on September 2, 2015, and November 4, 2015.

## **II. Revisions to the SEIR Analysis**

At the November 4, 2015 hearing, the Planning Commission's recommendation to approve the IVMP update included the following minor amendments to the project description, which are analyzed below. These changes result in minor text amendments and clarifications to the IVMP and corresponding text revisions, where necessary, to the Final SEIR. This EIR Revision Letter presents the revised language with strikethrough and underline text.

The minor revisions documented in this EIR Revision Letter do not require recirculation of the EIR pursuant to CEQA Guidelines Section 15088.5(b), as they do not involve substantial increases in impacts or new mitigation strategies, and do not deprive the public of a meaningful opportunity to comment.

### **A. Analysis of Revisions to Parking and Transit Action 1.1**

The following changes were made to Parking and Transit Action 1.1 in the IVMP (Attachment A):

1. Specifying that on-street parking surveys should take place while both the University of California, Santa Barbara (UCSB) and Santa Barbara City College (SBCC) are in session.
2. Adding a sub-action to have the County hold a community meeting in Isla Vista prior to releasing a Request for Proposal (RFP) for a consultant to conduct a parking survey.

“Parking and Transit Action 1.1: The County shall conduct on-street parking availability surveys to assess the adequacy of available on-street parking within the Plan Area.

1. Prior to releasing a Request for Proposal (RFP) for a consultant to conduct a parking survey, the County will hold a community meeting in Isla Vista to seek input on parking survey methodology.

2. 1- On-street parking surveys shall be conducted annually while UCSB and Santa Barbara City College (SBCC) are-is in session. The surveys shall take place over a two day period between the hours of 7:00 am to 7:00 pm with a baseline count collected between 5:00 am and 7:00 am. If the on-street parking surveys show a parking vacancy rate below 15% for two consecutive survey periods, the County will increase the frequency of parking surveys to occur two times a year.

3. 2- If the on-street parking surveys continue to result in a parking vacancy rate below 15% for three consecutive UCSB Quarters surveyed, the County will implement a permit parking program, or other appropriate measures to bring parking vacancy rates above 15%, within 18 months of the last on-street parking survey. In the event the bi-annual on-street parking surveys result in a vacancy rate above 15%, the County will resume conducting parking surveys annually while UCSB and SBCC are is in session.

4. 3- Per Santa Barbara County Code, Chapter 23B-15, the permit parking program shall include an allowance for visitors, guests, and daily for-sale parking passes, while offering subsidies for low-income persons. The County shall examine effectiveness of the parking permit program annually after implementation and modify the permit parking program, as warranted, to meet the program goals and objectives. The on-street permit parking program should include the following provisions:

-The program would be enforced throughout the Plan Area during night-time hours only, from 3 a.m. to 5 a.m.

-Residential permit holders would be exempt from enforcement and able to park on area streets 24 hours a day.

-Guest passes would be made available to guests of residents for a minimal fee.

-During non-enforcement hours, all on-street parking would be equally available to residents and non-residents on a first-come, first-served basis.

-The program will not apply to the downtown commercial core.”

These IVMP revisions require concurrent minor revisions to the Final SEIR in the following sections: Transportation and Circulation (“Impact 4.1.2: On-Street Parking Availability and Coastal Access” section, page 4.1-11 and 4.1-12), and Appendix D (“Updated Isla Vista Master Plan” section, page 2-29).

### ***Residual Impacts***

These revisions serve to clarify project specific requirements for transportation and circulation and allow for better survey design to address parking adequacy and availability in the plan area. The revisions would not result in any new environmental impacts or cause a substantial increase in the severity of Impact 4.1.2 analysis in the Final SEIR. Additionally, the revisions would not increase greenhouse gas emissions and would not result in any new environmental impacts in the severity of Impact 4.2.1 analysis in the Final SEIR. Therefore, no change to the Final SEIR analysis is warranted, and impacts to transportation and circulation and greenhouse gas emissions would remain less than significant (Class III).

### **B. Analysis of Revisions to Isla Vista Incentive Area Figure**

The IVMP zoning map figure (IVMP, page 4-41) has been revised to include “Isla Vista Incentive Area” boundary which was previously omitted from the map (Attachment B). Projects seeking to participate in the Isla Vista Built-Right Housing Incentive Program (IVMP Housing Policy 6) must be located within the Isla Vista Incentive Area boundary. The Isla Vista Built-Right Housing Incentive Program is intended to encourage developers to assemble sites, utilize green building techniques, and build public infrastructure within the Incentive Program Area.

### ***Residual Impacts***

This change serves to clarify existing information and would not result in potential physical impacts to the environment. Therefore, no change to the Final SEIR analysis is warranted.

### **III. Conclusion**

Minor revisions to Parking and Transit Action 1.1 and an existing figure within the IVMP resulted in minor corrections and clarifications to the text of the Final SEIR. None of the changes would result in any new, changed, or unmitigated environmental impacts nor would they cause changes to the conclusions of the impacts analysis in the Final SEIR, or deprive the public of a meaningful opportunity to comment.

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**ATTACHMENT A**

**IVMP Parking and Transit Action 1.1 (revised)**

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## ATTACHMENT A IVMP Parking and Transit Action 1.1 (Revised)

**Parking and Transit Policy 1:** In residential neighborhoods, adequate on-street parking should be available to serve the needs of Isla Vista residents. Parking should not be provided in amounts and locations that encourage residents to unnecessarily bring automobiles into the community. The full economic costs of automobile ownership should be internalized to users and not subsidized by the public.

Parking and Transit Action 1.1: The County shall conduct on-street parking availability surveys to assess the adequacy of available on-street parking within the Plan Area.

1. Prior to releasing a Request for Proposal (RFP) for a consultant to conduct a parking survey, the County will hold a community meeting in Isla Vista to seek input on parking survey methodology.

2. On-street parking surveys shall be conducted annually while UCSB and Santa Barbara City College (SBCC) are in session. The surveys shall take place over a two day period between the hours of 7:00 am to 7:00 pm with a baseline count collected between 5:00 am and 7:00 am. If the on-street parking surveys show a parking vacancy rate below 15% for two consecutive survey periods, the County will increase the frequency of parking surveys to occur two times a year.

3. If the on-street parking surveys continue to result in a parking vacancy rate below 15% for three consecutive UCSB Quarters surveyed, the County will implement a permit parking program, or other appropriate measures to bring parking vacancy rates above 15%, within 18 months of the last on-street parking survey. In the event the bi-annual on-street parking surveys result in a vacancy rate above 15%, the County will resume conducting parking surveys annually while UCSB and SBCC are in session.

4. Per Santa Barbara County Code, Chapter 23B-15, the permit parking program shall include an allowance for visitors, guests, and daily for-sale parking passes, while offering subsidies for low-income persons. The County shall examine effectiveness of the parking permit program annually after implementation and modify the permit parking program, as warranted, to meet the program goals and objectives. The on-street permit parking program should include the following provisions:

-The program would be enforced throughout the Plan Area during night-time hours only, from 3 a.m. to 5 a.m.

-Residential permit holders would be exempt from enforcement and able to park on area streets 24 hours a day.

-Guest passes would be made available to guests of residents for a minimal fee.

-During non-enforcement hours, all on-street parking would be equally available to residents and non-residents on a first-come, first-served basis.

-The program will not apply to the downtown commercial core.

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**ATTACHMENT B**

**IVMP Zoning Map, Page 4-41 (Revised)**

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