

ISLA VISTA MASTER PLAN FINAL SUPPLEMENTAL ENVIRONMENTAL IMPACT REPORT

SCH No. 2003101095



Prepared by:

COUNTY OF SANTA BARBARA
PLANNING AND DEVELOPMENT
LONG RANGE PLANNING DIVISION
123 EAST ANAPAMU STREET
SANTA BARBARA, CA 93101

SEPTEMBER 2015

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ABBREVIATIONS

| | |
|-------------------|---|
| AB | Assembly Bill |
| ADT | Average Daily Trips |
| APCD | Air Pollution Control District |
| BAU | Business-as-usual |
| BMPs | Best Management Practices |
| BOS | Board of Supervisors |
| CalEEMod | California Emissions Estimator Model |
| CARB | California Air Resources Board |
| CAP | Clean Air Plan |
| CAS | Climate Action Strategy |
| CCC | California Coastal Commission |
| CEQA | California Environmental Quality Act |
| CH ₄ | Methane |
| CM | Commercial Mixed Use |
| CMP | Congestion Management Plan |
| CO ₂ | Carbon Dioxide |
| CO ₂ e | Carbon Dioxide Equivalent |
| ECAP | Energy and Climate Action Plan |
| EIR | Environmental Impact Report |
| EIS | Environmental Impact Statement |
| EO | Executive Order |
| EPA | Environmental Protection Agency |
| ERM | Emission Reduction Measure |
| FEIR | Final Environmental Impact Report |
| GHGs | Greenhouse Gases |
| GSDTP | Goleta Sanitary District Treatment Plant |
| GWD | Goleta Water District |
| GWP | Global Warming Potential |
| GWSD | Goleta West Sanitary District |
| HFCs | Hydrofluorocarbons |
| IVMP | Isla Vista Master Plan |
| IV PAC/GPAC | Isla Vista Project Area Committee/General Plan Advisory Committee |
| IVRPD | Isla Vista Recreation and Parks District |
| LCFS | Low Carbon Fuel Standard |
| LCP | Local Coastal Plan |
| LOS | Level of Service |

| | |
|------------------|---|
| MOU | Memorandum of Understanding |
| MPO | Metropolitan Planning Organization |
| MRD | Mixed Residential Design |
| MT | Metric Ton |
| MTD | Metropolitan Transit District |
| N ₂ O | Nitrous Oxide |
| NHTSA | National Highway Traffic Safety Administration |
| NOA | Notice of Availability |
| NOP | Notice of Preparation |
| OPR | Office of Planning and Research |
| P&D | Planning & Development |
| PFCs | Perfluorocarbons |
| PHT | Peak Hour Trips |
| RDA | Redevelopment Agency |
| ROW | Right-of-way |
| RPS | Renewable Portfolio Standard |
| SB | Senate Bill |
| SBCAG | Santa Barbara County Association of Governments |
| SBCAPCD | Santa Barbara County Air Pollution Control District |
| SBCo | County of Santa Barbara |
| SCCAB | South Central Coast Air Basin |
| SCH | State Clearinghouse |
| SCS | Sustainable Communities Strategy |
| SEIR | Supplemental Environmental Impact Report |
| SF ₆ | Sulfur Hexafluoride |
| SLO APCD | San Luis Obispo County Air Pollution Control District |
| SP | Service Population |
| UCSB | University of California, Santa Barbara |

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EXECUTIVE SUMMARY

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ES. EXECUTIVE SUMMARY

This section provides an overview of the proposed focused update to the Isla Vista Master Plan (IVMP, proposed project) and the environmental analysis.

The County of Santa Barbara (County) is the lead agency for the proposed project. In accordance with Section 15082 of the California Environmental Quality Act (CEQA) Guidelines, the County prepared and distributed a Notice of Preparation (NOP) of a Supplemental Environmental Impact Report (SEIR) on April 2, 2014 (SCH# 2003101095). This notice was circulated to the public, local, state, and federal agencies, and other interested parties to solicit comments on the proposed project. The NOP is presented in **Appendix A** of this Final SEIR.

In 2015, the County prepared a Draft SEIR for the project pursuant to the requirements of CEQA. The Draft SEIR was circulated for public review from May 21, 2015 to July 6, 2015 and a public hearing was held on June 24, 2015 at the County. Comments were received in the form of e-mails and public hearing testimony. Responses to the comments on the Draft SEIR are included in **Chapter 8.0** of this Final SEIR.

ES.1 PURPOSE AND SCOPE OF THE FINAL SEIR

This Final SEIR provides an analysis of the potential environmental effects associated with the approval of the proposed project, pursuant to CEQA (California Public Resources Code Section 21000, et seq.) and the State CEQA Guidelines (14 California Code of Regulations, Section 15000, et seq.). The Final SEIR analysis focuses on potential impacts that could result from implementation of the focused update to the IVMP.

ES.2 PROJECT CHARACTERISTICS AND OBJECTIVES

Since the IVMP was adopted by the Board of Supervisors in August of 2007, the following actions have taken place:

1. The State of California dissolved redevelopment agencies in 2012;
2. SB 97 was enacted which requires lead agencies to analyze the greenhouse gas emissions of proposed projects; and
3. Implementation of alternative transportation projects and programs, and the County's Public Works Department work effort to remove illegal red zones and red zones associated with abandoned MTD bus stops in Isla Vista has had a positive effect on on-street parking availability.

As a result of these actions, the County's Planning and Development Department has determined that the IVMP needs a focused update that includes: 1) minor amendments to policies, actions, and development standards within the Parking and Transit Section, 2) ordinance amendments to implement parking-related amendments,

3) focused re-zoning of two County-owned parcels to enhance public benefits, and 4) IVMP text edits to remove references to the County's Redevelopment Agency.

ES.3 ISSUES TO BE RESOLVED AND AREAS OF CONTROVERSY

The following points were raised in letter responses to the project's NOP and/or during the project's scoping meeting and may be areas of controversy:

- In response to the NOP, commenters expressed both concerns with the IVMP's build-out strategy and its effect on on-street parking availability, and support for establishing a monitoring and reporting program for on-street parking.
- In response to the NOP, the Santa Barbara County Air Pollution Control District (APCD) provided recommendations for consideration of air quality impacts.
- In response to the NOP, the Isla Vista Association provided suggestions for a parking permit program.
- In response to the NOP, the California Public Utilities Commission provided recommendations for adding language to the IVMP so that any future development adjacent to or near the railroad right-of-way (ROW) is planned with the safety of the rail corridor in mind.

ES.4 PROJECT ALTERNATIVES SUMMARY

As required by CEQA Guidelines Section 15126.6, this Final SEIR examines a reasonable range of alternatives to the proposed project that potentially minimize environmental impacts while achieving most of the main project objectives. The two alternatives assessed in this Final SEIR are discussed below.

No Project Alternative

The No Project Alternative assumes that Parking and Transit Policy 1 remains as-is which allows for adequate on-street parking in the Isla Vista area. No surveys or permit parking programs would be implemented under this project alternative.

Permit Parking Program Alternative

The Permit Parking Program Alternative would establish a residential on-street parking permit program. The goal of permit parking in Isla Vista would be to preserve the use of existing on-street parking for community residents and business patrons while maintaining adequate parking for coastal access. The night-time only program would be intended to discourage non-residents from parking on the street network overnight by undertaking enforcement activities between the hours of 3 A.M. and 5 A.M., specifically targeting non-resident individuals who park their cars in Isla Vista for long periods of time.

The analysis finds that the project has the same environmental impact as both the No Project Alternative and the Permit Parking Program Alternative, as it is only focused on the update to one parking policy within the IVMP.

ES.5 REQUIRED ACTIONS AND APPROVALS TO IMPLEMENT THE PROJECT

The County Board of Supervisors must take the following actions to implement the Isla Vista Master Plan.

1. Amend the Santa Barbara County Comprehensive Plan, including amendments to the Goleta Community Plan and Coastal Land Use Plan, by adopting text and map amendments to the Isla Vista Master Plan.
2. Approve text amendments to the Santa Barbara County Code, Chapter 35, Coastal Zoning Ordinance, to incorporate new parking regulations, and other amendments.
3. Amend the County Code to incorporate information regarding an Isla Vista permit parking program.
4. Certify the Final Supplemental EIR for the Isla Vista Master Plan.
5. Adopt findings of overriding considerations for any environmental impacts which have been determined to not be mitigated to less-than-significant levels with implementation of the project.

ES.6 ENVIRONMENTAL ANALYSIS

This Final SEIR addresses all potentially significant environmental impacts associated with the project as determined in the Initial Study, responses to the NOP, input at the scoping meeting, and responses to the Draft SEIR. Potentially significant impacts on the following environmental resources are addressed in detail:

- Transportation and Circulation
- Greenhouse Gas Emissions

ES.7 SUMMARY OF IMPACTS AND MITIGATION MEASURES

Table ES-1 presents a summary of potential environmental impacts and mitigation measures addressed in the Final SEIR. The mitigation measures presented below deal specifically with updates to the Isla Vista Master Plan, which involve minor amendments to policies, actions, and development standards within the Parking and Transit Section. Several mitigation measures for the Greenhouse Gas Emissions section of the Final SEIR are included as measures within the County's Energy and Climate Action Plan (ECAP).

**TABLE ES-1
EXECUTIVE SUMMARY**

| Impact | Level of Significance Without Mitigation | Mitigation Measure | Resulting Level of Significance |
|--|--|--------------------|----------------------------------|
| 4.1 Transportation and Circulation | | | |
| Impact 4.1.1 Focused re-zones | Class III, less than significant | None required | Class III, less than significant |
| Impact 4.1.2 On-street parking availability and coastal access | Class III, less than significant | None required | Class III, less than significant |
| 4.2 Greenhouse Gas Emissions | | | |
| Impact 4.2.1 Greenhouse gas emissions within local atmosphere | Class III, less than significant | None required | Class III, less than significant |

1.0 INTRODUCTION

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1.0 INTRODUCTION

This Final Supplemental Environmental Impact Report (Final SEIR) has been prepared for the proposed focused update to the Isla Vista Master Plan (IVMP, proposed project) by the County of Santa Barbara (County), which is the lead agency for the project. The information below provides a brief description of the guiding regulations and documents that relate to this Final SEIR. The proposed project involves: 1) minor amendments to IVMP policies, actions, and development standards within the Parking and Transit Section; 2) ordinance amendments to implement parking related amendments; 3) focused re-zones of two County-owned parcels; and 4) IVMP text edits to remove references to the County's Redevelopment Agency.

1.1 PROJECT BACKGROUND

Numerous issues have been identified in the community of Isla Vista, including limited parking, overcrowding, physical and economic blight, substandard housing, and deteriorating infrastructure. Efforts to address these issues have been initiated over the last 35 years; however, past processes have produced relatively little permanent change. As a result, problems in Isla Vista persist.

In 1990, the County Board of Supervisors (BOS) adopted the Redevelopment Plan for the Isla Vista Redevelopment Project Area. The objectives of that plan were to enhance and renovate businesses, acquire environmentally sensitive property and increase public open space, develop public infrastructure improvements, construct a community center, and encourage housing rehabilitation. Only some of these objectives were achieved by early redevelopment efforts; the recession in the early 1990's slowed development and many of the projects expected to generate substantial revenue for the agency were delayed.

In 1999, a working group composed of the University of California at Santa Barbara (UCSB), Isla Vista Recreation and Parks District (IVRPD), and County Planning and Development (P&D) began meeting to discuss the status of Isla Vista and how to address community issues. In early 2000, UCSB, IVRPD, and the County adopted a Memorandum of Understanding (MOU) that outlined a strategy to fund the development of a master plan for Isla Vista and established a framework of interagency coordination. The County initiated an international design competition in late 2000 to select a consultant to facilitate development of the master plan. A jury of community representatives and design professionals selected the winning design team. To facilitate community participation, formal review of the master plan and potential amendments to the Isla Vista Redevelopment Plan, the Isla Vista Project Area Committee/General Plan Advisory Committee (IV PAC/GPAC) was formed in October of 2001. The IV PAC/GPAC consisted of residents, property owners, business owners, and representatives of community organizations within the Plan area who met over 60 times to provide significant input to the IVMP.

In April 2002, an intensive eight-day design workshop was held to facilitate community member interaction with urban planners, architects, designers, engineers, and

financing experts to discuss the future of Isla Vista and identify community objectives. Initial objectives identified by the community were refined by the IV PAC/GPAC with assistance from staff and the design consultants. Objectives identified included the following:

- Create a physically, socially, and economically sustainable plan for Isla Vista;
- Improve the quality of life for residents by enhancing the character of the built environment, promoting a more diverse population, and providing more amenities for residents;
- Enhance housing opportunities;
- Integrate strategies that increase bicycle and pedestrian safety;
- Promote transit-oriented land use and transportation decisions;
- Improve the interface with UCSB by strengthening physical and visual connections at the edges; and
- Enhance the connection to the natural environment by emphasizing orientation and connections.

In 2003, the IV PAC/GPAC recommended the Draft Isla Vista Master Plan (IVMP) to the Board of Supervisors, and later that same year the Board of Supervisors initiated environmental review for the Plan. An EIR was prepared for the IVMP in response to potential impacts resulting from new development and other activities associated with the Plan. In 2006, the Draft EIR was released for public comment. During the extended circulation time of 66 days, the County held two public hearings and collected 29 public comments that can be found in Volume II of the Final EIR.

During the Plan adoption hearings, the Planning Commission added a density incentive program, which includes changes in Land Use designation in part of the Plan Area to accommodate the density incentive program. A Mitigation Monitoring and Reporting Program was also prepared in compliance with State law to ensure compliance with mitigation measures.

The Final EIR (FEIR) for the IVMP was released in 2007 and the Planning Commission recommended adoption of the IVMP and FEIR to the Board. On August 21, 2007 the County BOS adopted the IVMP. The IVMP encourages mixed-use development in the downtown area and multi-family residential development in the central and northern areas, establishes incentive programs to encourage community revitalization and infill, and implements a form-based code to provide urban design standards supporting the efficient use of land. The 2007 Isla Vista Master Plan and Final EIR are available on the County website at:

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

Isla Vista is located in the coastal zone and the IVMP and associated amendments require certification by the California Coastal Commission (CCC). The IVMP and County zoning ordinance amendments were submitted to the CCC in 2007; however, the amendments were not certified, in part, due to outstanding issues related to on-street parking capacity and availability.

In 2012, the State of California dissolved redevelopment agencies throughout California, leaving the County of Santa Barbara to take over as the Successor Agency to the former Isla Vista Redevelopment Agency.

The proposed IVMP focused update responds to several issues raised by Coastal Commission staff, including amendments to Parking and Transit Action 1.1 and Action 1.3 which would establish an on-street parking monitoring and reporting program in Isla Vista to assess on-going parking capacity and vacancy rates in the community.

1.2 PURPOSE AND LEGAL AUTHORITY

The Final EIR for the IVMP (State of California Clearinghouse No. 2003101095) was certified by the Board of Supervisors on August 21, 2007. The IVMP EIR was a program EIR as defined in CEQA Guidelines Section 15168 because it enabled the County (lead agency) to examine the overall effects of a series of actions that can be characterized as one large project. This SEIR is a supplement to the 2007 IVMP program EIR.

The California Environmental Quality Act (CEQA) Guidelines Section 15163(a)(2) states that a lead agency may choose to prepare a supplement to an EIR rather than a subsequent EIR if only minor additions or changes would be necessary to make the previous EIR adequately apply to the project in the changed situation. The County prepared a SEIR because only minor additions and changes would be necessary to make the previously certified EIR adequately apply to the focused IVMP update. In addition, the focused update to the IVMP does not result in new significant environmental effects or substantial increases in the severity of previously identified significant environmental effects. This Final SEIR augments the certified IVMP EIR (SCH #2003101095) to the extent necessary to address new information and changes to the original project. The SEIR process is specifically designed to objectively evaluate and disclose potentially significant direct, indirect, and cumulative impacts of a proposed project; and to identify feasible measures that mitigate significant effects of a project. Preparing a SEIR allows the County to respond to changed circumstances or new information without requiring that the environmental review process begin completely anew.

1.3 ORGANIZATION AND SCOPE OF THE FINAL SEIR

This Final SEIR was prepared in conformance with the CEQA Guidelines (Sections 15163) and includes the following chapters:

- Executive Summary describes the purpose of the Draft SEIR and includes a summary of project characteristics, and a summary of impacts and mitigation measures.

- Chapter 1.0: Introduction describes the background of the proposed project and provides an overview of the environmental review process.
- Chapter 2.0: Project Description describes the project location, existing conditions, project objectives and characteristics, and intended uses of the SEIR, including necessary permits and approvals.
- Chapter 3.0: Environmental Setting provides an overview of the environmental setting for each issue area being evaluated.
- Chapter 4.0: Environmental Impact Analysis evaluates the potential adverse environmental impacts associated with the proposed project. The analysis provides a discussion of significance thresholds used to determine the level of potential impacts, an assessment of the potential short- and long-term impacts of the proposed project, and a description of the mitigation measures that would reduce or eliminate those impacts, where appropriate and feasible.

The County of Santa Barbara categorizes impacts into the following classes:

1. Class I Impacts. Significant unavoidable adverse impacts.
 2. Class II Impacts. Significant environmental impacts that can be feasibly mitigated or avoided.
 3. Class III Impacts. Adverse impacts found not to be significant.
 4. Class IV Impacts. Impacts beneficial to the environment.
- Chapter 5.0: Policy Consistency Analysis reviews potential inconsistencies with applicable adopted general plans and policies within the surrounding community.
 - Chapter 6.0: Alternatives addresses project alternatives that are considered pursuant to CEQA guidelines.
 - Chapter 7.0: Other CEQA Analysis describes those impacts that are considered significant and unavoidable. The chapter also identifies any significant irreversible environmental changes that could result from the project and includes a discussion of growth-inducing impacts associated with the proposed project.
 - Chapter 8.0: Response to Comments reviews comments received on the Draft SEIR and provides responses to said comments.

The Isla Vista Master Plan EIR (03-EIR-08) (IVMP EIR) did not include an analysis of greenhouse gas (GHG) emissions. At the time the IVMP EIR was certified (2007), global climate change was not recognized as an issue requiring analysis under CEQA. On May 19th, 2015, the County of Santa Barbara's Board of Supervisors adopted the Energy and

Climate Action Plan (ECAP) and certified the Final Environmental Impact Report for the project (SCH No. 20144021021). The Energy and Climate Action Plan is designed as a Qualified GHG Reduction Plan, consistent with CEQA Guidelines Section 15183.5(b). This allows for the streamlining of the analysis of greenhouse gases on a project level by using a programmatic GHG reduction plan meeting certain criteria. For this reason, the Final SEIR does not contain analysis of greenhouse gas impacts due to build-out with the Isla Vista Master Plan area.

1.4 KNOWN TRUSTEE, RESPONSIBLE, AND INTERESTED AGENCIES

For the purpose of CEQA, the term “trustee agency” means a state agency having jurisdiction by law over natural resources affected by a project which are held in trust for the people of the State of California. In CEQA, the term “responsible agency” includes all public agencies other than the lead agency (in this case, the County of Santa Barbara) that may have approval authority in some regard associated with the proposed project. Interested agencies may have a general interest in the proposal with respect to issues germane to their organization. The following agencies have been identified as potential responsible, trustee, or interested agencies with direct or indirect interest in the project:

- California Coastal Commission
- California Air Resources Board
- Santa Barbara County Air Pollution Control District
- Isla Vista Recreation and Parks District
- University of California, Santa Barbara
- Goleta West Sanitation District
- Goleta Water District

The project may require approvals, permits, or entitlements from these or other public agencies for which this Final SEIR may be used.

1.5 ENVIRONMENTAL REVIEW PROCESS

The review and certification process for the Final SEIR will involve the following general procedural steps:

NOTICE OF PREPARATION

In accordance with Section 15082 of the CEQA Guidelines, the County prepared a Notice of Preparation (NOP) of an SEIR for the proposed project on April 2, 2014. The County was identified as the lead agency for the proposed project. The notice was circulated to the public, local, regional, state, and federal agencies, and other interested parties to solicit comments on the proposed project. One public scoping

meeting was held on April 16, 2014, to receive additional comments. Comments received in response to the NOP were considered during preparation of the Draft SEIR. The NOP and comments received from interested parties and agencies are presented in **Appendix A**.

NOTICE OF COMPLETION AND NOTICE OF AVAILABILITY

A lead agency must file a Notice of Completion with the State Clearinghouse when it completes a Draft EIR and provide public notice of the availability (Notice of Availability) of a Draft EIR (CEQA Guidelines Section 15085 and 15087(a)). The Notice of Availability is posted in the County Clerk's office for at least 30 days (CEQA Guidelines Section 15087(d)), and a copy of the notice is sent to anyone requesting it (CEQA Guidelines Section 15087(a)). The Notice of Availability for this Draft SEIR was published in the Santa Barbara Newspress, a newspaper of general circulation. The Draft SEIR contained a description of the project, description of the environmental setting, identification of project impacts, and feasible mitigation measures for impacts found to be significant. The County filed the Notice of Availability/Completion with the Governor's Office of Planning and Research on May 21, 2015 to begin the public review period (Public Resources Code Section 21161).

PUBLIC REVIEW

Concurrent with the Notice of Availability/Notice of Completion, the County provided public notice of the availability of the Draft SEIR for public review and invited comment from the general public, agencies, organizations, and other interested parties. The public review and comment period was forty-five (45) days, from May 21, 2015 to July 6, 2015. Public comment on the Draft SEIR was accepted in written form (via common carrier or in electronic mail form) and orally at public hearings (held on June 24, 2015). The responses to comments on the Draft SEIR are presented in **Chapter 8.0**. Notice of the time and location of any public meetings and hearings was published prior to the meeting/hearing in accordance with applicable law.

FINAL SEIR

Following the public review period, a Final SEIR (Final SEIR) was prepared. The Final SEIR responds to all comments received during the public review period that raise significant environmental concerns and may contain revisions to the Draft SEIR, if necessary. The Draft SEIR, as revised and combined with responses to comments, will constitute the Final SEIR (CEQA Guidelines Section 15132). This document constitutes the Final SEIR.

CERTIFICATION OF THE SEIR

The County of Santa Barbara Board of Supervisors will review and consider the Final SEIR. If the County finds that the Final SEIR is "adequate and complete," the County may certify the Final SEIR (CEQA Guidelines Section 15090).

PROJECT DECISION

Upon review and consideration of the Final SEIR, the County may take action to approve, revise, or reject the proposed project. Any decision to approve the project would be accompanied by written findings in accordance with CEQA Guidelines Section 15091 and Section 15093.

FINDINGS/STATEMENT OF OVERRIDING CONSIDERATIONS

For each significant impact, the lead agency must find, based on substantial evidence, that either: (a) the project has been changed to avoid or substantially reduce the magnitude of the impact; (b) changes to the project are within another agency's jurisdiction and such changes should have or should be adopted; or (c) specific economic, social, or other considerations make the mitigation measures or project alternatives infeasible (CEQA Guidelines Section 15091). If an agency approves a project with unavoidable significant environmental effects, it must prepare a Statement of Overriding Considerations that sets forth the specific social, economic, or other reasons supporting the agency's decision.

MITIGATION MONITORING/REPORTING PROGRAM (MMRP)

A Mitigation Monitoring and Reporting Program must also be adopted for mitigation measures that have been incorporated into or imposed on the project to reduce or avoid significant effects on the environment. The Mitigation Monitoring and Reporting Program has been designed to ensure that these measures are enforceable and carried out during project implementation.

The environmental analysis in this SEIR draws on existing policies, guidelines, reports, and documentation to determine baseline condition and potential impacts. The County's Environmental Thresholds and Guidelines Manual (republished October 2008) was integrated into this analysis.

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2.0 PROJECT DESCRIPTION

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2.0 PROJECT DESCRIPTION

This chapter describes the IVMP focused update, including the 1) project location, 2) project objectives, 3) project characteristics, and 4) required actions and approvals.

2.1 PROJECT LOCATION

The project is located in the unincorporated community of Isla Vista, which is located in Santa Barbara County approximately nine miles west of the City of Santa Barbara (**Figure 2-1**). Isla Vista is situated on a coastal bluff overlooking the Pacific Ocean and is surrounded on three sides by the campus of the University of California, Santa Barbara (UCSB). The predominately urban community is a half square mile in size, or 320 acres, and is comprised of multi-residential housing, a small commercial downtown, a neighborhood of single family homes, and numerous public parks. The Isla Vista Planning Area extends from Camino Majorca Road and the Camino Corto Vernal Pool Preserve on the west, El Colegio Road on the north, the UCSB main campus on east, and the Pacific Ocean on the south (**Figure 2-2**).

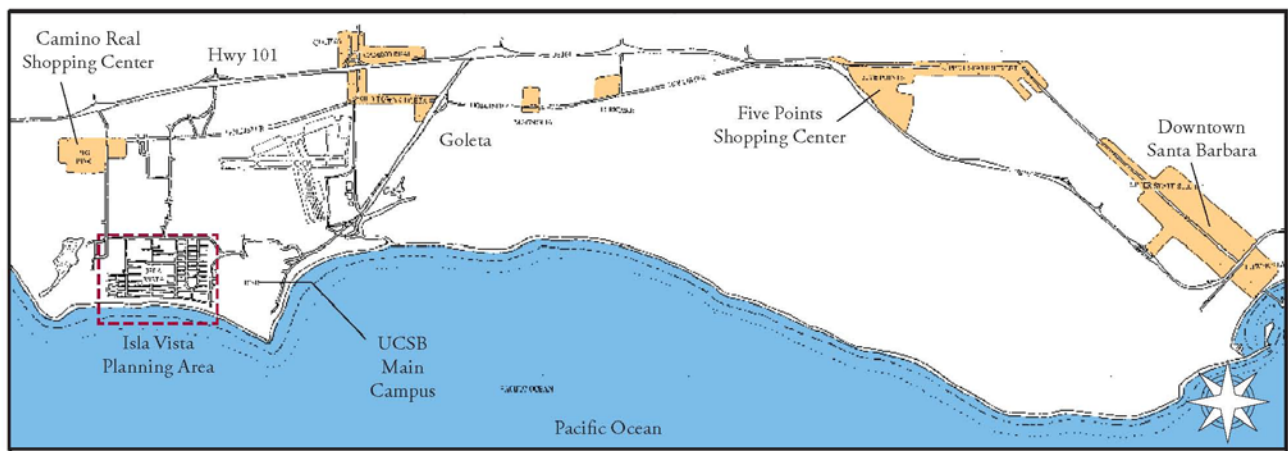


FIGURE 2-1 ISLA VISTA AREA MAP

2.2 PROJECT OBJECTIVES

ISLA VISTA MASTER PLAN

The IVMP accomplishes two underlying purposes. First, it identifies general goals, policies, and development standards for Isla Vista that update the existing Countywide Comprehensive Plan, the Goleta Community Plan, and the Coastal Land Use Plan. Second, the IVMP identifies specific catalyst projects that are designed to eliminate blight and to address specific improvements to the commercial core, housing, transportation, parking, and infrastructure.

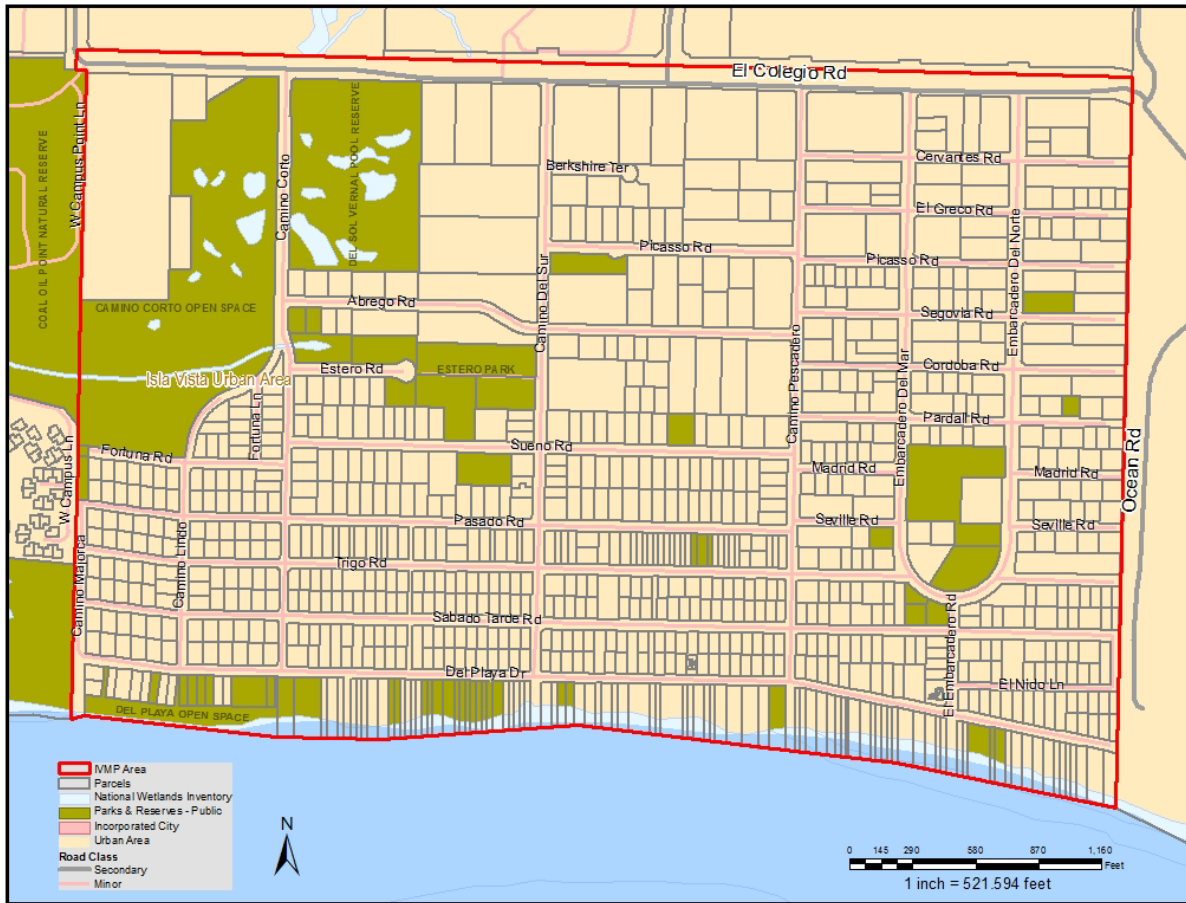


FIGURE 2-2 ISLA VISTA PLAN AREA MAP

The IVMP includes the following objectives developed through a collaborative process involving the County, UCSB, the Isla Vista Recreation and Park District (IVRPD), local organizations, and the community at large:

1. Create a physically, socially and economically sustainable plan for Isla Vista.
2. Improve the quality of life and sense of community for all Isla Vista residents by enhancing the character and quality of the built environment, promoting a more diverse population, and providing more amenities for residents.
3. Preserve and enhance Isla Vista’s distinctive character and establish a greater sense of community among Isla Vista’s diverse residents by providing venues for social interactions.
4. Design a community based on a mixed-use, sustainable urban village model, where dependence on the automobile is reduced, people can live close to where they work and shop, pedestrian and bicycle traffic is encouraged, and public mass transit is easily accessible and convenient to use.

- Automobile traffic and parking should not be allowed to dominate the streets of Isla Vista, detracting from the appearance of the community and making it unpleasant to walk or ride a bicycle.
 - Streets and other public spaces should be designed and managed to encourage neighbors to meet one another and socialize in public.
5. Develop an efficient parking strategy that minimizes visual impact on the community.
 6. Create aesthetically attractive housing to meet the needs of its residents while efficiently using the limited amount of land.
 - A variety of housing types should be provided that appeal to a range of household sizes, and income levels.
 7. Develop a balanced, robust and economically viable commercial core, complete with a variety of uses, services and public open spaces that allow people to gather and socialize in the center of the community. These services should include day-to-day amenities that can raise the general quality of life and decrease automobile dependency.
 8. Blur the interface between Isla Vista and UCSB by enhancing the connections through building improvements and the provision and maintenance of public space.
 - Connections between Isla Vista and UCSB should include commercial and civic activities that appeal to both UCSB students and the larger community, fostering social contact in a civil public setting.
 9. Preserve and enhance existing natural resources, such as the beach, wetlands, coastal sage scrub, trees, native species and riparian habitat.
 10. Improve existing parks and recreation resources, and expand recreational opportunities and beach access.

The IVMP includes a mix of residential, commercial, and recreation land uses development to provide a balance of employment, shopping, housing, and recreational opportunities designed to improve the quality of life for all members in the community. The plan includes public infrastructure improvement, private development, land use and zoning changes, ordinance amendments, along with goals, and policies to stimulate revitalization in the community.

The IVMP is organized into six chapters:

- Transit and Circulation
- Open Space and Parks
- Downtown Isla Vista
- Estero Neighborhood

- Housing
- Isla Vista / UCSB Interface

Within each chapter, specific goals, policies, actions, and development standards are identified to implement County programs and projects to guide future private development. Catalyst projects are planned for near-term implementation to help stimulate changes in the community, promote public-private partnerships and encourage re-investment in local properties. Each catalyst project section includes a project description, which provides additional project details regarding the catalyst projects. The previously certified EIR for the IVMP (03-EIR-08), Section II, pages 2-5 through 2-34, describes the project description for the IVMP in detail and is incorporated by reference.

IVMP UPDATE OBJECTIVES

The proposed project involves:

- Minor amendments to IVMP policies, actions, and development standards within the Parking and Transit Section;
- Ordinance amendments to implement parking related amendments;
- Focused re-zones of two County-owned parcels for public benefit; and
- IVMP text edits to remove references to the County's Redevelopment Agency.

2.3 PROJECT CHARACTERISTICS

Isla Vista is one of nine unincorporated communities in the County that have a community or master plan. These plans establish the local vision of the community while implementing the overarching long-term policy guidance of the County Comprehensive Plan and state planning law.

The proposed IVMP focused update responds to several issues raised by Coastal Commission staff, including amendments to Parking and Transit Action 1.1 and Action 1.3 which would establish an on-street parking monitoring and reporting program in Isla Vista to assess on-going parking capacity and vacancy rates in the community.

1. Comprehensive Plan/Coastal Land Use Plan amendments. The proposed IVMP focused update includes the following Comprehensive Plan/Coastal Land Use Plan amendments:
 - A. IVMP Parking and Transit Section Amendments. The focused update to the IVMP includes an amendment to Parking and Transit Policy 1 and Parking and Transit Action 1.1 as well as the addition of Parking and Transit Action 1.3 (**Appendix D**). Parking and Transit Action 1.1 has been changed to include updates to how and when parking surveys will trigger the need for a permit parking program. Parking and Transit Action 1.3 proposed Article

II (Coastal Zoning Ordinance) amendments which identify mechanisms for satisfying on-site parking requirements in the CM zone district in lieu of the required number of parking spaces for Article II, Division 6 (Parking Regulations).

- B. Remove references to the County Redevelopment Agency. All Redevelopment Agencies in the State of California, including the County of Santa Barbara Redevelopment Agency, were eliminated on February 1, 2012, pursuant to ABX1 26 (the "Dissolution Act"). References to the County Redevelopment Agency, therefore, are proposed to be eliminated and replaced with references to the County of Santa Barbara, as appropriate.
 - C. Goleta Community Plan amendments incorporating the IVMP as an appendix to the Goleta Community Plan.
2. Property Re-Zone. The IVMP update includes focused parcel re-zones which provide a public benefit. Two County-owned parcels currently zoned as Retail Commercial (C-2) will be re-zoned as Community Mixed Use (CM-40) (see **Figure 2-3**). **Table 2-1** shows the information related to these parcels. The proposed re-zones provide greater flexibility for public uses of the parcels and greater alignment with the IVMP goals and objectives.
 3. Ordinance amendments. The IVMP focused update includes the following ordinance amendments:
 - A. Amend Article II (Santa Barbara County Code, Chapter 35, Coastal Zoning Ordinance) to incorporate new parking regulations and adopt a new Division 17 titled "Isla Vista Master Plan Overlay District" (**Appendix E**)
 - B. Amend County Code Section 23B-15 (Isla Vista Permit Parking Program) (**Appendix F**)
 - C. Amend Ordinance 4650, updating the In-Lieu Fee Program within the Isla Vista Master Plan area (**Appendix G**)

TABLE 2.1 PROPOSED PARCEL RE-ZONE

| APN | Address | Acreage | Current Zone District | Proposed Zone District | Current Owner | Current Use |
|-------------|-------------------------|---------|-----------------------|------------------------|-------------------------|-------------|
| 075-163-017 | 976 Embarcadero Del Mar | 0.560 | C-2 | CM-40 | County of Santa Barbara | Church |
| 075-163-014 | 970 Embarcadero Del Mar | 0.260 | C-2 | CM-40 | County of Santa Barbara | Office |



FIGURE 2.3 PROPOSED PARCEL RE-ZONE WITHIN ISLA VISTA MASTER PLAN AREA

2.4 REQUIRED ACTIONS AND APPROVALS TO IMPLEMENT THE PROJECT

The County Board of Supervisors must take the following actions to implement the Isla Vista Master Plan.

1. Certify the Final Supplemental EIR for the Isla Vista Master Plan.
2. Adopt findings of overriding considerations for any environmental impacts which have been determined to not be mitigated to less-than-significant levels with implementation of the project.
3. Amend the Santa Barbara County Comprehensive Plan, including amendments to the Goleta Community Plan and Coastal Land Use Plan, by adopting text and map amendments to the Isla Vista Master Plan.

4. Approve text amendments to the Santa Barbara County Code, Chapter 35, Coastal Zoning Ordinance, to incorporate new parking regulations, and other amendments.
5. Amend the County Code Section 23B-15 to incorporate information regarding an Isla Vista permit parking program.
6. Amend Ordinance 4650 to update the In-Lieu Fee Program.

2.5 CUMULATIVE PROJECT LIST

Pursuant to CEQA Section 15130(b)(1)(A), this Final SEIR identifies those “past, present, and probable future projects” that, when considered together with the proposed project components, would considerably compound or increase the severity of existing cumulative environmental impacts. The environmental analysis discussions in Section 3.0 consider the proposed project’s contribution to existing cumulative impacts when combined with the projects listed in **Table 2-2**, cumulative projects list.

**TABLE 2-2
CUMULATIVE PROJECTS LIST**

| Project | Description/Location | Status |
|--|--|--|
| UNIVERSITY OF CALIFORNIA, SANTA BARBARA | | |
| North Campus Faculty Housing | 161 faculty housing units adjacent to Phelps Road north of Ocean Meadows Golf Course. | 59 units in Phases I and II are complete and the 31-unit Phase III will begin construction in summer 2014. The remaining units are in planning stages. Coastal Commission approval of project in November 2006; EIR, SCH#2003071178. |
| Sierra Madre Housing | 151 student, faculty, and staff housing units located along Storke Road. | Construction initiated Fall 2013. Coastal Commission approval November 2006; EIR, SCH#2003071178. |
| Davidson Library Addition | Three-story addition to Davidson Library including study space, office, storage, etc. 40,884 ASF | Under construction. Coastal Commission approval December 2010; MND adopted February 2009 SCH#2008011080 |
| Main Campus Infrastructure Renewal Project | Planned throughout the Main Campus, the project is proposed to correct critical infrastructure deficiencies. The project will address storm drainage, sanitary sewer, potable and reclaimed water and natural gas pipelines. | MND adopted November 2007, SCH#2007101108 Phase 1 approved by the Coastal Commission December 2009 Phase 1a is complete Phase 1b and 2a are awaiting funding and construction |

2.0 PROJECT DESCRIPTION

| Project | Description/Location | Status |
|--|---|--|
| Lagoon Road and Ocean Road Drainage Project (Infrastructure Renewal Phase 2) | This project would address existing storm water drainage deficiencies along the eastern and western perimeters of the Main Campus, and would eliminate five bluff-top storm drain outfalls that discharge to the Pacific Ocean. The proposed drainage system would convey storm water to the Campus Lagoon. | Planning stages, 0 ASF |
| Bioengineering Building | Three-story research building including a vivarium facility in the basement. | Construction to begin summer or fall 2014. MND adopted June, 2010, SCH #2010051047 Approved by the Coastal Commission October 2011. 48,690 ASF |
| Faculty Club Expansion | The Faculty Club is located between Parking Lot 23 and the Campus Lagoon. The project would renovate existing facilities and provide a total of 30 new guest rooms, for a total of 34 rooms on the project site. | MND adopted March 2013. SCH#2013011036. Approved by the Coastal Commission April 2014. |
| Ocean Road Housing | 543 housing units with 407 units located west of Ocean Road, which would be realigned, and 136 units to be included as part of two parking structures on the east side of Ocean Road. | Planning stages. |
| San Joaquin Apartments and Precinct Improvements | This project would provide 1,003 student bed spaces east of and adjacent to the Santa Catalina Residence Hall. | EIR certified in January, 2014 (SCH #2013051009). Approved by Coastal Commission November 2014. |
| Aquatics Complex | New athletic pool and tennis courts. Located near Rob Gym. | Planning stages |
| Institute for Energy Efficiency | Laboratory, research offices and support space for energy-related research. Approximately 30,000 ASF. | Planning stages |
| COUNTY OF SANTA BARBARA | | |
| Energy and Climate Action Plan | The Energy and Climate Action Plan (ECAP) identifies an inventory and forecasts of carbon dioxide and other greenhouse gas emissions generated by the county, as well as strategies to reduce carbon emissions. The jurisdiction of the ECAP applies to the IVMP area. | Approved |

2.0 PROJECT DESCRIPTION

| Project | Description/Location | Status |
|---|--|------------|
| Housing Element | The 2015-2023 Housing Element is a part of the Santa Barbara County Comprehensive Plan and contains housing goals, policies, and programs for the unincorporated areas of Santa Barbara County. The Housing Element is based on an assessment of the County's current and projected housing needs and provides an inventory of sites available for housing construction. It also details market, governmental, and environmental barriers which constrain housing production, and identifies actions to overcome these barriers and enhance housing production consistent with the Comprehensive Plan and state housing law. | Approved |
| Goleta Valley Community Plan Update for the Eastern Goleta Valley | The Plan update would amend text and maps regulating land use in the Goleta Community Plan (GCP), the County Comprehensive Plan, and local coastal program, including new and revised narrative, goals, policies, development standards and actions intended to regulate and guide future development and improvements exclusively in the Eastern Goleta Valley. Due to this close spatial proximity, the GCP update should be considered. | In Process |
| Gerrity New Fraternity/Additions | Convert existing building to fraternity house; convert two garages to bedrooms (APN 075-064-001) | Approved |
| St. George Multi Units | Five new 3-story multi-family apartment buildings containing 56 dwelling units (APN 075-101-022) | Approved |
| Villa Del Sol as built | Residential 4 units, as-built development (APN 075-101-015) | Approved |
| Meeting/Office Space | Residential 1 unit | In Process |
| Alpha Epsilon Pi | Construction of a 17-bedroom fraternity house (8,268 sf) in Isla Vista (APN 075-020-005) | Approved |
| St. George Condo Conversion | 14,694 create air space condos. Unit 1 – Office of 483 sf. Unit 2 – Hotel of 4275 sf. Unit 3 – Residence of 1,387 sf. Unit 4 – residence of 1,441 sf and a common Laundry area (3 rd floor) of 280 sf. (APN 075-211-006) | Approved |

2.0 PROJECT DESCRIPTION

| Project | Description/Location | Status |
|--|---|---|
| Icon Gardens @ UCSB Lot Split | Development and construction of a 15,997-sf mixed-use building and a 4,700-sf residential condominium | Built (EIR 2003101095) |
| St. George Apartments | Merger of four existing lots (totaling 0.75 acres) into two new lots and the construction of eight new residential apartments in four new buildings | Under Construction (EIR 2003101095) |
| The Nest Isla Vista Mixed Use | Construction of a mixed-use project including commercial space of appx. 12,513-sf, a hotel of appx. 8,400 sf (14 hotel rooms) and residential space (19 single occupancy units) of appx. 11,632-sf (APN 075-122-009). | In Process |
| St. Athanasius Orthodox Church | New church facility (temple, chapel, fellowship hall, office bldg, and associated parking and landscaping) | Constructed |
| Isla Vista Housing Co-op Project Change of Use | Conversion of a 7,641 sf office building into a student housing facility with 12 bedrooms (APN 075-020-037) | Approved |
| Paradise Ivy Mixed Use | Construction of 24 new residential units and 8,450 sf of new commercial space | Constructed (Exempt) |
| The Loop Isla Vista Mixed Use | New mixed use project including construction of a 44,994 sf four-story commercial building. The building would include a total of 22,618 sf of new visitor/community serving commercial space divided into four ground floor commercial condos | Constructed (Exempt) |
| Caird/Por La Mar Nursery Expansion | The Subject property consists of 61.62 acres and is currently developed with 509,885 sf of greenhouse space as well as 21,902 sf of associated structures. Under the proposed project the existing greenhouses and supporting facilities would be removed and replaced with 1,393,570 sf of new greenhouse space, appx. 95,000 sf of new support facilities, and six employee units (APN 071-190-036) | Approved |
| CITY OF GOLETA | | |
| Cabrillo Business Park | Construction of 693,100 sf of new structures including a R&D and self-storage facility, in addition to the 241,682-sf existing Development Plan for 934,800 sf of development total | Under Construction (EIR No. 2000041129) |

2.0 PROJECT DESCRIPTION

| Project | Description/Location | Status |
|---|--|---|
| Ellwood Mesa Coastal Trails and Habitat Restoration Project | The proposed project would enhance approximately 1.56 miles of existing trails by improving drainage and trail tread and restoring native habitats. The proposed project would also realign appx 0.54 mile of trail to enhance this trail system and include improvements to three drainage crossing and two beach access points | In Process |
| Robinson LLA-Related Lots | Construction of 13 new units | Approved/Under Construction |
| Willow Springs II | Construction of 100 new residential units (APNs 073-060-044 through 073-060-048) | Under Construction (EIR No. 2010031059) |
| Citrus Village | Construction of 10 residential units (APN 077-490-043) | Approved |
| Renco Encoders | Construction of an 8,800-sf manufacturing space and a 10,400 sf office to an existing M-RP Building of 33,600 sf (APN 071-090-082) | Approved |
| Westar | Construction of 274 new residential units with appx. 90,054 sf of commercial space | Under Construction (EIR No. 201007106) |
| FLIR Addition to Cabrillo Business Park | 11,827-sf new office building addition (demo 4,348-sf; new building is 16,175-sf) (APN 073-610-001 and -002) | Under Construction |
| Camino Real Marketplace Ice in Paradise | Construction of a 46,479-sf ice skating rink (APN 073-440-022) | Approved |
| Sturgeon Building | 6,046 sf retail/medical office | Pending (On Hold) |
| South Kellogg Recycling Facility Project | Construction of an asphalt/aggregate concrete recycling facility, including a 960 sf office building and 1,840 sf equipment garage on a 4,395-acre parcel (APN 071-190-034) | Pending CCC Approval |
| Kenwood Village | Construction of 60 new residential units (APNs 077-130-006, 077-130-019, 077-141-049) | Pending |
| Marriott Residence Inn | Construction of an 80,989-sf hotel (118 rooms) (APN 073-050-020) | Pending |
| Rincon Palms Hotel and Restaurant | Construction of a 93,692-sf hotel containing 149 rooms with a meeting space (APN 073-140-004) | Approved |

2.0 PROJECT DESCRIPTION

| Project | Description/Location | Status |
|---|--|----------------------------|
| Fairview Commercial Center | Construction of a 16,216-sf mixed-use, two-story building with 9,250 sf of retail space and 6,110 sf of office space in 2 units (APN 073-080-019) | Approved |
| Village at Los Carneros I and II | The Villages at Los Carneros I have been approved with 275 units on 16.11 acres. The proposed Villages at Los Carneros II will replace the LC-I approval with 465 units on 43.14 acres. | Pending |
| Cortona Apartments | Construction of 176 new residential units (APN 073-140-016) | Approved (EIR #2010071061) |
| Montecito Bank and Trust | Construction of a new 1-story 6,018 sf office building is proposed. Two drive-up teller stations are proposed as part of its operation. Parking and driveway access would be shared with the property to the north and east (the Storke-Hollister Research Center) (APN 073-140-030) | Built |
| Target Store | Construction of a 120,690-sf net new superstore, including 44,110 sf of demolition and 164,800 sf of new construction (APN 069-620-044) | Pending |
| Haskell's Landing (The Hideaway) | Construction of 101 new residential units (APN 079-210-049) | Under Construction |
| Goleta Valley Cottage Hospital | 59,568 sf of new construction added to the existing 93,090 sf hospital (APN 065-090-022 and 065-090-028) | Under Construction |
| Robinson LLA-related lots | | |
| Islamic Society of SB | Construction of a 7,572 sf building with prayer room, meeting area, and one caretaker unit (APN 077-160-035) | Approved |
| Mariposa at Ellwood Shores | A rezone ordinance, development agreement ordinance, CUP, and Development Plan for construction of a 70,510 sf building to house 99 elderly residents | Approved |
| Schwann Self Storage | Construction of an 111,730 sf self-storage facility (APN 071-090-082) | Approved |
| GVCH Medical Office Building Reconstruction | Construction of a new Medical Office Building that will add 52,000 sf to the existing 41,224 sf structure (APN 065-090-023) | Approved |

2.0 PROJECT DESCRIPTION

| Project | Description/Location | Status |
|------------------------------------|---|-------------------|
| Harvest Hill Ranch | Subdivision of parcel into seven lots with a net gain of six new homes (APN 069-620-044) | Pending |
| Somera Medical Office Building | Construction of a 20,000 sf new medical/dental office building (APN 065-090-013) | Approved |
| Shelby Trust | Construction of 60 new residential units (APN 077-530-019) | Pending |
| Taylor Parcel Map | 3 new residential units (APN 069-100-003) | Pending (On Hold) |
| Saint George Mixed Use Project | New 3-story mixed-use residential building; 4 new residential buildings with 2 units each (APNs 071-101-002; -015) | Pending |
| Fairview Gardens | Farm Labor Camp Revision; Special Events Permit; and Sale of Ag related products grown offsite (APN 069-090-052) | Pending |
| Taco Bell | 1,686 sf fast food restaurant with a drive-through facility (APN 073-440-012). | Pending |
| Fuel Depot with Car Washes | 1,667 sf new drive-in carwash, self-serve car wash, gas fueling dispenser and manager's residence; Zizzo's Coffee building to remain (APN 073-100-008). | Pending |
| CBP/Investec Self-Storage Facility | 111,100 sf self-storage facility (Square footage is already included within the overall Cabrillo Business Park Scope) (APNs 073-640-015 and -016). | Pending |
| Old Town Industrial Center | 186,770 sf new Light Industrial with outdoor storage and 5,100 sf office building (APN 071-170-074, -080, -083) | Pending |
| Old Town Village | Mixed use of 075 townhomes with shopkeeper and livework units (071-130-023). | Pending |
| North Willow Springs | 228 residential apartments and 132 senior apartments (APN 073-060-031 thru -043). | Pending |

2.0 PROJECT DESCRIPTION

| Project | Description/Location | Status |
|--|---|---------|
| SANTA BARBARA AIRPORT AUTHORITY | | |
| Santa Barbara Airport Master Plan | The Airport Master Plan provides guidelines for overall development, maintenance, and operation for the next 20 years. The plan evaluates the airport's capabilities and role, reviews forecasts of future aviation demand, and plans for the timely improvement of facilities that may best meet that demand and maintain compatibility with the environs (APN 073-450-003). | Ongoing |

3.0 ENVIRONMENTAL SETTING

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3.0 ENVIRONMENTAL SETTING

This section provides a brief overview of the existing physical and planning characteristics of Isla Vista. The previous adopted Isla Vista Master Plan Final EIR (03-EIR-08) (IVMP EIR), provides more detailed descriptions of the Plan areas environmental issues in Section 3.0 Environmental Issues, pages 3.1-1 through 3.13-19.

3.1 GENERAL SETTING

Isla Vista is an unincorporated community located nine miles west of the City of Santa Barbara on the South Coast of Santa Barbara County, California. Surrounded on three sides by the University of California, Santa Barbara (UCSB), Isla Vista is located on a coastal bluff overlooking the Pacific Ocean. Isla Vista is also near the Santa Barbara Municipal Airport and a short distance from the City of Goleta. The community is framed by the Pacific Ocean to the south and the Santa Ynez Mountains to the north.

Isla Vista is known primarily for its role in providing housing for students from UCSB as well as Santa Barbara City College, but is also home to non-student residents. Isla Vista is one-half square mile or 320 acres. The streets form a rectilinear grid with the exception of Embarcadero Del Norte and Embarcadero Del Mar that create a loop defining Ansiq'Oyo' Park and the downtown. A typical block pattern exists in the northeast and southwest corners, but the blocks become quite large and irregular in the center.

3.2 LAND USE AND POPULATION

The existing community includes a mix of residential, recreation areas, and a small downtown commercial core. Each is described below.

RESIDENTIAL

There are currently over 4,792 existing housing units in Isla Vista, 94% are renter occupied. These units are primarily multi-residential housing located in medium and high-density housing developments. With the exception of a neighborhood of single family homes on the southwestern edge of Isla Vista. Existing densities in the Plan area range from over 39 units per acre in the northern portion of Isla Vista, to 6.2 units per acre in the single family home neighborhood. Lots in Isla Vista are typically small and often very narrow, sometimes resulting in awkward building, parking, setback and landscaping patterns. Most of the original housing stock dates from the 1960's and 1970's and is often of a lower quality. Within individual units overcrowding is prevalent, and it is common for two or more people to share a bedroom.

RECREATION/OPEN SPACE

Throughout the Plan area there are approximately 57 acres of property that is publicly-owned open space. Of that total, 51 acres are currently designated as Recreation/Open Space in the existing County Land Use Element. Uses in the existing

open space include active and passive recreation facilities as well as unimproved natural areas.

DOWNTOWN COMMERCIAL CORE

Commercial uses in Isla Vista are concentrated toward the eastern edge of Isla Vista in a 24 acre downtown area, which includes five acres in public parks, 13 acres in private ownership and six acres of public right of way. Currently there is an estimated 186,000 square feet of commercial and institutional¹ floor space in downtown Isla Vista.

REGULATORY FRAMEWORK

The entire Plan area is located in the Coastal Zone and is subject to the County Coastal Zoning Ordinance (Article II), which regulates development and land uses in the Plan area. The County Comprehensive Plan and the Local Coastal Plan, specifically, the Coastal Land Use Plan, contains the principal land use policies for development within Santa Barbara County's Coastal Zone. Isla Vista is also located in the Goleta Community Plan area; therefore, the Goleta Community Plan also includes policies for the Isla Vista area.

3.3 PUBLIC SERVICES AND UTILITIES

POLICE SERVICE

Police protection service for Isla Vista is provided through the collaboration of three distinct entities, the Santa Barbara County Sheriff's Department, the UCSB Police Department, and the California Highway Patrol. Cooperatively, these organizations staff the Isla Vista Foot Patrol, located at 6504 Trigo Road and situated in the heart of the downtown commercial core. Officers provide public safety services by foot, bicycle, horse, and motor vehicles as these are particularly effective methods in Isla Vista, given the community's population density, well-connected street network, and considerable pedestrian traffic.

FIRE PROTECTION

The project area is located within the jurisdiction of the Santa Barbara County Fire Department. Fire Stations Number 11 and 17 currently provide service in the project area. Station 11 is located at 6901 Frey Way, approximately one-half mile north of the El Colegio Road/Storke Road intersection. Station 17 is located at Building 547, Mesa Road on the campus of UCSB, approximately one-quarter mile from Isla Vista's north-east boundary. Station Number 11 responds to emergencies on the western portion of the Plan area. Fire Station 17 provides service the eastern portion of the community.

¹ Institutional land uses include UCSB owned property and churches

WATER SERVICES

The Goleta Water District (GWD) is the primary water purveyor in the Goleta area supplying water for residential, commercial, industrial, public and agricultural purposes. The GWD is the only public supplier of water to Isla Vista. The GWD primarily obtains its water from three permanent sources: the Cachuma Lake project, the Goleta Groundwater Basin and the State Water Project. Secondary sources include the Glen Annie Reservoir, El Capitan Mutual Water Company, stored injection wells, and a bedrock aquifer.

WASTEWATER AND SEWAGE

Goleta West Sanitary District (GWSD) provides wastewater treatment to the Plan area, including primary, secondary, and tertiary wastewater treatment. The GWSD operates under the authority of the Regional Water Quality Control Board and the Environmental Protection Agency. GWSD began in 1954 as the Isla Vista Sanitary District to serve the needs of Isla Vista. The District changed its name to Goleta West Sanitary District in January 1990 to reflect the District's enlarging service area. Through a joint use agreement GWSD connected to the Goleta Sanitary District treatment plant (GSDTP). The wastewater is pumped to the GSDTP, treated, and disposed of through an ocean outfall in the Santa Barbara Channel.

SOLID WASTE

Solid waste generated in Isla Vista is collected by the Marborg Company and transported to the County Tajiguas Landfill, located approximately 20 miles west of the Plan area. The Tajiguas Landfill is owned and operated by the County Public Works Department.

3.4 TRAFFIC AND CIRCULATION

STREET NETWORK

The circulation system within and adjacent to Isla Vista is comprised of State highways, arterial and collector streets located in the City of Goleta, County of Santa Barbara, and UCSB campus roads. The street network within Isla Vista consists of a grid system of two-lane roads that run east-west and north-south. These roads provide access to the local residential, commercial and recreational areas within Isla Vista and connections to outlying areas via El Colegio Road.

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4.0 ENVIRONMENTAL IMPACT ANALYSIS

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4.0 ENVIRONMENTAL IMPACT ANALYSIS

The following is the environmental analysis for the focused update to the Isla Vista Master Plan (IVMP; proposed project). As noted in **Chapters 1 and 2**, the focus of the Final Supplemental Environmental Impact Report (Final SEIR) involves: 1) minor amendments to IVMP policies, actions, and development standards within the Parking and Transit Section; 2) ordinance amendments to implement parking related amendments; 3) focused re-zones of two County-owned parcels; and 4) IVMP text edits to remove references to the County's Redevelopment Agency.

4.1 ANALYSIS APPROACH USED TO EVALUATE IMPACTS OF THE PROPOSED PROJECT

This analysis evaluates the possible physical environmental effects of the focused update to the IVMP. The following sections in this chapter present a description of environmental setting conditions (including applicable regulatory setting), an evaluation of the direct and indirect environmental effects resulting from the implementation of the proposed project, and identification of existing regulations and programs that mitigate environmental effects. Where applicable, this Final SEIR contains additional feasible mitigation measures and identifies whether significant environmental effects of the project would remain after application of regulations, programs, and feasible mitigation measures.

4.2 IMPACT CLASSIFICATION

The County of Santa Barbara categorizes impacts into the following classes:

1. Class I Impacts. Significant unavoidable adverse impacts.
2. Class II Impacts. Significant environmental impacts that can be feasibly mitigated or avoided.
3. Class III Impacts. Adverse impacts found not to be significant.
4. Class IV Impacts. Impacts beneficial to the environment.

4.3 CUMULATIVE DEVELOPMENT

Cumulative impacts are defined in CEQA as two or more individual effects which, when considered together, are considerable or which compound or increase other environmental impacts. Cumulative impacts are the changes in the environment that result from the incremental impact of the development of a proposed project and other nearby projects. For example, traffic impacts of two nearby projects may be inconsequential when analyzed separately, but could have a substantial impact when analyzed together.

In a community or master plan, cumulative impacts are treated somewhat differently than would be the case for a project-specific development. CEQA Guidelines Section

15130 provides appropriate direction for the discussion of cumulative impacts in a community plan:

Impacts should be based on a summary of projections contained in an adopted general plan or related planning document, or in a prior environmental document which has been adopted or certified, which described or evaluated regional or area-wide conditions contributing to the cumulative impact.

By its nature, the IVMP considers cumulative development within the Plan Area. However, the Final SEIR cumulative impact analysis also considers a number of community and regional plans that govern development in various surrounding areas, including the General Plans for the City of Goleta and the Long Range Development Plan for UCSB. Depending on the environmental issue area, the analysis of cumulative impacts may involve consideration of other projects or actions resulting from the implementation of these other plans. Certain issues, such as traffic and air quality, are more regional in nature, and cumulative impacts may consider data outside the Plan Area's boundaries.

The proposed IVMP must also be analyzed for its consistency with other broader plans that pertain to the Plan Area. Related plans and their relevancy are discussed in greater detail in **Chapter 5** of this Final SEIR.

4.1 TRANSPORTATION AND CIRCULATION

The following section contains an analysis of the potential traffic and circulation impacts associated with the IVMP focused updates. The proposed project involves: 1) minor amendments to IVMP policies, actions, and development standards within the Parking and Transit Section; 2) ordinance amendments to implement parking related amendments; 3) focused re-zones of two County-owned parcels; and 4) IVMP text edits to remove references to the County's Redevelopment Agency. In the original IVMP Final EIR, certified in 2007, the Transportation and Circulation section provides information relative to existing and future traffic conditions within the community of Isla Vista and evaluates potential roadway and intersection improvements required to accommodate future growth related to build-out of the IVMP and are incorporated herein via reference.

Since approval of the IVMP in 2007, there has been a change in roadway conditions (such as the addition of signaled intersections, road widening, etc.), which creates a new baseline for the analysis within this section. The text and policy changes that this Final SEIR focuses on are solely related to assessment of focused re-zones of two County-owned parcels, and on-street parking availability and coastal access. Updated roadway and intersection data is being provided for informational purposes.

4.1.1 UPDATES TO BASELINE CONDITIONS

Since the approval of the IVMP in 2007, several roadways and intersection levels of service (LOS) have changed. Several of the County operated intersections along El Colegio Road (Camino Corto, Storke Road, Camino del Sur, Los Carneros Road, Camino Pescadero, Embarcadero del Mar, and Embarcadero del Norte) were improved due to widening El Colegio Road, as well as the installation of traffic signals. When the IVMP was approved, El Colegio Road had two lanes and was a major arterial, but has since been expanded to have four lanes.

The operational characteristics of the roadway segments within the study area were analyzed based on roadway capacities developed by Santa Barbara County for the Goleta area. In rating a roadway's operating condition, LOS A through F are used, with LOS A indicating very good operation and LOS F indicating poor operation. Updates to the intersection levels of service at existing PM peak hour traffic can be seen in **Table 4.1-1**. Existing traffic operations were analyzed during the PM peak hour at each study intersection.

TABLE 4.1-1: EXISTING PM PEAK HOUR INTERSECTION OPERATIONS¹

| N/S Street Name | E/W Street Name | Existing V/C or Delay | LOS |
|-----------------------|-----------------|-----------------------|-----|
| Los Carneros Rd | Mesa Rd | 0.620 | B |
| Storke Rd | El Colegio Rd | 0.489 | A |
| Camino Corto | El Colegio Rd | 0.374 | A |
| Camino del Sur | El Colegio Rd | 0.485 | A |
| Los Carneros Rd | El Colegio Rd | 0.472 | A |
| Camino Pescadero | El Colegio Rd | 0.448 | A |
| Embarcadero del Mar | El Colegio Rd | 0.343 | A |
| Embarcadero del Norte | El Colegio Rd | 0.356 | A |

Table 4.1-2 shows existing roadway segment operations for the roadways in the IVMP area.

TABLE 4.1-2: EXISTING ROADWAY SEGMENT OPERATIONS²

| Roadway Segment | Type | Design Capacity | LOS C Threshold | Existing | | | Exceed Design Capacity/ LOS C Threshold |
|---|------------------|-----------------|-----------------|----------|------|-----|---|
| | | | | Volume | V/C | LOS | |
| Los Carneros Road: El Colegio Rd to Mesa Rd | 2-Major Arterial | 17,900 | 14,300 | 13,993 | 0.78 | C | No/No |
| El Colegio Rd: Storke Rd to Los Carneros Rd | 4-Major Arterial | 37,680 | 30,140 | 11,016 | 0.29 | A | No/No |
| El Colegio Rd: Los Carneros Rd to Embarcadero del Norte | 4-Major Arterial | 37,680 | 30,140 | 11,181 | 0.30 | A | No/No |
| El Colegio Rd: Embarcadero del Norte to Stadium Rd | 4-Major Arterial | 37,680 | 30,140 | 9,871 | 0.26 | A | No/No |
| Camino Corto: South of El Colegio Rd | 2- Local Street | 11,600 | 9,300 | 4,565 | 0.39 | A | No/No |
| Camino del Sur: South of El Colegio Rd | 2-Local Street | 11,600 | 9,300 | 6,227 | 0.54 | A | No/No |
| Camino Pescadero: South of El Colegio Rd | 2- Local Street | 11,600 | 9,300 | 5,617 | 0.48 | A | No/No |
| Embarcadero del Mar: South of El Colegio Rd | 2-Local Street | 11,600 | 9,300 | 4,201 | 0.36 | A | No/No |
| Embarcadero del Norte: South of El Colegio Rd | 2- Local Street | 11,600 | 9,300 | 5,614 | 0.48 | A | No/No |

¹ University of California, Santa Barbara San Joaquin Apartments and Precinct Improvements Project FEIR (SCH #2013051009).

² University of California, Santa Barbara San Joaquin Apartments and Precinct Improvements Project FEIR (SCH #2013051009).

4.1.2 ON-STREET PARKING AVAILABILITY AND COASTAL ACCESS

The IVMP focused update includes amendments to Parking and Transit Action 1.1 which would establish an on-street parking monitoring and reporting program in Isla Vista to assess on-going parking capacity and vacancy rates in the community to ensure adequate capacity is available for existing land uses and build-out of the IVMP. Pursuit of an active monitoring program is supported by the following findings from recent parking and coastal access survey data included in **Appendix C**.

1. On-street parking spaces have increased by 31% (+838 spaces) over the last 10 years;
2. Implementation of alternative transportation projects and programs has had a positive effect on on-street parking availability;
3. IVMP build-out increases the amount of available on-site parking by 183 spaces when comparing future parking supply versus parking demand;
4. Peak on-street parking demand in the vicinity of the five Isla Vista coastal access points is well below a threshold of 85% occupancy; and
5. 78% of coastal access users at the five Isla Vista coastal access points are internal to Isla Vista.

10-YEAR PARKING AVAILABILITY

On-street parking availability in Isla Vista has increased by 31% over a 10-year period. The IVMP EIR was drafted in 2004 and used a total of 2,684 legal, on-street parking spaces for its parking analysis. As of August 2013, according to the Santa Barbara County Public Works Department, there are approximately a total of 3,522 legal, on-street parking spaces in Isla Vista. The increase in on-street parking spaces over the last ten years is due to the elimination of red zones and road reconfigurations. Approximately 70 on-street parking spaces have been created; however, the vast majority of spaces (768 spaces) are the result of improved parking survey techniques.

The IVMP identifies locations for future off-street parking and an additional 250 off-street spaces that can be obtained in existing lots, particularly private lots in the commercial core that are often under-utilized through negotiating for shared use of these surplus spaces. County-owned surface parking lots have added 60 off-street spaces that are available to the public:

- **Downtown Solar Car Park** – The County completed construction of the surface parking lot on Embarcadero del Mar in October 2009. The public parking lot serves the residential and commercial needs of downtown Isla Vista and contains 45 spaces, including two handicap spaces. The lot is metered using a pay and display system. The meter fee structure was developed to complement pay parking on the UCSB campus while prioritizing short-term day use parking options for residents and visitors to the Isla Vista commercial district.

- **Embarcadero Loop** – Approximately 15 off-street parking spaces are available for coastal access parking at the bottom of the Embarcadero Loop on either side of the intersection with El Embarcadero. These are un-timed, “first come, first served” spaces about two blocks from the El Embarcadero coastal access point.

ISLA VISTA MASTER PLAN BUILD-OUT

Proposed development projects in Isla Vista will be required to meet the on-site parking requirements for individual projects identified in the proposed IVMP. These new parking requirements must be met on-site, except in the downtown commercial area, where an in-lieu parking fee program provides an alternative to on-site parking. The in-lieu parking fee program does not waive parking requirements, but rather provides a mechanism for providing off-site parking, typically for commercial use only. The County typically requires parking studies as part of the development review process for projects that request modifications to the parking standards in the downtown area in order to ensure that adequate parking is provided at the time that developments are constructed. These parking studies identify the zoning ordinance parking requirement for the project, the amount of parking proposed on-site, the amount of parking required off-site through the in-lieu parking fee program, and any other alternative strategies such as car share vehicles or covenants restricting automobile ownership to ensure that adequate parking is available at the time that the developments are constructed.

RECENT RED CURB ELIMINATION

Prior to 2008, the removal of most illegal red curbs and some of the abandoned Metropolitan Transit District (MTD) bus stops were undocumented; therefore, there is not adequate information to map these locations. Since 2008, SBCo Public Works has embarked on a strategy to identify and remove illegal red curbs painted by residents and business owners, in addition to removing red curbs associated with abandoned MTD bus stops in Isla Vista. Between 2008 and 2013, a total of approximately 36 new on-street parking spaces were created through the removal of the following red curbs:

- Removal of illegal red curbs, creating 18 new on-street parking spaces; and
- Removal of six abandoned MTD bus stops, creating approximately 18 new on-street parking spaces.

In 2013, SBCo Public Works undertook a significant effort to remove red curbs (**Figure 4.1-1**). This effort created 34 new on-street parking spaces, including 20 spaces on Del Playa, through the removal of red curbs.³ **Table 4.1-3** provides information on red curbs removed between 2008 and 2013 but does not include the six abandoned MTD bus stops because the distance and number of parking spaces created is an estimate.

³ The 20 on-street parking spaces created on Del Playa help to increase coastal access parking.

TABLE 4.1-3 ISLA VISTA RED CURB ELIMINATION

| Street Name | Location | Distance (feet) | # of Parking Spots |
|-----------------------------------|---|-----------------|--------------------|
| Del Playa Dr | W. of Embarcadero, 6561 Del Playa (S. side) | 20.0 | 1.0 |
| Del Playa Dr | E. of El Embarcadero facing E. (S. side) | 12.0 | 0.6 |
| Del Playa Dr | E. of Camino Corto facing W. (N. side) | 17.0 | 0.9 |
| Del Playa Dr | E. of Camino Corto facing W. (S. side) | 68.0 | 3.4 |
| Del Playa Dr | E. of Camino Corto facing S. (S. side) | 15.0 | 0.8 |
| Del Playa Dr | E. of Camino Corto facing SW. (S. side) | 35.0 | 1.8 |
| Del Playa Dr | E. of Camino Corto facing SW. (S. side) | 21.0 | 1.1 |
| Del Playa Dr | E. of Camino Corto facing S. (S. Side) | 15.0 | 0.8 |
| Del Playa Dr | At Camino Corto facing E. (S. side) | 110.0 | 5.5 |
| Del Playa Dr | W. of Camino Corto facing W. (S. side) | 30.0 | 1.5 |
| Del Playa Dr | E. of Camino Lindo facing W. (S. side) | 45.0 | 2.3 |
| Del Playa Dr | At Camino Lindo facing SW. (S. side) | 48.0 | 2.4 |
| Camino del Sur | S. of Picasso facing SW. (E. side) | 40.0 | 2.0 |
| Camino del Sur | N. of Picasso facing N. (W. side) | 48.0 | 2.4 |
| Camino del Sur | S. of El Colegio Road facing SW. (W. side) | 81.0 | 4.1 |
| Camino del Sur | S. of El Colegio Road facing W. (W. side) | 10.0 | 0.5 |
| Camino del Sur | S. of El Colegio Road (W. side) | 10.5 | 0.5 |
| Camino Corto | S. of Estero Road facing E. (E. side) | 17.0 | 0.9 |
| Cordoba Road | W. of Embarcadero Del Norte facing W. (S. side) | 23.0 | 1.2 |
| Picasso Road | W. of Embarcadero Del Mar (N. side) | 22.0 | 1.1 |
| Picasso Road | W. of Camino Pescadero (S. side) | 20.0 | 1.0 |
| Sueno Rd | W. of Camino Del Sur facing N. (N. side) | 70.0 | 3.5 |
| Sueno Rd | W. of Camino Del Sur facing S. (S. side) | 21.0 | 1.1 |
| Sueno Rd | W. of Camino Del Sur facing S. (S. side) | 53.0 | 2.7 |
| Sueno Rd | W. of Camino Pescadero facing W. (S. side) | 82.0 | 4.1 |
| Sueno Rd | W. of Camino Del Sur facing E. (S. side) | 35.0 | 1.8 |
| Abrego Rd | W. of Camino Del Sur (S. Side) | 21.0 | 1.1 |
| Abrego Rd | W. of Camino Del Sur (S. Side) | 54.0 | 2.7 |
| Embarcadero Del Mar | N. of Picasso Rd. facing N. (W. side) | 43.0 | 2.2 |
| Embarcadero Del Norte | S. of El Colegio Road facing NW (W. side) | 71.0 | 3.6 |
| TOTAL | | 1,158 | 58.0 |
| TOTAL NEW SPOTS (~20 feet) | | 52 | |



FIGURE 4.1-1 ISLA VISTA RED CURB ELIMINATION

In summary, between 2003 and 2008, 768 on-street parking spaces were created due to improve parking survey techniques. Between 2008 and 2013, 36 new on-street parking spaces were created, and in 2013, another 34 new on-street parking spaces were created.

COASTAL ACCESS

There are currently five designated coastal access points in Isla Vista. From east to west they are located at El Embarcadero, Camino Pescadero, Camino del Sur, Escondido Pass east of Camino Corto, and Camino Majorca (Figure 4.1-2). The four eastern access points are primarily used by Isla Vista residents rather than outside users, due to several factors. These factors include the lack of dry sandy beaches and few surfing opportunities. Local residents predominately travel to these coastal access points by foot, bicycle, or skateboard. The western coastal access point at Camino Majorca is the most heavily used by those traveling from outside the community as it provides access to dry sand beaches and good surf breaks. The beach can be accessed at Camino Majorca via a stairway that takes users directly down to the beach, or users can travel west along the bluff top to the popular Sands Beach and Coal Oil Point. There is a publicly accessible road and pay-by-space metered surface parking lot

adjacent to the Sands Beach at Coal Oil Point on the University of California, Santa Barbara (UCSB) campus. Due to the fact that it is a metered parking lot, most surfers and beachgoers driving from outside locations use the Camino Majorca access point.

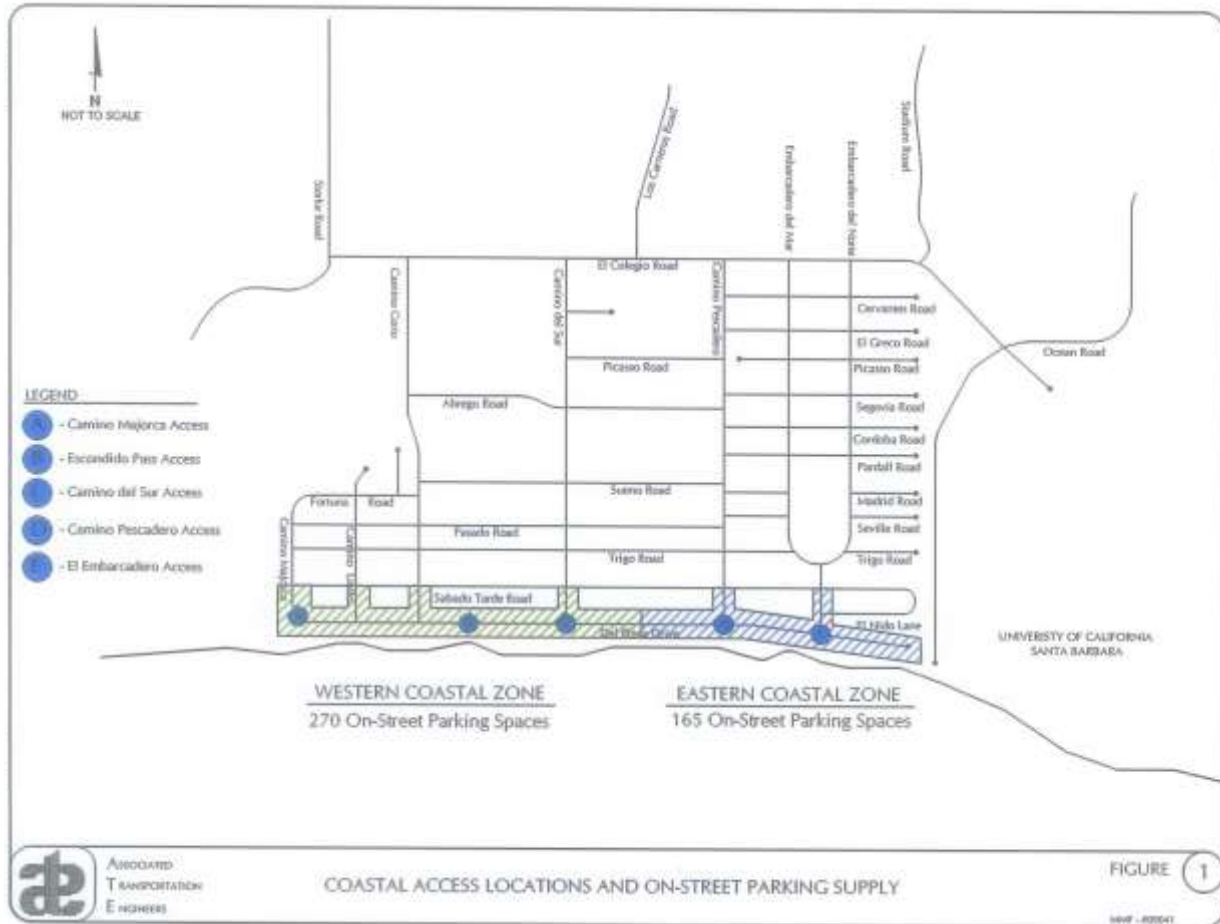


FIGURE 4.1-2 COASTAL ACCESS LOCATIONS

Visitors to the Sands Beach and Coal Oil Point that arrive by car park in the unpaved right-of-way west of Camino Majorca Road under a eucalyptus windrow and on neighborhood streets. The area under the trees provides informal parking for approximately 75 vehicles. Handicap access along Camino Majorca is provided with two designated parking spaces and a paved walkway to an overlook at the edge of the bluff. The number of vehicles that park along Camino Majorca and the adjacent streets next to the coastal access point varies greatly depending on weather, surf conditions, and the UCSB class schedule. Nonetheless, several coastal access surveys have been conducted at Camino Majorca that show adequate on-street parking availability.

Decreased parking availability in the vicinity of the coastal access points would not occur under the IVMP. The five coastal access points are located in residentially zoned areas and no changes to on-street parking supplies are proposed under the IVMP. Furthermore, any redevelopment of residential parcels in the vicinity of coastal access points would likely result in higher on-site parking ratios than currently exist. This is due to

the fact that most of the original housing stock in Isla Vista dates back to the 1960s and 1970s which was developed under Zoning Ordinance 661. Ordinance 661 required 1.5 off-street parking spaces per two-bedroom dwelling unit.⁴ Parking standards proposed in the IVMP require 2.5 off-street parking spaces per two-bedroom dwelling unit. Thus, the availability of public parking at the coastal access points will increase as properties are redeveloped under new regulations and better meet their parking demands on-site.

4.1.3 ENVIRONMENTAL IMPACT ANALYSIS

THRESHOLDS OF SIGNIFICANCE

The following section describes the thresholds of significance and impact methodologies used for the transportation and circulation analyses.

CALIFORNIA ENVIRONMENTAL QUALITY ACT (CEQA) GUIDELINES

According to CEQA Guidelines, Appendix G, implementation of the Plan would have significant environmental impacts related to transportation and circulation if it would:

- Conflict with an applicable plan, ordinance, or policy establishing measures of effectiveness for the performance of the circulation system taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit;
- Conflict with an applicable congestion management program, including but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways;
- Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial risks;
- Substantially increase hazards because of a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment);
- Result in inadequate emergency access; and/or
- Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease performance or safety of such facilities.

⁴ Assumes an average of two bedrooms per residential unit.

COUNTY ENVIRONMENTAL THRESHOLDS

The County's Environmental Thresholds and Guidelines Manual (2008) include the following traffic related thresholds. A significant traffic impact occurs when:

- A. The addition of project traffic to an intersection increases the volume to capacity (V/C) ratio at by the value provided below or sends 5, 10, or 15 trips to an intersection at LOS F, E, or D.

TABLE 4.1.4 SIGNIFICANT CHANGES IN LEVEL OF SERVICE

| Intersection Level of Service (Including Project) | Increase in V/C or Trips Greater Than |
|---|---------------------------------------|
| LOS A | 0.20 |
| LOS B | 0.15 |
| LOS C | 0.10 |
| LOS D | 15 Trips |
| LOS E | 10 Trips |
| LOS F | 5 Trips |

- B. The project's access to a major road or arterial road would require access that would create an unsafe situation or a new traffic signal or major revisions to an existing traffic signal.
- C. The project adds traffic to a roadway that has design features (e.g., narrow width, road-side ditches, sharp curves, poor sight distance, inadequate pavement structure) or receives use which would be incompatible with substantial increases in traffic (e.g., rural roads with use by farm equipment, livestock, horseback riding, or residential roads with heavy pedestrian or recreational use) that would become potential safety problems with the addition of project or cumulative traffic.
- D. Project traffic would utilize a substantial portion of an intersection(s) capacity where the intersection is currently operating at acceptable levels of service (A–C), but with cumulative traffic would degrade to or approach LOS D (V/C 0.81) or lower. Substantial is defined as a minimum change of 0.03 for intersections which would operate from 0.80 to 0.85, a change of 0.02 for intersections which would operate from 0.86 to 0.90, and a change of 0.01 for intersections operating at anything lower.

IMPACTS DETERMINATION

Impact 4.1.1: Focused Re-zones

The IVMP update includes focused parcel re-zones which provide a public benefit. Two County-owned parcels currently zoned as Retail Commercial (C-2) will be re-zoned to Community Mixed Use (CM-40) (See **Figure 2-3** and **Table 4.1-5**). The proposed re-zones

provide greater flexibility for public uses of the parcels and greater alignment with the IVMP goals and objectives.

TABLE 4.1-5 PROPOSED PARCEL RE-ZONE

| APN | Address | Acres | Current Zone District | Proposed Zone District | Current Owner | Current Use |
|-------------|-------------------------|-------|-----------------------|------------------------|-------------------------|-------------|
| 075-163-017 | 976 Embarcadero Del Mar | 0.56 | C-2 | CM-40 | County of Santa Barbara | Church |
| 075-163-014 | 970 Embarcadero Del Mar | 0.26 | C-2 | CM-40 | County of Santa Barbara | Office |

Allowed uses under the CM zone district are generally similar to the C-2 zone but would allow mixed residential use as a primary use whereas the existing C-2 zone allows residential development but as a secondary use to the principal commercial use. Each of the two rezone parcels is relatively small (0.56 acres and 0.26 acres) limiting future residential potential as part of a mixed use commercial project. For purposes of analysis, **Table 4.1-6** lists residential build-out assumptions for the two rezone parcels under existing and proposed zoning. Commercial development is assumed constant for existing and proposed zoning. The proposed rezones could result in an additional 16 apartment units and a corresponding increase of 102 average daily trips (ADT) and eight peak hour trips (PHT) (**Table 4.1-7**). Potential traffic impacts associated with the focused rezones is considered less than significant since the incremental increase in potential residential units and daily/peak hour trips will not increase IVMP build-out traffic impacts previously analyzed in the IVMP EIR.

TABLE 4.1-6 RESIDENTIAL BUILD-OUT ASSUMPTIONS – RE-ZONE PARCELS

| Zoning | Parcel Size (acres) | Units/acre | Units | Total |
|------------------|---------------------|------------|---------------------|-------|
| C-2 (existing) | .56 | 20 | 11 | 16 |
| | .26 | 20 | 5 | |
| CM-40 (proposed) | .56 | 40 | 22 | 32 |
| | .26 | 40 | 10 | |
| | | | Net Increase | 16 |

TABLE 4.1-7 TRIP GENERATION – RE-ZONE PARCELS

| Land Use | Units | ADT | | P.M. Peak Hour | |
|---------------------------|-------|------|-------|----------------|-------|
| | | Rate | Trips | Rate | Trips |
| Apartments ^{5 6} | 16 | 6.38 | 102 | 0.50 | 8 |

⁵ Trip Generation, Institute of Transportation Engineers

⁶ ADT rate discounted 5% and P.M. PHT rate discounted 20% to account for bike/pedestrian/bus trips.

MITIGATION MEASURES

Impact would be less than significant and no mitigation is required.

RESIDUAL IMPACTS

The proposed re-zones could result in an additional 16 apartment units and a corresponding increase of 102 average daily trips (ADT) and eight peak hour trips (PHT). The incremental increase in potential residential units and daily/peak hour trips will not increase IVMP build-out traffic impacts previously analyzed in the IVMP EIR; therefore, traffic impacts associated with the focused rezones is considered less than significant (*Class III*).

Impact 4.1.2: On-Street Parking Availability and Coastal Access

The IVMP focused update includes amendments to Parking and Transit Action 1.1 (see below, and **Appendix D**) which would establish an on-street parking monitoring and reporting program in Isla Vista to assess on-going parking capacity and vacancy rates in the community to ensure adequate capacity is available for existing land uses and build-out of the IVMP.

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 nighttime hours only, from 3 a.m.-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.

Pursuit of an active monitoring program per Parking and Transit Action 1.1 is supported by the following findings from recent parking and coastal access survey data included in **Appendix C**.

1. On-street parking spaces have increased by 31% (+838 spaces) over the last 10 years;
2. Implementation of alternative transportation projects and programs has had a positive effect on on-street parking availability;
3. IVMP build-out increases the amount of available on-site parking by 183 spaces when comparing future parking supply versus parking demand;
4. Peak on-street parking demand in the vicinity of the five Isla Vista coastal access points is well below a threshold of 85% occupancy; and
5. 78% of coastal access users at the five Isla Vista coastal access points are internal to Isla Vista.

The survey data indicates on-street parking spaces in Isla Vista have increased by 31% (+838 spaces) over the last 10 years and IVMP build-out would increase the amount of available on-site parking by 183 spaces when comparing future parking supply versus parking demand.

Adequate on-street parking availability is likely to continue as a result of 1) continued implementation of alternative transportation programs in the Plan Area, 2) development project utilization of the In-Lieu Fee Program and alternative mechanisms (proposed IVMP Parking and Transit Action 1.3, **Appendix D**) for satisfying required on-site parking requirements, 3) County Public Works efforts to identify and convert appropriate red curb areas to on-street parking spaces, and 4) continuation of recent

trends indicating young adults are driving less and choosing to walk, bike, and use public transportation in lieu of automobile ownership.⁷

IVMP build-out, including proposed IVMP focused amendments, will not result in significant impacts to on-street parking availability within the Plan Area. The five coastal access points are located in residentially zoned areas and no changes to on-street parking supplies are proposed under the IVMP. Isla Vista coastal access surveys conducted by County of Santa Barbara Planning and Development Department (**Appendix C**, Attachment A) indicate peak-parking demand in the vicinity of the five Isla Vista coastal access points is less than 77% during the non-Summer daytime periods when UCSB is in regular session and less than 60% during the Summer daytime periods when UCSB is not in regular session. Decreased parking availability in the vicinity of the coastal access points would not occur under build-out of the IVMP including the proposed IVMP focused amendments. Impacts to coastal access would be less than significant.

MITIGATION MEASURES

Impact would be less than significant and no mitigation is required.

RESIDUAL IMPACTS

Proposed Parking and Transit Action 1.1 establishes a monitoring program to assess the ongoing adequacy of on-street parking in the Plan Area. 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. 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, per Santa Barbara County Code, Chapter 23B-15, within 18 months of the last on-street parking survey. Therefore, potential cumulative impacts to on-street parking availability and coastal access are considered less than significant (*Class III*).

4.1.4 CUMULATIVE IMPACT ANALYSIS

The incremental increase associated with the proposed re-zones will not increase IVMP build-out traffic impacts previously analyzed in the IVMP EIR. Additionally, the parking monitoring program established in Parking and Transit Action 1.1 will continue to assess the on-street parking adequacy within the Plan Area. If applicable, the County will implement a permit parking program, or other appropriate measures to bring parking vacancy rates above 15%, per Santa Barbara County Code Chapter 23B-15. Therefore, cumulative impacts for transportation and circulation are considered less than significant (*Class III*).

⁷ A study conducted by the Federal Highway Administration, Transportation Department, concludes that vehicle miles traveled per driver has fallen 9% since 2004; and that the percent of people younger than 40 with driver's licenses has "dropped significantly". For more information, please refer to Appendix C.

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4.2 GREENHOUSE GAS EMISSIONS

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4.2 GREENHOUSE GAS EMISSIONS

4.2.1 ENVIRONMENTAL SETTING

Since the early 1990s, scientific consensus holds that the world's population is releasing GHGs faster than the earth's natural systems can absorb them. These gases are released as byproducts of fossil fuel combustion, waste disposal, energy use, land use changes, and other human activities. This release of gases, such as carbon dioxide (CO₂), methane (CH₄), and nitrous oxide (N₂O), creates a blanket around the earth that allows light to pass through but traps heat at the surface, preventing its escape into space. While this is a naturally occurring process known as "the greenhouse effect," human activities have accelerated the generation of GHGs beyond natural levels. The overabundance of GHGs in the atmosphere has led to a warming of the earth and has the potential to severely impact the earth's climate system.

While often used interchangeably, there is a difference between the terms "climate change" and "global warming." According to the National Academy of Sciences, climate change refers to any significant, measurable change of climate lasting for an extended period of time that can be caused by both natural factors and human activities. Global warming, on the other hand, is an average increase in the temperature of the atmosphere caused by increased GHG emissions. The use of the term "climate change" is becoming more prevalent because it encompasses all changes to the climate, not just temperature.

To fully understand global climate change, it is important to recognize the naturally occurring greenhouse effect and to define the GHGs that contribute to this phenomenon. Various gases in the earth's atmosphere, classified as atmospheric GHGs, play a critical role in determining the earth's surface temperature. Solar radiation enters the earth's atmosphere from space and a portion of the radiation is absorbed by the earth's surface. The earth emits this radiation back toward space, but the properties of the radiation change from high-frequency solar radiation to lower-frequency infrared radiation. GHGs, which are transparent to solar radiation, are effective in absorbing infrared radiation. As a result, this radiation that otherwise would have escaped back into space is now retained, resulting in a warming of the atmosphere. This phenomenon is known as the greenhouse effect. Among the prominent GHGs contributing to the greenhouse effect are CO₂, CH₄, N₂O, hydrofluorocarbons (HFCs), perfluorocarbons (PFCs), and sulfur hexafluoride (SF₆).

Table 4.2-1 provides descriptions of the primary GHGs attributed to global climate change, including a description of their physical properties, primary sources, and contribution to the greenhouse effect.

**TABLE 4.2-1
GREENHOUSE GASES**

| Greenhouse Gas | Description |
|--|--|
| Carbon Dioxide (CO ₂) | Carbon dioxide is a colorless, odorless gas. CO ₂ is emitted in a number of ways, both naturally and through human activities. The largest source of CO ₂ emissions globally is the combustion of fossil fuels such as coal, oil, and gas in power plants, automobiles, industrial facilities, and other sources. The atmospheric lifetime of CO ₂ is variable because it is so readily exchanged in the atmosphere. ¹ |
| Methane (CH ₄) | Methane is a colorless, odorless gas that is not flammable under most circumstances. Methane is the major component of natural gas, about 87 percent by volume. It is also formed and released to the atmosphere by biological processes occurring in anaerobic environments. Methane is emitted from a variety of both human-related and natural sources. Human-related sources include fossil fuel production, animal husbandry (intestinal fermentation in livestock and manure management), rice cultivation, biomass burning, and waste management. Natural sources of CH ₄ include wetlands, gas hydrates, permafrost, termites, oceans, freshwater bodies, non-wetland soils, and other sources such as wildfires. The atmospheric lifetime of CH ₄ is about 12 years. ² |
| Nitrous Oxide (N ₂ O) | Nitrous oxide is a clear, colorless gas with a slightly sweet odor. Nitrous oxide is produced by both natural and human-related sources. Primary human-related sources of N ₂ O are agricultural soil management, animal manure management, sewage treatment, mobile and stationary combustion of fossil fuels, adipic acid production, and nitric acid production. The atmospheric lifetime of N ₂ O is approximately 120 years. ³ |
| Hydrofluorocarbons (HFCs) | Hydrofluorocarbons are man-made chemicals, many of which have been developed as alternatives to ozone-depleting substances for industrial, commercial, and consumer products. The only significant emissions of HFCs before 1990 were of the chemical HFC-23, which is generated as a byproduct of the production of HCFC-22 (or Freon 22, used in air conditioning applications). The atmospheric lifetime for HFCs varies from just over a year for HFC-152a to 260 years for HFC-23. Most of the commercially used HFCs have atmospheric lifetimes less than 15 years (e.g., HFC-134a, which is used in automobile air conditioning and refrigeration, has an atmospheric life of 14 years). ⁴ |
| Perfluorocarbons (PFCs) | Perfluorocarbons are colorless, highly dense, chemically inert, and nontoxic. There are seven PFC gases: perfluoromethane (CF ₄), perfluoroethane (C ₂ F ₆), perfluoropropane (C ₃ F ₈), perfluorobutane (C ₄ F ₁₀), perfluorocyclobutane (C ₄ F ₈), perfluoropentane (C ₅ F ₁₂), and perfluorohexane (C ₆ F ₁₄). Natural geological emissions have been responsible for the PFCs that have accumulated in the atmosphere in the past; however, the largest current source is aluminum production, which releases CF ₄ and C ₂ F ₆ as byproducts. The estimated atmospheric lifetimes for CF ₄ and C ₂ F ₆ are 50,000 and 10,000 years, respectively. ^{4,5} |
| Sulfur Hexafluoride (SF ₆) | Sulfur hexafluoride is an inorganic compound that is colorless, odorless, nontoxic, and generally nonflammable. Sulfur hexafluoride is primarily used as an electrical insulator in high voltage equipment. The electric power industry uses roughly 80 percent of all SF ₆ produced worldwide. Significant leaks occur from aging equipment and during equipment maintenance and servicing. Sulfur hexafluoride has an atmospheric life of 3,200 years. ⁴ |

Sources: ¹ EPA 2011a, ² EPA 2011b, ³ EPA 2010a, ⁴ EPA 2010b, ⁵ EFCTC 2003

Each GHG differs in its ability to absorb heat in the atmosphere based on the lifetime, or persistence, of the gas molecule in the atmosphere. Gases with high global warming potential, such as HFCs, PFCs, and SF₆, are the most heat-absorbent. Methane traps over 21 times more heat per molecule than CO₂, and N₂O absorbs 310 times more heat per molecule than CO₂. Often, estimates of GHG emissions are presented in carbon dioxide equivalents (CO₂e), which weighs each gas by its global warming potential (GWP). Expressing GHG emissions in CO₂e takes the contribution of all GHG emissions to the greenhouse effect and converts them to a single unit equivalent to the effect that would occur if only CO₂ were being emitted. **Table 4.2-2** shows the GWPs for different GHGs for a 100-year time horizon.

**TABLE 4.2-2
GLOBAL WARMING POTENTIAL FOR GREENHOUSE GASES**

| Greenhouse Gas | Global Warming Potential |
|--|---------------------------------|
| Carbon Dioxide (CO ₂) | 1 |
| Methane (CH ₄) | 21 |
| Nitrous Oxide (N ₂ O) | 310 |
| Hydrofluorocarbons (HFCs), Perfluorocarbons (PFCs) | 6,500 |
| Sulfur Hexafluoride (SF ₆) | 23,900 |

Source: California Climate Action Registry 2009a

As the name implies, global climate change is a global problem. GHGs are global pollutants, unlike criteria air pollutants and toxic air contaminants, which are pollutants of regional and local concern, respectively. California is a significant emitter of CO₂ in the world and produced 452 million gross metric tons of CO₂e in 2010 (CARB 2013). Consumption of fossil fuels in the transportation sector was the single largest source of California's GHG emissions in 2010, accounting for 38.3 percent of total GHG emissions in the state (CARB 2013). This category was followed by the electric power sector (including both in-state and out-of-state sources) (20.7 percent) and the industrial sector (19.0 percent) (CARB 2013). In 2007, approximately 1,192,970 metric tons of CO₂e emissions were generated in the unincorporated county without accounting for stationary sources (County of Santa Barbara 2015).

4.2.2 EFFECTS OF GLOBAL CLIMATE CHANGE

California can draw on substantial scientific research conducted by experts at various universities and research institutions. With more than a decade of concerted research, scientists have established that the early signs of climate change are already evident in the state—as shown, for example, in increased average temperatures, changes in temperature extremes, reduced snowpack in the Sierra Nevada, sea level rise, and ecological shifts.

Many of these changes are accelerating locally, across the country, and around the globe. As a result of emissions already released into the atmosphere, California will face intensifying climate change in coming decades (CNRA 2009a). Generally, research

indicates that California should expect overall hotter and drier conditions, with a continued reduction in winter snow (with concurrent increases in winter rains), as well as increased average temperatures and accelerating sea-level rise. In addition to changes in average temperatures, sea level, and precipitation patterns, the intensity of extreme weather events is also changing (CNRA 2009a).

Climate change temperature projections identified in the 2009 California Climate Adaptation Strategy suggest the following (CNRA 2009a):

- Average temperature increase is expected to be more pronounced in the summer than in the winter season.
- Inland areas are likely to experience more pronounced warming than coastal regions.
- Heat waves are expected to increase in frequency, with individual heat waves also showing a tendency toward becoming longer and extending over a larger area, thus more likely to encompass multiple population centers in California at the same time.
- As GHGs remain in the atmosphere for decades, temperature changes over the next 30 to 40 years are already largely determined by past emissions. By 2050, temperatures are projected to increase by an additional 1.8 to 5.4°F (an increase one to three times as large as that which occurred over the entire twentieth century).
- By 2100, the models project temperature increases between 3.6 and 9°F.

According to the 2009 California Climate Adaptation Strategy, the impacts of climate change in California have the potential to include, but are not limited to, the areas discussed in **Table 4.2-3**.

**TABLE 4.2-3
POTENTIAL STATEWIDE IMPACTS FROM CLIMATE CHANGE**

| Potential Statewide Impact | Description |
|----------------------------|---|
| Public Health | Climate change is expected to lead to an increase in ambient (i.e., outdoor) average air temperature, with greater increases expected in summer than in winter months. Larger temperature increases are anticipated in inland communities as compared to the California coast. The potential health impacts from sustained and significantly higher than average temperatures include heat stroke, heat exhaustion, and the exacerbation of existing medical conditions such as cardiovascular and respiratory diseases, diabetes, nervous system disorders, emphysema, and epilepsy. Numerous studies have indicated that there are generally more deaths during periods of sustained higher temperatures, and these are due to cardiovascular causes and other chronic diseases. The elderly, infants, and socially isolated people with pre-existing illnesses who lack access to air conditioning or cooling spaces are among the most at risk during heat waves. |

4.2 GREENHOUSE GAS EMISSIONS

| Potential Statewide Impact | Description |
|----------------------------|--|
| Floods and Droughts | <p>The impacts of flooding can be significant. Results may include population displacement, severe psychosocial stress with resulting mental health impacts, exacerbation of pre-existing chronic conditions, and infectious disease. Additionally, impacts can range from a loss of personal belongings, and the emotional ramifications from such loss, to direct injury and/or mortality.</p> <p>Drinking water contamination outbreaks in the United States are associated with extreme precipitation events. Runoff from rainfall is also associated with coastal contamination that can lead to contamination of shellfish and contribute to food-borne illness. Floodwaters may contain household, industrial, and agricultural chemicals, as well as sewage and animal waste. Flooding and heavy rainfall events can wash pathogens and chemicals from contaminated soils, farms, and streets into drinking water supplies. Flooding may also overload storm and wastewater systems, or flood septic systems, also leading to possible contamination of drinking water systems.</p> <p>Drought impacts develop more slowly over time. Risks to public health that Californians may face from drought include impacts on water supply and quality, food production (both agricultural and commercial fisheries), and risks of waterborne illness. As surface water supplies are reduced as a result of drought conditions, the amount of groundwater pumping is expected to increase to make up for the water shortfall. The increase in groundwater pumping has the potential to lower the water tables and cause land subsidence. Communities that utilize well water will be adversely affected by drops in water tables or through changes in water quality. Groundwater supplies have higher levels of total dissolved solids compared to surface waters. This introduces a set of effects for consumers, such as repair and maintenance costs associated with mineral deposits in water heaters and other plumbing fixtures, and on public water system infrastructure designed for lower salinity surface water supplies. Drought may also lead to increased concentration of contaminants in drinking water supplies.</p> |
| Water Resources | <p>The state's water supply system already faces challenges to provide water for California's growing population. Climate change is expected to exacerbate these challenges through increased temperatures and possible changes in precipitation patterns. The trends of the last century, especially increases in hydrologic variability, will likely intensify in this century. The state can expect to experience more frequent and larger floods and deeper droughts. Rising sea level will threaten the Delta water conveyance system and increase salinity in near-coastal groundwater supplies. Planning for and adapting to these simultaneous changes, particularly their impacts on public safety and long-term water supply reliability, will be among the most significant challenges facing water and flood managers this century.</p> |
| Forests and Landscapes | <p>Global climate change has the potential to intensify the current threat to forests and landscapes by increasing the risk of wildfire and altering the distribution and character of natural vegetation. If temperatures rise into the medium warming range, wildfire occurrence statewide could increase from 57% to 169% by 2085. However, since wildfire risk is determined by a combination of factors, including precipitation, winds, temperature, and landscape and vegetation conditions, future risks will not be uniform throughout the state.</p> |

Source: CNRA 2009a

4.2.3 REGULATORY SETTING

The adoption of recent legislation has provided a clear mandate that climate change must be included in an environmental review for a project subject to CEQA. Several GHG emission-related laws and regulations are discussed below.

FEDERAL REGULATION AND THE CLEAN AIR ACT

In the past, the US Environmental Protection Agency (EPA) has not regulated GHGs under the Clean Air Act because it asserted that the act did not authorize the EPA to issue mandatory regulations to address global climate change and that such regulation would be unwise without unequivocally establishing a causal link between GHGs and the increase in global surface air temperatures. However, the US Supreme Court held that the EPA must consider regulation of motor vehicle GHG emissions. In *Massachusetts v. Environmental Protection Agency et al.*, twelve states and cities, including California, together with several environmental organizations, sued to require the EPA to regulate greenhouse gases as pollutants under the Clean Air Act (127 S. Ct. 1438 [2007]). The US Supreme Court held that the EPA was authorized by the Clean Air Act to regulate CO₂ emissions from new motor vehicles. The court did not mandate that the EPA enact regulations to reduce GHG emissions, but found that the only instances in which the EPA could avoid taking action were if it found that GHG emissions do not contribute to climate change or if it offered a "reasonable explanation" for not determining that GHG emissions contribute to climate change.

On December 7, 2009, the EPA issued an "endangerment finding" under the Clean Air Act, concluding that GHG emissions threaten the public health and welfare of current and future generations and that motor vehicles contribute to GHG pollution (EPA 2009). These findings provide the basis for adopting new national regulations to mandate GHG emissions reductions under the federal Clean Air Act. The EPA's endangerment finding paves the way for federal regulation of greenhouse gas emissions.

Congress has established mandatory GHG reporting requirements for some emitters of greenhouse gases. In addition, on September 22, 2009, the EPA issued the Final Mandatory Reporting of Greenhouse Gases Rule. The rule requires annual reporting to the EPA of greenhouse gas emissions from large sources and suppliers of GHGs, including facilities that emit 25,000 metric tons or more a year of GHGs.

The following discussion summarizes the EPA's recent regulatory activities with respect to various types of GHG sources.

EPA AND NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION JOINT RULEMAKING FOR VEHICLE STANDARDS

In response to the *Massachusetts v. EPA* ruling discussed above, the Bush Administration issued an Executive Order on May 14, 2007, directing the EPA, the Department of Transportation, and the Department of Energy to establish regulations that reduce GHG emissions from motor vehicles, non-road vehicles, and non-road engines by 2008.

On October 10, 2008, the National Highway Traffic Safety Administration (NHTSA) released a final environmental impact statement (EIS) analyzing proposed interim standards for passenger cars and light trucks in model years 2011 through 2015. The NHTSA issued a final rule for model year 2011 on March 30, 2009 (NHSTA 2009).

On May 7, 2010, the EPA and the NHTSA issued a final rule regulating fuel efficiency and GHG pollution from motor vehicles for cars and light-duty trucks for model years 2012–2016 (EPA 2010c). On May 21, 2010, President Obama issued a memorandum to the Secretaries of Transportation and Energy, and to the Administrators of the EPA and the NHTSA, calling for the establishment of additional standards regarding fuel efficiency and GHG reduction, clean fuels, and advanced vehicle infrastructure. In response to this directive, the EPA and the NHTSA issued a Supplemental Notice of Intent announcing plans to propose stringent, coordinated federal GHG and fuel economy standards for model year 2017–2025 light-duty vehicles. The agencies' proposed standards projected to achieve 163 grams per mile of CO₂ in model year 2025, on an average industry fleet-wide basis, which is equivalent to 54.5 miles per gallon if this level were achieved solely through fuel efficiency. California has announced its support of this national program. The final rule was adopted in October 2012, and the NHTSA intends to set standards for model years 2022–2025 in a future rulemaking.

STATE REGULATION

The discussion below provides a brief overview of California Air Resources Board (CARB) and Office of Planning and Research (OPR) documents and of the primary legislation relating to climate change that may affect the emissions associated with the proposed ECAP. It begins with an overview of the primary regulatory acts that have driven GHG regulation and analysis in California.

EXECUTIVE ORDER S-3-05 (STATEWIDE GHG TARGETS)

California Executive Order S-03-05 (June 1, 2005) mandates a reduction of GHG emissions to 2000 levels by 2010, to 1990 levels by 2020, and to 80 percent below 1990 levels by 2050. Although the 2020 target has been incorporated into legislation (AB 32), the 2050 target remains only a goal of the Executive Order.

ASSEMBLY BILL 32, THE CALIFORNIA GLOBAL WARMING SOLUTIONS ACT OF 2006

The California Global Warming Solutions Act of 2006 (AB 32) (Health and Safety Code Sections 38500, 38501, 28510, 38530, 38550, 38560, 38561–38565, 38570, 38571, 38574, 38580, 38590, 38592–38599) was signed into law in September 2006 after considerable study and expert testimony before the legislature. The law instructs CARB to develop and enforce regulations for the reporting and verifying of statewide GHG emissions. The act directed CARB to set a GHG emissions limit based on 1990 levels, to be achieved by 2020. The bill set a timeline for adopting a scoping plan for achieving GHG reductions in a technologically and economically feasible manner.

The heart of the bill is the requirement that statewide GHG emissions be reduced to 1990 levels by 2020 (1990 levels have been estimated to equate to 15 percent below

2005 emission levels). Based on CARB's calculations of emissions levels, California must reduce GHG emissions by approximately 15 percent below 2005 levels to achieve this goal.

The bill required CARB to adopt rules and regulations in an open public process to achieve the maximum technologically feasible and cost-effective GHG reductions. CARB accomplished the key milestones set forth in AB 32, including the following:

- June 30, 2007. Identification of discrete early action GHG emissions reduction measures. On June 21, 2007, CARB satisfied this requirement by approving three early action measures. These were later supplemented by adding six other discrete early action measures.
- January 1, 2008. Identification of the 1990 baseline GHG emissions level, approval of a statewide limit equivalent to that level, and adoption of reporting and verification requirements concerning GHG emissions. On December 6, 2007, CARB approved a statewide limit on GHG emissions levels for the year 2020 consistent with the determined 1990 baseline.
- January 1, 2009. Adoption of a scoping plan for achieving GHG emission reductions. On December 11, 2008, CARB adopted the Climate Change Scoping Plan: A Framework for Change (Scoping Plan), discussed in more detail below.
- January 1, 2010. Adoption and enforcement of regulations to implement the discrete actions. Several early action measures have been adopted and became effective on January 1, 2010.
- January 1, 2011. Adoption of GHG emissions limits and reduction measures by regulation. On October 28, 2010, CARB released its proposed cap-and-trade regulations, which would cover sources of approximately 85 percent of California's GHG emissions (CARB 2010a). CARB's board ordered CARB's executive director to prepare a final regulatory package for cap and trade on December 16, 2010.
- January 1, 2012. GHG emissions limits and reduction measures adopted in 2011 become enforceable.

AB 32 SCOPING PLAN

On December 11, 2008, CARB adopted the Scoping Plan to achieve the goals of AB 32. The Scoping Plan establishes an overall framework for the measures that will be adopted to reduce California's GHG emissions. At that time, CARB determined that achieving the 1990 emissions level would require a reduction of GHG emissions of approximately 29 percent below what would otherwise occur in 2020 in the absence of new laws and regulations (referred to as "business as usual"). The Scoping Plan evaluates opportunities for sector-specific reductions, integrates all CARB and Climate Action Team early actions and additional GHG reduction measures by both entities,

identifies additional measures to be pursued as regulations, and outlines the role of a cap-and-trade program. Additional development of these measures and adoption of the appropriate regulations occurred through the end of year 2013. The key elements of the Scoping Plan include:

- Expanding and strengthening existing energy efficiency programs, as well as building and appliance standards.
- Achieving a statewide renewable energy mix of 33 percent.
- Developing a California cap-and-trade program that links with other Western Climate Initiative partner programs to create a regional market system and caps sources contributing 85 percent of California's GHG emissions.
- Establishing targets for transportation-related GHG emissions for regions throughout California, and pursuing policies and incentives to achieve those targets.
- Adopting and implementing measures pursuant to existing state laws and policies, including California's clean car standards, heavy-duty truck measures, and the Low Carbon Fuel Standard.
- Creating targeted fees, including a public goods charge on water use, fees on high global warming potential gases, and a fee to fund the administrative costs of the State of California's long-term commitment to AB 32 implementation (CARB 2008a).

In August 2012, CARB released revised estimates of the expected 2020 emissions reductions. The revised analysis relies on emissions projections updated in light of economic forecasts which account for the economic downturn since 2008 as well as reduction measures already approved and put in place relating to future fuel and energy demand, as well as other factors. This reduced the projected 2020 emissions from 596 million metric tons (MMT) CO₂e to 545 MMTCO₂e. The reduction in projected 2020 emissions means that the revised business-as-usual (BAU) reduction necessary to achieve AB 32's goal of reaching 1990 levels by 2020 is now only 21.7 percent.

ASSEMBLY BILL 1493

Assembly Bill 1493 ("the Pavley Standard," or AB 1493) (Health and Safety Code Sections 42823 and 43018.5) required CARB to adopt regulations by January 1, 2005, to reduce GHG emissions from noncommercial passenger vehicles and light-duty trucks of model years 2009–2016. The bill also required the California Climate Action Registry to develop and adopt protocols for the reporting and certification of GHG emissions reductions from mobile sources for use by CARB in granting emissions reduction credits. The bill authorizes CARB to grant emissions reduction credits for reductions in GHG emissions prior to the date of enforcement of regulations, using model year 2000 as the baseline for reduction.

In 2004, CARB applied to the EPA for a waiver under the federal Clean Air Act to authorize implementation of these regulations. The waiver request was formally denied by the EPA in December 2007 after California filed suit to prompt federal action. In January 2008, the California Attorney General filed a new lawsuit against the EPA for denying California's request for a waiver to regulate and limit GHG emissions from these vehicles. In January 2009, President Barack Obama issued a directive to the EPA to reconsider California's request for a waiver. On June 30, 2009, the EPA granted the waiver to California for its GHG emission standards for motor vehicles. As part of this waiver, the EPA specified the provision that CARB may not hold a manufacturer liable or responsible for any noncompliance caused by emission debits generated by a manufacturer for the 2009 model year. CARB has adopted a new approach to passenger vehicles—cars and light trucks—by combining the control of smog-causing pollutants and GHG emissions into a single coordinated package of standards. The new approach also includes efforts to support and accelerate the numbers of plug-in hybrids and zero-emission vehicles in California. These standards will apply to all passenger and light-duty trucks used by the residents of and visitors to the county.

LOW CARBON FUEL STANDARD

Executive Order S-01-07 (January 18, 2007) requires a 10 percent or greater reduction in the average fuel carbon intensity for transportation fuels in California regulated by CARB. CARB identified the Low Carbon Fuel Standard (LCFS) as a discrete early action item under AB 32, and the final resolution (09-31) was issued on April 23, 2009. In 2009, CARB approved for adoption of the LCFS regulation, which became fully effective in April 2010 and is codified at Title 17, California Code of Regulations, Sections 95480–95490. The LCFS will reduce GHG emissions by reducing the carbon intensity of transportation fuels used in California by at least 10 percent by 2020. Carbon intensity is a measure of the GHG emissions associated with the various production, distribution, and use steps in the “life cycle” of a transportation fuel.

On December 29, 2011, the US District Court for the Eastern District of California issued several rulings in the federal lawsuits challenging the LCFS. One of the district court's rulings preliminarily enjoined CARB from enforcing the regulation. In January 2012, CARB appealed that decision to the Ninth Circuit Court of Appeals and then moved to stay the injunction pending resolution of the appeal. On April 23, 2012, the Ninth Circuit granted CARB's motion for a stay of the injunction while it continues to consider CARB's appeal of the lower court's decision. In September 2013, the Ninth Circuit Court of Appeals vacated the lower court injunction against the LCFS regulation. The Ninth Circuit concluded that such regulation does not constitute extraterritorial regulation prohibited by the dormant Commerce Clause.

CLEAN CARS

In January 2012, CARB approved the Advanced Clean Cars Program, a new emissions-control program for model years 2017–2025. The program combines the control of smog, soot, and GHG emissions with requirements for greater numbers of zero-emission vehicles. By 2025, when the rules will be fully implemented, the new automobiles will

emit 34 percent fewer global warming gases and 75 percent fewer smog-forming emissions.

RENEWABLES PORTFOLIO STANDARD (SENATE BILL 1078, SENATE BILL 107, AND SENATE BILL X1-2)

Established in 2002 under Senate Bill (SB) 1078, and accelerated in 2006 under SB 107 and again in 2011 under SBX1-2, California's Renewables Portfolio Standard (RPS) requires retail sellers of electric services to increase procurement from eligible renewable energy resources to 33 percent of total retail sales by 2020. The 33 percent standard is consistent with the RPS goal established in the Scoping Plan. As interim measures, the RPS requires 20 percent of retail sales to be sourced from renewable energy by 2013, and 25 percent by 2016. Initially, the RPS provisions applied to investor-owned utilities, community choice aggregators, and electric service providers. SBX1 2 added, for the first time, publicly owned utilities to the entities subject to the RPS. The expected growth in the RPS to meet the standards in effect in 2008 is not reflected in the BAU calculation in the AB 32 Scoping Plan. In other words, the Scoping Plan's 2020 BAU does not take credit for implementation of the RPS that occurred after its adoption.

SENATE BILL 375

SB 375 (codified in the Government Code and Public Resources Code), signed in September 2008, provides for a new planning process to coordinate land use planning, regional transportation plans, and funding priorities in order to help California meet the GHG reduction goals established in AB 32. SB 375 includes provisions for streamlined CEQA review for some infill projects such as transit-oriented development. SB 375 also requires metropolitan planning organizations (MPOs) to incorporate a sustainable communities strategy (SCS) in their regional transportation plans that will achieve GHG emissions reduction targets by reducing vehicle miles traveled from light-duty vehicles through the development of more compact, complete, and efficient communities. The MPO with jurisdiction in the project area is the Santa Barbara County Association of Governments (SBCAG).

SB 375 is similar to the Regional Blueprint Planning Program, established by the California Department of Transportation, which provides discretionary grants to fund regional transportation and land use plans voluntarily developed by MPOs working in cooperation with councils of governments. The Scoping Plan relies on the requirements of SB 375 to implement the carbon emissions reductions anticipated from land use decisions.

On September 23, 2010, CARB adopted regional targets for the reduction of GHGs applying to the years 2020 and 2035 (CARB 2011a). For the area under SBCAG jurisdiction, CARB adopted regional targets for reduction of GHG emissions by 6 percent for 2020 and by 4 percent for 2035 (CARB 2010b). On February 15, 2011, CARB's executive officer approved the final targets (CARB 2011b).

CALIFORNIA BUILDING ENERGY EFFICIENCY STANDARDS

Energy conservation standards for new residential and nonresidential buildings were originally adopted by the California Energy Resources Conservation and Development Commission in June 1977 and most recently revised in 2008 (Title 24, Part 6 of the California Code of Regulations). In general, Title 24 requires the design of building shells and building components to conserve energy. The standards are updated periodically to allow consideration and possible incorporation of new energy efficiency technologies and methods.

On July 17, 2008, the California Building Standards Commission adopted the nation's first green building standards. The California Green Building Standards Code (Part 11, Title 24) was adopted as part of the California Building Standards Code (Title 24, California Code of Regulations).

Part 11 establishes voluntary standards on planning and design for sustainable site development, energy efficiency (in excess of the California Energy Code requirements), water conservation, material conservation, and internal air contaminants. Some of these standards have become mandatory in the 2010 edition of the Part 11 code. Current mandatory standards include:

- Twenty (20) percent mandatory reduction in indoor water use, with voluntary goal standards for 30, 35, and 40 percent reductions.
- Separate water meters for nonresidential buildings' indoor and outdoor water use, with a requirement for moisture-sensing irrigation systems for larger landscape projects.
- Diversion of 50 percent of construction waste from landfills, increasing voluntarily to 65 and 75 percent for new homes and 80 percent for commercial projects.
- Wastewater reduction measures including the requirement that each building reduce the generation of wastewater through the installation of water conservation fixtures or using non-potable water systems.
- Mandatory inspections of energy systems (i.e., heat furnace, air conditioner, mechanical equipment) for nonresidential buildings over 10,000 square feet to ensure that all are working at their maximum capacity according to their design efficiencies.
- Low-pollutant-emitting interior finish materials such as paints, carpet, vinyl flooring, and particleboard.

The 2013 Building Energy Efficiency Standards contained in the California Code of Regulations, Title 24, Part 6 (also known as the California Energy Code) and associated administrative regulations in Part 1 (collectively referred to here as the standards) were adopted in 2014. The 2013 Building Energy Efficiency Standards are 25 percent more efficient than previous standards for residential construction and 30 percent better for

nonresidential construction. The standards, which took effect on July 1, 2014, offer builders better windows, insulation, lighting, ventilation systems, and other features that reduce energy consumption in homes and businesses. Energy-efficient buildings require less electricity; therefore, increased energy efficiency reduces fossil fuel consumption and decreases GHG emissions.

EXECUTIVE ORDER B-30-15

On April 29, 2015, Governor Brown issued an executive order to establish a California GHG reduction target of 40 percent below 1990 levels by the year 2030. The new GHG target set by EO B-30-15 will make it possible to reach the state's ultimate goal of reducing emissions 80 percent under 1990 levels by 2050, established by Executive Order S-3-05.

LOCAL REGULATIONS

ENERGY AND CLIMATE ACTION PLAN (ECAP)

On May 19th, 2015, the County of Santa Barbara's Board of Supervisors adopted the ECAP and certified the Final Environmental Impact Report for the project (SCH #20144021021). The ECAP includes community-wide and County government operations measures, which recognize many of the County's existing policies and department initiatives to address energy efficiency. The ECAP provides a combination of voluntary, phased, and mandatory measures to achieve the GHG reduction goal of 15% below baseline (2007) levels by 2020. The ECAP will achieve an overall reduction in community-wide GHG emissions (County of Santa Barbara 2015).

The ECAP achieves its GHG reductions through Emission Reduction Measures (ERMs). Most of the ERMs are voluntary and aim to incentivize the community to implement energy and GHG reduction measures through education and outreach. A principle strategy of the ECAP is to incorporate and maximize, to the greatest extent feasible, existing County projects, policies, and programs that will contribute to the ECAP's GHG reduction goal.

The ECAP is designed as a Qualified GHG Reduction Plan, consistent with CEQA Guidelines Section 15183.5(b). This allows for the streamlining of the analysis of GHGs on a project level by using a programmatic GHG reduction plan meeting certain criteria. As individual projects are proposed, project-specific environmental documents may tier from and/or incorporate via reference that existing programmatic review in their cumulative impacts analysis. Project-specific analysis of GHG emissions is required if GHG emissions from a project would be cumulatively considerable notwithstanding compliance with the proposed ECAP.

4.2.4 ENVIRONMENTAL IMPACT ANALYSIS

THRESHOLDS OF SIGNIFICANCE

CEQA Guidelines

According to CEQA Guidelines Appendix G, implementation of the updated IVMP would have significant environmental impacts on GHG emissions if it would:

- Generate [GHG] emissions, either directly or indirectly, that may have a significant effect on the environment; and/or
- Conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of [GHGs].

Greenhouse Gas Emissions

Local governments may generally use adopted plans consistent with CEQA Guidelines to assess the cumulative impacts of projects on climate change, when the adopted plan includes a certified EIR. The ECAP meets the minimum criteria for a Qualified GHG Reduction Plan and would allow the County to use the ECAP for a programmatic CEQA tiering of future development, pursuant to CEQA Guidelines Section 15183.5(b).

IMPACTS DETERMINATION

Impact 4.2.1: ECAP Consistency

To determine the significance of the IVMP's GHG impacts, the Plan was evaluated for its consistency with the ECAP.

The ECAP is designed to mitigate the impacts of climate change and achieve meaningful GHG reductions by implementing goals and strategies within the County, consistent with AB 32 and EO S-3-05, and to provide a mechanism that subsequent projects within the County may use as a means to address GHG impacts under CEQA. By being consistent with the ECAP GHG reduction measures, a project would in turn be consistent with the CARB Scoping Plan and AB 32 goals.

The GHG emissions projections used to develop the ECAP are based on population, vehicle trends, and planned land uses, including community plan build-out projections, within the unincorporated county. As such, projects that propose development that is consistent with the growth anticipated by the IVMP would be consistent with the ECAP.

IVMP Update

The IVMP update includes focused parcel re-zones which provide a public benefit. Two County-owned parcels currently zoned as Retail Commercial (C-2) will be re-zoned as Community Mixed Use (CM-40) (See Figure 2-3 and Table 2-1). The proposed re-zones provide greater flexibility for public uses of the parcels and greater alignment with the IVMP goals and objectives. Allowed uses under the Community Mixed Use zone are

generally similar to the Retail Commercial zone but would allow mixed residential use as a primary use. Based on theoretical build-out of the IVMP, the proposed focused rezones would not significantly increase build-out potential in the Plan area. Therefore, growth anticipated under the IVMP, including focused parcel re-zones proposed in the IVMP update is consistent with the ECAP growth projections and GHG emissions for the Plan Area. Impacts would be less than significant.

MITIGATION MEASURES

Impact would be less than significant and no mitigation is required.

RESIDUAL IMPACTS

The ECAP is designed to mitigate the impacts of climate change and achieve meaningful GHG reductions by implementing goals and strategies within the County, consistent with AB 32 and EO S-3-05, and to provide a mechanism that subsequent projects within the County may use as a means to address GHG impacts under CEQA. The GHG emissions projections used to develop the ECAP are based on population, vehicle trends, and planned land uses, including community plan build-out projections, within the unincorporated county. Growth anticipated under the IVMP, including focused parcel re-zones proposed in the IVMP update is consistent with the ECAP growth projections and GHG emissions for the Plan Area; therefore, GHG impacts would be less than significant (*Class III*).

4.2.5 CUMULATIVE IMPACTS ANALYSIS

Global climate change is, by its nature, a cumulative issue. The ECAP was designed to mitigate the impacts of climate change and achieve meaningful GHG reductions by implementing goals and strategies within the County, consistent with AB 32 and EO S-3-05, and to provide a mechanism that subsequent projects within the County may use as a means to address GHG impacts under CEQA. Subsequent projects within the IVMP Plan Area would achieve GHG reductions through building code requirements for energy and water use efficiency and project-specific design features; as well as programmatic reductions associated with policies which encourage alternative transportation and bicycle use, in-fill development, and walk-able communities. Growth anticipated under the IVMP, including focused parcel re-zones proposed in the IVMP update is consistent with the ECAP growth projections and GHG emissions for the Plan Area; therefore, cumulative GHG impacts would be less than significant (*Class III*).

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5.0 POLICY CONSISTENCY ANALYSIS

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5.0 POLICY CONSISTENCY ANALYSIS

CEQA Guidelines Section 15125(d) requires that a project be evaluated to determine potential inconsistencies with applicable adopted general plans, policies, and goals of the community where it is located, as well as any regional plans that may apply (e.g., habitat conservation plans, air quality attainment plans, etc.). Since the Isla Vista Master Plan (IVMP) applies to a certain geographic area within the County and serves as an implementing component of the County's Comprehensive Plan, the policies, programs, development standards, and actions in the IVMP must be consistent with the Comprehensive Plan. In addition, the IVMP incorporates by reference the relevant policies of the Comprehensive Plan.

The IVMP's consistency with the Comprehensive Plan is analyzed in this section for the updated Parking and Transit actions, as well as the focused re-zone of the two County-owned parcels. Previous policy consistency analysis with the Comprehensive Plan can be found in Chapter 5 of the original EIR for the IVMP and is incorporated hereby via reference. It is recognized that the policies in the IVMP are refinements of the Comprehensive Plan as it pertains to the plan area and set forth specifically targeted objectives that help implement the Comprehensive Plan.

5.1 LOCAL AND REGIONAL PLANS AND POLICIES

The entire Isla Vista Plan Area is subject to the County of Santa Barbara's Comprehensive Plan, as well as the Coastal Land Use Plan and Goleta Community Plan. Regional policy documents include the Santa Barbara County Air Pollution Control District's Clean Air Plan and the County of Santa Barbara's Congestion Management Plan. The focused IVMP update involves: 1) minor amendments to IVMP policies, actions, and development standards within the Parking and Transit Section; 2) ordinance amendments to implement parking related amendments; 3) focused re-zones of two County-owned parcels for public benefit; and 4) IVMP text edits to remove references to the County's Redevelopment Agency.

COUNTY OF SANTA BARBARA COMPREHENSIVE PLAN

Under California law, each County must adopt a Comprehensive Plan to document its goals and policies for future development of the community. A Comprehensive Plan must include the following mandatory elements: Land Use, Circulation, Housing, Open Space, Conservation, Noise, and Safety. The County of Santa Barbara Comprehensive Plan also includes: Agriculture, Environmental Resource Management, Energy Conservation, Scenic Roadways, Seismic Safety, and Hazardous Waste Elements. Each element contains goals and policies pertaining to its environmental resource. The IVMP sets policies consistent with the countywide Comprehensive Plan for the region within the plan boundary.

COASTAL LAND USE PLAN

Like the Land Use Element of the Comprehensive Plan, the Coastal Land Use Plan lays out the general patterns of development throughout the coastal areas of the County. Its purpose is to protect coastal resources while accommodating appropriate development within the Coastal Zone. The other Comprehensive Plan elements are applicable within the Coastal Zone; however, when there is a conflict, the Coastal Land Use Plan takes precedence.

GOLETA COMMUNITY PLAN

The Goleta Community Plan was adopted by the Board of Supervisors in 1993 and was designed to address the special concerns and needs of the Goleta community, as well as to preserve the unique character associated with Goleta. Since its adoption, new development has occurred, public services have expanded, modest population growth has occurred, regional planning dynamics have changed, and most significantly, the City of Goleta was incorporated. Planning and Development staff are currently preparing an update of the Goleta Community Plan, focusing on the Eastern Goleta Valley, in order to address issues of regional concern. The Isla Vista Master Plan will be incorporated into the Goleta Community Plan as an appendix to the Goleta Community Plan.

CLEAN AIR PLAN

Isla Vista is within the South Central Coast Air Basin and is within the jurisdiction of the Santa Barbara County Air Pollution Control District (SBCAPCD). In conjunction with the Santa Barbara County Association of Governments (SBCAG), the SBCAPCD is responsible for formulating and implementing air pollution control strategies. SBCAG assists SBCAPCD in fulfilling these responsibilities. The 2013 Clean Air Plan was adopted by the SBCAPCD's Board in March 2015.

The IVMP focused update will not change the land uses in the IVMP whose air quality effects were previously identified and analyzed in the Chapters 3.4 and 5 of the original IVMP FEIR; therefore, the project is consistent with the Clean Air Plan.

CONGESTION MANAGEMENT PLAN

The Congestion Management Plan (CMP) is a state-mandated program enacted by the state legislature to address the increasing concern that urban congestion is affecting the economic vitality of the state and diminishing the quality of life in many communities. As a new approach to addressing congestion, the CMP was created to: 1) link land use, transportation, and air quality decisions; 2) develop a partnership among transportation decision-makers on devising appropriate transportation solutions that include all modes of travel; and 3) propose transportation projects that are eligible to compete for state gas tax funds. SBCAG is responsible for the development and implementation of the countywide CMP required in all urban counties.

The CMP is a comprehensive program designed to reduce auto-related congestion. The CMP identifies capital improvements, a system of highways and roadways with minimum level of service (LOS) standards, transit standards, a trip reduction and travel demand management element, a program to analyze the impacts of local land use decisions on the regional transportation system, and a countywide computer model to evaluate traffic congestion and recommend relief strategies and actions.

Isla Vista is not a part of the CMP street network. The focused IVMP updates have similar impacts as those identified in Chapter 3.13 and 5 of the original IVMP FEIR; therefore, the project is consistent with the CMP.

5.2 CONSISTENCY WITH PLANS AND POLICIES

The following section provides a preliminary evaluation of the proposed IVMP’s consistency with applicable County policies. The final determination of the proposed IVMP’s consistency will be made by the Board of Supervisors, with recommendations from staff.

This evaluation is done at the programmatic level. A finding of consistency with County policies for the program as a whole does not ensure that individual projects developed in conformance with the proposed IVMP will necessarily be found consistent as well. Such determination will be made on a project specific basis.

COMPREHENSIVE PLAN POLICIES

Table 5-1 below presents the policy consistency evaluation for the Comprehensive Plan.

TABLE 5-1: POLICY CONSISTENCY ANALYSIS

| Policy | Consistency Analysis |
|---|--|
| <u>COMPREHENSIVE PLAN</u> | |
| <i>Circulation Element</i> | |
| <p>Policy A: The roadway classifications, intersection levels of service, and capacity levels adopted in this Element shall apply to all roadways and intersections within the unincorporated area of the County, with the exception of those roadways and intersections located within an area included in an adopted community or area plan. Roadway classifications, intersection levels of service, and capacity levels adopted as part of any community or area plan subsequent to the adoption of this Element shall supersede any standards included as part of this Element.</p> <p>Policy B: Individual community and area plans</p> | <p>Potentially Consistent with Policies A, B, and E. The draft IVMP would update the roadway classifications and project consistency standards of the Santa Barbara County Circulation Element for the unincorporated community of Isla Vista. As a result, the draft IVMP would include a new system of roadway classifications and project consistency standards that would replace the classifications and standards used in the current Circulation Element. The new classifications would maintain a balance between designated land uses and roadway and intersection capacity.</p> |

5.0 POLICY CONSISTENCY ANALYSIS

| Policy | Consistency Analysis |
|--|--|
| <p>adopted subsequent to this Element shall strive to achieve a balance between designated land uses and roadway and intersection capacity. These community and area plans shall identify areas where increased traffic may create noise levels that could potentially exceed the policies and standards of the Noise Element of the Comprehensive Plan and to the extent feasible, include policies, land use changes, and other mitigations to reduce these impacts to insignificance.</p> <p>Policy E: A determination of project consistency with the standards and policies of this Element shall constitute a determination of project consistency with the Land Use Element's Land Use Development Policy #4 with regard to roadway and intersection capacity.</p> | |
| <p>Energy and Climate Action Plan (ECAP)</p> | |
| <p>The ECAP includes community-wide and County government operations measures, which recognize many of the County's existing policies and department initiatives to address energy efficiency. The ECAP provides a combination of voluntary, phased, and mandatory measures to achieve the GHG reduction goal of 15% below baseline (2007) levels by 2020. The ECAP will achieve an overall reduction in community-wide GHG emissions.</p> <p>The ECAP achieves its GHG reductions through Emission Reduction Measures (ERMs). Most of the ERMs are voluntary and aim to incentivize the community to implement energy and GHG reduction measures through education and outreach. A principle strategy of the ECAP is to incorporate and maximize, to the greatest extent feasible, existing County projects, policies, and programs that will contribute to the ECAP's GHG reduction goal.</p> <p>The ECAP is designed as a Qualified GHG Reduction Plan, consistent with CEQA Guidelines Section 15183.5(b). This allows for the streamlining of the analysis of GHGs on a project level by using a programmatic GHG</p> | <p>Potentially Consistent. The ECAP is designed to mitigate the impacts of climate change and achieve meaningful GHG reductions by implementing goals and strategies within the County, consistent with AB 32 and EO S-3-05, and to provide a mechanism that subsequent projects within the County may use as a means to address GHG impacts under CEQA. The GHG emissions projections used to develop the ECAP are based on population, vehicle trends, and planned land uses, including community plan build-out projections, within the unincorporated county. Growth anticipated under the IVMP, including focused parcel re-zones proposed in the IVMP update, is consistent with the ECAP growth projections and GHG emissions for the Plan Area.</p> |

| Policy | Consistency Analysis |
|---|----------------------|
| reduction plan meeting certain criteria. As individual projects are proposed, project-specific environmental documents may tier from and/or incorporate via reference that existing programmatic review in their cumulative impacts analysis. | |

COASTAL LAND USE PLAN

Recent survey data indicates on-street parking spaces in Isla Vista have increased by 31% (+838 spaces) over the last 10 years and IVMP build-out would increase the amount of available on-site parking by 183 spaces when comparing future parking supply verses parking demand.

Adequate on-street parking availability is likely to continue as a result of 1) continued implementation of alternative transportation programs in the Plan Area, 2) development project utilization of the In-Lieu Fee Program and alternative mechanisms (proposed IVMP Parking and Transit Action 1.3, **Appendix D**) for satisfying required on-site parking requirements, 3) County Public Works efforts to identify and convert appropriate red curb areas to on-street parking spaces, and 4) continuation of recent trends indicating young adults are driving less and choosing to walk, bike, and use public transportation in lieu of automobile ownership.¹

IVMP build-out, including proposed IVMP focused amendments, will not result in significant impacts to coastal access or on-street parking availability within the Plan Area; therefore, the IVMP focused update is consistent with the following below policies within the Coastal Land Use Plan, which are also discussed in Chapter 5 in the original IVMP FEIR:

CLUP Policy 3-5; CLUP Policy 3-6; CLUP Policy 3-7; CLUP Policy 3-8; CLUP Policy 3-10; CLUP Policy 3-11; CLUP Policy 3-12; CLUP Policy 3-13; CLUP Policy 3-14; CLUP Policy 3-20; CLUP Policy 4-5; CLUP Policy 4-6; CLUP Policy 4-7; CLUP Policy 9-35; CLUP Policy 9-36.

GOLETA COMMUNITY PLAN

The IVMP update includes focused parcel re-zones which provide a public benefit. Two County-owned parcels currently zoned as Retail Commercial (C-2) will be re-zoned to Community Mixed Use (CM-40). The proposed re-zones provide greater flexibility for public uses of the parcels and greater alignment with the IVMP goals and objectives.

¹ A study conducted by the Federal Highway Administration, Transportation Department, concludes that vehicle miles traveled per driver has fallen 9% since 2004; and that the percent of people younger than 40 with driver's licenses has "dropped significantly".

Allowed uses under the CM zone district are generally similar to the C-2 zone but would allow mixed residential use as a primary use whereas the existing C-2 zone allows residential development but as a secondary use to the principal commercial use. Each of the two re-zone parcels is relatively small (0.56 acres and 0.26 acres) limiting future residential potential as part of a mixed use commercial project.

The incremental increase in potential residential units associated with the proposed re-zones will not increase IVMP build-out impacts previously analyzed in the IVMP EIR; therefore, the IVMP focused update is consistent with the following policies within the Goleta Community Plan, which are also discussed in Chapter 5 in the original IVMP FEIR:

Policy RRC-GV-2; Policy RRC-GV-3; Policy SCH-GV-1; Policy RRC-GV-2; Action CIRC-GV-2.32; Policy CIRC-GV-7; Policy WAT-GV-5; Policy WAT-GV-6 – 12; Policy AQ-GV-1; DevStd AQ-GV-5; DevStd AQ-GV-5.1; Policy BIO-GV-3; DevStd BIO-GV-19.1; DevStd BIO-GV-19.2; Policy FLD-GV-1; Policy GEO-GV-3.

6.0 ALTERNATIVES

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6.0 ALTERNATIVES

The California Environmental Quality Act (CEQA) Guidelines Section 15126.6(a) states that an environmental impact report (EIR) shall describe and analyze a range of reasonable alternatives to a project. These alternatives should feasibly attain most of the basic objectives of the project, while avoiding or substantially lessening one or more of the significant environmental impacts of the project. An EIR need not consider every conceivable alternative to a project, nor is it required to consider alternatives that are infeasible. The discussion of alternatives is to focus on those which are capable of avoiding or substantially lessening any significant effects of the project, even if they impede the attainment of the project objectives to some degree or would be more costly (CEQA Guidelines Section 15126.6[b]).

If there is an “environmentally superior” alternative to the proposed project, it must be identified. Analysis of the No Project Alternative is also required pursuant to CEQA Guidelines Section 1526.6(e). If the environmentally superior alternative is the No Project Alternative, the EIR must identify an additional “environmentally superior” choice among the other project alternatives.

This chapter is structured by analysis of: (1) No Project Alternative and (2) Permit Parking Program Alternative.

6.1 RATIONALE FOR SELECTING ALTERNATIVES

CEQA Guidelines Section 15126.6(c) states that the alternatives analyzed in an EIR “shall include those that could feasibly accomplish most of the basic objectives of the project and could avoid or substantially lessen one or more of the significant effects.” Thus, the project objectives and the project’s significant environmental impacts are the two primary criteria considered in selecting alternatives.

PROJECT OBJECTIVES

As detailed in **Chapter 2.0**, the County’s project objective involves:

- Minor amendments to IVMP policies, actions, and development standards within the Parking and Transit Section;
- Ordinance amendments to implement parking related amendments;
- Focused re-zones of two County-owned parcels for public benefit; and
- IVMP text edits to remove references to the County’s Redevelopment Agency.

The amendments to the Parking and Transit Section of the IVMP respond to several issues raised by Coastal Commission staff by establishing an on-street parking monitoring and reporting program in Isla Vista to assess on-going parking capacity and vacancy rates in the community. The proposed focused re-zones provide greater

flexibility for public uses of the County-owned parcels and greater alignment with the IVMP goals and objectives.

6.2 ANALYSIS OF ALTERNATIVES

The alternatives selected for analysis are:

- **Alternative 1:** No Project
- **Alternative 2:** Permit Parking Program Alternative

These alternatives are described in the following subsections, along with the rationale for selecting these alternatives for evaluation and the corresponding environmental analysis. Since the Final SEIR is only a focused update, only these sections (Transportation and Circulation; Greenhouse Gas Emissions) will be presented in the impact analysis.

ALTERNATIVE 1: NO PROJECT ALTERNATIVE

CEQA Guidelines Section 15126.6(e) requires the analysis of a “no project” alternative. This section explains, “[t]he purpose of describing and analyzing a no project alternative is to allow decision makers to compare the impacts of approving the proposed project with the impacts of not approving the proposed project.”

IMPACT SUMMARY

Under the No Project Alternative, Parking and Transit Policy 1 would remain as-is; no surveys or parking monitoring would be implemented, and no option for a permit parking program would be established. There would be no formal method to assess on-going parking capacity and vacancy rates in the community. Additionally, the re-zones of the two County-owned parcels would not occur and these parcels would remain C-2. The No Project Alternative would allow mixed commercial and residential uses on the two County-owned parcels currently zoned C-2; however, the slight increase in residential use (16 apartment units) allowed under the CM-40 zone district would not occur under the No Project Alternative. Cumulatively, the No Project Alternative would have similar impacts as identified in the original IVMP FEIR; however, the No Project alternative would not meet all of the IVMP focused update project objectives and the flexibility and public benefit associated with these focused re-zones would not be realized.

ALTERNATIVE 2: PERMIT PARKING PROGRAM ALTERNATIVE

This alternative is similar to the proposed IVMP focused update project, with the exception that the Permit Parking Program would be implemented immediately upon adoption, compared to the IVMP focused update approach to establish an on-street parking monitoring program per Parking and Transit Action 1.1. The Permit Parking Program Alternative would achieve some of the IVMP focused update project objectives by establishing a formal parking permit program. The goal of permit parking

in Isla Vista would be to preserve the use of existing on-street parking for community residents and business patrons while maintaining adequate parking for coastal access.

IMPACT SUMMARY

This alternative would have similar impacts to the proposed IVMP focused update project. However, from an administrative and policy/planning perspective, immediate implementation of a permit parking program is not currently warranted, as detailed in **Chapter 4.1** and **Appendix C** of the Final SEIR. Therefore, this alternative would not meet all of the project objectives.

6.3 ENVIRONMENTALLY SUPERIOR ALTERNATIVE

The No Project Alternative and Permit Parking Program Alternatives would not result in new impacts or an increase in severity of impacts previously analyzed in the original IVMP FEIR. While the No Project Alternative would have slightly reduced impacts as compared to the IVMP focused update within the Plan Area, neither alternative would meet all project objectives or provide the public benefits associated with the focused IVMP update. Based on the evaluation described, neither of the alternatives discussed are superior to the proposed IVMP focused update project.

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7.0 OTHER CEQA ANALYSIS

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7.0 OTHER CEQA ANALYSIS

This section discusses other issues for which CEQA requires analysis in addition to the specific issue areas discussed in the environmental impact analysis presented in **Chapters 4.1 and 4.2**. These additional issues include: (1) the potential to induce growth, including the removal of obstacles to growth; (2) significant unavoidable impacts; and (3) irreversible impacts on the environment.

In addition, pursuant to CEQA Guidelines Section 15128, this section includes a brief discussion of possible significant effects of a project that were determined not to be significant and were therefore not discussed in detail in the Final SEIR.

7.1 GROWTH-INDUCING IMPACTS

CEQA Guidelines require a discussion of the ways in which a project could foster economic or population growth, or the construction of additional housing, either directly or indirectly, in the surrounding environment.

The focused IVMP update includes a re-zone of two County-owned parcels (from C-2 to CM-40). Each of the two re-zone parcels is relatively small (0.56 and 0.26 acres) limiting future residential potential as part of a mixed use commercial project. The incremental increase in potential residential units (16 additional apartment units) associated with the proposed re-zones will not increase IVMP build-out impacts previously analyzed in the IVMP EIR. This re-zone will not cause a substantial increase in the severity of previously significant impacts relating to population and economic growth that require major revisions to the previously certified IVMP FEIR. While there will be some incremental changes associated with the re-zone of these parcels, it will not result in new significant effects requiring additional analysis or mitigation measures.

There are no components of the proposed updated IVMP that would remove an obstacle to additional growth or development, such as removing a constraint on a required public service.

7.2 SIGNIFICANT UNAVOIDABLE IMPACTS

Pursuant to Section 15126.2(b) of the CEQA Guidelines, an EIR must identify those significant impacts that cannot be feasibly mitigated with the application of mitigation measures. The IVMP Final SEIR has no significant unavoidable impacts, as all of the impacts related to the Transportation and Circulation and Greenhouse Gas Emissions sections are Class III, or Less Than Significant.

Again, while there will be some incremental changes in potential residential development in the downtown core associated with the re-zone of the two County-owned parcels, it will not result in new significant unavoidable impacts. Existing regulations and requirements applied to individual development projects would also help to ensure that resource impacts are minimized.

7.3 ISSUES FOUND NOT TO BE SIGNIFICANT

Pursuant to CEQA Guidelines Section 15128, this section discusses those factors determined to be less than significant with respect to the proposed IVMP focused updates. The following issue areas were analyzed in the original IVMP FEIR and are incorporated via reference:

- **Land Use, Population, and Housing** – this section describes existing land use and housing resources in the IVMP project area, outlines relevant land use regulations, assesses potential impacts of IVMP build-out on existing development, and recommends mitigation measures to reduce potentially significant impacts
- **Aesthetics/Visual Resources** – this section describes the existing aesthetic and visual resources in the project area and analyzes potential changes resulting from build-out
- **Agricultural Resources** – this section addresses impacts to agricultural resources (of which the Plan Area has no active agricultural operations)
- **Air Quality** – this section describes existing air quality conditions of the IVMP project area and relevant air quality regulations, assesses potential impacts of the build-out of the IVMP on air quality, and recommends mitigation measures to reduce potentially significant impacts
- **Biological Resources** – this section describes existing biological resources in the project area and analyzes potential effects resulting from development
- **Cultural/Historic Resources** – this section describes known cultural and historical resources (including their potential significance), assesses potential impacts of development proposed by the IVMP, and recommends mitigation measures to reduce the significance of potential project impacts, as well as regulatory policies relative to cultural and historical resources
- **Geologic Hazards** – this section describes the existing geological conditions in the project area, assesses the potential geologic hazard that could affect future development, and recommends mitigation measures to reduce potential project impacts
- **Hazards and Hazardous Materials** – this section describes existing hazard and hazardous materials in the IVMP project area and relevant regulations, assesses potential impacts of IVMP build-out on hazard and hazardous materials, and recommends mitigation measures to reduce potentially significant impacts
- **Hydrology & Water Quality** – this section focuses on hydrologic processes, including water resources and flooding potential related to the proposed project

- **Noise** – this section describes existing noise levels in the project area, evaluates the potential noise-related impacts of the project and catalyst projects, and recommends mitigation measures to reduce impacts
- **Parks, Open Space, and Recreation** – this section identifies existing park, open space, and recreation resources, assesses potential impacts associated with the proposed project, and recommends mitigation measures to reduce potential project impacts to levels of insignificance
- **Public Services** – this section describes existing public services within the project area, assesses impacts of proposed project uses on existing public services, and recommends mitigation measures to reduce project impacts

7.4 SIGNIFICANT IRREVERSIBLE ENVIRONMENTAL CHANGES

CEQA Guidelines Section 15126.2(c) requires a discussion of any significant irreversible environmental changes that would be caused by the proposed project. Such significant environmental changes may include the following:

- Use of nonrenewable resources during the initial and continued phases of the project which would be irreversible because a large commitment of such resources makes removal or non-use likely.
- Irreversible damage that may result from environmental accidents associated with the project.
- Primary impacts and, particularly, secondary impacts which generally commit future generations to similar issues.

As noted above, the focused IVMP update includes a re-zone of two County-owned parcels (from C-2 to CM-40). This re-zone will not cause a substantial increase in the severity of previously significant impacts relating to resources, infrastructure, services, or population and economic growth that require major revisions to the previously certified IVMP FEIR. While there will be some incremental changes associated with the re-zone of these parcels, it will not result in new significant effects requiring additional analysis or mitigation measures. The focused IVMP update does not propose any development that would otherwise entail vast commitment of energy resources.

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8.0 RESPONSE TO COMMENTS

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8.0 RESPONSE TO COMMENTS

This section provides written responses to all comments received on the Draft Supplement Environmental Impact Report (Draft SEIR) during the public review period from May 21, 2015 to July 6, 2015. There was one comment at the Public Hearing on June 24, 2015; this comment has been transcribed below. Comments on the Draft SEIR were received via e-mail. Each comment letter is reproduced with comment numbering added, followed by responses to that letter.

Letter Number

1. Martin Johnson, County of Santa Barbara Fire Department, 6/2/15

Public Hearing Comment

1. Doug Scott, 6/24/15



Fire Department

"Serving the community since 1926"

HEADQUARTERS

4410 Cathedral Oaks Road
Santa Barbara, CA 93110-1042
(805) 681-5500 FAX: (805) 681-5563

Eric L. Peterson
Fire Chief
County Fire Warden

Rob Heckman
Deputy Fire Chief

June 2, 2015

Ms. Katie Hentrich
Long Range Planning Division
County of Santa Barbara
123 East Anapamu Street
Santa Barbara, Ca 93101

Dear Ms. Hentrich:

SUBJECT: Draft Supplemental Environmental Impact Report for the
Isla Vista Master Plan Update
14-EIR-00000-00002

I have reviewed the above referenced project and submit the following comments on the project as presented at this time.

Please consider adding language to section 4.1 on page 4.1-4 **RECENT RED CURB ELIMINATION:**

'Red curbs are required in front of all fire hydrants in compliance with Section 507.5.4 of the 2013 California Fire Code. Clearance of 7 feet 6 inches shall be maintained on both sides of any fire hydrant.'

As always, if you have any questions or require further information, please call 681-5554 or 681-5523.

In the interest of life and fire safety,

Martin Johnson
Deputy Fire Marshal

MJ: mkb

Serving the cities of Buellton, Goleta and Solvang, and the Communities of Casmalia, Cuyama, Gaviota, Hope Ranch, Los Alamos, Los Olivos, Mission Canyon, Mission Hills, Orcutt, Santa Maria, Sisquoc, Vandenberg Village

1. Martin Johnson, County of Santa Barbara Fire Department

Comment 1-1. Red Curbs and Fire Hydrants

Comment Summary: Red curbs are required around all fire hydrants with appropriate clearance, and this language should be incorporated into the Isla Vista Master Plan.

Response 1-1: These comments pertain to the merits of the project rather than the adequacy of the SEIR and will be forwarded to the Planning Commission and Board of Supervisors for their consideration.

1. Public Hearing Comment from Doug Scott

Public Hearing Comment Summary: Mr. Scott suggested that more incentives be provided for re-modeling projects, and that these incentives be targeted towards students and property-owners.

Response

These comments pertain to the merits of the project rather than the adequacy of the SEIR and will be forwarded to the Planning Commission and Board of Supervisors for their consideration.

APPENDIX A. REFERENCES

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APPENDIX A. REFERENCES

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- Associated Transportation Engineers. 2010. Isla Vista Master Plan Supplemental Traffic and Parking Analysis.
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**APPENDIX B. NOTICE OF
PREPARATION AND COMMENTS
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APPENDIX B. NOTICE OF PREPARATION AND COMMENTS RECEIVED

The County of Santa Barbara published a Notice of Preparation (NOP) for the focused update to the Isla Vista Master Plan (IVMP; proposed project) on April 2, 2014, which initiated a 30-day response period. This appendix provides the NOP, the written correspondence received in response to the NOP, and responses to comments.

NOP RESPONSE LETTERS

The table below lists the persons, organizations, and public agencies that provided responses to the NOP. The written letters and memoranda received in response to the NOP are presented in their entirety at the end of this appendix.

**TABLE B-1
RESPONSES TO THE NOP**

| Agency, Organization, and/or Person | Date of Letter |
|---|----------------|
| California Public Utilities Commission | April 18, 2014 |
| Isla Vista Association | May 1, 2014 |
| Santa Barbara County Air Pollution Control District | April 24, 2014 |
| Bob Keats | May 2, 2014 |

RESPONSES TO NOP COMMENT LETTERS

Responses to the letters and memoranda submitted on the NOP are presented below.

1. California Public Utilities Commission

Comment 1-1. Railroad Right-of-Way

Comment Summary: Add language to IVMP so future development on or near railroad ROW is planned with safety of rail corridor.

Response 1-1: Comment noted. Individual projects that occur as a result of the IVMP will take into consideration the railroad ROW and be planned with the safety of the rail corridor in mind.

2. Isla Vista Association

Comment 2-1. Permit Parking Program

Comment Summary: Require a permit to park on the public right of way overnight, west of Camino Corto.

APPENDIX B. NOTICE OF PREPARATION AND COMMENTS RECEIVED

Response 2-1: Comment noted. County staff considered establishing a permit parking program and discussed this option with the California Coastal Commission. After analyzing parking survey data and corresponding with the California Coastal Commission, it was decided a permit parking program would be pursued only if the parking in Isla Vista reached a specific threshold over the course of five consecutive academic quarters. The correspondence with the California Coastal Commission can be found in Appendix D, and the discussion of the newly proposed parking monitoring program within Isla Vista can be found in Section 3.1 of the SEIR, as well as within the updated IVMP.

3. Santa Barbara County Air Pollution Control District

Comment 3-1. Greenhouse Gas Analysis and Mitigation

Comment Summary: Include an analysis of GHG emissions associated with buildout of the plan and mitigate climate change impacts to the extent possible.

Response 3-1: Staff has included an analysis of greenhouse gas emissions within the Draft SEIR. This analysis can be found in Section 3.2 of the document. To the extent possible, staff has established mitigation measures, in tandem with the County's Energy and Climate Action Plan.

4. Bob Keats

Comment 4-1. Support for Parking Monitoring Program

Comment Summary: Provides support for the proposal to establish a monitoring and reporting program for parking in Isla Vista as a replacement for the previously proposed Isla Vista residential parking permit pilot program.

Response 4-1: Comment noted.

NOP AND RESPONSE LETTERS

The project's NOP and response letters are presented on the following pages.

APPENDIX B. NOTICE OF PREPARATION AND COMMENTS RECEIVED

STATE OF CALIFORNIA

EDMUND G. BROWN JR., Governor

PUBLIC UTILITIES COMMISSION

320 WEST 4TH STREET, SUITE 500
LOS ANGELES, CA 90013
(213) 576-7083



April 18, 2014

Heather Allen
County of Santa Barbara
123 East Anapamu Street
Santa Barbara, California 93101

Dear Heather:

SUBJECT: SCH 2003101095 Isla Vista Master Plan - SEIR

The California Public Utilities Commission (Commission) has jurisdiction over the safety of highway-rail crossings (crossings) in California. The California Public Utilities Code requires Commission approval for the construction or alteration of crossings and grants the Commission exclusive power on the design, alteration, and closure of crossings in California. The Commission Rail Crossings Engineering Section (RCES) is in receipt of the draft *Supplement Environmental Impact Report (DEIR)* for the proposed County of Santa Barbara (County) Isla Vista Master Plan project.

The project area includes active railroad tracks. RCES recommends that the County add language to the Isla Vista Master Plan so that any future development adjacent to or near the railroad right-of-way (ROW) is planned with the safety of the rail corridor in mind. New developments may increase traffic volumes not only on streets and at intersections, but also at at-grade crossings. This includes considering pedestrian circulation patterns or destinations with respect to railroad ROW and compliance with the Americans with Disabilities Act. Mitigation measures to consider include, but are not limited to, the planning for grade separations for major thoroughfares, improvements to existing at-grade crossings due to increase in traffic volumes, and continuous vandal resistant fencing or other appropriate barriers to limit the access of trespassers onto the railroad ROW.

If you have any questions in this matter, please contact me at (213) 576-7076, ykc@cpuc.ca.gov.

Sincerely,

A handwritten signature in blue ink, appearing to read "Ken Chiang".

Ken Chiang, P.E.
Utilities Engineer
Rail Crossings Engineering Section
Safety and Enforcement Division

C: State Clearinghouse



May 1, 2014

MAY 02 2014

S.B. COUNTY
PLANNING & DEVELOPMENT

Response to the SEIR, revision of the IVMaster Plan (IVMP):

The cumulative environmental effects of increases in population and congestion are not adequately accounted for in the IVMP or the revisions to date (Chapter 3.) Population planning that fails to take into account Isla Vista's current and projected "unusual" demographic is deficient and will require lower density, more law enforcement and open space to avoid exacerbating the noise and crime problems currently existing in IV. The "planners" are apparently unaware of Public Policy issues surrounding Halloween or various 'Topias.

3.13 Traffic and Circulation

The County continues to propose unworkable parking schemes consisting of collecting in-lieu fees for on-street parking while at the same time approving new commercial and residential structures, increasing population density and further overloading available parking (3.13.9.) Is the California Coastal Act still only about revenue generation?

The Isla Vista Association proposed a more practicable parking permit program based on years of close observation rather than the County's "informal surveys" (3.13.9.) Our lived-in environment allows us a clear, long term view of the parking problem that is seemingly invisible to "planners." Our proposal is to eliminate long term and overnight

storage of automobiles, trucks, trailers and lived-in campers in this single family, R-1 zone.

Solutions lay in common sense. And then we can work back toward the heart of the problem - UCSB. We would rather free up more on-street parking for beach/coastal access and residential parking.

We propose, again, to require a permit to park on the public right of way overnight, west of Camino Corto - the entire R-1 zone. This is the only R-1 area of Isla Vista. These permits will be issued to lawful residents of the houses within the R-1 zone according to the number of bedrooms. There should be no daytime restrictions on parking in the R-1 zone between the hours of 5am and 1:50am the next morning. The newly freed up daytime parking should be left open to everyone for use as beach/coastal access parking. The Isla Vista Association will take on the task of issuing these permits. The County is simply asked to provide signage, and to ticket/tow unauthorized automobiles, trucks and trailers parked west of Camino Corto between 2am to 5am in the R-1 zone without permits.

To date, the County's time-limited, remunerative, Embarcadero Business loop parking proposals simply shift UCSB commuter/storage vehicles westward, displacing beach access parking.

Proposed parking planning (Chapter 4) are not specific and nobody is accountable. The statement: "The County may also explore the possibility of acquiring or developing public parking." is nebulous and absurd. Isla Vista's Measure D was actively defeated by our County government. Measure D would have provided 500 new parking spaces adjacent to the Pardall mixed use zone, and would have cost the County nothing.

Scrapping workable parking programs in favor of newly discovered "monitoring" fails to supply specifics. It also reveals the County's

APPENDIX B. NOTICE OF PREPARATION AND COMMENTS RECEIVED

continued plans to push parking westward onto streets that are now most heavily used for beach/coastal access parking. This County is still moving in the wrong direction.

The problem with proposed County parking planning is that it misses the point. UCSB's failure to provide affordable parking and/or adequate alternative transportation for their students, staff and faculty is the problem. The point: it is up to Santa Barbara County to respond with policies that make UCSB's off campus parking more difficult so IV's residents are not negatively impacted. UCSB has plenty of parking structures and lots that remain unused by UCSB students and faculty because they charge the same people they pay to work there. And they charge the people who pay to go there. Clearly Campus thinking is balkanized.

Analogous to IV's situation vis-a-vis the County: There is nobody at UCSB whose job description contains a clause requiring the institution to be a good neighbor.

Sincerely,



Ken Warfield & Bruce Murdock
6822 Sabado Tarde Rd. 6870 Del Playa Dr.
Isla Vista, CA Isla Vista, CA
93117 93117

Correspondents,
Isla Vista Association.

APPENDIX B. NOTICE OF PREPARATION AND COMMENTS RECEIVED



Santa Barbara County
Air Pollution Control District

Our Vision ☀️ Clean Air

April 24, 2014

Heather Allen
County of Santa Barbara
Long Range Planning
123 E. Anapamu Street
Santa Barbara, CA 93101

RECEIVED
APR 25 2014
S.B. COUNTY
PLANNING & DEVELOPMENT

Re: APCD Response to the Notice of Preparation of a Supplemental Environmental Impact Report for the Isla Vista Master Plan, 14GPA-00000-00007, 14EIR-00000-00002

Dear Ms. Allen:

The Santa Barbara County Air Pollution Control District (APCD) appreciates the opportunity to provide comments on the Notice of Preparation (NOP) of a Draft Supplemental Environmental Impact Report (SEIR) for the Isla Vista Master Plan (Plan). The County of Santa Barbara proposes to amend the County's Local Coastal Program by adding policies, land use, and zoning designations, and development standards within the Plan area. The SEIR will consider minor amendments to the Plan including: revisions based on the dissolution of the Isla Vista Redevelopment Agency, policies addressing on-street parking, and potential cumulative effects of the project's greenhouse gas emissions.

APCD staff reviewed the NOP of a Draft SEIR, and concurs that greenhouse gas emissions should be addressed in the EIR. APCD's guidance document, entitled *Scope and Content of Air Quality Sections in Environmental Documents* (updated March, 2014), is available online at www.sbcpd.org/apcd/landuse.htm. This document should be referenced for general guidance in assessing air quality impacts/greenhouse gas impacts in the Draft SEIR. Global climate change is a cumulative impact; a project participates in this potential impact through its incremental contribution combined with the cumulative increase of all other sources of greenhouse gases.

CEQA documents should include a quantification of GHG emissions from all project sources, direct and indirect, as applicable. The use of the CalEEMod model may not be appropriate for estimating emissions from the build-out of a community plan. Generally, this requires input from a travel demand model. However, CalEEMod is an easily available, user-friendly tool that may be used to illustrate the relative difference between build-out scenarios or alternatives for community plans.

When using CalEEMod to evaluate a large mixed-use type of project, one must supplement any of the default data, such as number of trips, trip lengths, etc., with project specific data from a traffic study. The main technical problem with using CalEEMod for land use areas larger than 40 acres is that it counts all the average daily trips associated with housing, employment sites, and commercial areas, whereas a travel demand model generates trips from residences and then distributes those trips to and from various destinations. Therefore, CalEEMod can result in a significantly larger number of trips than a travel demand model, even if the mixed-use, double-counting, and pass-by trips options are used.

Louis D. Van Mullem, Jr. • Air Pollution Control Officer
260 North San Antonio Road, Suite A • Santa Barbara, CA • 93110 • 805.961.8800
OurAir.org • twitter.com/OurAirSBC

APPENDIX B. NOTICE OF PREPARATION AND COMMENTS RECEIVED

Isla Vista Master Plan NOP of Draft SEIR
April 24, 2014
Page 2 of 2

Although using CalEEMod defaults may overestimate daily emissions from this type of project, the results using project-specific traffic study data will also likely show that emissions will be well above the significance thresholds. Thus, the impact will likely be characterized as significant, regardless of which method is used.

We recommend that climate change impacts be mitigated to the extent reasonably possible, whether or not they are determined to be significant. The discussion of climate change impacts can be included under cumulative air quality impacts or in its own section. At a minimum, the project should include any feasible greenhouse gas reduction measures as applicable from the following sector-based list:

- Energy use (energy efficiency, low carbon fuels, renewable energy)
- Transportation (reduce vehicle miles traveled, compact and transit-oriented development, pedestrian- and bicycle-friendly communities)
- Water conservation (improved practices and equipment, landscaping)
- Waste reduction (material re-use/recycling, composting, waste diversion, waste minimization)
- Architectural features (green building practices, cool roofs)

For guidance regarding greenhouse gas analysis for CEQA environmental documents, please refer to the *CAPCOA CEQA & Climate Change* document. CAPCOA has also published *Quantifying Greenhouse Gas Mitigation Measures*, an extensive sector-by-sector compendium of project-specific mitigation measures, including quantification methods to calculate GHG reductions. Both of these documents are available online at www.capcoa.org.

We hope you find our comments useful. We look forward to reviewing the Draft EIR. Please contact me at 961-8890 or by e-mail at cvw@sbcapcd.org if you have questions.

Sincerely,



Carly Wilburton
Air Quality Specialist
Technology and Environmental Assessment Division

cc: TEA Chron File

APPENDIX B. NOTICE OF PREPARATION AND COMMENTS RECEIVED

Dear Ms. Allen--

As a member of the Executive Committee of the Santa Barbara chapter of the Surfrider Foundation, I support the proposal to establish a monitoring and reporting program for parking in Isla Vista as a replacement for the previously proposed Isla Vista residential parking permit pilot program in the Isla Vista Master Plan. The coastline between Goleta Beach and Ellwood Shores has numerous surf spots that constitute a very important recreational resource for the south coast of Santa Barbara County. This segment of the coast also has the most consistent surf between Summerland and Gaviota. Consequently, coastal access parking in Isla Vista is essential to the surfers and other beach users who rely on parking in Isla Vista in order to access these important surf spots and beaches.

Bob Keats

APPENDIX B. NOTICE OF PREPARATION AND COMMENTS RECEIVED

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County of Santa Barbara Planning and Development

Glenn S. Russell, Ph.D., Director
Dianne Black, Assistant Director

NOTICE OF PREPARATION

DATE: April 2, 2014

TO: State Clearinghouse
1400 Tenth Street
Sacramento, CA 95814

FROM: County of Santa Barbara
Planning and Development Department
Long Range Planning Division
123 E. Anapamu Street
Santa Barbara, CA 93101-2058
(805) 884-8082

SUBJECT: Notice of Preparation and Scoping of a Supplemental Environmental Impact Report

PROJECT NAME: Isla Vista Master Plan Supplemental Environmental Impact Report

PROJECT CASE NO.: 14GPA-00000-00007 and 14EIR-00000-00002

PROJECT LOCATION: The Isla Vista Master Plan Planning Area encompasses 423 acres of unincorporated County territory generally west of the University of California, Santa Barbara (UCSB) Main Campus. Camino Majorca and Camino Corto Vernal Pool Preserve bound the Planning Area to the west, El Colegio Road to the north, the UCSB campus to the east, and the Pacific Ocean to the south.

LEAD AGENCY: The County of Santa Barbara is the lead agency preparing the Supplemental Environmental Impact Report (SEIR) for a focused update to the Isla Vista Master Plan (IVMP) in compliance with the California Environmental Quality Act (CEQA) (Public Resources Code §21000 et seq.).

PROJECT DESCRIPTION: The Isla Vista Master Plan is a planning document for the Isla Vista area. It sets forth community goals and policies to guide the future growth of Isla Vista. The IVMP will amend the County's Local Coastal Program by adding policies, land use and zoning designations, and development standards within the Plan Area. The objectives of the Plan are to: address public infrastructure problems; reduce automobile dependency; revitalize the Isla Vista downtown; and develop and up-grade the housing stock for all income levels. The SEIR will consider minor amendments to the Plan, including: revisions based on the dissolution of the Isla Vista Redevelopment Agency; policies addressing on-street parking; and potential cumulative effects of the project's greenhouse gas emissions (GHGs).

A detailed project description, location, and potential environmental issues to be addressed in the SEIR may be downloaded from the Planning and Development Department, Long Range Planning Division webpage at:

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

PUBLIC ENVIRONMENTAL SCOPING HEARING: The Planning and Development Department will hold an environmental scoping meeting at the County Planning Commission Hearing Room on Wednesday, April 16, 2014 at 6:00 p.m. The purpose of the meeting is to receive comments on the scope and content of the environmental issues to be addressed in the SEIR. The County Planning Commission Hearing Room 17 is located at 123 East Anapamu Street, Santa Barbara.

PUBLIC AND AGENCY COMMENTS: We need to know the views of you or your agency as to the scope and content of the environmental information which is germane to your agency's statutory responsibilities in connection with the proposed project. Your agency will need to use the EIR prepared by our agency when considering your permit or other approval for the project.

Your response must be received no later than May 2, 2014. Please send your comments and the name of a contact person in your agency to Heather Allen, Associate Planner, at the address listed above. Due to the time limits mandated by State law, your response must be received at the earliest possible date but not later than 30 days after receipt of this notice.

Date: April 2, 2014
Planner: Heather Allen
Division: Long Range Planning
Telephone: (805) 884-8082
Email: hallen@countyofsb.org

cc: Clerk of the Board (please post for 30 days)
Encl: Location map

G:\GROUP\COMP\Planning Areas\Isla Vista\Master Plan\Environmental Review\Scoping\NOP

**APPENDIX C. ISLA VISTA ON-STREET
PARKING AVAILABILITY**

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APPENDIX C. ISLA VISTA ON-STREET PARKING AVAILABILITY

EXECUTIVE SUMMARY

The Appendix is a compilation of updated data from recent surveys to assess on-street parking availability within Isla Vista to serve the Isla Vista Master Plan (IVMP) build-out, as well as an assessment of impacts upon coastal access.

Findings:

- Peak on-street parking demand in the vicinity of the five Isla Vista coastal access points is well below a threshold of 85% occupancy;
- 78% of coastal access users are internal to Isla Vista;
- On-street parking spaces have increased by 31% (+838 spaces) over the last ten years;
- Implementation of alternative transportation projects and programs has had a positive effect on on-street parking availability
- IVMP build-out increases the amount of available on-site parking by 183 spaces when comparing future parking supply verses parking demand

C.1 COASTAL ACCESS

There are currently five designated coastal access points in Isla Vista. From east to west they are located at El Embarcadero, Camino Pescadero, Camino Del Sur, Escondido Pass east of Camino Corto, and Camino Majorca (**Attachment A**). The four eastern access points are used primarily by Isla Vista residents rather than outside users, due to several factors. These factors include the lack of dry sandy beaches and few surfing opportunities. Local residents predominately travel to these coastal access points by foot, bicycle or skateboard. The western coastal access point at Camino Majorca is the most heavily used by those traveling from outside the community as it provides access to dry sand beaches and good surf breaks. The beach can be accessed at Camino Majorca via a stairway that takes users directly down to the beach, or users can travel west along the bluff top to the popular Sands Beach and Coal Oil Point. There is a publicly accessible road and pay-by-space metered surface parking lot adjacent to the Sands Beach at Coal Oil Point on the University of California, Santa Barbara (UCSB) campus. Due to the fact that it is a metered parking lot, most surfers and beachgoers driving from outside locations use the Camino Majorca access point.

Visitors to Sands Beach and Coal Oil Point that arrive by car park in the unpaved right-of-way west of Camino Majorca Road under a eucalyptus windrow and on neighborhood streets. The area under the trees provides informal parking for approximately 75 vehicles. Handicap access along Camino Majorca is provided with two designated parking spaces and a paved walkway to an overlook at the edge of the bluff. The number of vehicles that park along Camino Majorca and the adjacent streets next to the coastal access point varies greatly depending on weather, surf conditions, and the UCSB class schedule. Nonetheless,

APPENDIX C. ISLA VISTA ON-STREET PARKING AVAILABILITY

several coastal access surveys have been conducted at Camino Majorca that show on-street parking availability:

- Parking counts were taken by Santa Barbara County (SBCo) Public Works between September 2003 and April 2004 during various day and evening time periods on both weekday and weekend days, including both non-peak and peak use days with high surf. Counts were taken on both sides of Camino Majorca and on Del Playa and Sabado Tarde Road between Camino Lindo and Camino Majorca. The fourteen counts that were taken (8 weekend and 6 weekday) indicate a range from 5 to 70 parked vehicles with typical numbers ranging from 20-26 and an overall average of 30. Numbers exceeding 65 occurred once during the survey times.
- Associated Transportation Engineers (ATE) conducted a coastal access analysis in 2009 (**Attachment A**). Coastal access surveys were conducted in the vicinity of the coastal access points on weekdays and weekends in April 2009 when UCSB was in regular session (Non-Summer) and in July 2009 during the Summer period when UCSB was not in regular session.
 - The surveys indicate there is adequate parking for beach users, particularly during Summer periods when beach use is heaviest. Parking surveys conducted in the vicinity of the coastal access points indicate parking is readily available for beach users.
 - Parking demands in the vicinity of the coastal access points peak at less than 77% during the Non-Summer daytime periods when UCSB is in regular session and less than 60% during the Summer daytime periods when UCSB is not in regular session.
 - There are more than 435 on-street parking spaces located within one block of the five coastal access points.
 - More than 110 spaces were available during the peak daytime periods when UCSB was in session and more than 170 spaces were available during the Summer peak daytime periods.
- In 2010, coastal access surveys were conducted by ATE in August between 2:00 pm and 5:00 pm to understand how people arrived at the coastal access point and where they came from. Seventy-five percent of the beach users were internal to Isla Vista and walked, biked, or skateboarded to the beach. The remaining 25% of the beach users that drive have adequate parking during the daytime peak periods when UCSB is in regular session; as well as, during the Summer period.
- Coastal access surveys were again taken by SBCo Planning and Development staff in 2013 on weekdays and weekends between 9:00 am and 1:00 pm in August 2013 when UCSB was not in regular session. Additional surveys will occur in early October when UCSB is regular session.
 - Eighty percent of the beach users were internal to Isla Vista and walked, biked, or skateboarded to the beach. The remaining 20% of the beach users that drive have adequate parking during the daytime peak periods during the Summer period.
- Parking counts were taken by SBCo Planning and Development staff in August 2013 on weekdays and weekends between 9:00 am and 1:00 pm when UCSB was not in regular session. Counts were taken on both sides of Camino Majorca. The eight counts that were taken (5 weekend and 3 weekday) indicate a range from 7 to 17 parked vehicles with

typical numbers ranging from 9-15 and an overall average of 12, indicating that adequate parking is available.

Decreased parking availability in the vicinity of the coastal access points would not occur under the Isla Vista Master Plan (IVMP). The five coastal access points are located in residentially zoned areas and no changes to on-street parking supplies are proposed under the IVMP. Furthermore, any redevelopment of residential parcels in the vicinity of the coastal access points would likely result in higher on-site parking ratios than currently exist. This is due to the fact that most of the original housing stock in Isla Vista dates back to the 1960s and 1970s which was developed under Zoning Ordinance 661. Ordinance 661 required 1.5 off-street parking spaces per two-bedroom dwelling unit.¹ Parking standards proposed in the IVMP requires 2.5 off-street parking spaces per two-bedroom dwelling unit.² Thus, the availability of public parking at the coastal access points will increase as properties are redeveloped under new regulations and better meet their parking demands on-site.

C.2 10-YEAR PARKING AVAILABILITY

On-street parking availability in Isla Vista has increased by 31% over a 10-year period. The Isla Vista Master Plan (IVMP) Environmental Impact Report was drafted in 2004 and used a total 2,684 legal, on-street parking spaces for its parking analysis. As of August 2013, according to the Santa Barbara County (SBCo) Public Works Department there are approximately a total of 3,522 legal, on-street parking spaces in Isla Vista. Additionally, the SBCo Public Works Department is always seeking opportunities to provide additional parking in Isla Vista through the elimination of red zones and road reconfigurations. Alternative transportation improvements identified in the IVMP and included in **Attachment B** help to provide transportation opportunities other than automobile trips; therefore, reducing the need for Isla Vista residents to bring a vehicle into the community. The following results show an increase in parking availability:

- SBCo Public Works conducted an on-street parking survey in September 2003 and counted 2,684 legal, on-street parking spaces.
- Since Summer 2007, SBCo Public Works has been actively reconfiguring streets to increase parking (e.g. The Pardall Road Enhancement Project added 38 on-street parking spaces), in addition to removing illegal red zones and red zones associated with abandoned MTD bus stops in Isla Vista. Recent SBCo Public Works red zone removal efforts include:
 - In Summer 2013, SBCo Public Works created 34 new legal, on-street parking spaces, including 20 spaces on Del Playa through the removal of red zones.
 - SBCo Public Works is beginning a second phase of red zone removal that should be completed in October 2013.
- Parking surveys were conducted by Associated Transportation Engineers in 2010 and Fehr & Peers Transportation Consultants² in 2013. Both parking surveys were conducted 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 to determine the parking demand for Isla Vista residents. The parking surveys show an increase in the total number of on-street parking spaces from 3,477 in 2010 to 3,488 in 2013.³

¹ Assumes an average of 2 bedrooms per residential unit.

² Fehr & Peers Transportation Consultants' May 2007 parking survey concluded Isla Vista has approximately 3,480 on-street parking spaces.

³ Fehr & Peers Transportation Consultants' May 2013 parking survey was conducted prior to SBCo Public Work's red zone removal effort over the

The IVMP identifies locations for future off-street parking and an additional 250 off-street spaces that can be obtained in existing lots, particularly private lots in the commercial core that are often under-utilized through negotiating for shared use of these surplus spaces. County-owned surface parking lots have added sixty off-street spaces that are available to the public:

- **Downtown Solar Car Park** – The County completed construction of the surface parking lot on Embarcadero del Mar in October 2009. The public parking lot serves the residential and commercial needs of downtown Isla Vista and contains 45 spaces, including two handicap spaces. The lot is metered using a pay and display system. The meter fee structure was developed to complement pay parking on the UCSB campus while prioritizing short-term day use parking options for residents and visitors to the Isla Vista commercial district.
- **Embarcadero Loop** - Approximately 15 off-street parking spaces are available for coastal access parking at the bottom of the Embarcadero Loop on either side of the intersection with El Embarcadero. These are un-timed, “first come, first served” spaces about two blocks from the El Embarcadero coastal access.

C.3 10-YEAR PARKING ANALYSIS

Numerous on-street parking studies have been conducted in Isla Vista over a 10-year period. These surveys show a decrease in the number of cars parking on-street in the community. On-street parking surveys have shown a decrease in parking occupancy rates from a high of 96% and a low of 80% in 2003 to a high of 78% and a low of 69%⁴ in 2013. **Attachment C** shows a comparison between the 2007 and 2013 parking analysis conducted Fehr & Peers Transportation Consultants.

- SBCo Public Works conducted on-street parking surveys in Fall 2003 as part of data collection for the environmental review of the draft IVMP. The on-street parking surveys were conducted during various day and evening time periods and found occupancy rates to be between 80% to 96%.
- Fehr & Peers Transportation Consultants conducted a parking survey in May of 2007 over a two day period between the hours of 7:00 am to 7:00 pm. They concluded that the peak parking demand period was between 4:00 am and 5:00 am when approximately 2,900 vehicles were parked on-street resulting in 85% of the on-street parking spaces utilized. The lowest parking demand occurs at 5:00 pm when approximately 2,600 vehicles were parked on-street and 75% of parking spaces utilized.
- Associated Transportation Engineers conducted parking surveys in April 2009 on one weekday and one Saturday when UCSB was in regular session (Non-Summer); and on one weekday and one Saturday in the August of 2009 when UCSB was not in regular session (Summer). The surveys recorded all vehicles parked on-street during the early morning hours (5:00 am) in order to capture the overnight peak demands as well as every other hour from 8:00 am to 6:00 pm in order to capture the demand variations throughout the day. The surveys indicated that parking demands peaked during the Non-Summer periods when UCSB is in regular session, and more specifically:

Summer of 2013 which would add 34 on-street spaces to their parking count.

⁴ Fehr & Peers 2013 Isla Vista Parking Study states a low of 72%.

- o The on-street parking spaces occupied reached a level of 84% (approximately 2,900 vehicles) on weekdays and 76% on weekends during the Non-Summer period, while peak occupancies were observed at 54% on weekdays and 55% on weekends during the Summer period.
- o The peak occupancies occurred at 5:00 am on weekdays and weekends during both the Non-Summer and Summer survey periods, indicating that peak demands are generated by residents.
- Fehr & Peers Transportation Consultants conducted a parking survey in May 2013 over a two day period between the hours of 7:00 am to 7:00 pm. The surveys concluded that the peak parking demand period was between 5:00 am and 7:00 am when approximately 2,660 vehicles were parked on-street during resulting in 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 69%¹ of the on-street parking spaces utilized.

C.4 RECENT RED CURB ELIMINATION

Prior to 2008, the removal of most illegal red curbs and some of the abandoned MTD bus stops were undocumented; therefore, there is not adequate information to map these locations. Since 2008, SBCo Public Works has embarked on a strategy to identify and remove illegal red curbs painted by residents and business owners, in addition to removing red curbs associated with abandoned MTD bus stops in Isla Vista. Between 2008 and 2013, a total of approximately 36 new on-street parking spaces were created through the removal of the following red curbs:

- Removal of illegal red curbs, creating 18 new on-street parking spaces; and
- Removal of six abandoned Metropolitan Transit District (MTD) bus stops, creating approximately 18 new on-street parking spaces.

In 2013, SBCo Public Works undertook a significant effort to remove red curbs (Isla Vista Red Curb Elimination Map, **Attachment D**). This effort created 34 new on-street parking spaces, including twenty spaces on Del Playa, through the removal of red curbs⁵. **Attachment E** - Isla Vista Red Curb Elimination Table provides information on red curbs removed between 2008 and 2013 but does not include the six abandoned MTD bus stops because the distance and number of parking spaces created is an estimate.

Summary of on-street parking spaces:

- 2003-2008: 768 on-street parking spaces associated with improved survey techniques;
- 2008-2013: approximately 36 new on-street parking spaces; and
- 2013: 34 new on-street parking spaces in 2013.

C.5 ISLA VISTA MASTER PLAN BUILD-OUT

Proposed development projects in Isla Vista will be required to meet the on-site parking requirements for individual projects identified in the proposed IVMP. These new parking requirements must be met on-site, except in the downtown commercial area, where an in-lieu parking fee program provides an alternative to on-site parking. The in-lieu parking fee

⁵ The 20 on-street parking spaces created on Del Playa help to increase coastal access parking.

program does not waive parking requirements, but rather provides a mechanism for providing off-site parking, typically for commercial use only. The County typically requires parking studies as part of the development review process for projects that request modifications to the parking standards in the downtown area in order to ensure that adequate parking is provided at the time that developments are constructed. These parking studies identify the zoning ordinance parking requirement for the project, the amount of parking proposed on-site, the amount of parking required off-site through the in-lieu parking fee program, and any other alternative strategies such as car share vehicles or covenants restricting automobile ownership to ensure that adequate parking is available at the time that the developments are constructed.

Based on the on-site parking supply and demand numbers, build-out of the IVMP increases the amount of available on-site parking by 183 spaces (**Attachment F**).

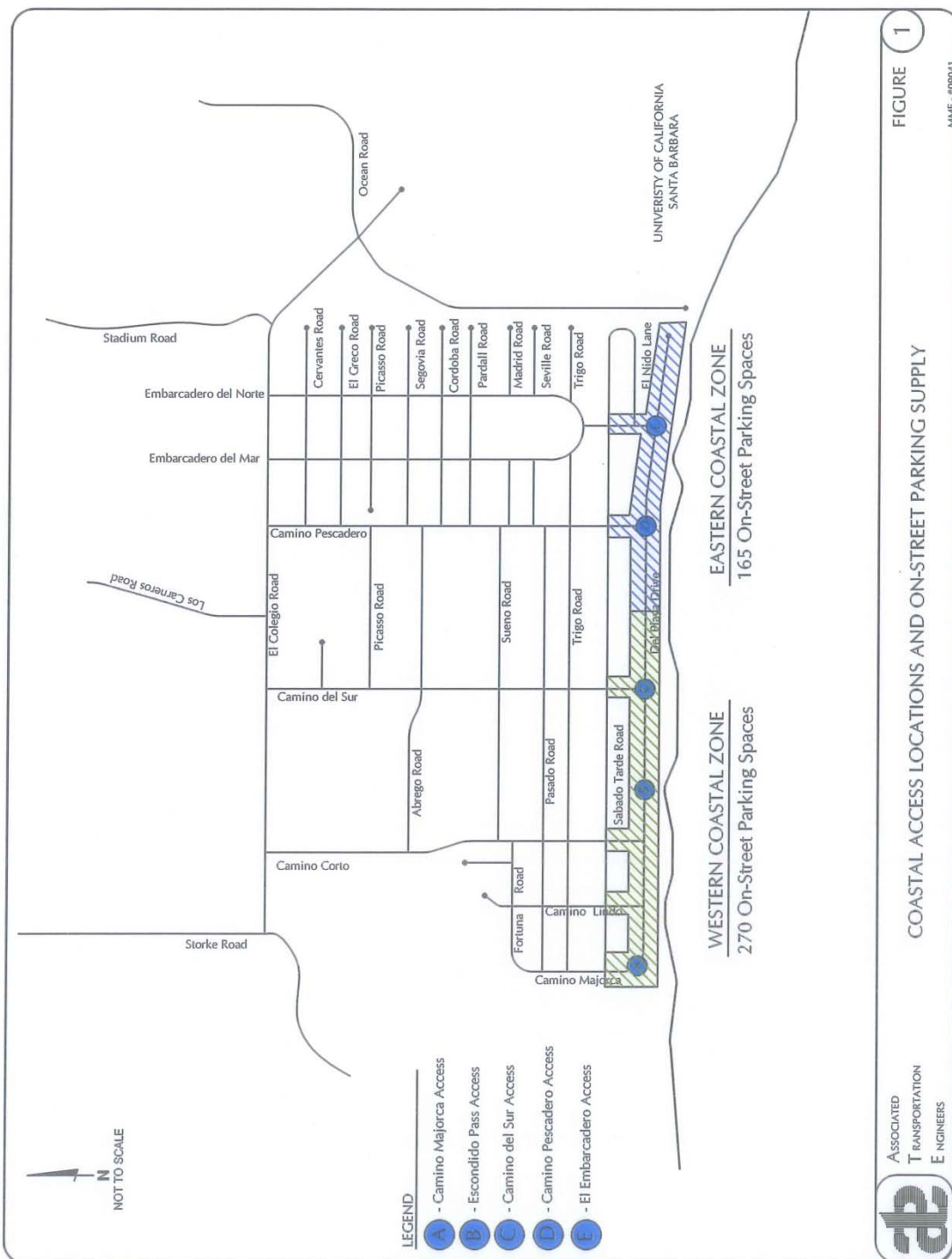
- The on-site parking demand for build-out of the IVMP would be 3,156 parking spaces. The on-site parking supply for build-out of the IVMP would be 3,339 parking spaces.
- This data suggests the number of available parking spaces at IVMP build-out would increase without calculating parking reductions from alternative transportation improvements described in **Attachment B**, e.g. Car Share Program, and demand management programs. In each case, the alternative transportation improvements and demand management programs help to increase the parking supply.
- In conclusion, parking impacts are not anticipated for the IVMP since the parking demand forecasts for the future residential and commercial uses would be met on-site or in the case of commercial uses, could be met through utilization of the in-lieu parking fee program and any other alternative strategies such as car share vehicles or covenants restricting automobile ownership.

C.6 DRIVING TRENDS

Numerous studies and media report that young adults are driving less and choosing to walk, bike and use public transportation. A study conducted by the Transportation Department of the Federal Highway Administration concludes that vehicle miles traveled per driver has fallen 9% since 2004; and that the percent of people younger than 40 with driver's licenses has "dropped significantly". The *Transportation and the New Generation* study by the U.S. PIRG Education Fund and Frontier Group concludes that vehicle miles traveled by young adults had declined by 25%.

While some of these trends may be attributed to the current economic climate, there are other factors, such as congestion, technology and a preference to live in urban centers that are resulting in a fundamental change in how younger adults view the automobile and that may result in a continuation of this trend for the long-term. With the large number of young adults residing in the Isla Vista area, this trend of driving less is another factor which will help keep parking availability at a satisfactory level into the future.

ATTACHMENT A. ISLA VISTA COASTAL ACCESS LOCATIONS



Isla Vista Master Plan
Supplemental Traffic and Parking Analysis

Associated Transportation Engineers
January 28, 2010

APPENDIX C. ISLA VISTA ON-STREET PARKING AVAILABILITY

Associated Transportation Engineers (ATE) conducted a coastal access analysis in 2009. Coastal access surveys were conducted in the vicinity of the coastal access points on weekdays and weekends in April 2009 when UCSB was in regular session (Non-Summer) and in July 2009 during the Summer period when UCSB was not in regular session.

TABLE C-1: COASTAL ACCESS EXISTING ON-STREET PARKING CONDITIONS - NON-SUMMER PERIODS

| Time | Supply | Demand | | | | | |
|------------|----------------|-----------------|------------|------------------|-----------------|------------|------------------|
| | Parking Spaces | Weekday | | | Weekends | | |
| | | Parked Vehicles | % Occupied | Available Spaces | Parked Vehicles | % Occupied | Available Spaces |
| 5:00 A.M. | 435 Spaces | 334 | 77% | 101 | 305 | 70% | 130 |
| 8:00 A.M. | 435 Spaces | 328 | 75% | 107 | 299 | 69% | 136 |
| 10:00 A.M. | 435 Spaces | 322 | 74% | 113 | 294 | 68% | 141 |
| Noon | 435 Spaces | 309 | 71% | 126 | 282 | 65% | 153 |
| 2:00 P.M. | 435 Spaces | 311 | 72% | 124 | 284 | 65% | 151 |
| 4:00 P.M. | 435 Spaces | 315 | 72% | 120 | 287 | 66% | 148 |
| 6:00 P.M. | 435 Spaces | 323 | 74% | 112 | 295 | 68% | 140 |

Parking conditions for Non-Summer periods. UCSB in session.

TABLE C-2: COASTAL ACCESS EXISTING ON-STREET PARKING CONDITIONS - SUMMER PERIODS

| Time | Supply | Demand | | | | | |
|------------|----------------|-----------------|------------|------------------|-----------------|------------|------------------|
| | Parking Spaces | Weekday | | | Weekends | | |
| | | Parked Vehicles | % Occupied | Available Spaces | Parked Vehicles | % Occupied | Available Spaces |
| 5:00 A.M. | 435 Spaces | 261 | 60% | 174 | 261 | 60% | 174 |
| 8:00 A.M. | 435 Spaces | 244 | 56% | 191 | 244 | 56% | 191 |
| 10:00 A.M. | 435 Spaces | 228 | 52% | 207 | 229 | 53% | 206 |
| Noon | 435 Spaces | 235 | 54% | 200 | 223 | 51% | 212 |
| 2:00 P.M. | 435 Spaces | 225 | 52% | 210 | 229 | 53% | 206 |
| 4:00 P.M. | 435 Spaces | 225 | 52% | 210 | 223 | 51% | 212 |
| 6:00 P.M. | 435 Spaces | 221 | 51% | 214 | 225 | 52% | 210 |

Parking conditions for Summer periods. UCSB not in regular session.

ATTACHMENT B. ALTERNATIVE TRANSPORTATION IMPROVEMENTS

The Isla Vista Master Plan includes goals, policies, development standards, and actions for alternative transportation improvements in Isla Vista including better MTD service, sidewalk improvements, carshare programs, bike improvements comprising of bike parking, bike lanes, and bike boulevards on campus and in Isla Vista to decrease the need for students bring a vehicle into the community. All Isla Vista streets are intended to be used primarily by bicycles and pedestrians. Therefore, the entire street network is designed, and will continue to be designed, with a primary goal to enhance safety for cyclist and pedestrians. Implementation of the IVMP provides mechanisms to reduce private vehicle ownership (e.g. the car share program), continue to promote transit use, improve bicycle and pedestrian access, and construct public parking facilities. More than 15,000 bicycle and 8,000 pedestrians enter or leave Isla Vista each weekday and an average of more than 2,800 transit riders begin or end their public transportation trip in Isla Vista each day. These factors provide an environment where alternative transportation and parking demand management strategies identified in the IVMP can be particularly effective in positively impacting parking supply as well as coastal access. Projects and programs that have occurred since the IVMP was prepared and approved by the County include:

- **Car Share Program** – In 2010, SBCo Public Works implemented a six-vehicle car share program in Isla Vista. Car share programs have been proven to dramatically reduce vehicle ownership and parking demand and have been particularly successful in University towns like Isla Vista⁶. Zipcar, the current car share service in Isla Vista, reports that each Zipcar replaces over 15 privately-owned vehicles with over 40% of Zipcar members deciding against purchasing a car or selling their car and reducing the need for parking spaces.
- **Transit Enhancements** – The Santa Barbara Metropolitan Transportation District (MTD) estimated that during 2006, five transit routes carried over one million transit riders into Isla Vista and out to surrounding communities and nearby shopping and employment centers. To increase MTD ridership, the County has installed shelters, benches, and up-to-date route information improvements at eleven Isla Vista bus stops.
- **The Isla Vista Shuttle** – The County and MTD coordinated to replace the existing Line 27 with a new Isla Vista Shuttle route. The Shuttle is designed to carry residents and visitors around Isla Vista, UCSB and surrounding shopping and employment destinations with frequent headways. The Shuttle runs every 15-30 minutes from 7:00 am to 8:30 pm on weekdays and every 45 minutes on weekends from 10:00 am to 6:00 pm. Shuttle ridership compared to Line 27 ridership has increased drastically, with an average of over 1,000 riders per weekday.
- **Changes to MTD Service** - MTD Lines 23X & 24X have been re-routed to stay on El Colegio, helping both routes keep on schedule. Line 15X is a popular express line that goes from UCSB to Downtown Santa Barbara and now has Summer service.
 - MTD is proposing to increase Line 24X for the 2013/2014 Academic Year by a total of 26 total trips per week.
 - In 2009, Line 15X had service every 30 minutes, with 47 bus trips allocated per day. MTD has increased Line 15X service every Academic Year due to the increased

⁶Zipcar Website <http://www.zipcar.com/is-it/greenbenefits>

demand from University of California, Santa Barbara and Santa Barbara City College students. For the 2013/2014 Academic Year, MTD is proposing to increase Line 15X Service to a 15 minute frequency in the afternoon and 30 minute frequency in the morning, with 71 bus trips allocated per day and an additional 30 trip per week during peak periods, e.g. morning and evening hours when current service is overloaded.

- **Pardall Road Enhancements** – The project widened sidewalks, provided convenient and secure bicycle parking for over 250 bicycles, and relocated landscape median barriers to increase safety for cyclists at the intersection of Pardall Road/Camino Pescadero and Pardall Road/Embarcadero del Mar. The project also established a bicycle and pedestrian downtown environment that de-emphasizes the use of the private automobile in the heart of Isla Vista.
- **El Colegio Road Improvements** – The project was a joint road improvement project between UCSB and SBCo. Included in the project was the construction of four travel lanes; Class II bikeways on both sides of the road; a raised landscaped median with left-turn pockets; six signalized intersections; and curb, gutter, and sidewalk improvements. Los Carneros Road was widened and a new median and southbound left turn lane were added. A new parkway and sidewalk was added on the north side of the El Colegio Road. The project also included connections to the pedestrian paths and bikeways to the south in Isla Vista and on campus to the north of El Colegio Road to the east at Stadium Road.
- **El Embarcadero Sidewalk Improvements** – The El Embarcadero project connected the sidewalk network between the downtown Embarcadero Loop and the coastal access ramp at the bottom of El Embarcadero. The project also included undergrounding of utilities, street trees and installed bike lanes. Like the Pardall Road Enhancements, this project created a safer and more pedestrian friendly access to beach areas.
- **On-going Sidewalk Improvements** - Over the last four years, SBCo Public Works has been funding the construction of missing links in the Isla Vista sidewalk network. Over \$20 million of sidewalk improvements have been identified and prioritized, with improvements closest to the UCSB campus and the ocean designated as the highest priority. Thus far, missing sidewalks links and street trees have been installed on Sabado Tarde, Trigo Road, Sabado Tarde, El Nido Lane, Madrid Road, Picasso Road, Segovia Road, and Cordoba Road.
- **Coastal access Stairways** – County funds were used for the replacement of coastal access stairways at three locations in Isla Vista. The new stairs are designed to withstand the weather and conditions associated with being located in the surf zone.

Known future SBCO Public Works projects and programs identified in the IVMP include:

- **Bike Boulevards** – The SBCo Public Works is proposing a pilot project which involves turning El Sueno Road into a bicycle boulevard with the installation of sharrows and other potential road improvements to alert drivers to slow down and provide a safe route for cyclists.
- **Goleta Transportation Improvement Plan (GTIP)** - Is a transportation mitigation fee program that collects monies from developments to implement transportation-related improvements for both vehicular travel and alternative transportation modes (bicycle, pedestrian and transit). The GTIP include a separate transportation fee program specifically for the Isla Vista area. The fee program will generate revenues as

developments are approved that will be used as complimentary funding for the transportation improvements outlined in the IVMP.

- **Measure A** - Provides more than \$1 billion of estimated local sales tax revenues for transportation projects in Santa Barbara County over 30 years. The Measure A Investment Plan includes funding for high priority transportation projects and programs to address the current and future needs of communities like Isla Vista, including:
 - Expanding public bus services and passenger rail, with increased senior and disabled accessibility;
 - Improving pedestrian and bike paths; and
 - Improve local streets, and highways.

ATTACHMENT C. FEHR & PEERS 2007 AND 2013 ISLA VISTA PARKING SURVEY⁷ COMPARISON

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 am 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 C-1**:
 - o Area 1 – Isla Vista East: On-street parking east of Camino Pescadero (**Figure C-2**).
 - o Area 2 – Isla Vista Central: On-street parking between Camino del Sur and Camino Pescadero (**Figure C-3**).
 - o Area 3 – Isla Vista West: On-street parking west of Camino del Sur (**Figure C-4**).

⁷ Fehr & Peers Transportation Consultants – Isla Vista Parking Study, March 2008 and August 2013

APPENDIX C. ISLA VISTA ON-STREET PARKING AVAILABILITY

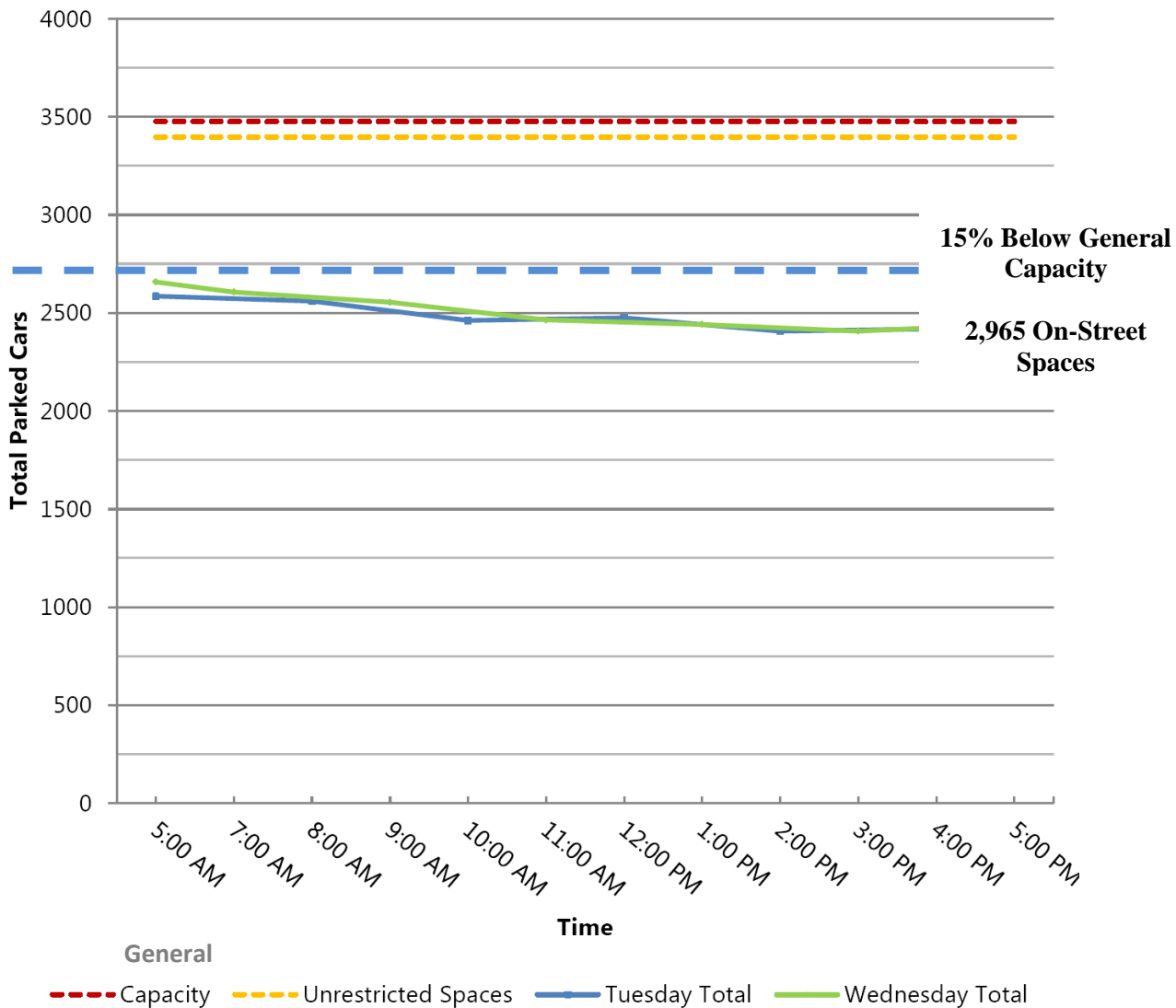


FIGURE C-1. ISLA VISTA TOTAL 2013 ON-STREET PARKING OCCUPANCY

APPENDIX C. ISLA VISTA ON-STREET PARKING AVAILABILITY

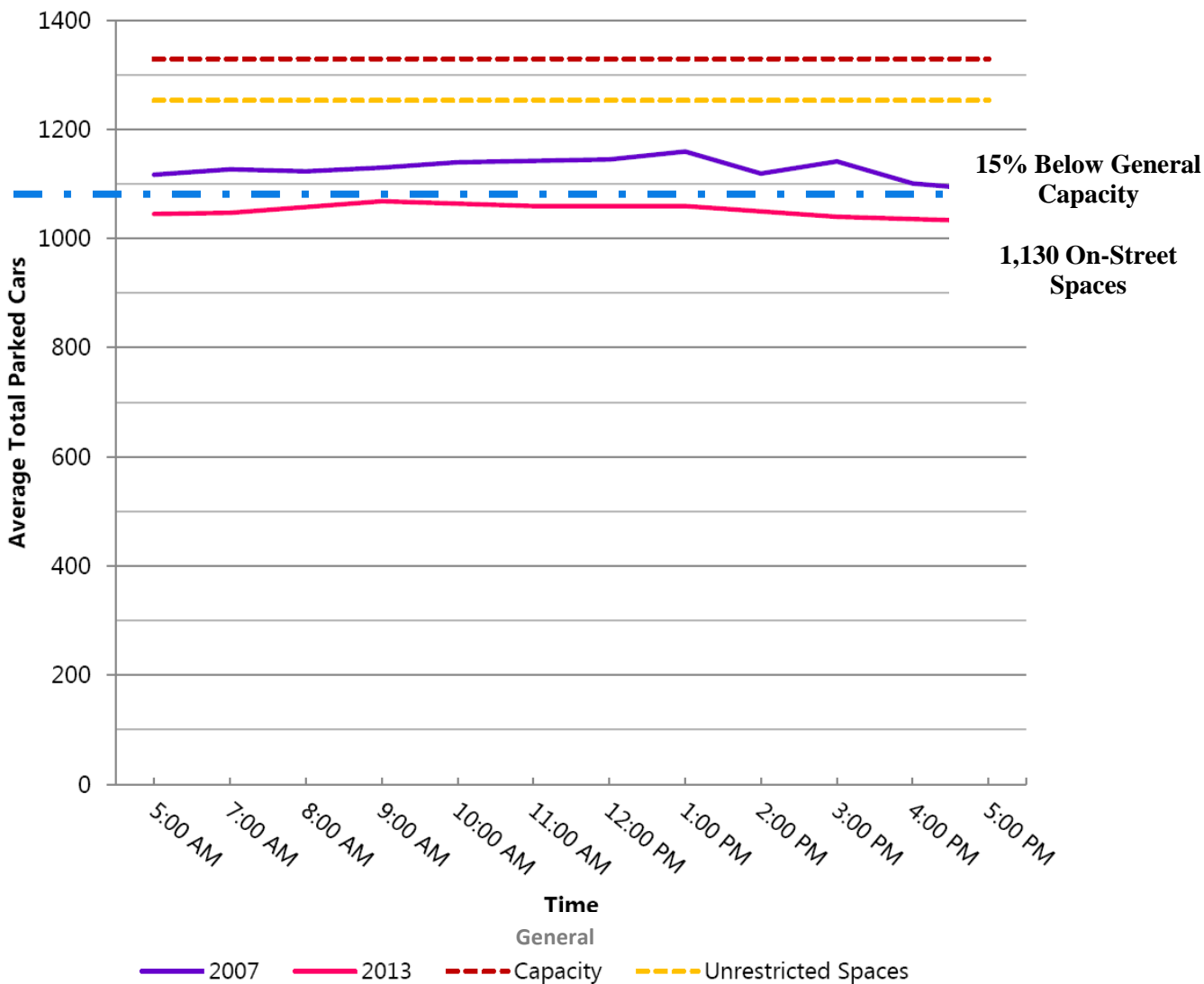


FIGURE C-2. AREA 1 – ISLA VISTA EAST COMPARISON

APPENDIX C. ISLA VISTA ON-STREET PARKING AVAILABILITY

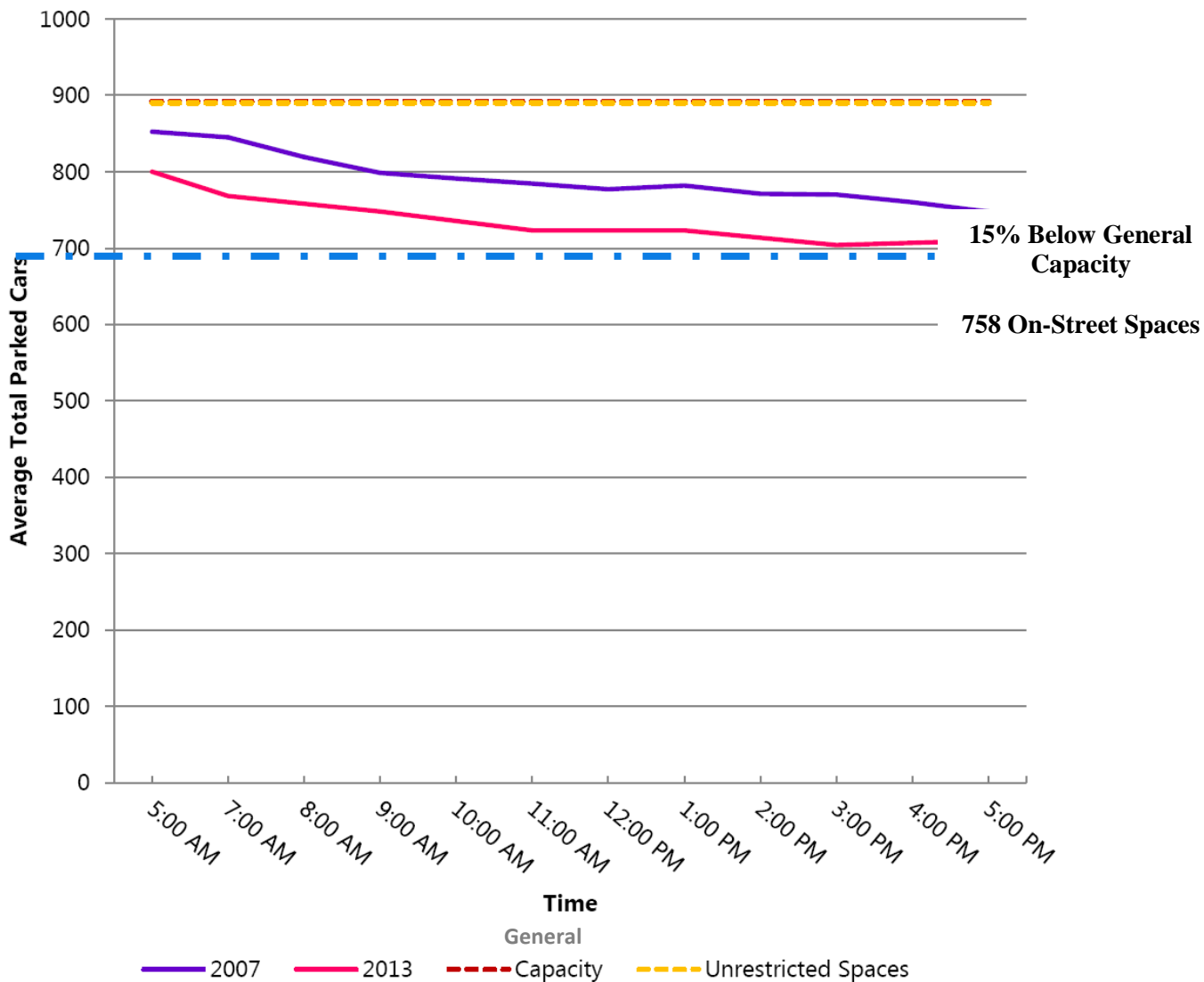


FIGURE C-3. AREA 2 – ISLA VISTA CENTRAL COMPARISON

* General capacity and unrestricted spaces are the same in Isla Vista Central segment because there are no handicap, 15-min or 1-hour limit on-street parking spaces.

APPENDIX C. ISLA VISTA ON-STREET PARKING AVAILABILITY

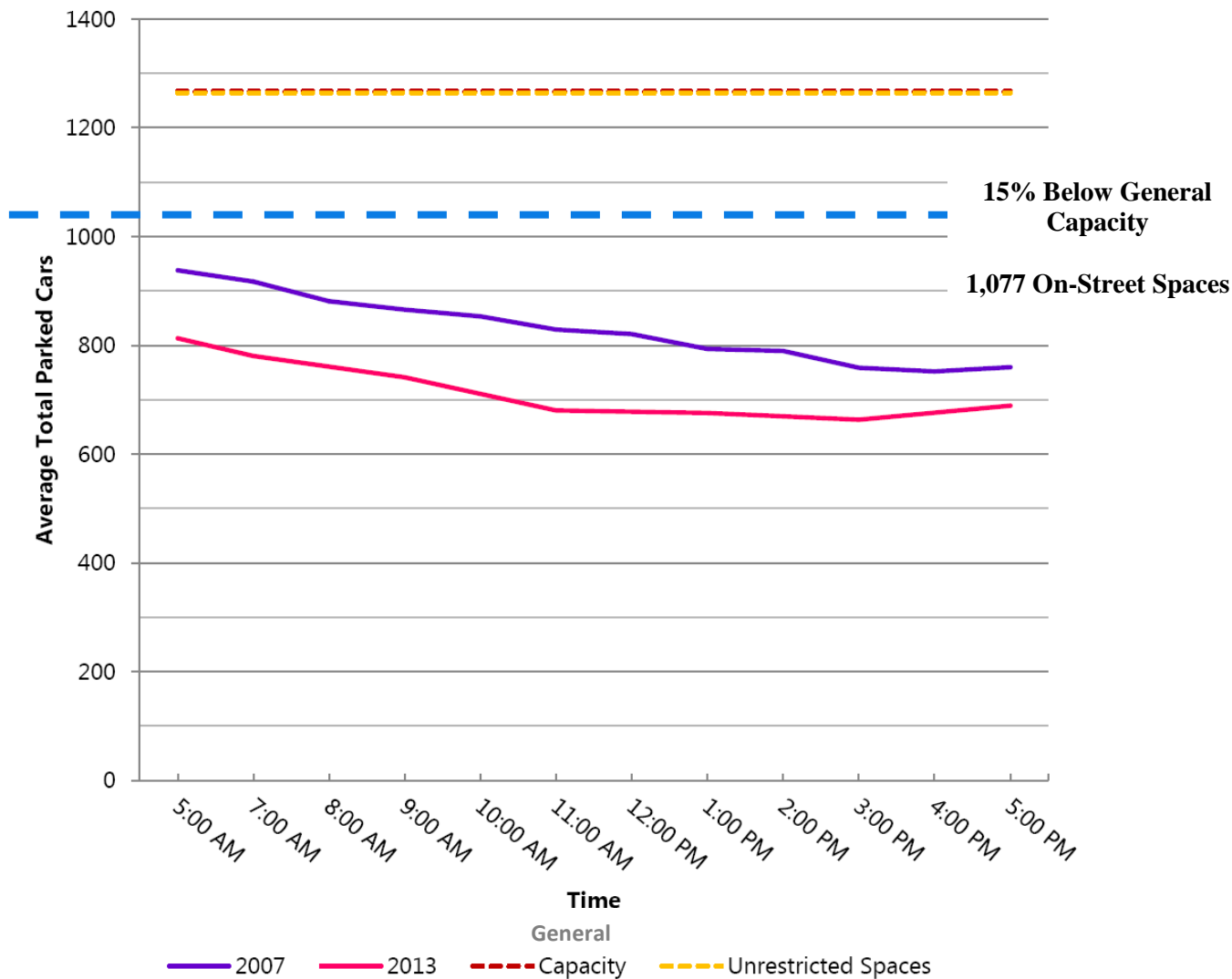


FIGURE C-4. AREA 3 – ISLA VISTA WEST COMPARISON

ATTACHMENT D.
RED CURB ELIMINATION MAP



APPENDIX C. ISLA VISTA ON-STREET PARKING AVAILABILITY

ATTACHMENT E. RED CURB ELIMINATION TABLE

| Isla Vista Red Curb Elimination Phase 1 Updated Summer 2013 | | | | |
|--|--|----------------|--------------------|---|
| Street Name | Location | Distance(feet) | # of Parking Spots | Notes |
| Del Playa Dr | West of El Embarcadero 6361 Del Playa (south side) | 20.0 | 1.0 | residents previously exited driveway by running over curb (no reso) |
| Del Playa Dr | East of El Embarcadero Facing East (south side) | 12.0 | 0.6 | not needed near park (no reso) |
| Del Playa Dr | East of Camino Corto Facing West (north side) | 17.0 | 0.9 | residents previously exited driveway by running over curb (no reso) |
| Del Playa Dr | East of Camino Corto Facing West (south side) | 68.0 | 3.4 | not needed near park (no reso) |
| Del Playa Dr | East of Camino Corto Facing South (south side) | 15.0 | 0.8 | not needed (no reso) |
| Del Playa Dr | East of Camino Corto Facing Southwest (south side) | 35.0 | 1.8 | not needed near park (no reso) |
| Del Playa Dr | East of Camino Corto Facing Southwest (south side) | 21.0 | 1.1 | not needed (no reso) |
| Del Playa Dr | East of Camino Corto Facing South (south side) | 15.0 | 0.8 | not needed near park (no reso) |
| Del Playa Dr | At Camino Corto Facing east (south side) | 110.0 | 5.5 | not needed near park (no reso) |
| Del Playa Dr | West of Camino Corto Facing West (south side) | 30.0 | 1.5 | not needed near park (no reso) |
| Del Playa Dr | East of Camino Lindo Facing West (south side) | 45.0 | 2.3 | not needed near park (no reso) |
| Del Playa Dr | At Camino Lindo Facing Southwest (south side) | 48.0 | 2.4 | not needed near park (no reso) |
| Camino Del Sur | South of Picasso Facing SouthWest (east side) | 40.0 | 2.0 | old bus stop never removed (no reso) |
| Camino Del Sur | North of Picasso Facing North (west side) | 48.0 | 2.4 | Driveway access no sight distance needed (no reso) |
| Camino Del Sur | South of El Colegio Road Facing Southeast (west side) | 81.0 | 4.1 | Was red section extended past reso |
| Camino Del Sur | South of El Colegio Road Facing West (west side) | 10.0 | 0.5 | Driveway access no sight distance needed |
| Camino Del Sur | South of El Colegio Road (west side) | 10.5 | 0.5 | Driveway access no sight distance needed |
| Camino Corto | South of Estero Rd Facing East (East side) | 17.0 | 0.9 | long section around corner extended too far (no reso) |
| Cordoba Rd | West of Embarcadero Del Norte Facing West (South side) | 23.0 | 1.2 | was a loading zone (no reso) |
| Picasso Road | West of Embarcadero Del Mar (North side) | 22.0 | 1.1 | long section extended to far (no reso) |
| Picasso Road | West of Camino Pescadero (South Side) | 20.0 | 1.0 | long section extended to far (no reso) |
| Sueno Rd | West of Camino Del Sur Facing North (north Side) | 70.0 | 3.5 | not needed near park (no reso) |
| Sueno Rd | West of Camino Del Sur Facing south (south side) | 21.0 | 1.1 | not needed near park (no reso) |
| Sueno Rd | West of Camino Del Sur Facing South (south side) | 53.0 | 2.7 | not needed near park (no reso) |
| Sueno Rd | West of Camino Pescadero Facing West (south side) | 82.0 | 4.1 | Was Commercial loading (no reso) |
| Sueno rd | West of camino del sur facing east (south side) | 35.0 | 1.8 | not needed near park (no reso) |
| Abrego Rd | West of Camino Del Sur (south side) | 21.0 | 1.1 | was red near driveway (no reso) |
| Abrego Rd | West of Camino Del Sur (South side) | 54.0 | 2.7 | was red between driveways (no reso) |
| Embarcadero Del Mar | North of Picasso Rd Facing North (west side) | 43.0 | 2.2 | not needed possibly old bus stop (no reso) |
| Embarcadero Del Norte | South of El Colegio Road Facing NorthWest (west side) | 71.0 | 3.6 | not needed possibly old bus stop (no reso) |

| | | |
|--|-----------|------|
| Totals: | 1158 | 58.0 |
| Total New Available Spots ~ 20 ft | 52 | |

ATTACHMENT F. ISLA VISTA MASTER PLAN BUILD-OUT CALCULATIONS

Summary. The IVMP build-out parking supply and demand numbers are calculated based on an additional 1,447 residential units⁸ (including 382 units located in the downtown area) and 51,485 sq. ft. of commercial space at build-out. The parking demand for build-out of the IVMP would be 3,156 parking spaces. Factors used for the demand calculation for residential parking include an average occupancy of 3.01 people per unit⁹ and a vehicle ownership rate of 0.70 vehicles per resident. Parking demand for commercial space build-out was calculated using 51,485 sq. ft. of commercial space with an average of vehicle ownership rate of 2.0 per 1000 sq. ft. The existing ratio of parking spaces to retail space in Isla Vista is 0.92 spaces per 1,000 square feet.

Parking Demand Estimates. The following text reviews the parking demand data used for this analysis.

Residential Units. ATE reviewed residential parking demand data presented in the Institute of Transportation Engineers (ITE) Parking Generation report and the Urban Land Institute (ULI)¹⁰ Shared Parking report as part of informational search undertaken to develop reasonable parking demands for the proposed residential units. The ITE¹¹ report shows a peak parking demand rate of 1.46 spaces per unit for apartments and the ULI report shows a peak parking demand rate of 1.65 spaces per rental housing unit.

Data provided by the County from the 2000 U.S. Census report ¹²show that the average occupancy for the residential units in Isla Vista is 3.01 residents per unit. Additional data provided by the County in the IVMP EIR show that the vehicle ownership rate for the Isla Vista area is 0.65 vehicles per resident. Based on these factors, the parking demand rate for residential units in Isla Vista is 1.96 spaces per unit (3.01 X 0.65 = 1.96). The parking demand rates are compared below:

| | |
|--|------------------|
| ITE Apartment Parking Demand Rate | 1.46 Spaces/Unit |
| ULI Rental Housing Parking Demand Rate | 1.65 Spaces/Unit |
| U.S. Census-IV Data Parking Data Rate | 1.96 Spaces/Unit |

As shown, the 1.96-space rate developed from the Isla Vista data is somewhat higher than the rates listed in the ITE and ULI reports. In order to provide a conservative analysis, ATE adjusted the residential rate developed from the Isla Vista data upward by assuming a higher vehicle ownership rate. A vehicle ownership rate of 0.70 was assumed in the analysis, which results in a demand rate of 2.11 spaces/unit (3.01 average occupancy X 0.70 vehicle ownership = 2.11 spaces per unit). This rate is about 8% higher than the 1.96 rate derived from the U.S. Census-IV data and more than 25% higher than rates published by ITE and ULI.

Commercial. The commercial uses in the downtown Isla Vista are unique in that they cater to the student population residing in Isla Vista. The majority of the patrons of the retail facilities walk or ride bikes to the downtown area rather than drive vehicles. Consequently, the parking

⁸ Includes redeveloping existing developed properties.

⁹ A figure consistent with the 2000 Census.

¹⁰ Shared Parking, Urban Land Institute, 2005.

¹¹ Parking Generation, Institute of Transportation Engineers, Third Edition, 2004.

¹² U.S. Census, <http://www.census.gov/>

APPENDIX C. ISLA VISTA ON-STREET PARKING AVAILABILITY

demands associated with the retail facilities in downtown Isla Vista are significantly lower than standard suburban retail stores.

Parking demand estimates for the proposed commercial uses were developed based on parking demand data collected at other downtown locations.¹³ This data showed that the parking demand rate for commercial uses in similar downtown core areas range from 1.75 spaces per 1,000 SQ. FT. to 2.36 spaces per 1,000 SQ. FT., with an average of 2 spaces per 1,000 SQ. FT..

Table C-3 presents the peak parking demand calculations for the proposed IVMP land uses assuming the rates presented above.

TABLE C-3: IVMP PARKING DEMANDS

| Zone | Size | Demand Rate | Required Parking |
|--------------|----------------|------------------------|---------------------|
| Commercial | 51,485 SQ. FT. | 2 spaces/1,000 SQ. FT. | 103 Spaces |
| Residential | 1,447 Units | 2.11 spaces/unit | 3,053 Spaces |
| Total | | | 3,156 Spaces |

(a) Demand rate based on IVMP zoning rates.

The data presented in **Table C-3** above shows that the parking demand forecast for the future uses that could be developed under the IVMP is 3,156 spaces, which assumes the higher vehicle ownership factor (0.70 rather than 0.65) for the residential uses.

Table C-4 indicates parking demand as a result of a theoretical build-out all studio, one-bedroom, two-bedroom and three-bedroom units. The highest demand is generated by one-bedroom units.

TABLE C-4: PARKING DEMAND FOR BUILD-OUT BY UNIT TYPE (ALL SAME UNIT TYPE)

| Development Program | Units | Average Occupancy ⁴ | Vehicle Ownership Rate (per person or 1,000 sq. ft.) | Parking Demand |
|---------------------|--------|--------------------------------|--|----------------|
| Residential | | | | |
| Studio | 2,894 | 1.5 | 0.70 | 3039 |
| One-bedroom | 2,192 | 2.13 | 0.70 | 3,268 |
| Two-bedroom | 1,447 | 3.01 | 0.70 | 3,053 |
| Three-bedroom | 965 | 4.51 | 0.70 | 3,047 |
| Commercial | | | | |
| | 51,485 | | 2.0 | 103 |

Parking Supply Estimates. The parking supply for build-out of the IVMP would be 3,339 parking spaces. Supply is calculated based on a projection of 1,065 residential units (not those in mixed-use buildings) with a parking ratio of 2.5 spaces per unit, 382 mixed-use residential units with a parking ratio of 1.5 space per unit (two-bedroom parking requirement), and 51,485 sq. ft. of commercial space with a parking ratio of 2 spaces per 1,000 sq. ft.

¹³ Isla Vista Parking Analysis, Nelson/Nygaard Consulting Associates, November 2004.

TABLE C-5: ZONING ORDINANCE PARKING REQUIREMENTS - PROPOSED ZONING

| Zone | Size | Parking Rate | Required Parking |
|------------------------|----------------|------------------------|-------------------------|
| Downtown - Commercial | 51,485 sq. ft. | 2 spaces/1,000 SQ. FT. | 103 Spaces |
| Downtown - Residential | 382 Units(a) | 1.5 spaces/unit | 573 Spaces |
| Residential Zone | 1,065 Units(a) | 2.5 spaces/unit | 2,663 Spaces |
| Total | | | 3,339 Spaces |

(a) Assumes an average of 2 bedrooms per residential unit.

The **Table C-6** summarizes the parking supply and demand for the IVMP uses.

TABLE C-6: IVMP PARKING SUPPLY AND DEMAND

| Use | Parking Demand | Parking Supply | Parking Surplus/Deficit |
|---------------------------|-----------------------|-----------------------|--------------------------------|
| 51,485 SQ. FT. Commercial | 103 Spaces | 103 Spaces | 0 Spaces |
| 1,447 Residential Units | 3,053 Spaces | 3,236 Spaces | +183 Spaces |
| Total | 3,156 Spaces | 3,339 Spaces | +183 Spaces |

(a) Parking supply based on IVMP proposed zoning ordinance parking standards.

The data presented in **Table C-6** shows that the new parking spaces provided for the IVMP land uses would exceed the forecast demand by 183 parking spaces.

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APPENDIX D. IVMP PARKING AND TRANSIT POLICY UPDATES

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APPENDIX D. IVMP PARKING AND TRANSIT POLICY UPDATES

This Appendix contains the updated text in the Parking and Transit section of the Isla Vista Master Plan (IVMP). The text below shows the changes in strikethrough and underline format. A clean version of the updated IVMP Parking and Transit section is provided in **Appendix D.2**.

D.1 IVMP TEXT UPDATES

Parking and Transit Goal: Develop an effective, efficient multi-modal transportation system for the Isla Vista community. Reduce automobile impact on the community by minimizing automobile dependence and the rate of bicycle and pedestrian-related collisions in Isla Vista.

Parking and Transit Policy 1: In residential neighborhoods, adequate on-street parking should be available to serve the needs of Isla Vista residents ~~residents should have priority use of existing on-street parking spaces.~~ 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~~ The RDA, working with County agencies, shall conduct on-street parking availability surveys to assess the adequacy of available on-street parking within the Plan Area. ~~shall establish a residential parking permit program that includes allowances 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 after implementation.~~

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.-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.

Parking and Transit Action 1.2: The County RDA shall research options for remote and community parking lots for vehicle storage.

Parking and Transit Action 1.3: In lieu of meeting the required number of parking spaces within the Community Mixed Use Zone, the County shall amend Article II (Coastal Zoning Ordinance) Division 6 (Parking Regulations) Sections 35-107 through 35-110, and Division 17 (Isla Vista Master Plan Overlay District) Section 35-340, to ensure that development projects within the Community Mixed Use Zone do not affect the availability of on-street parking in Isla Vista. Additional mechanisms for satisfying parking are as follows:

1. These strategies may include the following: a car-sharing program provided exclusively for use by building residents; leased off-site parking spaces at UCSB for project residents; a recorded covenant restriction document restricting automobile use and ownership for residential units; utilization of the County's In-Lieu Fee Parking Program, conjunctive use of parking facilities, or additional strategies approved by Planning and Development staff.
2. To ensure that parking provisions for development projects within the Community Mixed Use Zone are adequate to serve the development's approved uses, a Parking Monitoring Program shall be implemented by the applicant. The applicant shall be responsible for providing the following information to Planning and Development staff twice yearly, as applicable:
 - CAR SHARE: Car-sharing vehicle statistics detailing total trips per day for each car, number of unique users and overall frequency of use. The applicant, or

- their successors in interest, shall be responsible for maintaining the Development's use of a car-sharing vehicle for the life of the project.
- RESIDENT OWNERSHIP: The number of the development's residents who own cars located in Isla Vista or UCSB.
 - ON-SITE PARKING: Inventory of development's residents issued parking passes for On-Site parking.
 - OFF-SITE PARKING: Inventory of development's residents issued parking passes for UCSB Lots to be submitted annually to Planning and Development staff and kept on file. The applicant, or their successors in interest, shall be responsible for maintaining the offsite spaces for the life of the project.
 - AUTOMOBILE COVENANT RESTRICTION: (1) The occupant of each residential unit shall sign and record a covenant restriction document restricting automobile use and ownership dependent upon the unit size, consistent with the deed-restriction provisions contained in the project description. Owners/occupants would be prohibited from owning additional vehicles in the Isla Vista/UCSB community unless additional spaces are secured. The covenant document shall include provisions which detail alternative transportation options available in the surrounding community (bus stops, car share, bike routes, etc.). (2) The applicant shall notarize and record a Notice to Property Owner (NTPO) document which outlines the restriction provisions for each individual unit. Copies of the recorded NTPO document(s) shall be provided to Planning and Development staff and kept on file with the twice annual monitoring reports. The covenant restriction document(s) shall be reviewed and approved by County Counsel and Planning and Development staff as to form and content. The applicant shall provide proof of covenant restrictions. Timing: Prior to issuance of Land Use Permits, County Counsel and Planning and Development staff shall review and approve the covenant restriction document(s) as to form and content. Prior to occupancy clearance, the applicant shall notarize and record a Notice to Property Owner (NTPO) document(s) specifying the covenant-restriction provisions for each unit.
 - CONJUNCTIVE USE OF PARKING FACILITIES: The applicant shall state the type of use proposed, time period of operation, and other necessary information to demonstrate that the joint use of parking spaces will not be detrimental to surrounding uses.
3. Modification of Parking Provisions: If it is determined that the parking provisions are inadequate to serve the development's uses, and upon a demonstrated need to require additional parking provisions, a change to the approved Development Plan shall be processed consistent with the County Coastal Zoning Ordinance requirements for Substantial Conformity, Amendments and Revisions. Modifications to the parking provisions could include, but not be limited to, the provision of additional offsite spaces, additional car-sharing vehicle(s) and/or the provision of free MTD bus passes to building residents.

Parking and Transit Policy 2: In the downtown, short-term parking in front of businesses should be available for customers and existing parking constraints in the business district should be alleviated.

Parking and Transit Action 2.1: ~~The County shall~~ RDA shall work with Public Works research and where feasible provide new on-street parking spaces in downtown Isla Vista.

Parking and Transit Action 2.2: The ~~County shall~~ ~~RDA shall coordinate with Planning and Development~~ examine methods such as shared parking or conjunctive use credits for mixed-use projects and/or purchase or lease of private parking lots for public use in downtown.

Parking and Transit Action 2.3: The ~~County~~ ~~RDA~~ shall seek funding sources for the design, construction, and maintenance of potential public parking facilities within Isla Vista.

Parking and Transit Action 2.4: Funds generated by parking meters and parking programs shall stay within the ~~Plan Project Area~~ and be used to implement projects and programs identified in the master plan.

Parking and Transit Policy 3: Public transit options should be frequent, reliable and rapid, providing all-day services to make public transit more attractive than driving for most Isla Vista residents

Parking and Transit Action 3.1: The ~~County~~ ~~RDA, working with Public Works,~~ shall continue discussions with the Metropolitan Transportation District (MTD) to increase frequencies on and simplify key routes serving Isla Vista, extend service later into the evening and night, and locate potential future MTD bus stops

Parking and Transit Action 3.2: The ~~RDA~~ ~~County~~ shall study funding mechanisms to provide reduced rate transit passes to all Isla Vista residents.

Parking and Transit Action 3.3: The ~~RDA~~ ~~County~~ shall encourage MTD and Amtrak to provide timely shuttle service between the Santa Barbara and Goleta Amtrak stations, the Santa Barbara Airport and Isla Vista, especially during and around UCSB quarter breaks.

Parking and Transit Action 3.4: The ~~RDA~~ ~~County~~ should work with MTD and the Santa Barbara County Association of Governments to seek funding to improve the Goleta train station at the La Patera site that will be easily accessible to the Isla Vista community.

Parking and Transit Policy 4: Car sharing should be studied in the community to reduce the number of automobiles in Isla Vista and to provide residents with a reasonable alternative to owning a car. **Completed**

Parking and Transit Action 4.1: The ~~County~~ ~~RDA~~ shall research and, if feasible, establish a funding source to subsidize start-up costs for a car-sharing program in Isla Vista. **Completed**

Parking and Transit Action 4.2: The ~~County~~ ~~RDA and Planning and Development~~ should research and, if feasible, encourage car-sharing firms to establish in Isla Vista, on the UCSB campus, and in the surrounding community. **Completed**

Parking and Transit Action 4.3: If a car sharing program is implemented, their vehicles shall be exempted from parking permit expenses. **Completed**

Car Ownership in Isla Vista

Car ownership in Isla Vista is relatively high. About 80% of all adult residents own a car, a figure similar among students, UCSB staff and faculty, and other residents. Many commuters to UCSB park in Isla Vista during the day and walk or bike to campus. This

means that many households own two or more vehicles – particularly in the case of undergraduate students, where an average household may own more than four vehicles. Nearly half of Isla Vista residents have a dedicated off-street space and several park on-street.

~~The level of car ownership, coupled with at least 350 commuters to UCSB who park in Isla Vista during the day and walk or bike to campus, means parking for residents in Isla Vista is often scarce, particularly on the east side. While nearly half of Isla Vista residents have a dedicated off street space and 14% park on street, many others have to squeeze their cars into front yards and generally need to move other parked vehicles to get in and out, as illustrated below.~~

Increase Supply

~~While major increases in parking supply can only be achieved through building parking structures, there is potential to add new on street spaces in the following locations:~~

- ~~• El Colegio Road: Parking on the street could be provided as part of a street rebuild. On street parking will also provide a buffer between pedestrians and traffic.~~
- ~~• Embarcadero Loop: The option of allowing parking on the interior of the Loop was examined and rejected due to concerns regarding negative impacts to bicycle circulation and safety.~~
- ~~• Pardall Road: About 23 spaces can be gained by minimizing red curbs.~~

On-street parking availability in Isla Vista has increased by 31% over a 10-year period. The IVMP EIR was drafted in 2004 and used a total of 2,684 legal, on-street parking spaces for its parking analysis. As of August 2013, according to the Santa Barbara County Public Works Department and a Fehr & Peers parking survey, there were approximately a total of 3,522 legal, on-street parking spaces in Isla Vista.

Additional spaces can also be obtained in existing lots, particularly private lots in the commercial core that are often under-utilized. Around 250 spaces can be created through negotiating for shared use of these surplus spaces. In particular, the Isla Vista Theatre lot, generally used only during the evenings, could be converted into a short-term pay lot, generating about 50 spaces.

County-owned surface parking lots have added 60 off-street spaces that are available to the public:

- **Downtown Solar Car Park** – The County completed construction of the surface parking lot on Embarcadero del Mar on October 2009. The public parking lot serves the residential and commercial needs of downtown Isla Vista and contains 45 spaces, including two handicap spaces. The lot is metered using a pay and display system. The meter fee structure was developed to complement pay parking on the UCSB campus while prioritizing short-term day use parking options for residents and visitors to the Isla Vista commercial district.
- **Embarcadero Loop** – Approximately 15 off-street parking spaces are available for coastal access parking at the bottom of the Embarcadero Loop on either side of the intersection with El Embarcadero. These are un-timed, “first come, first served” spaces about two blocks from the El Embarcadero coastal access point.

Since 2008, Public Works has embarked on a strategy to identify and remove illegal red curbs painted by residents and business owners, in addition to removing red curbs associated with abandoned MTD bus stops in Isla Vista. Between 2008 and 2013, a total of approximately 36 new on-street parking spaces were created through the removal of the following red curbs:

- Removal of illegal red curbs, creating 18 new on-street parking spaces; and
- Removal of six abandoned MTD bus stops, creating approximately 18 new on-street parking spaces.

A similar effort to remove red curb created an additional 34 new on-street parking spaces, including 20 spaces on Del Playa, which also help to increase coastal access parking.

As a result, there has been an increase in on-street parking spaces since 2004 by 31% (approximately 838 spaces); many of these spaces are the result of improved parking survey techniques. Furthermore IVMP build-out increases the amount of available on-site parking by 183 spaces when comparing future parking supply verses parking demand.

Residential Permit Parking Controls

A residential permit parking program prioritizes on-street spaces for residents and merchants. While it does not guarantee a space for a permit holder, permit parking helps to improve availability by excluding commuters and others who compete for space with Isla Vista residents. Together with parking meters, ~~residential~~ permits will mean that UCSB commuters will have difficulty parking in Isla Vista unless they purchase daily permits ~~(see below)~~, freeing up additional spaces in the community.

The Santa Barbara County Code, Chapter 23B, Section 23B-15 contains information on the establishment of a permit parking program if warranted within the Isla Vista area. However, a permit parking program if warranted would not be established until on-street parking surveys show a parking vacancy rate below 15% for five consecutive UCSB Quarters, per Parking and Transit Action 1.1

~~be implemented in Isla Vista as soon as possible. Potentially, fees could vary by season with summer permits cheaper or free. In addition, the fee for permits could vary by number of permits purchased per unit or per legal bedroom.~~

Establish Daily Parking Permits

~~The residential parking control program should make daily permits available to non-residents. The price of these permits should roughly resemble UCSB rates. They can be "scratch off" pre printed permits where the user scratches off the expired date and writes in the new one for which the permit is valid, just like a lottery ticket; or they can be "pay and display" machines located in strategic areas around Isla Vista. In order to control nighttime parking issues, the permits could be required on a 24 hour basis.~~

Parking Controls for New Development

In 2007, the County Board of Supervisors passed Ordinance 4650, which established an In-Lieu Fee Parking Program within the Community Mixed Use Zone District in the Isla Vista Master Plan area. All properties in the zone district are eligible and are required to

pay a fee for each required parking space associated with the project. These fees are then collected to be used to fund a general public parking program serving the Community Mixed Use Zoning District in Isla Vista.

~~New development will provide on site parking described in the Form Based Regulating Code. A program to establish an in lieu parking fee program will be researched.~~

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**APPENDIX D.2
UPDATED ISLA VISTA MASTER PLAN
SECTION**

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Parking and Transit



Vision Statement

One of Isla Vista's transportation challenges is that it is a small urban community surrounded by suburban development. In typical suburban development cars are the primary, and in many cases only, transportation alternative. In the Goleta Valley housing is generally too spread-out and distant from most destinations to allow for highly effective alternative transportation options. Urban models for transportation typically include a more diverse array of transportation opportunities that serve housing and commercial nodes. While Isla Vista is home to more than 20,000 people, the community is located in the suburban Goleta Valley. The result is that Isla Vista is an urban community constrained by the surrounding suburban transportation choices.

This plan outlines how Isla Vista can strengthen pedestrian-oriented amenities and focus on a transportation model based on moving people, not cars. Key components of this plan include: improving the street network, the management of the quantity and location of parking, the provision of convenient and affordable transit services, car-sharing opportunities, and the improvement of the pedestrian and cyclist environment.

Parking and Transit Goal: Develop an effective, efficient multi-modal transportation system for the Isla Vista community. Reduce automobile impact on the community by minimizing automobile dependence and the rate of bicycle and pedestrian-related collisions in Isla Vista.

Goals & Policies

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.

Parking and Transit Action 1.2: The County shall research options for remote and community parking lots for vehicle storage.

Parking and Transit Action 1.3: In lieu of meeting the required number of parking spaces within the CM Zone, the County shall amend Article II (Coastal Zoning Ordinance) Division 6 (Parking Regulations) Sections 35-107 through 35-110, and Division 17 (Isla Vista Master Plan Overlay District)

Goals & Policies

Section 35-340, to ensure that development projects within the CM Zone do not affect the availability of on-street parking in Isla Vista. Additional mechanisms for satisfying parking are as follows:

1. These strategies may include the following: a car-sharing program provided exclusively for use by building residents; leased off-site parking spaces at UCSB for project residents; a recorded covenant restriction document restricting automobile use and ownership for residential units; utilization of the County's In-Lieu Fee Parking Program; conjunctive use of parking facilities; or additional strategies approved by Planning and Development staff.

2. To ensure that parking provisions for development projects within the CM Zone are adequate to serve the development's approved uses, a Parking Monitoring Program shall be implemented by the applicant. The applicant shall be responsible for providing the following information to Planning and Development staff twice yearly, as applicable:

-CAR SHARE: Car-sharing vehicle statistics detailing total trips per day for each car, number of unique users and overall frequency of use. The applicant, or their successors in interests, shall be responsible for maintaining the Development's use of a car-sharing vehicle for the life of the project.

-RESIDENT OWNERSHIP: The number of the development's residents who own cars located in Isla Vista or UCSB.

-ON-SITE PARKING: Inventory of development's residents issued parking passes for On-Site Parking.

-OFF-SITE PARKING: Inventory of development's residents issued parking passes for UCSB Lots to be submitted annually to Planning and Development staff and kept on file. The applicant, or their successors in interest, shall be responsible for maintaining the offsite spaces for the life of the project.

-AUTOMOBILE COVENANT RESTRICTION: (1) The occupant of each residential unit shall sign and record a covenant restriction document restricting automobile use and ownership dependent upon the unit size, consistent with the deed-restriction provisions contained in the project description. Owners/occupants would be prohibited from owning additional vehicles in the Isla Vista/UCSB community unless additional spaces are secured. The covenant document shall include provisions which detail alternative transportation options available in the surrounding community (bus stops, car share, bike routes, etc.). (2) The applicant shall notarize and record a Notice to Property Owner (NTPO) document which outlines the restriction provisions for each individual unit. Copies of the recorded NTPO document(s) shall be provided to Planning and Development staff and kept on file with the twice annual monitoring reports. The covenant restriction document(s) shall be reviewed and approved by County Counsel and Planning and Development staff as to form and content. The applicant shall provide proof of covenant restrictions. Timing: Prior to issuance of Land Use Permits, County Counsel and Planning and Development staff shall review and approve the covenant restriction document(s) as to form and content. Prior to occupancy clearance, the applicant shall notarize and record a Notice to Property Owner (NTPO) document(s) specifying the covenant-restriction provisions for each unit.

-CONJUNCTIVE USE OF PARKING FACILITIES: The applicant shall state the type of use proposed, time period of operation, and other necessary information to demonstrate that the joint use of parking spaces will not be detrimental to surrounding areas.

3. Modification of parking provisions: If it is determined that the parking provisions are in-

adequate to serve the development’s uses, and upon a demonstrated need to require additional parking provisions, a change to the approved Development Plan shall be processed consistent with the County Coastal Zoning Ordinance requirements for Substantial Conformity, Amendments and Revisions. Modifications to the parking provisions could include, but not be limited to: the provisions of additional off-site spaces, additional car-sharing vehicle(s), and/or the provisions of free MTD bus passes to building residents.

Parking and Transit Policy 2: In the downtown, short-term parking in front of businesses should be available for customers and existing parking constraints in the business district should be alleviated.

Parking and Transit Action 2.1: The County shall research and where feasible provide new on-street parking spaces in downtown Isla Vista.

Parking and Transit Action 2.2: The County shall examine methods such as shared parking or conjunctive use credits for mixed-use projects and/or purchase or lease of private parking lots for public use in downtown.

Parking and Transit Action 2.3: The County shall seek funding sources for the design, construction, and maintenance of potential public parking facilities within Isla Vista.

Parking and Transit Action 2.4: Funds generated by parking meters and parking programs shall stay within the Plan Area and be used to implement projects and programs identified in the master plan.

Parking and Transit Action 2.5: The County shall send letters to the owners of the parking lots identified as potential public lots asking if they would be interested in participating in a public parking program. Where an owner expresses interest, the County shall coordinate permit requirements and procedures, while working with the owner to provide public parking spaces as quickly as possible.

Parking and Transit Policy 3: Public transit options should be frequent, reliable and rapid, providing all-day services to make public transit more attractive than driving for most Isla Vista residents.

Parking and Transit Action 3.1: The County shall continue discussions with the Metropolitan Transportation District (MTD) to increase frequencies on and simplify key routes serving Isla Vista, extend service later into the evening and night, and locate potential future MTD bus stops.

Parking and Transit Action 3.2: The County shall study funding mechanisms to provide reduced rate transit passes to all Isla Vista residents.

Parking and Transit Action 3.3: The County shall encourage MTD and Amtrak to provide timely shuttle service between the Santa Barbara and Goleta Amtrak stations, the Santa Barbara Airport and Isla Vista, especially during and around UCSB quarter breaks.

Parking and Transit Action 3.4: The County should work with MTD and the Santa Barbara County Association of Governments to seek funding to improve the Goleta train station at the La Patera site that will be easily accessible to the Isla Vista community.

Parking and Transit Policy 4: Car sharing should be studied in the community to reduce the number of automobiles in Isla Vista and to provide residents with a reasonable alternative to owning a car.

| |
|----------|
| Complete |
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Goals & Policies

Parking and Transit Action 4.1: The County shall research and, if feasible, establish a funding source to subsidize start-up costs for a car-sharing program in Isla Vista.

Complete

Parking and Transit Action 4.2: The County should research and, if feasible, encourage car-sharing firms to establish in Isla Vista, on the UCSB campus, and in the surrounding community.

Complete

Parking and Transit Action 4.3: If a car sharing program is implemented, their vehicles shall be exempted from parking permit expenses.

Complete

Existing Setting

Isla Vista is home to more than 20,000 people. Many of these people leave the community at least once per day. On average, nearly 36,000 automobiles, 15,000 bicycles, and 8,000¹ pedestrians enter or leave Isla Vista each day. In addition, each weekday more than 2,300 riders begin or end a public transportation trip in Isla Vista.

Parking quantity and availability directly impact all of these modes of travel. Parking management policy has significant implications for a region’s transportation, housing, and economic systems. Abundant free parking provides few incentives for anyone to utilize public transportation, walk, or bike to nearby destinations. At the same time, the more space that is devoted to parking, the less physical space is available for other uses. As parking requirements increase, space for parks, plazas, open space, and housing declines. Often the long-term result of high parking requirements is that housing becomes more expensive and open space more difficult to access.

Although it is often provided at no charge to the user, parking is never free. Free parking is an expense to the community in terms of land value, maintenance, cleaning, and construction costs. “Free” parking simply means that these costs are passed on through rents, the price of goods and infrastructure taxes, and are borne by all consumers – including those who do not drive.

A range of tools are available to manage parking and meet community goals, such as reducing automobile dependency, supporting affordable housing development, and promoting economically healthy retail districts. At present, however, parking in Isla Vista is largely an unregulated free-for-all. Many prime downtown spaces are claimed by UCSB commuters who leave their cars in Isla Vista during the day, restricting the availability of parking to business customers.

¹ ATE traffic and bike counts. Pedestrian number from ratio of bike: pedestrian commuters from UCSB Transportation and Housing Survey, 2:1.

² Assumptions: 30-year loan at 7.5%, \$2 million/acre land value, capital costs per space of \$13,500 (structure), \$30,000 (underground) and \$2,500 (surface).

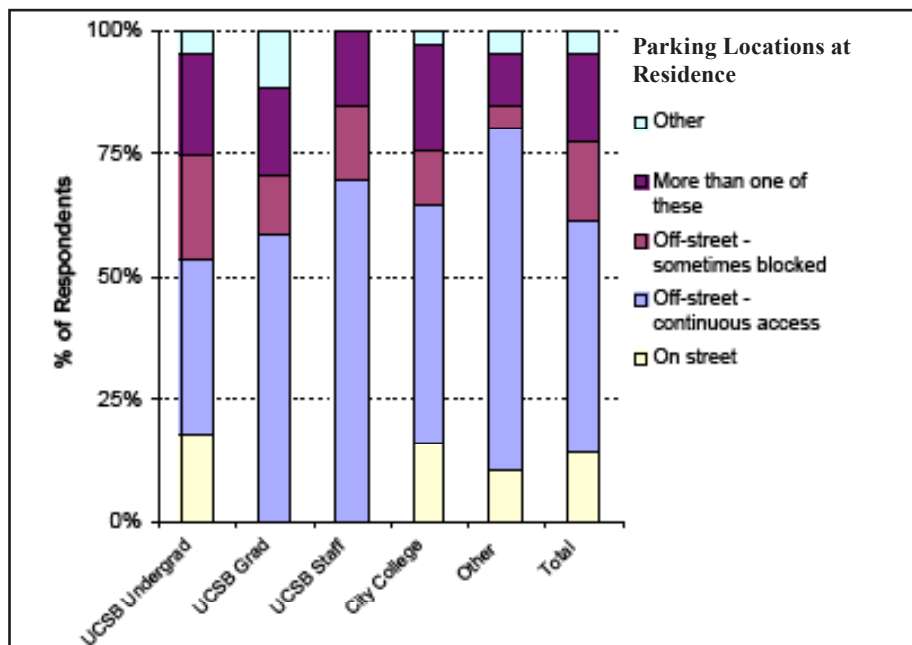
Parking

While some additional spaces can be gained by reconfiguring or introducing on-street parking and by linking private parking lots through public-private partnerships, parking structures can provide additional increases in parking availability. To cover the cost of a parking structure, including land value, monthly parking charges would be roughly \$160-170 for a surface lot or structure, or \$220 for an underground structure.² This means that an appropriate management plan is the key to improving parking availability in Isla Vista. This Plan proposes the following parking management strategies:

- Increase supply where practical by adding curb spaces on streets such as Pardall Road, and by negotiating shared use of private lots
- Prioritize spaces for residents and short-term shoppers, through a Residential Permit Parking program and downtown parking meters
- Expand bicycle parking requirements to ensure secure storage is available for bicycles
- Establish a local district or authority to oversee these programs

Car Ownership in Isla Vista

Car ownership in Isla Vista is relatively high. About 80% of all adult residents own a car, a figure similar among students, UCSB staff and faculty, and other residents. Many commuters to UCSB park in Isla Vista during the day and walk or bike to campus. This means that many households own two or more vehicles – particularly in the case of undergraduate students, where an average household may own more than four vehicles. Nearly half of Isla Vista residents have a dedicated off-street space and several park on-street.



Source: Bilingual telephone survey of Isla Vista residents, April 2002. Sample size 526.

Parking

Increase Supply

On-street parking availability in Isla Vista has increased by 31% over a 10-year period. The IVMP EIR was drafted in 2004 and used a total of 2,684 legal, on-street parking spaces for its parking analysis. As of August 2013, according to the Santa Barbara County Public Works Department as well as a Fehr & Peers parking survey, there were approximately a total of 3,522 legal, on-street parking spaces in Isla Vista.

Additional spaces can also be obtained in existing lots, particularly private lots in the commercial core that are often under-utilized. Around 250 spaces can be created through negotiating for shared use of these surplus spaces. In particular, the Isla Vista Theatre lot, generally used only during the evenings, could be converted into a short-term pay-lot, generating about 50 spaces.

County-owned surface parking lots have added 60 off-street spaces that are available to the public:

- **Downtown Solar Car Park:** The County completed construction of the surface parking lot on Embarcadero del Mar in October 2009. The public parking lot serves the residential and commercial needs of downtown Isla Vista and contains 45 spaces, including two handicap spaces. The lot is metered using a pay and display system. The meter fee structure was developed to complement pay parking on the UCSB campus while prioritizing short-term day use parking options for residents and visitors to the Isla Vista commercial district.
- **Embarcadero Loop:** Approximately 15 off-street parking spaces are available for coastal access parking at the bottom of the Embarcadero Loop on either side of the intersection with El Embarcadero. These are un-timed, “first come, first served” spaces about two blocks from the El Embarcadero coastal access point.

Since 2008, Public Works has embarked on a strategy to identify and remove illegal red curbs painted by residents and business owners, in addition to removing red curbs associated with abandoned MTD bus stops in Isla Vista. Between 2008 and 2013, a total of approximately 36 new on-street parking spaces were created through the removal of the following red curbs:

- Removal of illegal red curbs, creating 18 new on-street parking spaces; and
- Removal of six abandoned MTD bus stops, creating approximately 18 new on-street parking spaces.

A similar effort to remove red curbs created an additional 34 new on-street parking spaces, including 20 spaces on Del Playa, which also help to increase coastal access parking.

As a result, there has been an increase in on-street parking spaces since 2004 by 31% (approximately 838 spaces); many of these spaces are the result of the improved parking survey techniques. Furthermore, IVMP build-out increases the amount of available on-site parking by 183 spaces when comparing future parking supply versus parking demand.

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.

Parking and Transit Action 1.2: The County shall research options for remote and community parking lots for vehicle storage.

Parking and Transit Action 2.5: The County Planning and Development Department shall send letters to the owners of the parking lots identified as potential public lots asking if they would be interested in participating in a public parking program. Where an owner expresses interest, the County shall coordinate with Planning and Development for permit requirements and procedures, while working with the owner to provide public parking spaces as quickly as possible.

Parking

Investigate Parking Permit and Meter Program

Managing on-street parking is an essential element of the Master Plan for the following reasons:

- Improve access to local businesses and improve parking conditions for residents
- Raise money for public transit, bicycle, and pedestrian improvements in order to improve safety, mobility, and social equity
- Achieve the sustainability goals of the community by removing some of the automobile subsidies
- Reduce the number of cars in Isla Vista – both those of residents and commuters to UCSB – helping to achieve the community’s livability goals

At present, on-street parking is heavily subsidized. The value of land under a parking space is \$7,300 or about \$600 a year, while maintenance and operations add about \$100 a year. Charging for parking will help to distribute this subsidy more evenly among motorists, transit users, pedestrians, and cyclists. To maintain community support it is crucial that all revenue should be spent on parking and transportation projects directly benefiting Isla Vista.

The County shall investigate potential parking strategies on an ongoing basis. Parking and Transit Action 1.1 establishes a monitoring and reporting program in Isla Vista. The Coastal Commission will be updated on the on-going parking capacity and vacancy rates in the community annually. If the parking vacancy rate in Isla Vista falls steadily below 15%, the County will pursue a permit parking program.

Parking Meters in the Commercial District

All of the on-street parking in Isla Vista’s commercial core – a total of about 170 spaces including the IVRPD-owned lot at the bottom of the loop – should be converted to metered spaces. IVRPD participation in the downtown parking meter program is encouraged. These spaces would be available for shoppers and others on short-term errands, rather than all-day commuters. It will ensure high turnover and available front-door spaces for businesses, helping to improve the overall accessibility of the downtown district.

Several issues to implement a parking meter strategy:

- Select an appropriate technology. Options include parking meters, or “pay-by-space” or “pay-and-display” systems where one pay station serves around 10 parking spaces.
- Develop maintenance, collections, and enforcement systems. Maintenance and collections may be performed by an existing County department, a new governmental agency, or a private firm.
- Public education is a very important part of adding meters to Isla Vista. A campaign of mailers and public signage will be crucial in educating residents, business owners, and commuters about the new regulations.

Parking and Transit Action 2.1: The County shall research and where feasible provide new on-street parking spaces in downtown Isla Vista.

Parking and Transit Action 2.2: The County shall examine methods such as shared parking or conjunctive use credits for mixed-use projects and/or purchase or lease of private parking lots for public use in downtown.

Parking and Transit Action 2.3: The County shall seek funding sources for the design, construction, and maintenance of potential public parking facilities within Isla Vista.

Parking

Conventional meters are the simplest system to install and have several advantages:

- Conventional meters are the lowest cost option
- The replacement costs for conventional meters are less than for more expensive pay stations
- Conventional meters are the easiest to maintain

“Pay-and-display” and “pay-by-space” are options with several other advantages. Not only are they aesthetically superior to conventional meters, but they have greater collection efficiency, more flexibility to deal with commuter parking, and they may raise more revenue than conventional coin-operated meters. The downside to superior technology, however, is a higher installation cost and a higher future price risk if systems are damaged. This trade-off should be considered carefully. If the advantages of a pay-station system are attractive, the option should be included as an alternative in a Request for Proposals for a downtown parking meter system, allowing individual vendors to voice concerns on cost and security issues.

Residential Permit Parking Controls

A residential permit parking program prioritizes on-street spaces for residents. While it does not guarantee a space for a permit holder, permit parking helps to improve availability by excluding commuters and others who compete for space with Isla Vista residents. Together with parking meters, permits will mean that UCSB commuters will have difficulty parking in Isla Vista unless they purchase daily permits, freeing up additional spaces in the community.

The Santa Barbara County Code, Chapter 23B, Section 23B-15 contains information on the establishment of a permit parking program if warranted within the Isla Vista area. However, a permit parking program would not be established until on-street parking surveys show a parking vacancy rate below 15% for five consecutive UCSB Quarters, per Parking and Transit Action 1.1.

Parking Controls for New Development

In 2007, the County Board of Supervisors passed Ordinance 4650, which established an In-Lieu Fee Parking Program within the Community Mixed Use Zone District in the Isla Vista Master Plan area. All properties in the zone district are eligible and are required to pay a fee for each required parking space associated with the project. These fees are then collected to be used to fund a general public parking program serving the Community Mixed Use Zoning District in Isla Vista.

Bicycle Parking

The gentle topography, interconnected street network, and the proximity of destinations such as UCSB make cycling an ideal way to get around Isla Vista. Bicycle ownership is high, but there is little bike parking – particularly at residences, where bicycles are often leaned haphazardly against stairs or walls and easily stolen.

Parking and Transit Action 1.3: In lieu of meeting the required number of parking spaces within the Plan Area, the County shall amend Article II (Coastal Zoning Ordinance) Division 6 (Parking Regulations) Sections 35-107 through 25-110 to ensure that development projects within the Plan Area do not affect the availability of on-street parking in Isla Vista.

Parking



Despite high bicycle ownership levels, most housing in Isla Vista lacks secure bicycle parking.

New bicycle parking should meet the following standards and existing bike parking should be retrofitted to meet them, particularly in the downtown:

- Bike parking stands should support the bicycle frame and should allow the frame and wheel to be U-locked to the stand
- Bike parking should be easy to use
- Bike parking stands should be bolted to the pavement and difficult to conventionally cut or dismantle

Many cities such as Palo Alto and Portland have detailed design requirements for bicycle parking that could be adapted for Isla Vista.

Streets DevStd 2.2: Commercial development shall include adequate bicycle racks and storage to accommodate both employees and customers. Community parks should also provide sufficient bicycle racks to accommodate park users.

Streets DevStd 2.3: The Form-Based Regulating Code for Isla Vista shall require that all projects in residential zone districts be required to provide two (2) enclosed or unenclosed permanently maintained and secure bicycle storage spaces for each bedroom and/or studio apartment within the development.

Public Transportation



The Metropolitan Transit District (MTD) currently provides transit service in Isla Vista along many different roadways. This Plan proposes centralized bus service routing.

Transit

Better transit service in Isla Vista is the most cost-effective solution to reducing traffic on county streets and regional highways, and improving downtown parking availability. Each day there are roughly 36,000 driving trips into or out of Isla Vista. Nearly two-thirds (or 23,000) of those driving trips by Isla Vista residents are to one of four destinations on primary transit routes: downtown Santa Barbara, UCSB, Santa Barbara City College, and Camino Real Marketplace.

Finding ways to provide and fund more effective transit service for those 23,000 vehicle trips to Santa Barbara, UCSB, Santa Barbara City College, and Camino Real Marketplace could have significant impacts on local and regional transportation networks. Isla Vista's density, demographics and development patterns means that the opportunities to boost transit ridership are far greater than anywhere else in the region.

To provide an attractive alternative to the automobile, transit service must be comprehensive, frequent, and run day and night. Santa Barbara MTD operates six routes in Isla Vista, and while its route structure is basically sound, even the most frequent routes run only every 30 minutes. 12-15 minute frequencies should be implemented to attract riders who have a choice of other travel options.

Parking and Transit Action 3.1: The County shall continue discussions with the Metropolitan Transportation District (MTD) to increase frequencies on and simplify key routes serving Isla Vista, extend service later into the evening and night, and locate potential future MTD bus stops.

Parking and Transit Action 3.2: The County shall study funding mechanisms to provide reduced rate transit passes to all Isla Vista residents.

Parking and Transit Action 3.3: The County shall encourage MTD and Amtrak to provide timely shuttle service between the Santa Barbara and Goleta Amtrak stations, the Santa Barbara Airport and Isla Vista, especially during and around UCSB quarter breaks.

Car-Sharing Program



Car-sharing in Isla Vista

Complete

While car ownership in Isla Vista is relatively high, many residents use their cars infrequently. They may walk or cycle to work and/or school and use their cars only for shopping, errands, and weekend trips.

Coupled with high densities, the mix of land uses, and limited parking availability, Isla Vista for car-sharing has been very successful. The community may represent the best location for car-sharing between the San Francisco Bay Area and Los Angeles.

Car-share programs allow members the option to rent a car on a short-term basis. Members have 24-hour access to a fleet of shared vehicles parked around the neighborhood and pay only by mileage and hours used. Car-sharing allows members to gain the benefits of a private car without the costs and responsibilities of ownership. They book their vehicles by phone or through the Internet and walk to a nearby garage or lot. They are billed at the end of the month.

Car-sharing improves mobility and dramatically reduce vehicle ownership and parking demand. For example, in San Francisco more than half of those who owned a vehicle or vehicles before joining the program, subsequently gave up or sold at least one.

Parking and Transit Action 4.1:

The County shall research and, if feasible, establish a funding source to subsidize start-up costs for a car-sharing program in Isla Vista.

Parking and Transit Action 4.2:

The County should research and, if feasible, encourage car-sharing firms to establish in Isla Vista, on the UCSB campus and in the surrounding community.

Parking and Transit Action 4.3:

If a car sharing program is implemented, their vehicles shall be exempted from parking permit expenses.

Car-Sharing Program

The County and UCSB should work together to establish a car-sharing program in Isla Vista modeled after successful car-share programs in the Bay Area and elsewhere. The County and UCSB should also encourage the establishment of traditional car rental companies in Isla Vista, offering an important complement to car-sharing for longer weekend or week-long trips.

A car-sharing program might start with nine vehicles at three locations in the first year and according to increased demand, may provide more than 25 vehicles at 6 locations after three years. The use of hybrid and alternative fuel vehicles is encouraged. This would bring a car-sharing vehicle within a quarter mile or five minutes walk of most major destinations and residential concentrations in Isla Vista and at UCSB.

A car-sharing operation can be expected to become financially self-sufficient over a period of a few years, meaning that member fees cover the costs of vehicle leases, insurance, maintenance, gas and cleaning. However, such a program entails significant start-up costs to cover installation of the on-board computer and communications system, marketing, and the initial shortfall in revenue while demand builds up to a sustainable level.

It should be noted that while the car-share programs generally require an initial subsidy to cover start-up costs, studies have shown that more than 65% of car-share members get rid of a car once they join the program. This results in fewer cars parked on the street. The public investment in the program can be thought of as an alternative to building parking structures.

Catalyst Projects

- Residential parking permit program
- Daily parking permits
- Downtown parking meters
- Parking & Transportation Entity formation
- Car-sharing program Complete
- A simplified routing structure that will run bus lines on El Colegio Road, Camino Corto to Embarcadero del Norte via Abrego Road, Camino Del Sur, Camino Pescadero, Sabado Tarde Road, Segovia Road, and Ocean Road Complete
- Fast, frequent transit service on Sabado Tarde Road and El Colegio Road, a minimum of 15 minute frequency all-day, and connections to Camino Real Marketplace, UCSB, Santa Barbara City College, and downtown Santa Barbara Complete
- A new bus-only gate at Ocean Road, allowing the Sabado Tarde route to connect to campus Complete
- Later transit service – connecting to Camino Real, UCSB, and downtown Santa Barbara until at least 11 PM most nights and 2 AM Friday and Saturday Complete
- Reduced fee transit passes to all Isla Vista residents, much like the City of Boulder’s neighborhood-wide EcoPass
- Improved transit marketing, including clear branding of frequent and express transit service

APPENDIX E. ARTICLE II ORDINANCE

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ORDINANCE NO. _____

AN ORDINANCE AMENDING ARTICLE II, THE SANTA BARBARA COUNTY COASTAL ZONING ORDINANCE, OF CHAPTER 35, ZONING, OF THE COUNTY CODE, BY AMENDING DIVISION 1, GENERAL, DIVISION 4, ZONING DISTRICTS, DIVISION 12, ADMINISTRATION, AND BY ADDING A NEW DIVISION 17 TITLED "ISLA VISTA MASTER PLAN OVERLAY," AND BY AMENDING THE COUNTY ZONING MAP BY REZONING CERTAIN LOTS TO APPLY THE NEW MIXED RESIDENTIAL DESIGN AND COMMUNITY MIXED USE ZONES, TO IMPLEMENT THE ISLA VISTA MASTER PLAN AND MAKE OTHER MINOR MODIFICATIONS, AND BY APPLYING THE ISLA VISTA MASTER PLAN OVERLAY TO THE ISLA VISTA MASTER PLAN AREA.

Case Nos. 15ORD-00000-00009 & 15RZN-00000-00006

The Board of Supervisors of the County of Santa Barbara, State of California, ordains as follows:

SECTION 1:

DIVISION 12, Administration, of ARTICLE II, the Santa Barbara County Coastal Zoning Ordinance, of Chapter 35, Zoning, of the Santa Barbara County Code, is amended to add the following section within Section 35-184.6, Findings Required for Approval:

Section 35-184. Board of Architectural Review

Section 35-184.6 Findings Required for Approval

13. Plans for new or altered structures will be in compliance with the Downtown Isla Vista Design Guidelines, as applicable.

SECTION 2:

ARTICLE II, the Santa Barbara County Coastal Zoning Ordinance, of Chapter 35, Zoning, of the Santa Barbara County Code, is amended to add a new Division 17 titled "Isla Vista Master Plan Overlay District," to read as follows:

DIVISION 17 ISLA VISTA MASTER PLAN (IVMP) OVERLAY DISTRICT

Section 35-300. Purpose and Intent.

The purpose of the Isla Vista Master Plan overlay is to implement the Isla Vista Master Plan by providing for specific land uses and development standards within the Isla Vista area. The intent of this overlay is to promote development within the Isla Vista community that will create a vibrant and attractive area and improve the residents' quality of life.

Section 35-310. Applicability and District Boundaries.

- A. The provisions of this overlay shall apply to that portion of Santa Barbara County that is delineated as the Isla Vista Planning Area in the Isla Vista Master Plan (see Chapter 1: Introduction, Local Setting).

B. The provisions of this overlay apply to development and land uses in addition to all other applicable requirements of this Article. If conflicts occur between the provisions and requirements of this overlay and any other provision of this Article or between the provisions and requirements of this overlay and the County Code, the provisions and requirements of this overlay shall control.

Section 35-320. Zones Established.

A. The following zones are established by this Division for application to property as part of this Division:

1. **Community Mixed Use (CM) zone.** The CM zone is applied to the commercial core within the Isla Vista area to promote a vibrant pedestrian and bicycle-oriented commercial area comprised of community-serving retail commercial uses on the ground floor street frontage with offices and housing above and behind, and high quality public spaces.
 - a. Property subject to the CM zone shall be denoted as CM on the Goleta Community Plan Zoning Southern District Zoning Map.
 - b. The CM zone shall be considered to be a commercial zone, and lots designated as CM shall be considered to be commercially zoned as that term is used in this Article.
2. **Mixed Residential Design (MRD) zone.** The MRD zone is applied to areas within the IVMP Overlay to provide high quality housing at densities that allow for the efficient utilization of land and to encourage the provision of affordable and workforce housing.
 - a. Property subject to the MRD zone shall be denoted as MRD on the Goleta Community Plan Zoning Southern District Zoning Map.
 - b. The MRD zone shall be considered to be a residential zone, and lots designated as MRD shall be considered to be residentially zoned as that term is used in this Article.

Section 35-330. Allowable Development and Permit Requirements.

A. **Allowed land uses.** Tables 17-1 through 17-3 (Allowed Land Uses and Permit Requirements for the CM and MRD Zones), and Table 17-4 (Temporary Uses and Permit Requirements for the CM and MRD Zones), below, identify the uses of land allowed by the IVMP Overlay, and the planning permit required to establish each use, in compliance with Division 11 (Permit Procedures).

1. **Establishment of an allowable use.** Any land use identified by Tables 17-1 through 17-3 (Allowed Land Uses and Permit Requirements for the CM and MRD Zones), and Table 17-4 (Temporary Uses and Permit Requirements for the CM and MRD Zones) as being allowable within a specific zone may be established on any lot within that zone, subject to the planning permit requirements of Subsection B. (Permit requirements) below, and compliance with all applicable requirements of this Article.
2. **Use not listed.**
 - a. A land use not shown on Tables 17-1 through 17-3 (Allowed Land Uses and Permit Requirements for the CM and MRD Zones), and Table 17-4 (Temporary Uses and Permit Requirements for the CM and MRD Zones) is not allowed except as otherwise provided in this Division including Section 35-330.A.3 (Similar and compatible uses may be allowed), below.

b. Land uses allowed by other Divisions of this Article that are not included in Tables 17-1 through 17-3 (Allowed Land Uses and Permit Requirements for the CM and MRD Zones), and Table 17-4 (Temporary Uses and Permit Requirements for the CM and MRD Zones) are not allowed except as otherwise provided in this Division including Section 35-330.A.3 (Similar and compatible uses may be allowed), below.

3. Similar and compatible use may be allowed. The Planning Commission may determine that a proposed use not listed in Tables 17-1 through 17-3 (Allowed Land Uses and Permit Requirements for the CM and MRD Zones) may be allowed in compliance with the following:

a. **Application contents.** An application for a Use Determination shall be submitted in compliance with Section 35-57A (Application Preparation and Filing).

b. **Environmental review.** After receipt of an application for a Use Determination, the Department shall review the application in compliance with the requirements of the California Environmental Quality Act.

c. **Public hearing required.** The Planning Commission shall hold at least one noticed public hearing on the requested Use Determination and approve, conditionally approve, or deny the request.

d. **Notice required.** Notice of the time and place of the hearing shall be given and the hearing shall be conducted in compliance with Section 35-181 (Noticing).

e. **Action subject to appeal.** The action of the Planning Commission is final subject to appeal in compliance with Section 35-182 (Appeals).

f. **Findings required for approval.** A Use Determination application shall be approved or conditionally approved only if the Planning Commission first finds that the proposed use is important to the daily (frequent) needs of residents in the surrounding area and important to the shopping needs of the community.

g. **Applicable standards and permit requirements.** When the Planning Commission determines that a proposed but unlisted use is similar to a listed allowable use, the proposed use will be treated in the same manner as the listed use in determining what permits are required, and what other standards and requirements of this Article apply.

B. Permit requirements. Proposed development and land uses shall comply with the following permit requirements, in addition to the requirements of a Building Permit or other permit required by the County Code.

1. General planning permit requirements. The land uses identified in Tables 17-1 through 17-3 (Allowed Land Uses and Permit Requirements for the CM and MRD Zones), and Table 17-4 (Temporary Uses and Permit Requirements for the CM and MRD Zones) provide for land uses that are:

a. Permitted subject to compliance with all applicable provisions of this Article, subject to first obtaining a Coastal Development Permit in compliance with Section 35-169 (Coastal Development Permits) or a Land Use Permit in compliance with Section 35-178 (Land Use Permits) as applicable.

(1) Permitted uses are shown as either “PP” which denotes a Principal Permitted Use or “P” which denotes a non-principal Permitted Use.

- (a) An action by a decision-maker to approve or conditionally approve a permit application for a use other than a Principal Permitted Use may be appealed to the Coastal Commission in compliance with Section 35-182 (Appeals).
- b. Allowed subject to the approval of a Minor Conditional Use Permit in compliance with Section 35-172 (Conditional Use Permits) and shown as "MCUP" uses in the tables. An application for a Coastal Development Permit shall be processed concurrently and in conjunction with the application for the Minor Conditional Use Permit.
- c. Allowed subject to the approval of a Conditional Use Permit in compliance with Section 35-172 (Conditional Use Permits) and shown as "CUP" uses in the tables. An application for a Coastal Development Permit shall be processed concurrently and in conjunction with the application for the Conditional Use Permit.
- d. Allowed as an exempt use as listed in Section 35-169 (Coastal Development Permits) or shown as "E" uses in the tables. The exempt use or structure is exempt only if it is in compliance with the requirements of Section 35-169 (Coastal Development Permits).
- e. Allowed subject to the type of County approval required by a specific provision of this Article and shown as "S" uses in the tables.
- f. Not allowed in particular zones and shown as "—" in the tables. Use may be subject to a similar use determination in compliance with Subsection A.3 (Similar and compatible use may be allowed) above.
- g. Where the last column ("Specific Use Regulations") in Tables 17-1 through 17-3 (Allowed Land Uses and Permit Requirements for the CM and MRD Zones) and Table 17-4 (Temporary Uses and Permit Requirements for the CM and MRD Zones) includes a Section number, the referenced Section may affect whether the use requires a Coastal Development Permit, Development Plan, or Major or Minor Conditional Use Permit, and/or may establish other requirements and standards applicable to the use.

C. Development Plan approval required. Development Plan approval in compliance with Section 35-174 (Development Plans) is required prior to the approval of a Coastal Development Permit or Land Use Permit as follows.

- 1. CM zone.** Final Development Plan approval is required for buildings and structures that total 7,000 or more square feet in gross floor area or where onsite buildings and structures and outdoor areas designated for sales or storage total 20,000 square feet or more.
- 2. MRD zone.** Final Development Plan approval is required for all development, including grading, and additions to existing development, that results in more than four "density unit equivalents" in compliance with Section 35-350 (MRD Zone Development Standards), including when added to any existing development on the site.

D. Design review required. Design review in compliance with Section 35-184 (Board of Architectural Review) is required for all development subject to this Division.

E. Accessory uses and structures. Each use allowed by Tables 17-1 through 17-3 (Allowed Land Uses and Permit Requirements for the CM and MRD Zones) may include accessory uses and structures that are customarily incidental to the principal use.

1. Within the MRD zone such accessory uses and structures when accessory to dwellings are for the exclusive use of the residents of the site and their guests and shall not involve a commercial enterprise on the site.

F. Animal keeping (household pets).

1. Standards. Household pets shall be kept in compliance with the following standards:

- a. The keeping of household pets shall be accessory to a residential use of a dwelling located on the lot where the animal keeping occurs.
- b. There shall be no more than three dogs permitted on a single lot.
- c. Such animals are for the domestic use of the residents of the lot only and are not kept for commercial purposes.
- d. The keeping of such animals shall not be injurious to the health, safety or welfare of the neighborhood and does not create offensive noise or odor as determined by the Director after advice from the Public Health Department.
- e. Enclosures for such animals shall be located no closer than 25 feet to any dwelling located on another lot.
- f. No rooster or peacock shall be kept or raised on the lot.

2. Accessory structures. Buildings, and structures accessory and customarily incidental to the keeping of household pets may be allowed in compliance with the standards of the applicable zone and this Article.

G. Signs and advertising structures. Signs and advertising structures that are accessory to a use allowed in the CM and MRD zones may be allowed in compliance with Section 35-138 (Signs and Advertising Structures).

| | | | |
|--|--------------------------------|--|---------------------------------|
| Table 17-1 Allowed Land Uses and Permit Requirements for the CM and MRD Zones | <u>E</u> | <u>Allowed use, no permit required (Exempt)</u> | |
| | <u>PP</u> | <u>Principal Permitted use, Coastal Permit required (2)</u> | |
| | <u>P</u> | <u>Permitted use, appealable Coastal Permit required (2)</u> | |
| | <u>MCUP</u> | <u>Minor Conditional Use Permit required</u> | |
| | <u>CUP</u> | <u>Major Conditional Use Permit required</u> | |
| | <u>S</u> | <u>Permit determined by Specific Use Regulations</u> | |
| | <u>=</u> | <u>Use Not Allowed</u> | |
| <u>LAND USE (1)</u> | <u>PERMIT REQUIRED BY ZONE</u> | | <u>Specific Use Regulations</u> |
| | <u>CM</u> | <u>MRD</u> | |

AGRICULTURAL, MINING, & ENERGY FACILITIES

| | | | |
|---|----------|-------------|-----------------|
| <u>Agriculture (3)</u> | <u>=</u> | <u>MCUP</u> | |
| <u>Animal keeping (household pets)</u> | <u>E</u> | <u>E</u> | <u>35-330.F</u> |
| <u>Greenhouse - commercial or noncommercial, 300 sf or less (4)</u> | | <u>MCUP</u> | |
| <u>Wildlife species rehabilitation</u> | <u>E</u> | <u>E</u> | <u>35-144.H</u> |

INDUSTRY, MANUFACTURING & PROCESSING, WHOLESALING

| | | | |
|--|-------------|----------|--|
| <u>Recycling - Small collection center, non-profit</u> | <u>MCUP</u> | <u>=</u> | |
| <u>Recycling - Large collection center</u> | <u>CUP</u> | <u>=</u> | |

RECREATION, EDUCATION & PUBLIC ASSEMBLY USES

| | | | |
|---|-------------|------------|--|
| <u>Commercial entertainment - Indoor</u> | <u>MCUP</u> | <u>=</u> | |
| <u>Community center</u> | <u>CUP</u> | <u>CUP</u> | |
| <u>Fitness/health club or facility</u> | <u>PP</u> | <u>=</u> | |
| <u>Library</u> | <u>CUP</u> | <u>CUP</u> | |
| <u>Meeting facility, public or private</u> | <u>CUP</u> | <u>CUP</u> | |
| <u>Meeting facility, religious</u> | <u>CUP</u> | <u>CUP</u> | |
| <u>Meeting room accessory to organizational house</u> | <u>=</u> | <u>CUP</u> | |
| <u>Museum</u> | <u>CUP</u> | <u>=</u> | |
| <u>Park, playground - Public</u> | <u>P</u> | <u>P</u> | |
| <u>Private residential recreation facility</u> | <u>P</u> | <u>PP</u> | |
| <u>School</u> | <u>CUP</u> | <u>CUP</u> | |
| <u>School – Business, Professional, or Trade</u> | <u>CUP</u> | <u>=</u> | |
| <u>Studio - Art, dance, martial arts, music, etc</u> | <u>PP</u> | <u>=</u> | |
| <u>Theater - Indoor</u> | <u>PP</u> | <u>=</u> | |
| <u>Theater - Outdoor</u> | <u>CUP</u> | <u>=</u> | |

Notes:

- (1) See Division 2 (Definitions) for land use definitions.
- (2) Development Plan approval may also be required; see Section 35-330.C.
- (3) Limited to orchards, truck and flower gardens, and the raising of field crops, provided there is no sale on the property of products produced.
- (4) Greenhouse structures shall be used only for the propagation and cultivation of plants, and no advertising sign, commercial display room, or sales stand shall be maintained in association with the greenhouse.

| <p>Table 17-2</p> <p>Allowed Land Uses and Permit Requirements for the CM and MRD Zones</p> | <p><u>E</u> Allowed use, no permit required (Exempt)</p> <p><u>PP</u> Principal Permitted use, Coastal Permit required (2)</p> <p><u>P</u> Permitted use, appealable Coastal Permit required (2)</p> <p><u>MCUP</u> Minor Conditional Use Permit required</p> <p><u>CUP</u> Major Conditional Use Permit required</p> <p><u>S</u> Permit determined by Specific Use Regulations</p> <p><u>=</u> Use Not Allowed</p> | | | | | |
|---|---|--------------|--------------------------|--|--------------------------|----|
| | <table border="1"> <thead> <tr> <th rowspan="2">LAND USE (1)</th> <th colspan="2">PERMIT REQUIRED BY ZONE</th> <th rowspan="2">Specific Use Regulations</th> </tr> <tr> <th>CM</th> <th>MRD</th> </tr> </thead> </table> | LAND USE (1) | PERMIT REQUIRED BY ZONE | | Specific Use Regulations | CM |
| LAND USE (1) | PERMIT REQUIRED BY ZONE | | Specific Use Regulations | | | |
| | CM | MRD | | | | |

RESIDENTIAL USES

| LAND USE (1) | CM | MRD | Specific Use Regulations |
|---|------|--------|--------------------------|
| <u>Dwelling, one-family</u> | = | PP (3) | |
| <u>Dwelling, two-family</u> | = | PP | |
| <u>Dwelling, multiple</u> | = | PP | |
| <u>Emergency shelter</u> | CUP | CUP | |
| <u>Home occupation</u> | P | P | 35-121 |
| <u>Mixed use development residential component</u> | P | = | |
| <u>Mobile home park</u> | = | CUP | |
| <u>Organizational house (sorority, monastery, etc.)</u> | | CUP | |
| <u>Residential accessory use or structure</u> | P | PP | 35-119 |
| <u>Single room occupancy facility (SRO)</u> | = | PP | |
| <u>Special care home, 7 or more clients</u> | MCUP | MCUP | 35-143 |

RETAIL TRADE

| LAND USE (1) | CM | MRD | Specific Use Regulations |
|---|--------|-----|--------------------------|
| <u>Auto and vehicle sales and rental</u> | PP | = | |
| <u>Automobile service station</u> | CUP | = | |
| <u>General retail</u> | PP (4) | = | |
| <u>Grocery and specialty food store</u> | PP (4) | = | |
| <u>Mini-mart/Convenience store</u> | PP (4) | = | |
| <u>Restaurant, café, coffee shop - Indoor and outdoor</u> | PP (5) | = | |
| <u>Swap meet</u> | MCUP | = | |
| <u>Visitor-serving commercial</u> | PP | = | |

SERVICES

| LAND USE (1) | CM | MRD | Specific Use Regulations |
|--|------|------|--------------------------|
| <u>Bank, financial services - Branch facility</u> | PP | = | |
| <u>Charitable or philanthropic organization</u> | P | CUP | |
| <u>Large family day care home</u> | P | P | 35-143 |
| <u>Small family day care home</u> | P | E | 35-143 |
| <u>Child care center, Non-residential</u> | PP | MCUP | 35-143 |
| <u>Child care center, Non-residential, accessory</u> | PP | P | 35-143 |
| <u>Child care center, Residential</u> | MCUP | MCUP | 35-143 |
| <u>Hotel or motel</u> | MCUP | = | |
| <u>Clinic</u> | PP | = | |
| <u>Music recording studio</u> | MCUP | = | |
| <u>Office - Business/service</u> | PP | = | |
| <u>Office - Professional/administrative</u> | PP | = | |
| <u>Personal services</u> | PP | = | |
| <u>Repair service - Equipment, appliances, etc. - Indoor</u> | PP | = | |
| <u>Vehicle services – Minor maintenance/repair</u> | PP | = | |

Notes:

- (1) See Division 2 (Definitions) for land use definitions.
- (2) Development Plan approval may also be required; see Section 35-330.C.
- (3) One-family dwelling may be a mobile home on a permanent foundation, see Section 35-141.
- (4) Limited to establishments that supply commodities to meet the day-to-day needs of the residents in the neighborhood.
- (5) May include beer brewing and wine making provided (a) the area devoted to beer brewing and wine making, including the area devoted to equipment and storage of materials and supplies, does not exceed 50 percent of the interior floor area of the primary business, and (b) the product is primarily sold for on-site consumption.

| | | |
|---|---|--------------------------------|
| Table 17-3 <u>Allowed Land Uses and Permit Requirements for the CM and MRD Zones</u> | <u>E</u> <u>Allowed use, no permit required (Exempt)</u> <u>PP</u> <u>Principal Permitted use, Coastal Permit required (2)</u> <u>P</u> <u>Permitted use, appealable Coastal Permit required (2)</u> <u>MCUP</u> <u>Minor Conditional Use Permit required</u> <u>CUP</u> <u>Major Conditional Use Permit required</u> <u>S</u> <u>Permit determined by Specific Use Regulations</u> <u>=</u> <u>Use Not Allowed</u> | |
| | <u>LAND USE (1)</u> | <u>PERMIT REQUIRED BY ZONE</u> |
| <u>CM</u> | | <u>MRD</u> |

TRANSPORTATION, COMMUNICATIONS & INFRASTRUCTURE

| | | | |
|--|-------------|-------------|------------------------------|
| <u>Drainage channel, water course, storm drain less than 20,000 sf</u> | <u>P</u> | <u>P</u> | |
| <u>Drainage channel, water course, storm drain 20,000 sf or more</u> | <u>MCUP</u> | <u>MCUP</u> | |
| <u>Electrical substation - Minor (3)</u> | <u>MCUP</u> | <u>MCUP</u> | |
| <u>Electrical transmission line (4) (5)</u> | <u>MCUP</u> | <u>CUP</u> | |
| <u>Flood control project less than 20,000 sf total area</u> | <u>P</u> | <u>P</u> | |
| <u>Flood control project 20,000 sf or more total area</u> | <u>MCUP</u> | <u>MCUP</u> | |
| <u>Parking facility, commercial, for residential use</u> | <u>PP</u> | <u>MCUP</u> | |
| <u>Parking facility, public or private</u> | <u>MCUP</u> | <u>MCUP</u> | |
| <u>Road, street less than 20,000 sf total area</u> | <u>P</u> | <u>P</u> | |
| <u>Road, street 20,000 sf or more total area</u> | <u>MCUP</u> | <u>MCUP</u> | |
| <u>Sea wall, revetment, groin, or other shoreline structure</u> | <u>=</u> | <u>CUP</u> | |
| <u>Telecommunications facility</u> | <u>S</u> | <u>S</u> | <u>35-144F & 35-144G</u> |
| <u>Utility service line with less than 5 connections (4)</u> | <u>P</u> | <u>P</u> | |
| <u>Utility service line with 5 or more connections (4)</u> | <u>MCUP</u> | <u>MCUP</u> | |

WATER SUPPLY & WASTEWATER FACILITIES

| | | | |
|---|-------------|-------------|--|
| <u>Onsite wastewater treatment system, individual, alternative</u> | <u>MCUP</u> | <u>MCUP</u> | |
| <u>Onsite wastewater treatment system, individual, conventional</u> | <u>PP</u> | <u>PP</u> | |
| <u>Onsite wastewater treatment system, individual, supplemental</u> | <u>PP</u> | <u>PP</u> | |
| <u>Pipeline - Water, reclaimed water, wastewater, less than 20,000 sf</u> | <u>P</u> | <u>P</u> | |
| <u>Pipeline - Water, reclaimed water, wastewater, 20,000 sf or more</u> | <u>MCUP</u> | <u>MCUP</u> | |
| <u>Water or sewer system pump or lift station</u> | <u>P</u> | <u>P</u> | |
| <u>Water system with 1 connection</u> | <u>PP</u> | <u>PP</u> | |
| <u>Water system with 2 to 4 connections</u> | <u>MCUP</u> | <u>MCUP</u> | |
| <u>Water system with 5 or more connections (6)</u> | <u>MCUP</u> | <u>MCUP</u> | |
| <u>Water well, agricultural</u> | <u>=</u> | <u>MCUP</u> | |

Notes:

- (1) See Division 2 (Definitions) for land use definitions.
- (2) Development Plan approval may also be required; see Section 35-330.C.
- (3) Use is subject to the standards of the PU zone.
- (4) Does not include lines outside the jurisdiction of the County.
- (5) Not allowed in the VC overlay.
- (6) Limited to a maximum of 199 connections.

| Table 17-4 <u>Allowed Temporary Uses and Permit Requirements for the CM and MRD Zones</u> | <u>E</u> <u>Allowed use, no permit required (Exempt)</u> <u>PP</u> <u>Principal Permitted use, Coastal Permit required (2)</u> <u>P</u> <u>Permitted use, appealable Coastal Permit required (2)</u> <u>MCUP</u> <u>Minor Conditional Use Permit required</u> <u>CUP</u> <u>Conditional Use Permit required</u> <u>S</u> <u>Permit determined by Specific Use Regulations</u> <u>=</u> <u>Use Not Allowed</u> | | | | | |
|--|---|--------------|--------------------------|--|--------------------------|----|
| | <table border="1"> <tr> <th rowspan="2">LAND USE (1)</th> <th colspan="2">PERMIT REQUIRED BY ZONE</th> <th rowspan="2">Specific Use Regulations</th> </tr> <tr> <th>CM</th> <th>MRD</th> </tr> </table> | LAND USE (1) | PERMIT REQUIRED BY ZONE | | Specific Use Regulations | CM |
| LAND USE (1) | PERMIT REQUIRED BY ZONE | | Specific Use Regulations | | | |
| | CM | MRD | | | | |

TEMPORARY EVENTS

| | | | |
|--|-------------|-------------|------------------------|
| <u>Carnivals, circuses, and similar activities</u> | <u>P</u> | <u>=</u> | <u>35-137.3.2.d</u> |
| <u>Car washes</u> | <u>S</u> | <u>=</u> | <u>35-137.3.2.a</u> |
| <u>Certified farmers market</u> | <u>MCUP</u> | <u>=</u> | |
| <u>Certified farmers market (incidental) (2)</u> | <u>CUP</u> | <u>CUP</u> | |
| <u>Charitable functions</u> | <u>S</u> | <u>S</u> | <u>35-137</u> |
| <u>Mobile vendors</u> | <u>MCUP</u> | <u>=</u> | |
| <u>Public assembly events in facilities; event consistent</u> | <u>E</u> | <u>E</u> | <u>35-137.3.1.d.5)</u> |
| <u>Public property</u> | <u>E</u> | <u>E</u> | <u>35-137.3.1.d.6)</u> |
| <u>Reception and similar gathering facilities (commercial)</u> | <u>MCUP</u> | <u>MCUP</u> | <u>35-137.3.3.a</u> |
| <u>Seasonal sales lots</u> | <u>P</u> | <u>P</u> | <u>35-137.3.2.f</u> |
| <u>Spectator entertainment facilities</u> | <u>MCUP</u> | <u>=</u> | <u>35-137.3.3.d</u> |
| <u>Swap meet</u> | <u>CUP</u> | <u>=</u> | |

TEMPORARY DWELLINGS

| | | | |
|---|-------------|-------------|--------------------|
| <u>Trailer (watchman during construction)</u> | <u>P</u> | <u>P</u> | <u>35-132.3</u> |
| <u>Trailer (dwelling after destruction of dwelling)</u> | <u>PP</u> | <u>PP</u> | <u>35-132.8.11</u> |
| <u>Trailer (dwelling during construction of new dwelling)</u> | <u>PP</u> | <u>PP</u> | <u>35-132.5</u> |
| <u>Trailer (watchman)</u> | <u>MCUP</u> | <u>MCUP</u> | <u>35-132.4</u> |

TEMPORARY OFFICE/STORAGE

| | | | |
|---|-------------|-------------|------------------------|
| <u>Trailer (accessory to permanent building)</u> | <u>MCUP</u> | <u>MCUP</u> | <u>35-132.6.1</u> |
| <u>Trailer (air quality monitoring station)</u> | <u>MCUP</u> | <u>MCUP</u> | <u>35-132.6.1</u> |
| <u>Trailer (construction office, shop, storage, etc.)</u> | <u>S</u> | <u>S</u> | <u>35-132.2</u> |
| <u>Trailer (mobile communications temporary facility)</u> | <u>P</u> | <u>P</u> | <u>35-137.3.1.d.4)</u> |
| <u>Trailer (storage as accessory to dwelling)</u> | <u>E</u> | <u>E</u> | <u>35-132.8.10</u> |

Notes:

- (1) See Division 2 (Definitions) for land use definitions.
- (2) Incidental to a religious meeting facility, school or governmental or philanthropic institution.
- (3) Limited to the sale of fresh fruit, vegetables and flowers from a motor vehicle not affixed to the ground and commodities from a vendor stand not affixed to the ground.

Section 35-340. CM Zone Development Standards.

Proposed development and new land uses within the CM zone shall comply with the following standards, in addition to all other applicable standards in this Article.

A. General standards. Development within the CM zone shall be designed, constructed, and established in compliance with the requirements in Table 17-5 (CM Zone Development Standards) below, and all applicable standards in this Article.

Table 17-5 – CM Zone Development Standards

| <u>Development Feature</u> | <u>Development Standard</u> |
|--|--|
| <u>Minimum lot size and building site area</u> | <i>Minimum area for lots proposed in new subdivisions.</i> |
| Area | None, unless required by Section 35-340.C. |
| <u>Minimum lot width</u> | <i>Minimum lot width for lots proposed in new subdivisions.</i> |
| | None, unless required by Section 35-340.C. |
| <u>Residential density</u> | <i>Maximum number of dwelling units allowed on a lot. The actual number of units allowed will be determined through subdivision or planning permit approval.</i> |
| Maximum density | See Section 35-340.D. |
| <u>Setbacks</u> | <i>Minimum setbacks required. See Section 35-125 (General Setback Regulations) for exceptions. Required building separation is between buildings on the same site.</i> |
| Setbacks | See Section 35-340.G. |
| Building separation | None required, however any separation shall be a minimum of three feet. |
| <u>Site coverage</u> | <i>Maximum percentage of net site area covered by structures.</i> |
| Maximum coverage | The maximum site coverage will be determined through planning permit approval. |
| <u>Height limit</u> | <i>Maximum allowable height of structures. See Section 35-127 (Height) for height measurement requirements, and height limit exceptions.</i> |
| Maximum height | 40 feet and 3 stories. |
| <u>Landscaping</u> | See Section 35-340.I. |
| <u>Parking</u> | See Section 35-340.J. |
| <u>Signs</u> | See Section 35-138 (Signs and Advertising Structures). |

B. Goleta Community Plan overlay requirements. Division 14 (Goleta Community Plan Overlay District) of this Article establishes additional requirements and standards that apply to development and uses located in the Goleta Community Plan area.

C. Minimum building site area and net lot width for residential use. Development that includes dwelling units shall be located on a lot with a minimum net lot area of 7,000 square feet and a minimum net lot width of 65 feet.

1. A dwelling and its accessory structures and uses may be located on a lot of less area except for a fraction lot; and
2. A dwelling and its accessory structures and uses may be located on a lot of less width.

D. Maximum density for residential use.

1. Maximum density and location.

a. Maximum density. The number of dwelling units on a lot, as calculated in compliance with Table 17-8 (CM Zone Density Equivalents) of Subsection E., below,

shall not exceed the maximum specified in Table 17-6 (CM Zone Maximum Density) for each CM zoning designation shown in Table 17-6 below unless a greater number of dwelling units may be allowed in compliance with Housing Policy 6 of the Isla Vista Master Plan, the Isla Vista Built-Right Incentive Program.

Table 17-6 - CM Zone Maximum Density

| <u>Zoning Map Symbol</u> | <u>Maximum Units Per Gross Acre</u> |
|--------------------------|-------------------------------------|
| <u>CM - 40</u> | <u>40</u> |
| <u>CM - 45</u> | <u>45</u> |

b. Location. Dwelling units shall be located as specified in Table 17-7 (CM Zone Dwelling Unit Location) for each zoning designation shown in Table 17-7 below.

Table 17-7 - CM Zone Dwelling Unit Location

| <u>Density Designation</u> | <u>Dwelling units - including employee housing</u> |
|----------------------------|--|
| <u>CM - 40</u> | <u>Allowed above the ground floor, except that dwelling units may be allowed on the ground floor in compliance with Subsection D.1.b(1) below.</u> |
| <u>CM - 45</u> | <u>Allowed on all floors. On the ground floor, the residence shall be set back a minimum of 60 feet from the Build To Line.</u> |

(1) Dwelling units located on the ground floor. Dwelling units located on the ground floor are allowed on lots zoned CM-40 and identified as Assessor's Parcels Nos. 075-112-009, 075-112-013, 075-122-011, 075-161-014, 075-162-002, 075-171-017, and 075-172-002 (parcel numbers are as of May 1, 2007) in compliance Subsection H.3.a, below. Ground floor commercial uses may also be allowed on these specified Assessor's Parcels.

E. Density equivalents. The following density equivalents shall be used in calculating the number of dwelling units allowed on a lot for each dwelling unit type shown in Table 17-8 (CM Zone Density Equivalents) below.

Table 17-8 CM Zone Density Equivalents

| <u>Dwelling Unit Type</u> | <u>Density Equivalent</u> |
|--------------------------------|---------------------------|
| <u>Studio</u> | <u>0.50</u> |
| <u>One bedroom</u> | <u>0.66</u> |
| <u>Two bedroom</u> | <u>1.0</u> |
| <u>Three bedroom</u> | <u>1.5</u> |
| <u>Each additional bedroom</u> | <u>+ 0.5</u> |

F. Dwelling unit size. Dwelling units in the CM zone shall not exceed the following maximum unit sizes for each dwelling unit type shown in Table 17-9 (CM Zone Dwelling Unit Size) below measured in square feet of net floor area.

Table 17-9 CM Zone Dwelling Unit Size

| <u>Dwelling Unit Type</u> | <u>Maximum Unit Size</u> |
|--------------------------------|--------------------------|
| <u>Studio</u> | <u>500</u> |
| <u>One bedroom</u> | <u>650</u> |
| <u>Two bedroom</u> | <u>850</u> |
| <u>Three bedroom</u> | <u>1,050</u> |
| <u>Each additional bedroom</u> | <u>+ 175</u> |

G. Setbacks for structures and parking.

1. **Front.** None, except that all lots shall have a Build To Line that is parallel to and located the number of feet distant from the centerline of any adjacent public street in compliance with Table 17-10 (CM Zone Location of Street Centerline) below. For the purposes of Table 17-10, the location of the centerline for the referenced streets is as shown on the Ocean Terrace Map as recorded in Recorded Map Book 15, Pages 101 through 103. See Figure 17-1 (Pardall Road Western Section), Figure 17-2 (Pardall Road Central Section) and Figure 17-3 (Pardall Road Eastern Section) below.

Table 17-10 CM Zone Location of Street Centerline

| <u>Street</u> | <u>Build to Line (BTL) Distance from Centerline</u> |
|------------------------------|---|
| <u>El Embarcadero</u> | <u>35 ft</u> |
| <u>Embarcadero del Norte</u> | <u>35 ft</u> |
| <u>Embarcadero del Sur</u> | <u>35 ft</u> |
| <u>Madrid Road</u> | <u>35 ft</u> |
| <u>Pardall Road</u> | <u>30 ft</u> |
| <u>Seville Road</u> | <u>35 ft</u> |
| <u>Trigo Road</u> | <u>35 ft</u> |

2. **Side.** None, except that when the lot is adjacent to a residential zone, the side setback shall be a minimum of five feet.
3. **Rear.**
 - a. **CM-40.** Lots zoned CM-40 shall provide a rear setback of 10 feet, except that if the rear property line abuts a residential zone, then the rear setback shall be 20 feet.
 - b. **CM-45.** Lot zoned CM-45 shall provide a rear setback of five feet.

Figure 17-1 Pardall Road Western Section

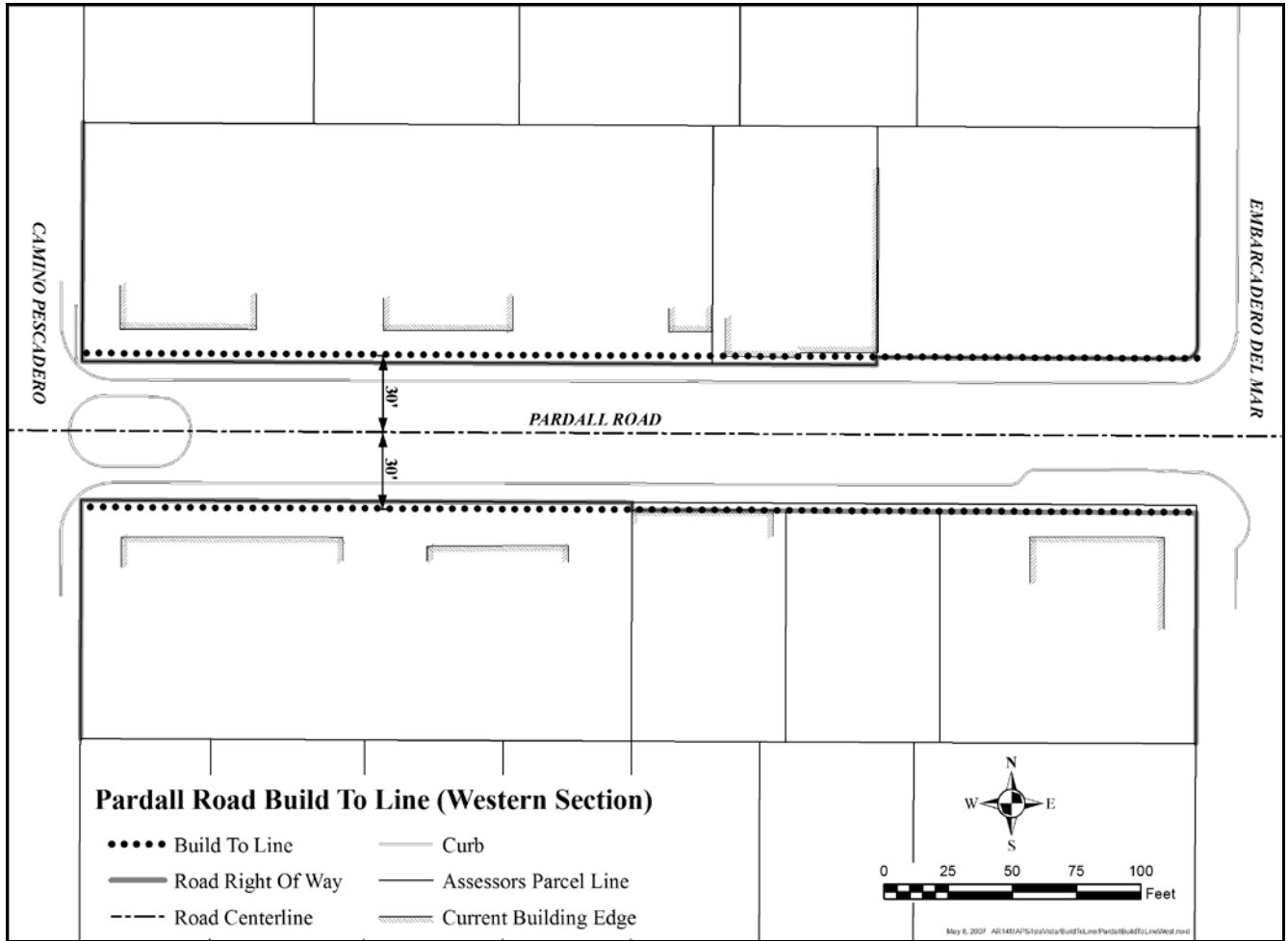


Figure 17-2 Pardall Road Central Section

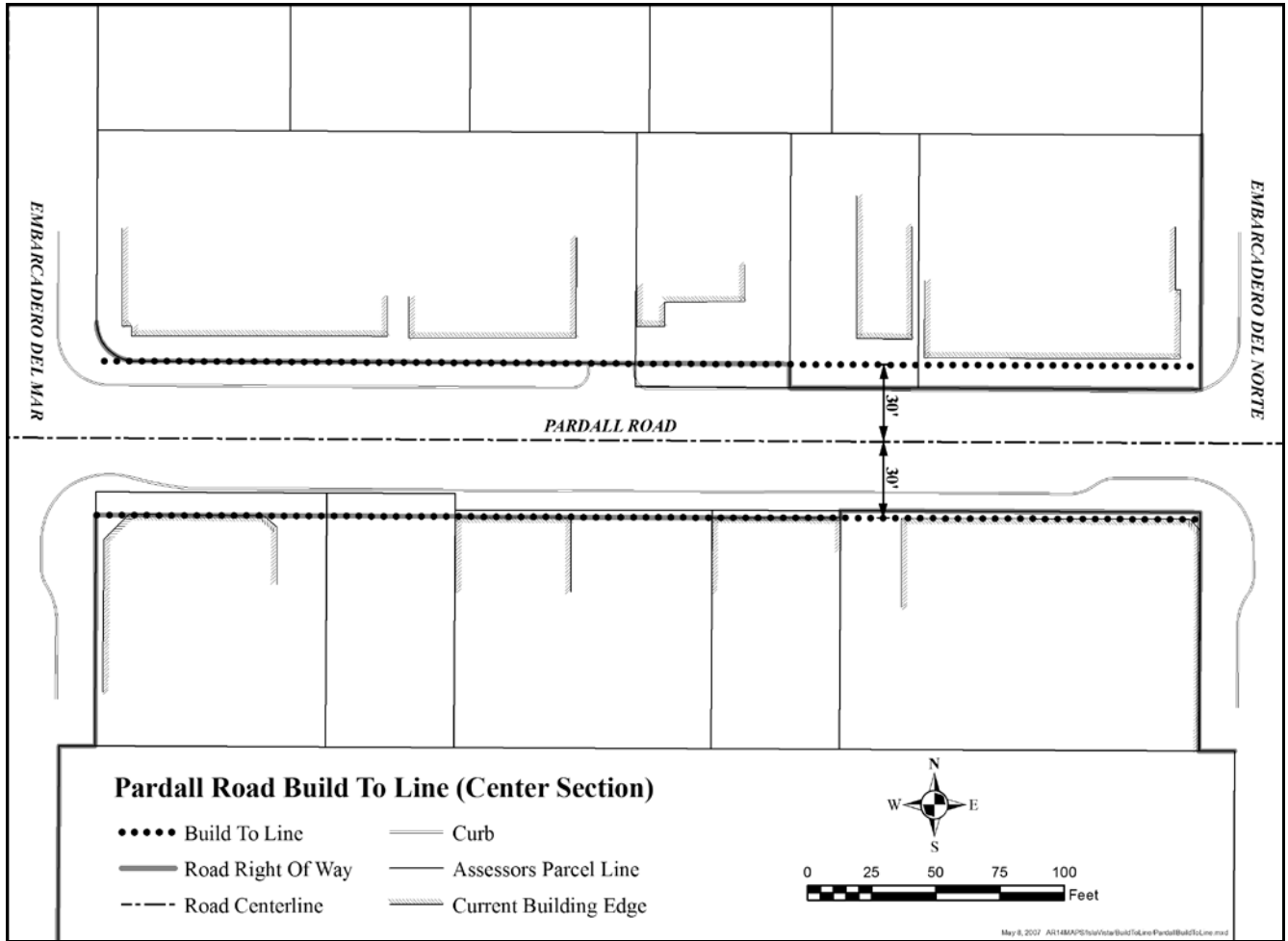
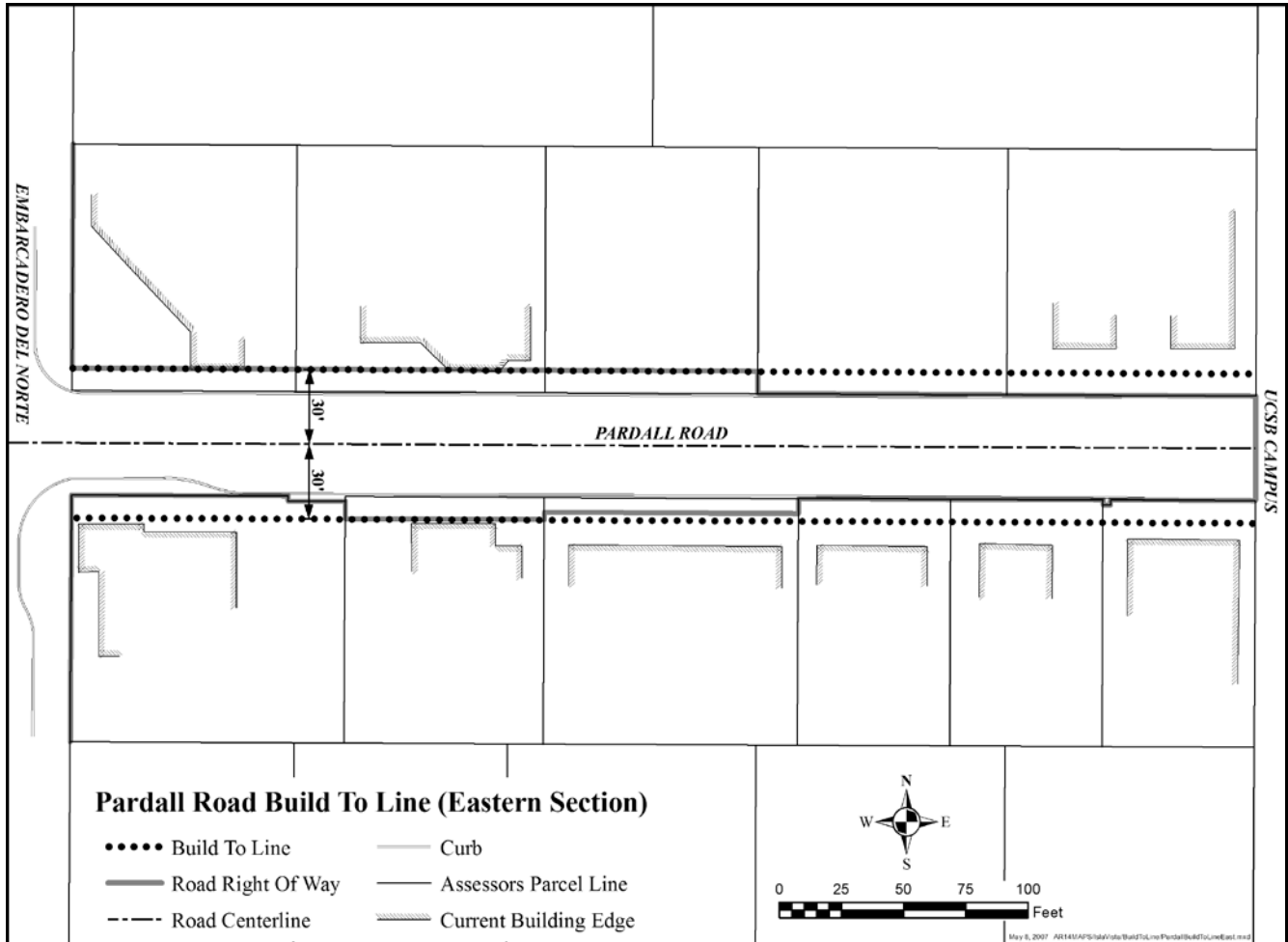


Figure 17-3 Pardall Road Eastern Section



H. Processing and site development standards. All development within the CM zone shall be in compliance with the following processing and site development standards.

- 1. General.** The following development standards shall apply to all development within the CM zone.
 - a. Allowed housing types.** Development containing dwelling units is restricted to the Shopfront Housing Type.
 - b. Design review required.** Prior to the issuance of any Coastal Development Permit in compliance with Section 35-169 (Coastal Development Permits) for structures, the site plans and elevations of structures shall receive Final Approval by the Board of Architectural Review in compliance with Section 35-184 (Board of Architectural Review).
- 2. Modification of development standards.** Development standards contained in this Subsection H. (Processing and site development standards) shall not be modified in compliance with Section 35-172.12 (Conditions, Restrictions, and Modifications), Section

35-174.8 (Conditions, Restrictions, and Modifications) and Section 35-179 (Modifications).

a. As part of the design review process required in compliance with Subsection H.1.b., above, the Board of Architectural Review shall review the proposed development to determine if the development complies with the site development standards in Table 17-11 (Shopfront Housing Type Site Development Standards), below.

(1) Noncompliance with two or fewer development standards. At the request of the applicant, the Board of Architectural Review may modify a maximum of two development standards.

(2) Noncompliance with three or more development standards. If the applicant requests the modification of three or more development standards, then the project shall be processed as a Development Plan in compliance with Section 35-174 (Development Plans) and the Planning Commission shall be the review authority for said Development Plan.

(a) The Board of Architectural Review shall review the intent of each Site Development Standard that is requested to be modified, and shall make a recommendation to the Planning Commission as to whether the requested modifications should be approved, conditionally approved or denied.

(b) After receipt of the recommendation from the Board of Architectural Review, the Planning Commission may modify the development standards requested for modification as part of the Planning Commission’s action on the project.

3. Shopfront Housing Type development. The following development standards within Table 17-11 (Shopfront Housing Type Development Standards) shall apply to the Shopfront Housing Type development (see Figure 17-4 Shopfront Housing Type below). The numbers within Figure 17-4 refer to the site development standards shown in Table 17-11, below.

a. Special development standards for dwelling units located on the ground floor. Dwelling units may be allowed on the ground floor on a lot zoned CM-40 in compliance with the following criteria in addition to those development standards contained in Table 17-11 (Shopfront Housing Type Development Standards) above except as allowed by Subsection H.3.a(5) below:

(1) Street facing building entrances. The building shall have individual unit entrances facing the street and each entrance shall include a porch or stoop that is a minimum of seven feet wide and five feet deep (See Figure 17-5 First Floor Dwelling Unit Development Standards). Stairs may extend beyond the Build To Line.

(2) Finished floor. The finished floor elevation of a dwelling unit located on the ground floor shall be a minimum of two feet above the sidewalk or courtyard elevation to ensure privacy (Figure 17-5 First Floor Dwelling Unit Development Standards).

(3) Main entrances. Shared entrances for two or more dwelling units may be at the same elevation as any adjacent sidewalk.

- (4) Entry doors.** Shared entrances for two or more dwelling units shall be set back five feet from the Build To Line.
- (5) Commercial development Standard exemption.** Developments containing only dwelling units on the ground floor shall be exempt from Development Standards 2 and 4 in Table 17-11 (Shopfront Housing Type Development Standards), below.

Table 17-11 Shopfront Housing Type Development Standards

| No. (1) | Site Development Standard | Intent |
|--|--|--|
| ① | Driveways - Driveways shall be no more than 20 feet wide, and if feasible, shall not be located on Pardall Road, and if feasible, shall not be located within 40 feet of a corner. | Minimize visual impacts of parking areas, reduce curb cuts and conflicting vehicle movements across pedestrian walkways. |
| ② | Ground floor building façades - Commercial ground floor building façades that face a public street shall have a goal of a minimum of 70 percent fenestration (windows and glass doors). | Encourage interactions between buildings and the street/sidewalk to create pedestrian-oriented lively public spaces. |
| ③ | Separate buildings - Buildings more than 70 feet in width shall be designed to read as different buildings. | Ensure variety in architecture styles to help create a pedestrian-scale downtown. |
| ④ | Entry doors - Functioning entry doors for commercial establishments shall be located at intervals no greater than 40 feet along the Build To Line. | Encourage interactions between buildings and the street/sidewalk to create pedestrian-oriented lively public spaces. |
| ⑤ | Sidewalk coverings - Awnings and sidewalk coverings and similar accessory covering structures may encroach up to eight feet into the public right-of-way, provided such structures do not extend beyond the sidewalk. Above the ground floor, bay windows, balconies and other elements may encroach up to three feet into the rear setback and up to two feet beyond the Build To Line. | Encourage building articulation. |
| ⑥ | Bay windows - Bay windows shall have a maximum width of eight feet and must have a minimum of eight feet façade between each bay window. | Minimize long continuous banks of bay windows. |
| ⑦ | Parking - Parking shall be visually screened with a structure from views on the street and set back at least 30 feet from the right of way line. Completely underground parking can be located anywhere on a legal lot. | Minimize visual impacts of parking areas. |
| ⑧ | Podium parking - Ground level parking shall be allowed below habitable floor space so long as public views of parking areas are minimized. | Allow efficient land use, while minimizing visual impacts of parking areas. |
| ⑨ | Outdoor patios - The ground floor street-facing building facade may be set back up to 15 feet from the Build To Line for a courtyard/patio. If this occurs, a wall between 32 and 40 inches in height may be placed at the Build To Line. This wall counts toward the total percent of the building façade required to be built to the Build To Line. | Encourage outdoor commercial activity, consistent with allowed uses. Low wall defines the street edge. |
| ⑩ | Build to Line - As a goal, the building shall be built to at least 75 percent of the Build To Line. | Define street edge and help create public spaces that are active outdoor rooms. |
| ⑪ | Corner buildings - Corner buildings should incorporate a ground floor entrance facing the street intersection. Buildings should define the street corner with a rounded or chamfered building corner, a plaza, and/or an architectural feature such as a corner tower. These corner treatments counts toward the total percentage of the building façade required to be built to the Build To Line. Walk-through covered arcades at street corners may also be allowed. | Create visual focal points at the street corners while emphasizing the importance of pedestrian movement. |
| Site Development Standards not shown on graphic | | |
| | North side of Pardall Road - Development on the north side of Pardall Road shall have a courtyard/patio between the street and the building for a minimum of 30 percent of the overall length of the street-facing building façade. | Encourage outdoor commercial activity, consistent with allowed uses. |
| | Un-built Build to Line - Any un-built Build To Line, not in front of a courtyard/patio or driveway, shall have a street wall built along it between 4.5 and six feet high. | Define street edge and help create public spaces that feel like outdoor rooms. |
| | Entry doors - Entry doors shall be set back up to 15 feet from the Build to Line. The entry door and walls tapering toward the entry door shall count toward the total percent of the building façade built to the build to line. | Define building entries. |

Notes:

1. See Figure 17-4.

I. Landscaping. Surface parking areas shall be landscaped in compliance with Section 35-115

(Landscape/Screening of Parking Areas). Landscaping is not required otherwise, except that landscaping is encouraged in courtyards and patios.

J. Parking. Parking shall be provided in compliance with Division 6 (Parking Regulations) except if there are conflicts between the provisions and requirements of Section 35-340 (CM Zone Development Standards) and Division 6 (Parking Regulations) then the provisions and requirements of Section 35-340 (CM Zone Development Standards) shall control.

1. Conjunctive use of parking facilities. For the purpose of this Section, conjunctive use shall be defined as the joint use of parking spaces for two or more uses where the hours of operation and demand for parking allow that the parking spaces can be used by the individual uses at different times of the day or week, and can serve more than one use. The intent is to provide for possible reduction in the number of parking spaces ordinarily required for two or more uses and the sharing of parking spaces under a set of unique circumstances, including the compatibility of the land uses, adjacent properties, and lack of need for separate parking facilities.

a. A Conditional Use Permit, approved by the Planning Commission in compliance with Section 35-172 (Conditional Use Permits) shall be required to allow the conjunctive use of parking spaces. The Conditional Use Permit shall be subject to the following requirements:

- (1) The applicant shall demonstrate a need for parking spaces required for the individual uses according to the parking regulations in this Division. The applicant shall state the type of use proposed, time period of operation, and other necessary information to demonstrate that the joint use of parking spaces will not be detrimental to surrounding uses.
- (2) In cases where the required number of parking spaces for individual uses differs, the parking requirement that is greater shall become effective.
- (3) If the lot proposed for conjunctive parking use is a separate lot, then the applicant shall submit a title report for the lot proposed for conjunctive parking use and an agreement between the owners of record of the lot and prospective users. This agreement shall be subject to review and approval by the Planning and Development Department and County Counsel and shall obligate the lot for conjunctive parking use, clearly define the obligation of each party to the agreement, and upon approval by the Department and County Counsel be recorded in the Santa Barbara County Recorder's Office. The Agreement shall provide that any modification to the terms of the Conjunctive Use Agreement shall be subject to Planning Commission approval.
- (4) Violation of the Conditional Use Permit shall be grounds for revocation of the joint parking use.

2. Design. Adjacent parking areas should be designed to allow the shared use of and through traffic to parking areas.

3. Location.

a. Required parking shall be provided:

- (1) On the same lot or premises that the principal structure is located on; or
- (2) In private parking lots permanently committed to parking located within 1,000 feet of the lot or premises that the principal structure is located on, as measured along streets and not alleys; or
- (3) In publicly owned parking lots subject to approval of the availability of the parking spaces as approved by the Director, or
- (4) Through the payment of in-lieu fees in compliance with the In-Lieu Parking Fee Program as approved by the Board of Supervisors.
- b. Parking lots, carports, and garages designed and used for individual units within a development may be either adjacent to the units or centrally located to serve a group of units.
- c. Uncovered parking, not including parking where a parking lot is the principal use of the lot, shall be located at least 20 feet from the Build To Line and shall not be visible from the street to the maximum extent feasible. Parking located completely underground may be located anywhere on the lot.
- d. Surface parking areas associated with onsite commercial and residential uses shall be screened by residential or commercial structures so that parking is entirely wrapped with active uses such as retail.

4. Required number of spaces - nonresidential. Parking spaces for nonresidential uses in the CM zone shall be provided in compliance with the following:

- a. One space for each 500 square feet of nonresidential gross floor area, not including unroofed outdoor dining areas, except as allowed in compliance with Subsection J.4.b. below.
- b. When the gross floor area of a proposed structure is less than 5,000 square feet or when a proposed addition to existing structures results in a structure of less than 5,000 square feet of gross floor area, the adequacy of the proposed parking shall be reviewed by the Director.
 - (1) The Director may reduce the required number of spaces to a minimum of one space per each 750 square feet of gross floor area when the Director finds that:
 - (a) The proposed use will require less than one parking space per 500 square feet of gross floor area; or
 - (b) That there are off-premise parking spaces available on nearby public streets or land permanently committed to parking; or
 - (c) The proposed use will allow the shared or conjunctive use of parking spaces.
 - (2) The Director may increase the required number of spaces to a maximum of one space per each 250 square feet of gross floor area if the Director finds that:
 - (a) The proposed use will require more than one space per 500 square feet of gross floor area; or
 - (b) There are inadequate off-premise parking spaces available on nearby public streets or land permanently committed to parking.

c. If the number of required parking spaces is reduced by the Director in compliance with Subsection J.4.b, above, then a subsequent change of use of the site shall be required to provide the number of spaces required by Subsection J.4.a, above.

5. Required number of spaces - residential. Parking spaces for residential uses in the CM zone shall be provided in compliance with the following:

a. One-family units, two-family and multiple-family units:

- (1) 0.6 space per studio unit.
- (2) 1.0 space per one bedroom unit.
- (3) 1.5 spaces per two bedroom unit.
- (4) 2.0 spaces per three bedroom unit, plus .75 spaces for each additional bedroom.

b. Fraternalities, sororities, dormitories and boarding and lodging houses: 1.5 spaces per studio or bedroom and one space per two employees or faction thereof.

6. Additional strategies for satisfying parking. In lieu of providing the required number of parking spaces within the CM zone district, the parking may be provided by utilizing additional strategies that include: a car-sharing program provided exclusively for use by building residents; leased off-site parking spaces at the University of California, Santa Barbara (UCSB) for project residents; a recorded covenant restriction document restricting automobile use and ownership for residential units; utilization of the County's In-Lieu Fee Parking Program; conjunctive use of parking facilities; or additional strategies approved by the Department.

a. **Parking monitoring program.** To ensure that parking provisions for development projects within the CM zone district are adequate to serve the development's approved uses, a Parking Monitoring Program shall be implemented by the applicant. The applicant shall be responsible for providing the following information to the Department twice yearly, as applicable:

- (1) **Car share.** Car-sharing vehicle statistics detailing total trips per day for each car, number of unique users and overall frequency of use. The applicant, or their successions in interest, shall be responsible for maintaining the development's use of a car-sharing vehicle for the life of the project.
- (2) **Resident ownership.** The number of the development's residents who own cars located in Isla Vista or UCSB.
- (3) **On-site parking.** Inventory of development's residents issued parking passes for On-Site Parking.
- (4) **Off-site parking.** Inventory of development's residents issued parking passes for parking lots on the UCSB campus to be submitted annually the Department and kept on file. The applicant, or their successors in interest, shall be responsible for maintaining the off-site spaces for the life of the projects.
- (5) **Automobile covenant restriction.**

(a) The occupant of each residential unit shall sign and record a covenant restriction document restricting automobile use and ownership dependent upon the unit size, consistent with the deed-restriction provisions contained in the project description. Owners/occupants shall be prohibited

from owning additional vehicles in the Isla Vista/UCSB community unless additional spaces are secured. The covenant document shall include provisions which detail alternative transportation options available in the surrounding community (bus stops, car share, bike routes, etc.).

(b) The property owner shall notarize and record a Notice to Property Owner (NTPO) document which outlines the restriction provisions for each individual unit. Copies of the recorded NTPO document(s) shall be provided to the Department and kept on file with the twice annual monitoring reports. The covenant restriction document(s) shall be reviewed and approved by County Counsel and the Department as to form and content prior to recordation. The applicant shall provide proof of covenant restrictions. Prior to the issuance of any Coastal Development Permits, Land Use Permits, or Zoning Clearances, as applicable, to allow the construction of the development, County Counsel and the Department shall review and approve the covenant restriction document(s) as to form and content. Prior to final Building Permit inspection, the applicant shall notarize and record a Notice to Property Owner (NTPO) document(s) specifying the covenant-restriction provisions for each unit.

(6) **Conjunctive use of parking facilities.** The applicant shall state the type of use proposed time period of operation, and other necessary information to demonstrate that the joint use of parking spaces will not be detrimental to surrounding uses.

b. Modification of parking provisions. If it is determined that the parking provisions are inadequate to serve the development's uses, and upon a demonstrated need to require additional parking provisions, a change to the approved Development Plan shall be processed consistent with this Article's requirements for Substantial Conformity, Amendments and Revisions. Modifications to the parking provisions include: the provisions of additional off-site spaces, additional car-sharing vehicle(s), and/or the provision of free MTD bus passes to building residents.

7. Size. Residential parking spaces shall be 8.5 feet wide by 16.5 feet long except that 30 percent of the required parking spaces may be provided as compact car spaces which shall be eight feet wide by 14.5 feet long.

8. Tandem parking. Tandem parking shall be allowed to provide up to 50 percent of the total number of required parking spaces. Tandem parking shall be limited to one space behind another for a total of two parking spaces.

9. Bicycle parking.

a. Residential requirements.

(1) **Number of spaces.** All development shall provide two unenclosed or enclosed, permanently maintained and secure bicycle storage spaces for each bedroom and/or studio apartment within the development.

(2) **Visibility.** Views from the street of bicycle parking spaces designated for residential use shall be minimized.

b. Commercial requirements.

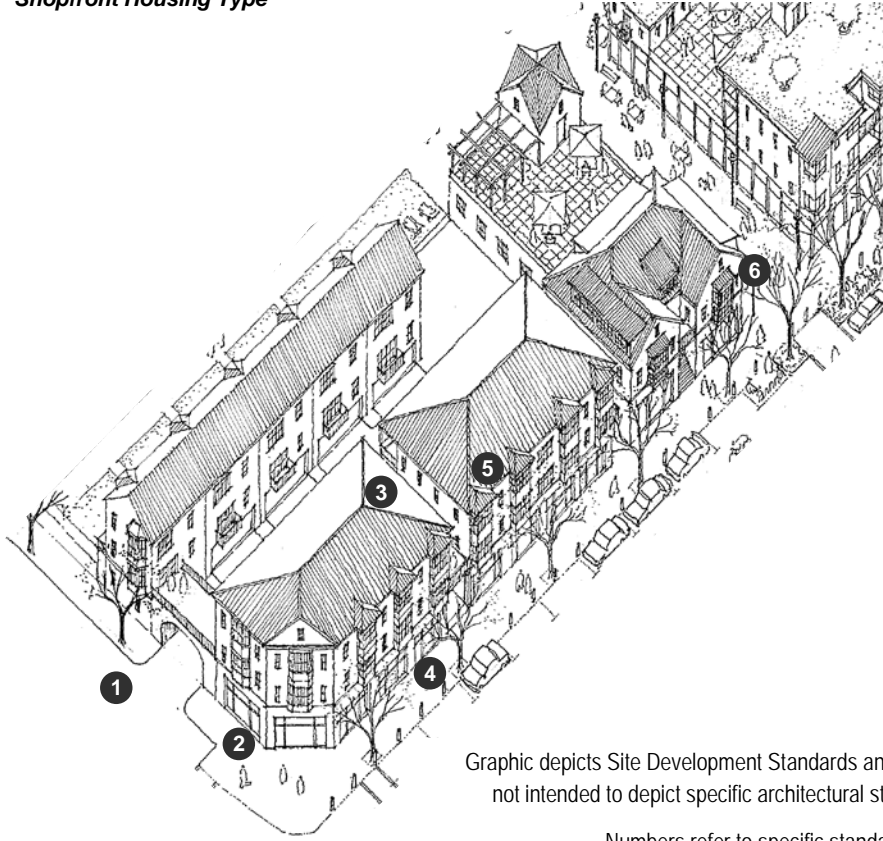
- (1) Location.** Required bicycle parking spaces may be provided within a street right-of-way adjacent to the commercial use that is required to provide bicycle parking in compliance with an encroachment permit approved by the County.
- (2) Number of spaces.** All development shall also provide one unenclosed or enclosed, permanently maintained and secure bicycle storage space for every 700 square feet, or fraction thereof, of gross floor area in commercial use.
- (3) Visibility.** Views from the street of bicycle parking spaces designated for commercial use shall be maximized.

K. Storage. Areas for trash or outdoor storage shall be enclosed and screened in such a manner as to conceal all trash or stored material from public view to the maximum extent feasible.

L. Utilities. Utilities shall be located on the sides or rear of buildings, so as not to be visible from the street edge if feasible. Mechanical equipment, including solar energy systems, should not be visible from the street if feasible.

Figure 17-4 Shopfront Housing Type

Shopfront Housing Type



Graphic depicts Site Development Standards and is not intended to depict specific architectural style.

Numbers refer to specific standards in the Site Development Standard Table 17-11.

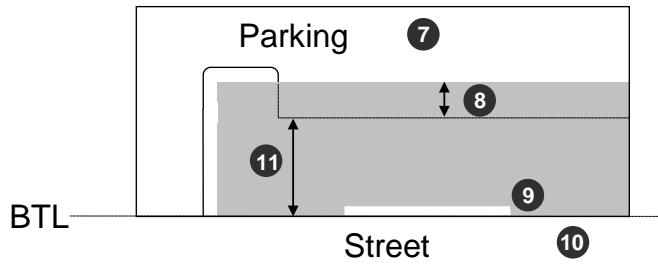


Figure 17-5 First Floor Dwelling Unit Development Standards



Graphic depicts Site Development Standards and is not intended to depict specific architectural style.

Section 35-350. MRD Zone Development Standards.

Proposed development and new land uses within the MRD zone shall comply with the following standards, in addition to all other applicable standards in this Article.

A. General standards. Development within the MRD zone shall be designed, constructed, and established in compliance with the requirements in Table 17-12 (MRD Zone Development Standards) below.

Table 17-12 MRD Zone Development Standards

| <u>Development Feature</u> | <u>Development Standard</u> |
|---|--|
| <u>Minimum lot and building site area</u> | <i>Minimum area for lots proposed in new subdivisions.</i> |
| Area | 7,000 sf net |
| <u>Minimum lot width</u> | <i>Minimum lot width for lots proposed in new subdivisions.</i> |
| | 65 ft. net |
| <u>Residential density</u> | <i>Maximum number of dwelling units allowed on a lot. The actual number of units allowed will be determined through subdivision or planning permit approval.</i> |
| Maximum density | See Section 35-350.B. |
| <u>Setbacks</u> | <i>Minimum setbacks required. See Section 35-125 (General Setback Regulations) for exceptions. Required building separation is between buildings on the same site.</i> |
| Setbacks | See Section 35-350.E. |
| Building separation | 5 ft. between a habitable structure and any other structure, none otherwise |
| <u>Site coverage</u> | <i>Maximum percentage of net site area covered by structures.</i> |
| Maximum coverage | The maximum site coverage will be determined through planning permit approval. |
| <u>Height limit</u> | <i>Maximum allowable height of structures. See Section 35-127 (Height) for height measurement requirements, and height limit exceptions.</i> |
| Maximum height | MRD-25 - 25 ft. MRD-28 - 35 ft. MRD-30 - 35 ft. MRD-35 - 35 ft. |
| <u>Landscaping</u> | See Section 35-350.G. |
| <u>Parking</u> | See Section 35-350.H. |
| <u>Signs</u> | See Section 35-138 (Signs and Advertising Structures). |

B. Maximum density. The number of dwelling units on a lot, as calculated in compliance with Table 17-14 (MRD Density Equivalents) of Subsection C., below, shall not exceed the maximum specified by Table 17-13 (MRD Maximum Density) for each MRD zoning map symbol designation shown in Table 17-13 unless a greater number of dwelling units may be allowed in compliance with Housing Policy 6 of the Isla Vista Master Plan, the Isla Vista Built-Right Incentive Program.

Table 17-13 - MRD Maximum Density

| <u>Zoning Map Symbol</u> | <u>Dwelling Units per Gross Acre</u> |
|--------------------------|--------------------------------------|
| <u>MRD-25</u> | <u>25</u> |
| <u>MRD-28</u> | <u>28</u> |
| <u>MRD-30</u> | <u>30</u> |
| <u>MRD-35</u> | <u>35</u> |

C. Density equivalents. The following density equivalents shall be used in calculating the number of dwelling units allowed on a lot for each dwelling unit type shown in Table 17-14 (MRD Density Equivalents).

Table 17-14 - MRD Density Equivalents

| <u>Dwelling Unit Type</u> | <u>Density Equivalent</u> |
|--------------------------------|---------------------------|
| <u>Studio</u> | <u>0.50</u> |
| <u>One-bedroom</u> | <u>0.66</u> |
| <u>Two-bedroom</u> | <u>1.0</u> |
| <u>Three-bedroom</u> | <u>1.5</u> |
| <u>Each additional bedroom</u> | <u>+ 0.5</u> |

D. Dwelling unit size. Residential units in the MRD District shall not exceed the following maximum unit sizes for each dwelling unit type shown in Table 17-15 (MRD Dwelling Unit Size) measured in square feet of net floor area.

Table 17-15 - MRD Dwelling Unit Size

| <u>Dwelling Unit Type</u> | <u>Maximum Unit Size</u> |
|--------------------------------|--------------------------|
| <u>Studio</u> | <u>500</u> |
| <u>One-bedroom</u> | <u>700</u> |
| <u>Two-bedroom</u> | <u>1,000</u> |
| <u>Three-bedroom</u> | <u>1,300</u> |
| <u>Each additional bedroom</u> | <u>+ 300</u> |

E. Setbacks. Structures shall conform to the setback requirements specified by Table 17-16 (MRD Zone Structure Setbacks) for each MRD zoning designation shown in Table 17-16 below.

Table 17-16 - MRD Structure Setbacks

| <u>Zoning Map Symbol</u> | <u>Build To Line (BTL) Distance from Street Centerline</u> | <u>Side Setback</u> | <u>Rear Setback</u> |
|--------------------------|--|---------------------|---|
| <u>MRD-25</u> | <u>42 ft</u> | <u>5 ft</u> | <u>See Table 17-20 (Large Home Housing Type Site Development Standards.</u> |
| <u>MRD-28</u> | <u>42 ft</u> | <u>5 ft</u> | |
| <u>MRD-30</u> | <u>35 ft</u> | <u>5 ft</u> | |
| <u>MRD-35</u> | <u>35 ft</u> | <u>5 ft</u> | |

1. For the purposes of Table 17-16, the location of the centerline shall be as identified in Table 17-17 (MRD Location of Street Centerline) below.
 - a. References to “centerline of existing right-of-way” in Table 17-17 shall mean the right-of-way existing as of January 1, 2015.
 - b. References to “common lot boundary” shall mean the common lot line separating lots existing as of January 1, 2015.
 - c. References to the “Isla Vista Tract” in Table 17-17 shall mean the centerline of the road easement as shown on the subdivision map as recorded in Recorded Map Book 15, Pages 81 through 83.

- d. References to the “Ocean Terrace Tract” in Table 17-17 shall mean the centerline of the road easement as shown on the subdivision map as recorded in Recorded Map Book 15, Pages 101 through 103.

Table 17-17 - MRD Location of Street Centerline

| <u>Street</u> | <u>Center line location</u> |
|--|--|
| <u>Abrego Road, west of Camino del Sur</u> | <u>Centerline of right-of-way</u> |
| <u>Abrego Road, east of Camino del Sur</u> | <u>Common lot boundary</u> |
| <u>Berkshire Terrace</u> | <u>See Note (1)</u> |
| <u>Camino Corto, north of Pasado Road</u> | <u>Centerline of right-of-way</u> |
| <u>Camino Corto, south of Pasado Road</u> | <u>As shown on the Isla Vista Tract</u> |
| <u>Camino del Sur</u> | <u>As shown on the Isla Vista Tract</u> |
| <u>Camino Pescadero, north of Pasado Road</u> | <u>Centerline of right-of-way</u> |
| <u>Camino Pescadero, south of Pasado Road</u> | <u>As shown on the Isla Vista Tract</u> |
| <u>Cervantes Road</u> | <u>As shown on the Ocean Terrace Tract</u> |
| <u>Cordoba Road</u> | <u>As shown on the Ocean Terrace Tract</u> |
| <u>Del Playa Drive, west of Camino Pescadero</u> | <u>As shown on the Isla Vista Tract</u> |
| <u>Del Playa Drive, east of Camino Pescadero</u> | <u>As shown on the Ocean Terrace Tract</u> |
| <u>El Colegio</u> | <u>See Note (2)</u> |
| <u>El Embarcadero</u> | <u>As shown on the Ocean Terrace Tract</u> |
| <u>El Greco Road</u> | <u>As shown on the Ocean Terrace Tract</u> |
| <u>El Nido Lane</u> | <u>As shown on the Ocean Terrace Tract</u> |
| <u>Embarcadero del Mar</u> | <u>As shown on the Ocean Terrace Tract</u> |
| <u>Embarcadero del Norte</u> | <u>As shown on the Ocean Terrace Tract</u> |
| <u>Estero Road</u> | <u>Centerline of right-of-way</u> |
| <u>Madrid Road</u> | <u>As shown on the Ocean Terrace Tract</u> |
| <u>Pasado Road</u> | <u>As shown on the Isla Vista Tract</u> |
| <u>Pardall Road</u> | <u>As shown on the Ocean Terrace Tract</u> |
| <u>Picasso Road, west of Camino Pescadero</u> | <u>Common lot boundary</u> |
| <u>Picasso Road, east of Camino Pescadero</u> | <u>As shown on the Ocean Terrace Tract</u> |
| <u>Sabado Tarde Road, west of Camino Pescadero</u> | <u>As shown on the Isla Vista Tract</u> |
| <u>Sabado Tarde Road, east of Camino Pescadero</u> | <u>As shown on the Ocean Terrace Tract</u> |
| <u>Segovia Road</u> | <u>As shown on the Ocean Terrace Tract</u> |
| <u>Seville Road</u> | <u>As shown on the Ocean Terrace Tract</u> |
| <u>Sueño Road</u> | <u>Common lot boundary</u> |
| <u>Trigo Road, west of Camino Pescadero</u> | <u>As shown on the Isla Vista Tract</u> |
| <u>Trigo Road, east of Camino Pescadero</u> | <u>As shown on the Ocean Terrace Tract</u> |

Notes:

- (1) The centerline of the existing private road right-of-way, currently known as Assessor’s Parcel No. 075-020-039.
 (2) 31 feet north of the existing lot boundaries of lots located south of and abutting El Colegio Road.

F. Processing and site development standards. All development within the MRD zone shall be in compliance with the following processing and site development standards.

1. General. The following development standards shall apply to all development within the MRD zone.

a. Allowed housing types. The Courtyard, Linear Courtyard, and Large housing types

are allowed within the MRD zone.

- b. Finish floor elevation.** The finish floor elevation for all development located within 20 feet of the Build To Line shall be a minimum of two feet above the adjacent sidewalk to ensure privacy.
- c. Height of windowsills.** The height of windowsills on the ground floor of a building facing a street shall be a minimum of 5.6 feet above the adjacent sidewalk.
- d. Design review required.** Prior to approval of any Coastal Development Permit in compliance with Section 35-169 (Coastal Development Permits) for structures, the site plans and elevations of structures shall be approved or conditionally approved by the Board of Architectural Review in compliance with Section 35-184 (Board of Architectural Review).

2. Modification of development standards. Development standards contained in this Subsection F. (Processing and site development standards) shall not be modified in compliance with Section 35-172.12 (Conditions, Restrictions, and Modifications), Section 35-174.8 (Conditions, Restrictions, and Modifications) and Section 35-179 (Modifications).

a. As part of the design review process required in compliance with Subsection F.1.d., above, the Board of Architectural Review shall review the proposed development to determine if the development complies with the site development standards in Table 17-18 (Courtyard Housing Type Site Development Standards), Table 17-19 (Linear Courtyard Housing Type Site Development Standards) and Table 17-20 (Large Home Housing Type Site Development Standards) below.

(1) Noncompliance with two or fewer development standards. At the request of the applicant, the Board of Architectural Review may modify a maximum of two development standards.

(2) Noncompliance with three or more development standards. If the applicant requests the modification of three or more development standards, then the project shall be processed as a Development Plan in compliance with Section 35-174 (Development Plans) and the Planning Commission shall be the review authority for said Development Plan.

(a) The Board of Architectural Review shall review the intent of each Site Development Standard that is requested to be modified, and shall make a recommendation to the Planning Commission as to whether the requested modifications should be approved or conditionally approved.

(b) After receipt of the recommendation from the Board of Architectural Review, the Planning Commission may modify the development standards requested for modification as part of the Planning Commission’s action on the project.

3. Courtyard Housing Type. The following site development standards within Table 17-18 (Courtyard Housing Type Site Development Standards) shall apply to Courtyard Housing Type development (see Figure 17-6 Courtyard Housing Type below). The numbers within Figure 17-6 refer to the site development standards shown in Table 17-18.

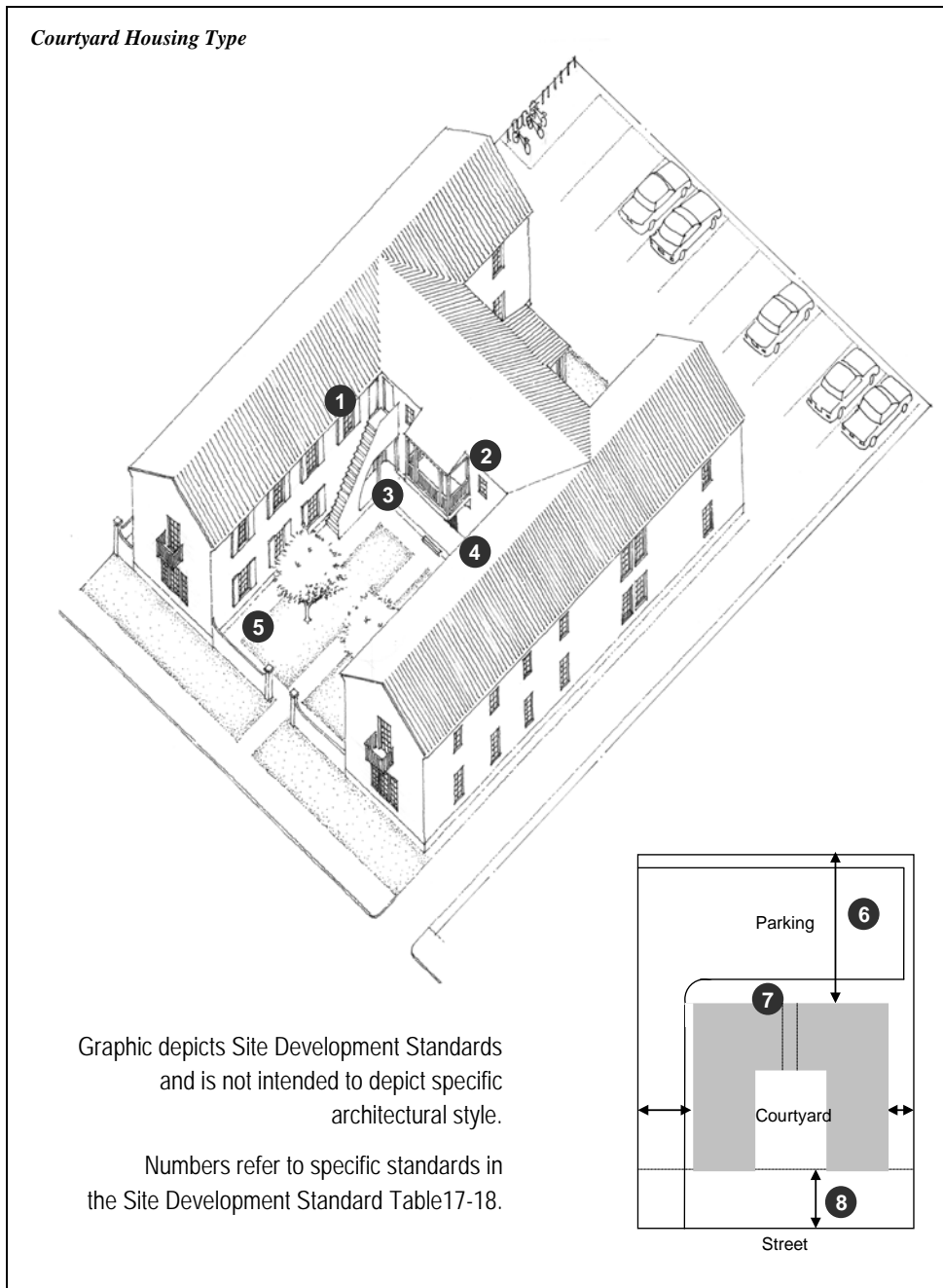
Table 17-18 Courtyard Housing Type Site Development Standards

| No. (1) | Site Development Standard | Intent |
|--|---|---|
| ① | <u>Main access</u> - The main access to all units shall either face the courtyard or the street. | Facilitates opportunities to see into, and interact with, the courtyard to create a lively outdoor space. If the access faces street, provides interaction between the building and street. |
| ② | <u>Upper floor walkways</u> - Walkways on the upper floors shall be roofed and open. | Provide access, protected from the weather, to upstairs units while allowing residents to see into courtyard. |
| ③ | <u>Courtyard width</u> - The courtyard shall be the same or greater width than the height of the building, as measured from finished grade to eaves. | Ensure the courtyard has appropriate human-scale dimensions. |
| ④ | <u>Courtyard enclosure (building)</u> - The courtyard shall be enclosed by the building on three sides. Lots smaller than 70 feet in width may have courtyards enclosed by the building on two sides only. | Define the courtyard and help create a space that functions as an outdoor room. |
| ⑤ | <u>Courtyard enclosure (wall)</u> - The courtyard shall be enclosed by a wall 30 to 36 inches in height at the Build To Line with an opening to allow pedestrian access. | Define the edge of the public and private space. |
| ⑥ | <u>Rear setback</u> - The rear building setback shall be a minimum of 20 feet. | Ensure the opportunity for public safety vehicles to access the building, allow space for vehicle parking, ensure the daylight plane on adjacent property is protected. |
| ⑦ | <u>Pedestrian passage</u> - A ground floor pedestrian passage from parking area to courtyard is required on lots greater than 70 feet in width. The passage shall maintain a minimum height of 10 feet and a minimum width of five feet. The passage shall be well lit. | Allow direct access from the courtyard to the parking area. |
| ⑧ | <u>Building façade</u> - The building façade shall be built to the build to line except at the courtyard, side setbacks, and driveway. | Define street edge and help create public spaces that are active outdoor rooms. |
| <i>Site Development Standards not shown on graphic</i> | | |
| | <u>Finished floor</u> - Finished floor at the ground floor shall be raised at least six inches above the courtyard elevation. | Ensure an appropriate entry to the housing units. |
| | <u>Multiple courtyards</u> - Multiple courtyards are allowed, in which case courtyards facing the street shall meet the requirements listed above. Interior courtyards requirements are not specified here. | Encourage varied courtyard housing types. |
| | <u>Wide lots</u> - For lots wider than 175 feet the housing type shall be repeated, so that the development is comprised of separate buildings. | Encourage the development of pedestrian scale housing |

Notes:

1. See Figure 17-6.

Figure 17-6 Courtyard Housing Type



- 4. Linear Courtyard Housing Type.** The following site development standards within Table 17-19 (Linear Courtyard Housing Type Site Development Standards) shall apply to Linear Courtyard Housing Type development (see Figure 17-7 Linear Courtyard Housing Type). The numbers within Figure 17-7 refer to the site development standards shown in the following Table 17-19 (Linear Courtyard Housing Type Site Development Standards).

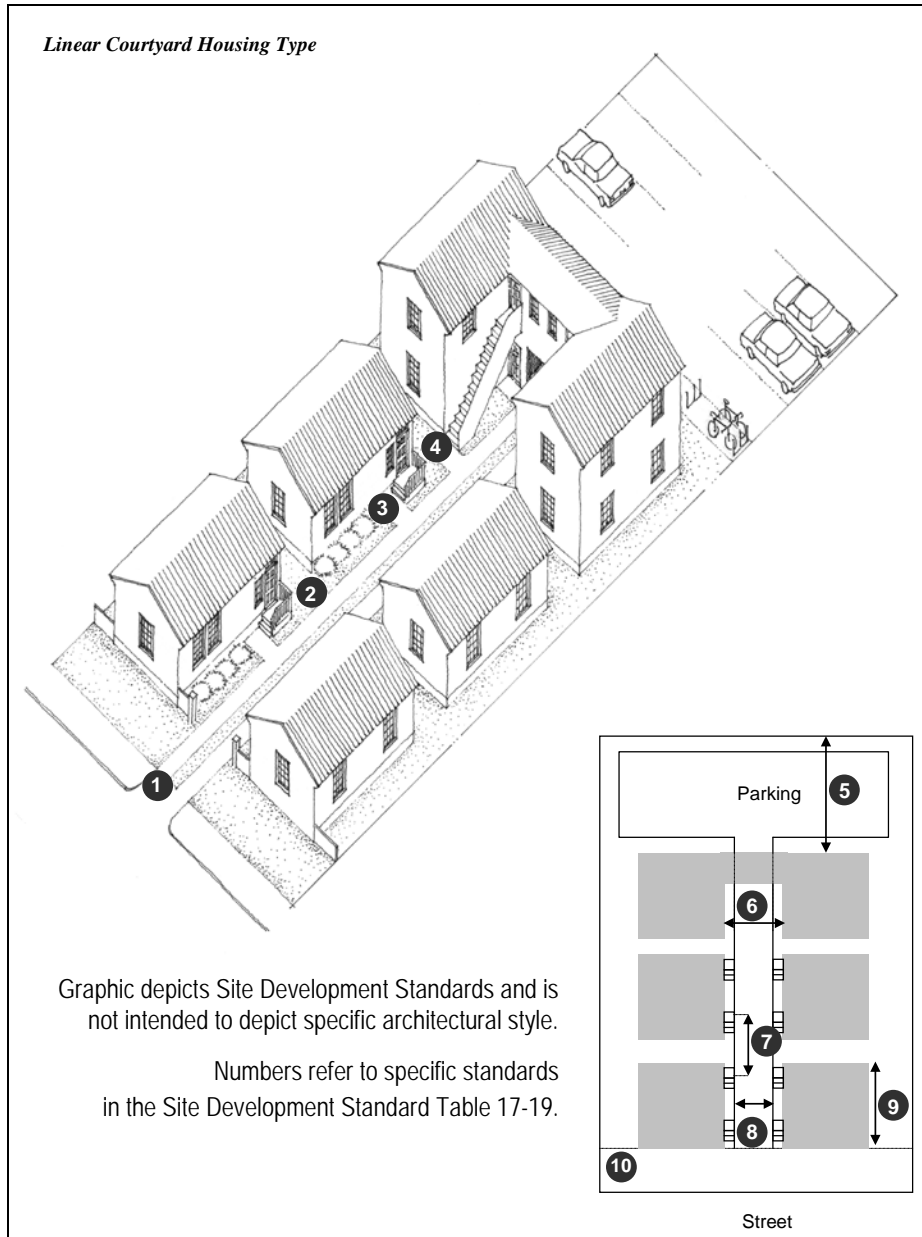
Table 17-19 Linear Courtyard Housing Type Site Development Standards

| No. (1) | Site Development Standard | Intent |
|--|--|---|
| ① | Planting strip - A planting strip at least three feet wide shall be placed in the center of the driveway, or the driveway shall be constructed with turf block pavers. | Soften appearance of long linear driveways and add opportunities to reduce hardscape areas. |
| ② | Building entrances - Shall be oriented toward courtyard except where second story units can face toward the rear of property. | Facilitate opportunities to see into, and interact with, the courtyard to create a lively outdoor space. |
| ③ | Finished floor - At the ground floor shall be raised at least one foot above the courtyard elevation. | Increase privacy to residential units. |
| ④ | Stoops or porches - Shall be included on buildings and shall have a minimum depth of four feet on entrances facing the courtyard. | Ensure an appropriate entry to the housing units. |
| ⑤ | Rear building setback - Shall be a minimum of 20 feet. | Ensure the opportunity for public safety vehicles to access the building, allow space for vehicle parking, ensure the daylight plane on adjacent property is protected. |
| ⑥ | Courtyard width - Shall be between 25 and 40 feet. | Provide adequate semi-private outdoor space. |
| ⑦ | Maximum distance - The minimum distance between entrances along the courtyard is 30 feet. | Ensure the opportunity for public safety vehicles to access the building, allow space for vehicle parking, ensure the daylight plane on adjacent property is protected. |
| ⑧ | Driveway - Driveways shall have a maximum width of 11 feet. | Allow direct access from the courtyard to the parking area. |
| ⑨ | Building depth - Each building shall have a maximum depth of 45 feet. | Ensure the development is visually pedestrian scale. |
| ⑩ | Build to line - A minimum of 45 percent of the width of the lot facing the street shall be developed to the Build To Line. | Define street edge and help create public spaces that are active outdoor rooms. |
| Site Development Standards not shown on graphic | | |
| | Side driveways - Driveways located adjacent to the side property line shall be required on lots wider than 75 feet, and may be shared with adjoining property. | Create more pedestrian-oriented courtyards with landscaping when feasible. |
| | Second story balconies and bay windows - May extend a maximum of three feet into the courtyard. | Provide opportunity for bay windows while ensuring the courtyard provides high quality outdoor space. |
| | Street facing building entrances - Building entrances shall face the street if street-facing facade is more than 20 feet wide. | Help create more interactions between the buildings and the street. |
| | Street facing stoops and porches - Stoops and porches may extend a maximum of three feet beyond the Build To Line on the street facing elevations. | Ensure an appropriate entry to the housing units and activity area. |
| | Building height at Build To Line - Notwithstanding other height restrictions, the building height shall be less than 20 feet for any structure within 15 feet of the Build To Line. | Ensure the development has the appearance of a series of small cottages from street. |
| | Wide lots - For lots wider than 125 feet, the housing type shall be repeated, so that the development appears as separate linear courtyard developments from the street. | Encourage the development of pedestrian scale housing. |

Notes:

1. See Figure 17-7.

Figure 17-7 Linear Courtyard Housing Type



5. **Large Home Housing Type.** The following site development standards within Table 17-20 (Large Home Housing Type Site Development Standards) shall apply to Large Home Housing Type development (see Figure 17-8 Large Home Housing Type below). The numbers within Figure 17-8 refer to the site development standards shown in the following Table 17-20 (Large Home Housing Type Site Development Standards).

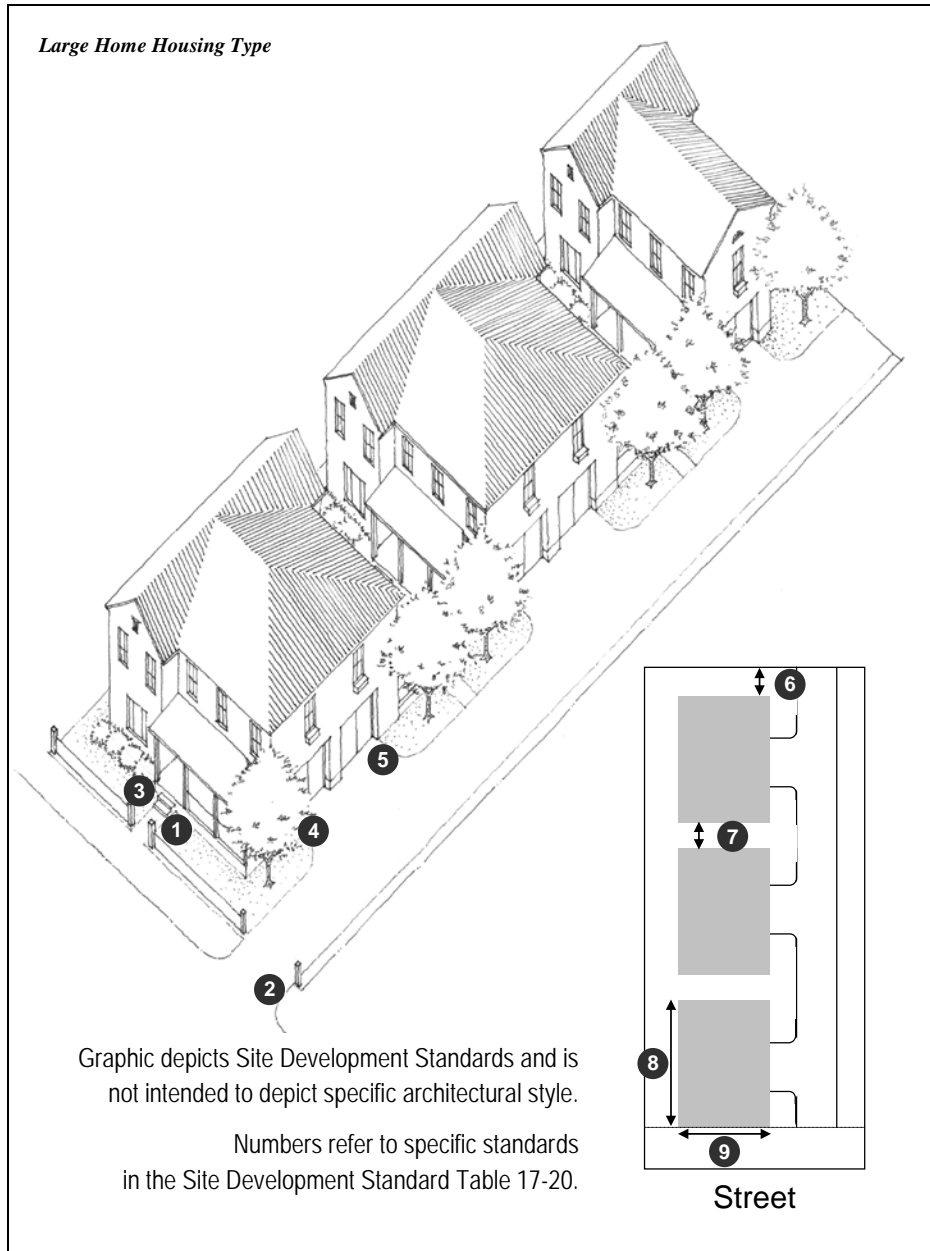
Table 17-20 Large Home Housing Type Site Development Standards

| No. (1) | Site Development Standard | Intent |
|--|---|---|
| ① | <u>Street facing building entrances</u> - building entrances shall face the street if street-facing facade is wider than 20 feet and shall include a porch or stoop that is a minimum of seven feet wide and three feet deep. | Help create more interactions between the buildings and the street. |
| ② | <u>Curb cuts</u> shall be a maximum of 20 feet wide. | Ensure slower vehicle speeds over sidewalks. |
| ③ | <u>Street-facing stoops and porches</u> - stoops and porches may extend a maximum of four feet beyond the Build To Line on the street facing elevations. | Ensure an appropriate entry to the housing units. |
| ④ | <u>Parking garage doors</u> - within 40 feet of the Build To Line shall be perpendicular to the street. These garages shall be screened from the street with a minimum of 8 feet of programmed space or porch. | Create street facing facades that are varied and do not include garage doors. |
| ⑤ | <u>Garage facades</u> - shall be a maximum of 20 feet wide. | Minimize garage facades. |
| ⑥ | <u>Rear setback</u> - shall be a minimum of 10 feet. | Ensure the opportunity for public safety vehicles to access the building, allow space for vehicle parking, ensure the daylight plane on adjacent property is protected. |
| ⑦ | <u>Building separation</u> - buildings on the site shall be located at least 10 feet apart. | Ensure the development is visually pedestrian scale. |
| ⑧ | <u>Buildings depth</u> - buildings shall not be more than 60 feet in depth perpendicular to the street. | Ensure the development is appears composed of several houses. |
| ⑨ | <u>Building facades</u> - buildings facing the street shall not be wider than 40 feet. | Ensure the development is visually pedestrian scale. |
| <i>Site Development Standards not shown on graphic</i> | | |
| | <u>Build to Line</u> - minimum of 60 percent of the width of the lot facing the street shall be developed to the Build To Line. | Define street edge and help create active public spaces that are outdoor rooms. |
| | <u>Balconies</u> - above the ground floor balconies may extend a maximum of four feet beyond the Build To Line and driveway, and three feet into other setbacks. | Create opportunities to see into, and interact with, the public and semi-public spaces. |
| | <u>Finished floor</u> - at the ground floor shall be raised at least two feet above the sidewalk elevation within 20 feet of the Build To Line. | Increase privacy to residential units. |

Notes:

1. See Figure 17-8.

Figure 17-8 Large Home Housing Type



G. Landscaping.

- 1. Landscape plan.** A landscape plan, prepared by a landscape design professional and in compliance with the Planning and Development Department handout “Landscape Plan and Performance Security Procedures,” and the following requirements, shall be approved for all development within the MRD zone as a condition of an approved planning permit:
 - a. Not less than 15 percent of the net lot area shall be devoted to landscaping. Landscaping shall be installed and permanently maintained in accordance with the approved Final Development Plan or Coastal Development Permit.
 - b. Surface parking areas shall be landscaped in compliance with Section 35-115 (Landscape/Screening of Parking Areas).
- 2. Board of Architectural Review.** The Board of Architectural Review shall approve, conditionally approve, or deny the landscape plan. The action of the Board of Architectural Review is final subject to appeal in compliance with Section 35-182 (Appeals).
- 3. Duration.** Landscaping shall be installed and permanently maintained in compliance with the approved landscape plan.
- 4. Landscape agreement and performance security.** Prior to the issuance of a Coastal Development Permit in compliance with Section 35-169 (Coastal Development Permits), or a Land Use Permit in compliance with Section 35-178 (Land Use Permits), the Director may require that a signed and notarized landscape agreement and a performance security that guarantees the installation of plantings, walls, and fences, in compliance with the approved landscape plan, and provides for adequate maintenance for a designated time period be filed with the Department.
 - a. Deposit of performance security.**
 - (1) As a condition of approval of a planning permit, the decision-maker may require the deposit of a performance security (aka financial assurance) in a reasonable amount to ensure the faithful performance of one or more of the conditions of approval of a planning permit in the event that the obligor fails to perform.
 - (2) The performance security shall be in the form of cash, surety/performance bond, trust fund (assignment of credit, certificate of deposit, passbook), irrevocable letter of credit, or other mechanism approved by the County.
 - (3) The financial assurance shall remain in effect until all of the secured conditions have been performed to the satisfaction of the Director.
 - b. Payable to the County.** Any financial assurance required in compliance with this Section shall be payable to the County of Santa Barbara.
 - c. Performance security release.** After satisfactory compliance with all applicable provisions of this Subsection G., performance securities shall be released upon approval by the Director for the installation and the remaining performance security for landscaping maintenance shall be released at the end of the designated time period, provided the planting has been adequately maintained.
 - d. Failure to comply.**

- (1) Upon failure to perform any secured condition, the County may perform the condition, or cause it to be done, and may collect from the obligor, and surety in case of a bond, all costs incurred, including administrative, engineering, legal, and inspection costs.
- (2) Any unused portion of the financial assurance shall be refunded to the obligor after deduction of the cost of the work after the deduction of the costs incurred.

H. Parking and driveways. Parking shall be provided in compliance with Division 6 (Parking Regulations) except if there are conflicts between the provisions and requirements of this Section 35-350 (MRD Zone Development Standards) and Division 6 (Parking Regulations) then the provisions of Section 35-350 (MRD Zone Development Standards) shall control.

1. Design. Parking areas may be arranged to allow through traffic to parking areas between adjacent lots.

2. Location.

- a. Parking spaces shall be provided onsite or within 800 feet of the lot on which the dwelling is located if the off-site parking area is permanently dedicated to the residential development.
- b. Parking lots, carports, and garages designed and used for individual units within a development may be either adjacent to the units or centrally located to serve a group of units.
- c. Uncovered parking, not including parking where a parking lot is the principal use of the lot, shall be located at least 20 feet from the Build To Line and shall not be visible from the street to the maximum extent feasible. Completely underground parking maybe located anywhere on the lot.

3. Required number of spaces. Parking spaces for residential uses in the MRD zone shall be provided in compliance with the following:

- a. One-family units, two-family and multiple-family units:
 - (1) One space per studio unit.
 - (2) 1.5 spaces per one bedroom unit.
 - (3) 2.5 spaces per two bedroom unit.
 - (4) Four spaces per three bedroom unit, plus 1.5 spaces for every additional bedroom.
- b. Fraternities, sororities, dormitories and boarding and lodging houses: 1.5 spaces per studio or bedroom and one space per two employees or faction thereof.

4. Size. Residential parking spaces shall be 8.5 feet wide by 16.5 feet long except that 30 percent of the required parking spaces may be provided as compact car spaces which shall be eight feet wide by 14.5 feet long.

5. Tandem parking. Tandem parking shall be allowed to provide up to 50 percent of the total number of required parking spaces. Tandem parking shall be limited to one space behind another for a total of two parking spaces.

- 6. Bicycle parking.** All development shall provide two unenclosed or enclosed, permanently maintained and secure bicycle storage spaces for each bedroom and/or studio apartment within the development. Bicycle parking shall not be visible from the street if feasible.
 - 7. Driveways.** Driveways shall be designed and constructed with a maximum width of 11 feet unless a wider width is required by the County Public Works or Fire Department.
 - 8. Special requirements.** Upon recommendation of the Director or the Public Works Department, or upon their own initiative when considering a project, the Planning Commission may place special requirements on an individual building site that will have the effect of reducing or increasing the number or width of driveways or prescribing their location on the building site when the Planning Commission determines that special requirements either reduce or do not create traffic hazards or street parking problems. These special requirements shall be final subject to appeal to the Board of Supervisors in compliance with Section 35-182 (Appeals).
- I. Storage.** Areas for trash or outdoor storage shall be enclosed and screened in such a manner as to conceal all trash or stored material from public view to the maximum extent feasible.
 - J. Utilities.** Utilities shall be located on the sides or rear of buildings, so as not to be visible from the street edge if feasible. Mechanical equipment, including solar energy systems, should not be visible from the street if feasible.

Section 35 360. Additional Standards

- A. Public Improvements.** Prior to the issuance of any Coastal Development Permit for structures, all plans for new or altered buildings and structures shall be reviewed by the Public Works Department for frontage improvement requirements. As a condition to the issuance of a Coastal Development Permit for any structure, the applicant shall dedicate rights of way and engineer and construct street pavement, curbs, gutters, street trees and sidewalks on the street frontage of the project site that are determined necessary by the Public Works Department consistent with the Isla Vista Master Plan.

SECTION 3:

Division 4, Zoning Districts, is amended to delete Section 35-77, SR-H – High Density Student Residential, in its entirety and reserve the section number for future use.

SECTION 4:

All existing indices, section references, and figure and table numbers contained in Article II, the Santa Barbara County Coastal Zoning Ordinance, of Chapter 35, Zoning, of the County Code, are hereby revised and renumbered as appropriate to reflect the revisions enumerated above.

SECTION 5:

Except as amended by this Ordinance, Division 1 Division 4, and Division 12 of Article II, the Santa Barbara County Coastal Zoning Ordinance, of Chapter 35, Zoning, of the County Code, shall remain unchanged and shall continue in full force and effect.

SECTION 6:

All zoning maps and zoning designations previously adopted under the provisions of Section 35-54, Adopting Zoning Ordinances and Maps and Uncertainties in District Boundaries, of Article II, the Santa Barbara County Coastal Zoning Ordinance, of Chapter 35, Zoning, of the Code of the County of Santa Barbara, California, as shown on the Goleta Community Plan Zoning Southern Section map, are hereby repealed as they relate to the area located within boundaries of the Isla Vista Master Plan area as shown in Exhibit 2 (“Isla Vista Master Plan Zoning Map”).

SECTION 7:

Pursuant to the provisions of Section 35-54, Adopting Zoning Ordinances and Maps and Uncertainties in District Boundaries, of Article II, the Santa Barbara County Coastal Zoning Ordinance, of Chapter 35, Zoning, of the Code of the County of Santa Barbara, California, the Board of Supervisors hereby adopts a new zoning map titled “Isla Vista Master Plan Zoning Map” which adopts zoning designations for the area as shown on Exhibit 2 attached hereto and which is made a part of said section by reference, with the same force and effect as if the boundaries, locations, and lines of the districts and territory therein delineated and all notations, references, and other information shown on said zoning map were specifically and fully set out and described therein, as exhibited in Exhibit 2, and which is made part of said section by reference, with the same force and effect as if the boundaries, locations, and lines of the districts and territory therein delineated and all notations, references, and other information shown on said zoning map were specifically and fully set out and described therein.

SECTION 8:

DIVISION 1, in General, of Article II, the Santa Barbara County Coastal Zoning Ordinance, of Chapter 35, Zoning, of the Santa Barbara County Code, is amended to amend Subsection 2 of Section 35-54, Adopting Zoning Ordinances and Maps and Uncertainties in District Boundaries, to add a new Subsection aa. to read as follows:

aa. Isla Vista Master Plan Zoning Map

SECTION 9:

The Chair of the Board of Supervisors is hereby authorized and directed to endorse Exhibit 2 to show that said maps have been adopted by this Board.

SECTION 10:

This ordinance and any portion of it approved by the Coastal Commission shall take effect and be in force 30 days from the date of its passage or upon the date that it is certified by the Coastal Commission pursuant to Public Resources Code 30514, whichever occurs later; and before the expiration of 15 days after its passage, it, or a summary of it, shall be published once, together with the names of the members of the Board of Supervisors voting for and against the same in the Santa Barbara News-Press, a newspaper of general circulation published in the County of Santa Barbara.

PASSED, APPROVED AND ADOPTED by the Board of Supervisors of the County of Santa Barbara, State of California, this _____ day of _____, 2015, by the following vote:

- AYES:
- NOES:
- ABSTAINED:
- ABSENT:

JANET WOLF
Chair, Board of Supervisors
County of Santa Barbara

ATTEST:

MONA MIYASATO
County Executive Officer
Clerk of the Board of Supervisors

By _____
Deputy Clerk

APPROVED AS TO FORM:

MICHAEL C. GHIZZONI
County Counsel

By _____
Deputy County Counsel

- Exhibit 1: Assessor Parcel Numbers – CM and MRD Zones
- Exhibit 2: Isla Vista Master Plan Zoning Map

EXHIBIT 1

The following listed Assessor’s Parcels (numbers as of July 24, 2007) are rezoned from the existing zone designation to either the Community Mixed Use (CM) or the Mixed Residential Design (MRD) zone as shown in the following chart at the density (number of dwelling units per acre) specified.

| APN | Zone |
|-------------|------------------------|
| 075-111-006 | Community Mixed Use-40 |
| 075-111-012 | Community Mixed Use-40 |
| 075-111-014 | Community Mixed Use-40 |
| 075-112-009 | Community Mixed Use-40 |
| 075-112-013 | Community Mixed Use-40 |
| 075-112-014 | Community Mixed Use-40 |
| 075-112-015 | Community Mixed Use-40 |
| 075-112-016 | Community Mixed Use-40 |
| 075-112-019 | Community Mixed Use-40 |
| 075-113-007 | Community Mixed Use-40 |
| 075-113-012 | Community Mixed Use-40 |
| 075-113-016 | Community Mixed Use-40 |
| 075-113-019 | Community Mixed Use-40 |
| 075-121-003 | Community Mixed Use-40 |
| 075-121-004 | Community Mixed Use-40 |
| 075-121-006 | Community Mixed Use-40 |
| 075-121-007 | Community Mixed Use-40 |
| 075-121-008 | Community Mixed Use-40 |
| 075-122-003 | Community Mixed Use-40 |
| 075-122-004 | Community Mixed Use-40 |
| 075-122-005 | Community Mixed Use-40 |
| 075-122-009 | Community Mixed Use-40 |
| 075-122-010 | Community Mixed Use-40 |
| 075-122-011 | Community Mixed Use-40 |
| 075-122-014 | Community Mixed Use-40 |
| 075-122-015 | Community Mixed Use-40 |
| 075-161-003 | Community Mixed Use-40 |
| 075-161-013 | Community Mixed Use-40 |
| 075-161-014 | Community Mixed Use-40 |
| 075-162-002 | Community Mixed Use-40 |
| 075-162-003 | Community Mixed Use-40 |
| 075-162-005 | Community Mixed Use-40 |
| 075-162-006 | Community Mixed Use-40 |
| 075-162-011 | Community Mixed Use-40 |
| 075-163-014 | Community Mixed Use-40 |
| 075-163-017 | Community Mixed Use-40 |
| 075-171-009 | Community Mixed Use-40 |

| APN | Zone |
|-------------|-----------------------------|
| 075-171-011 | Community Mixed Use-40 |
| 075-171-013 | Community Mixed Use-40 |
| 075-171-014 | Community Mixed Use-40 |
| 075-172-001 | Community Mixed Use-40 |
| 075-172-002 | Community Mixed Use-40 |
| 075-172-015 | Community Mixed Use-40 |
| 075-173-003 | Community Mixed Use-40 |
| 075-173-024 | Community Mixed Use-40 |
| 075-173-026 | Community Mixed Use-40 |
| 075-173-032 | Community Mixed Use-40 |
| 075-173-035 | Community Mixed Use-40 |
| 075-211-004 | Community Mixed Use-40 |
| 075-211-005 | Community Mixed Use-40 |
| 075-211-006 | Community Mixed Use-40 |
| 075-211-007 | Community Mixed Use-40 |
| 075-211-008 | Community Mixed Use-40 |
| 075-114-001 | Community Mixed Use-45 |
| 075-114-002 | Community Mixed Use-45 |
| 075-114-009 | Community Mixed Use-45 |
| 075-114-011 | Community Mixed Use-45 |
| 075-114-012 | Community Mixed Use-45 |
| 075-010-012 | Mixed Residential Design-25 |
| 075-010-015 | Mixed Residential Design-25 |
| 075-010-017 | Mixed Residential Design-25 |
| 075-010-029 | Mixed Residential Design-25 |
| 075-010-030 | Mixed Residential Design-25 |
| 075-010-031 | Mixed Residential Design-25 |
| 075-010-032 | Mixed Residential Design-25 |
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| 075-010-036 | Mixed Residential Design-25 |
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| 075-091-011 | Mixed Residential Design-25 |
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| 075-091-018 | Mixed Residential Design-25 |
| 075-091-019 | Mixed Residential Design-25 |
| 075-091-021 | Mixed Residential Design-25 |
| 075-091-024 | Mixed Residential Design-25 |
| 075-091-026 | Mixed Residential Design-25 |
| 075-091-027 | Mixed Residential Design-25 |

| APN | Zone |
|-------------|-----------------------------|
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| 075-091-034 | Mixed Residential Design-25 |
| 075-091-035 | Mixed Residential Design-25 |
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| 075-091-038 | Mixed Residential Design-25 |
| 075-091-039 | Mixed Residential Design-25 |
| 075-091-040 | Mixed Residential Design-25 |
| 075-091-043 | Mixed Residential Design-25 |
| 075-091-044 | Mixed Residential Design-25 |
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| 075-092-002 | Mixed Residential Design-25 |
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| 075-092-024 | Mixed Residential Design-25 |
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| 075-092-036 | Mixed Residential Design-25 |
| 075-092-039 | Mixed Residential Design-25 |
| 075-092-040 | Mixed Residential Design-25 |
| 075-092-042 | Mixed Residential Design-25 |
| 075-092-043 | Mixed Residential Design-25 |
| 075-092-045 | Mixed Residential Design-25 |

| APN | Zone |
|-------------|-----------------------------|
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| 075-101-007 | Mixed Residential Design-25 |
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| 075-101-015 | Mixed Residential Design-25 |
| 075-101-017 | Mixed Residential Design-25 |
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| APN | Zone |
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| APN | Zone |
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| APN | Zone |
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| APN | Zone |
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| APN | Zone |
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| APN | Zone |
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| APN | Zone |
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| APN | Zone |
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| APN | Zone |
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| APN | Zone |
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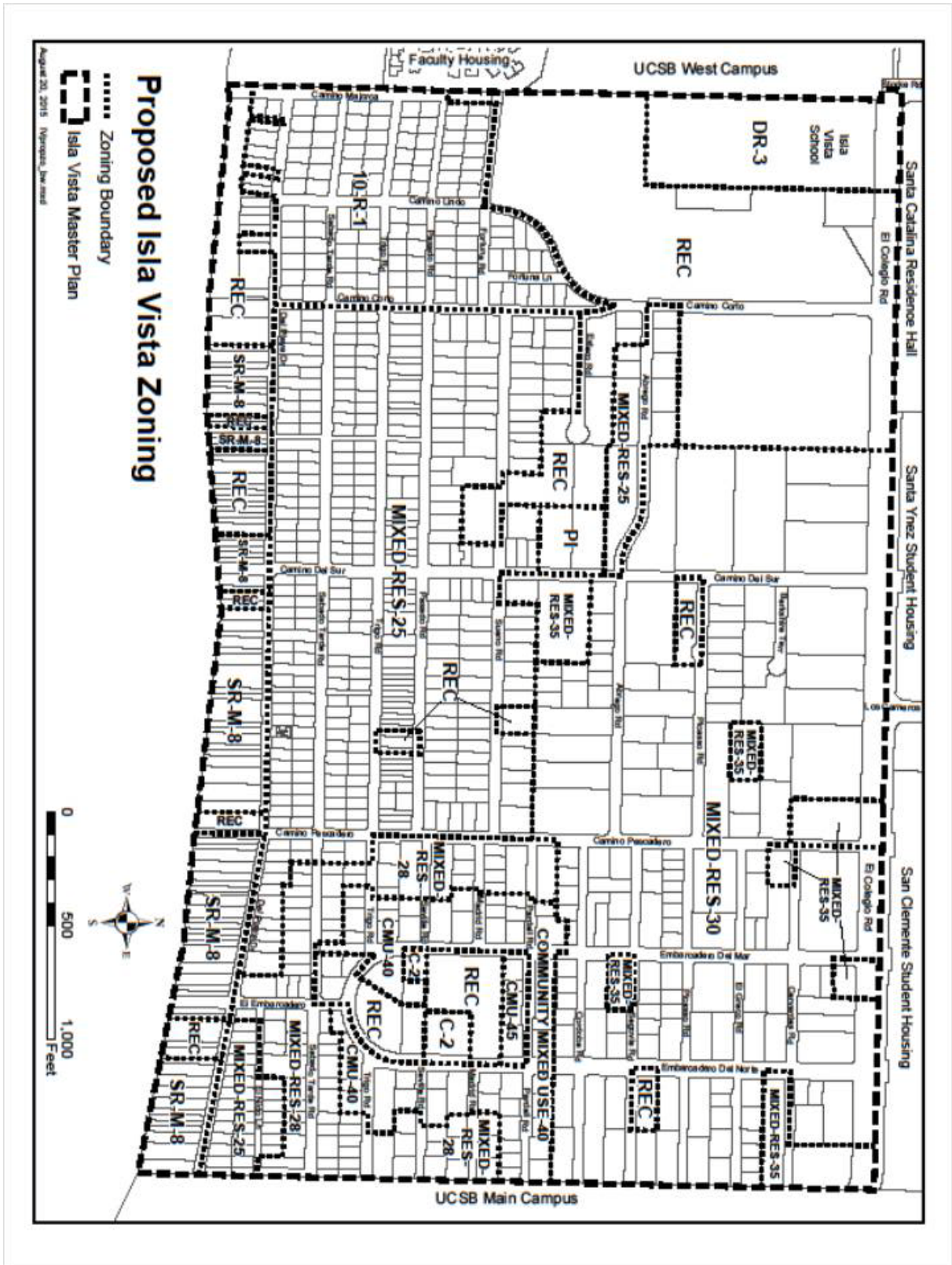
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| 075-052-023 | Mixed Residential Design-30 |

| APN | Zone |
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| APN | Zone |
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| 075-113-018 | Mixed Residential Design-30 |
| 075-121-001 | Mixed Residential Design-30 |
| 075-121-002 | Mixed Residential Design-30 |
| 075-020-039 | Mixed Residential Design-30 |
| 075-032-008 (Easterly 283 feet) | Mixed Residential Design-30 |
| 075-032-008 (Westerly 155 feet) | Mixed Residential Design-35 |
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| 075-101-022 | Mixed Residential Design-35 |

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EXHIBIT 2: Isla Vista Master Plan Zoning Map



**APPENDIX F. ISLA VISTA PERMIT
PARKING PROGRAM ORDINANCE**

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ORDINANCE NO. _____

AN ORDINANCE AMENDING THE SANTA BARBARA COUNTY CODE, OF CHAPTER 23B, PERMIT PARKING PROGRAM, BY AMENDING SECTION 23B-15, ISLA VISTA PERMIT PARKING PROGRAM

Case No. 15ORD-00000-00005

The Board of Supervisors of the County of Santa Barbara, State of California, ordains as follows:

SECTION 1:

Chapter 23B, Permit Parking Program of the Santa Barbara County Code, is amended to update Section 23B-15, Isla Vista Permit Parking Program, as follows:

Section 23B-15. Isla Vista Permit Parking Program

Any permit parking programs established within the Isla Vista area shall use this section (23B-15) in lieu of sections 23B-3 through 23B-14 of this chapter.

- a. **Designation of Permit Parking Area.** The Santa Barbara County Board of Supervisors (Board of Supervisors) may designate by resolution any area of the Isla Vista area of the County of Santa Barbara, which meets the criteria established by this section (23B-15), as a permit parking area wherein the stopping, parking or standing of a motor vehicle or vehicle is prohibited or otherwise restricted.
- b. **Designation Criteria.** In determining whether to designate an area within the Isla Vista area as a permit parking area or to establish or to modify parking exemptions or restrictions within all or any portion(s) of that area, the Board of Supervisors may consider at least the following criteria:
 1. The extent to which the residents and merchants of an area desire and need permit parking;
 2. The extent to which on-street parking spaces are (1) available for use by motor vehicles and vehicles owned by residents and merchants and their guests, and (2) not occupied by motor vehicles or vehicles owned by other persons;
 3. The size and configuration of the area as it relates to enforcement of parking and traffic regulations and the potential impact of parking and traffic congestion on this and adjacent areas as the result of the establishment of a permit parking area.
 4. If the Isla Vista on-street parking surveys show a parking vacancy rate below 15% for three consecutive UCSB Quarters surveyed, the County will implement a permit parking program within 18 months of the last on-street parking survey.
- c. **Initiation, Written Report, Hearing.**
 1. Upon the authorization of the Board of Supervisors, the Santa Barbara County Public Works Department (Public Works Department) shall undertake and hold such surveys, studies or public meetings deemed necessary in order to prepare a written

report. The Public Works Department shall thereafter submit a written report to the Board of Supervisors on the establishment of the proposed parking area.

2. Publication shall be made pursuant to Government Code Section 6066 of a notice of a hearing to be held before the Board of Supervisors for the adoption of a resolution establishing a permit parking area pursuant to this chapter, which notification shall include the location where a copy of the written report is available for public inspection ten days before the public hearing.
3. The designation process and the designation criteria set forth in this chapter shall be used by the board of supervisors to modify or terminate a permit parking area.

d. Written Report. The written report shall include, but shall not be limited to, the following:

1. Boundaries of proposed permit parking area;
2. Existing and proposed parking restrictions which may vary within a permit parking area;
3. Information generated by surveys, studies and public meetings;
4. Information upon which the Board of Supervisors may determine whether the criteria set forth in the "designation of criteria" portion of this section (23B-15) have been satisfied;
5. Any other relevant information.

e. Designation of Streets Within a Permit Parking Area. The Board of Supervisors may, at the time a permit parking area is established or modified, establish parking, stopping, standing prohibitions or restrictions for all or a portion of that area by resolution.

f. Issuance.

1. The Director of Public Works (Director), or his/her designee, or the Board of Supervisor's designee, shall issue parking permits. There shall be three categories of parking permits:
 - (A) Annual residential permits;
 - (B) Short-term permits; and
 - (C) Guest Permits. Except for guest permits, no more than one permit shall be issued for each vehicle for which application is made. Each permit issued shall reflect by statements thereon or by color thereof, or both, the particular residential parking area for which the permit is issued, the license number of the vehicle for which the permit is issued, and the duration of the permit.
2. Parking permits may only be issued for use with vehicles, passenger motor vehicles, motor driven cycles, and trucks of three-quarter ton capacity or less. No parking permit may be issued for use by any other vehicles, including but not limited to motor vehicles in excess of three-quarter ton capacity, recreational motor homes, motor vehicles not legally licensed to travel on a public highway, or motor vehicles exceeding seven feet six inches in height or twenty-two feet in length.
3. Annual or short-term permits may only be issued to the following:

- (A) Persons residing or owning property in the parking permit area, upon showing sufficient evidence of residency status and/or ownership, as determined by the Director; and
 - (B) Merchants located in the parking permit area, upon showing sufficient evidence of merchant status and location in the parking permit area, as determined by the Director; and
 - (C) Persons providing services to residents and/or merchants located in the parking permit area, upon showing sufficient evidence of service provider status and operations within the parking permit area, as determined by the Director.
4. Guest permits may only be issued to the following, for use by their guests:
- (A) Persons residing or owning property in the parking permit area upon showing sufficient evidence of residency and/or ownership, as determined by the Director; and
 - (B) Merchants located in the parking permit area upon showing sufficient evidence of merchant status and location in the parking permit area, as determined by the Director.
- g. Application.** Each application for a parking permit shall contain such information as the Director deems necessary for the proper processing of the application. The application shall also contain a statement to the effect that the applicant agrees that the permit applied for may not be sold or transferred in any manner.
- h. Parking Permit—Categories.** The following categories of parking permits shall be available for purchase upon application:
- 1. Annual Residential Permits.** Permits issued for one year shall be valid from July 1st of the year issued to June 30th of the following year. An annual residential permit that does not indicate the license plate number of the vehicle on which it is displayed shall be invalid.
 - 2. Short-Term Residential Permits.**
 - (A) **Monthly Permits.** A monthly permit shall only be valid for the month for which it is issued. A monthly permit that does not indicate the license plate number of the vehicle on which it is displayed shall be invalid. A monthly permit that does not indicate the month for which it is issued shall be invalid. Monthly permits may only be issued for use in residential permit areas within one mile of a college or university campus as determined by the Director.
 - (B) **Temporary Permits.** The Director may authorize the issuance of temporary parking permits. Temporary parking permits shall not be valid for more than forty-five consecutive days. A qualified person may obtain no more than three temporary permits in any twelve-month period. Temporary permits may not be issued for use in residential permit areas within one mile of a college or university campus as determined by the Director.
 - 3. Guest Permits.** Residents and merchants of a parking permit area may be issued guest permits for use within the parking permit area by their guests. Owners or

operators of hotels located within a residential parking permit area may purchase guest permits for the use of hotel guests. Guest permits shall be valid for twenty-four consecutive hours from the date and time of permit activation. A guest permit that does not indicate the license plate number of the guest vehicle on which it is displayed shall be invalid.

i. Permit Validity.

1. A parking permit shall be valid for the duration of the term of the permit, except that prior to expiration of the term of the permit, either of the following occurrences shall invalidate the permit:
 - (A) A change in ownership of the vehicle for which the permit is issued; or
 - (B) A change in residency address by the permittee.
2. A parking permit shall be destroyed by the permittee upon a change in ownership of the vehicle for which it is issued, or upon a change in residency address by the permittee. The permittee shall promptly report such destruction to the Director.

j. Low Income Persons. The Director shall make parking permits available at a discounted rate to qualified persons that also demonstrate significant financial need. Subject to approval by the Board of Supervisors, the Director shall adopt rules and regulations establishing the evidence necessary to demonstrate significant financial need.

k. Exemptions from Parking Permit Restrictions.

1. A motor vehicle on which is displayed a valid, unrevoked parking permit as provided for herein is exempt from any prohibitions or restrictions established pursuant to the "designation of permit parking area" portion of this section, provided that such motor vehicle is stopped, standing or parked in the permit parking area or portion thereof for which the permit is issued.
2. A parking permit shall not guarantee the holder thereof to an on-street parking space in the designated permit parking area.
3. Motor vehicles displaying a valid parking permit will be subject to applicable California Vehicle Code sections and all on-street parking restrictions and limitations, except those restrictions and limitations imposed pursuant to the "Designation of permit parking area" portion of this section.

l. Permit Applications.

1. The Director shall develop and adopt the forms for the applications to be submitted for applications for parking permits.
2. Applications for parking permits shall be submitted to the Director.
3. The Director shall approve or reject applications for parking permits, and shall issue parking permits authorized by this chapter.
4. Annual permits may be renewed, if at all, in the manner required by the Director in accord with the rules and regulations that are adopted pursuant to the "fees" portion of this section. No permit, other than an annual permit, may be renewed.

- m. Replacement of Permits Damaged, Lost, or Stolen.** Upon payment of a fee established by the Board of Supervisors by resolution, an annual or short-term parking permit that has been damaged, lost, or stolen may be replaced with a new permit. The damaged, lost, or stolen permit shall be considered void. Use of any such voided permit is prohibited. Guest permits shall not be eligible for replacement due to damage, loss, or theft.
- n. Fees.** Fees for implementing this chapter may be established by resolutions by the Board of Supervisors and such fees shall recover the actual costs incurred in the establishment, the administration, the operation and the enforcement of the parking permit program authorized pursuant to this chapter.
- o. Rules and Regulations.** The Director, in consultation with the sheriff's department, may adopt rules and regulations consistent with the purposes and provisions of this chapter to facilitate implementation of this chapter, which rules and regulations may include, but need not be limited to, procedures for application, issuance, suspension or revocation of permits, and provision for a limitation on the number of permits that may be issued. The rules and regulations shall be approved by the Board of Supervisors.
- p. Posting Permit Areas.** Upon adoption by the Board of Supervisors of a resolution designating a residential parking permit area, the Director shall cause appropriate signs to be erected, indicating prominently thereon the parking limitation(s), period(s) of the day for its application, and the fact that motor vehicles with valid permits shall be exempt therefrom.
- q. Revocation for Misuse.**

 - 1. The Director is authorized to revoke a parking permit of any person found to be in violation of any of the provisions of this chapter and, upon the written notification thereof, such person shall surrender the permit to the director or prove its destruction or disfigurement to the Director's satisfaction.
 - 2. Any person whose parking permit has been revoked shall not be issued a new permit until the expiration of a period of one year following the date of revocation and until such person has made required application therefor and has paid the fee required for the permit.
- r. Violations and Enforcement.**

 - 1. No person shall falsely represent himself/herself as eligible for a parking permit or furnish false information in an application for a parking permit.
 - 2. No parking permit which has been issued shall thereafter be assigned or transferred and any such assignment or transfer shall be void.
 - 3. No person shall copy, produce, or create a facsimile or counterfeit parking permit, nor shall any person use or display a facsimile or counterfeit parking permit.
 - 4. No person shall park or leave standing in a parking permit area a vehicle on which is displayed a parking permit which has been issued pursuant to the provisions of this chapter for a different vehicle.
 - 5. No person whose parking permit has been revoked shall refuse or fail to surrender the permit to the Director when so requested by the Director in writing.

6. A violation of this section shall constitute grounds for permit revocation and shall be an infraction punishable by (1) a fine not exceeding one hundred dollars for a first violation; (2) a fine not exceeding two hundred dollars for a second violation of this section within one year; and (3) a fine not exceeding five hundred dollars for each additional violation of this section within one year.
- s. **Towing.** The Board of Supervisors may, pursuant to section 22651, subdivision (n), of the California Vehicle Code, provide for the towing of motor vehicles and vehicles which violate the prohibitions or restrictions set forth in any resolution establishing a permit parking area.
- t. **Exemptions.** The following vehicles shall be exempt from the parking restrictions imposed by this chapter:
 1. A motor vehicle owned or operated under contract to a utility, whether privately or publicly owned, when used in the construction, operation, removal or repair of utility property or facilities or engaged in authorized work in the designated parking permit area.
 2. On approval of the director and consistent with the rules and regulations promulgated by the director pursuant to the “rules and regulations” portion of this section (23B-15), construction and construction-related equipment otherwise authorized and permitted to park on-street pursuant to all applicable state and local laws.
 3. A motor vehicle identified as owned by or operated under contract to a governmental agency and being used in the course of official government business.
 4. Any authorized emergency vehicle as defined by California Vehicle Code section 165.
 5. Any motor vehicle displaying a permit in conformance with the “exemptions from parking permit restrictions” portion of this section (23B-15).

SECTION 2:

Except as amended by this Ordinance, Chapter 23B, Permit Parking Program, of the Santa Barbara County Code shall remain unchanged and shall continue in full force and effect.

SECTION 3:

This ordinance and any portion of it approved by the Coastal Commission shall take effect and be in force 30 days from the date of its passage or upon the date that it is certified by the Coastal Commission pursuant to Public Resources Code Section 30514, whichever occurs later; and before the expiration of 15 days after its passage, it, or a summary of it, shall be published once, together with the names of the members of the Board of Supervisors voting for and against the same in the Santa Barbara News-Press, a newspaper of general circulation published in the County of Santa Barbara.

APPENDIX F. ISLA VISTA PERMIT PARKING PROGRAM ORDINANCE

PASSED, APPROVED AND ADOPTED by the Board of Supervisors of the County of Santa Barbara, State of California, this _____ day of _____, 2015, by the following vote:

AYES:
NOES:
ABSTAINED:
ABSENT:

JANET WOLF
Chair, Board of Supervisors
County of Santa Barbara

ATTEST:

MONA MIYASATO
County Executive Officer
Clerk of the Board of Supervisors

By _____
Deputy Clerk

APPROVED AS TO FORM:

MICHAEL C. GHIZZONI
County Counsel

By _____
Deputy County Counsel

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**APPENDIX G. IN-LIEU FEE PROGRAM
ORDINANCE**

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ORDINANCE NO. _____

AN ORDINANCE AMENDING ORDINANCE 4650, WHICH ESTABLISHED AN IN-LIEU PARKING FEE PROGRAM FOR THE COMMUNITY MIXED USE ZONING DISTRICT IN THE ISLA VISTA MASTER PLAN AREA, BY UPDATING THE IN-LIEU FEE PROGRAM.

Case No. 15ORD-00000-00010

The Board of Supervisors of the County of Santa Barbara, State of California, ordains as follows:

SECTION 1:

This ordinance updates the in-lieu fee program in the Community Mixed Use Zoning District in Isla Vista previously established in Ordinance 4650, passed and adopted August 28, 2007. Fees pursuant to this ordinance shall become a part of a Parking Fund and shall be used for parking and transportation improvements.

SECTION 2:

Section 2, In-Lieu Fee Program, of Santa Barbara County Ordinance 4650 is amended to read as follows:

SECTION 2: IN-LIEU FEE PROGRAM

- A. Eligible Properties.** All properties within the Community Mixed Use Zoning District shall be eligible to participate in the In-Lieu Fee Parking Program. Notwithstanding the above, the program may be suspended by the Director of Planning and Development if he or she determines that the County is not able to find or develop adequate alternative parking facilities to fulfill the goals of this program.
- B. Fee Collection process.** Fees for all development projects participating in the In-Lieu Fee Parking Program shall be paid to the County prior to zoning clearance.
1. Upon receipt of the fee the County shall place the fee in a parking fund reserved for uses consistent with this ordinance.
 2. The County will maintain a record of all properties that have met their required parking space obligation by paying the appropriate fee for the spaces.
 3. Payment of this fee does not guarantee that parking spaces will be constructed for the sole use of or in the immediate proximity of that development.
 4. This fee will not supersede mitigations for immediate direct impacts determined through a project's environmental process.
- C. Amount of Fee.**
1. The amount of payment for each required parking space shall be fixed by resolution

adopted from time to time by the Board of Supervisors, but in no case shall the fee exceed the estimated current cost to the County of providing required parking spaces to serve the contemplated use. The resolution may include allowances to increase the fee based on an established cost index.

2. Fees paid in accordance with this ordinance are collected to fund a general public parking program serving the Community Mixed Use Zoning District in Isla Vista and are not intended for any specific improvement project. The fees paid shall be the most current fees as established by the Board.

D. Change or Cessation of Ownership and/or Use. The following apply to changes in use, ownership and development of properties for which in-lieu parking fees have been used to satisfy parking requirements pursuant to this Ordinance.

1. Any satisfaction of parking requirements through the payment of fees under this Ordinance shall continue to apply to the subject property in the event of a change in ownership.
2. Any change of use of a property, or building addition or redevelopment of a site, that requires more parking may trigger additional parking requirements. The number of spaces required by the change in use shall be the difference between the number required by the new use or structure and the number required by the previous use or structure.
3. If a structure is reduced in area, or wholly or partially becomes vacant, or a use is replaced with a use for which less parking is required according to the zoning regulations, there shall be no change in the obligation for parking in-lieu fees. There shall be no refund of in-lieu parking fees. Once satisfied, the obligation for parking in-lieu fees shall be deemed to meet the parking requirement equal to or less than that for which the in-lieu fee amount was previously determined.

E. Use of Fee. The fees collected shall be used for the following purpose: to construct, maintain, or provide new public parking spaces within, or for the direct benefit of the Community Mixed Use Zoning District in Isla Vista. Eligible projects include:

1. Purchase of land for parking
2. Construction of a parking structure or surface parking lot
3. Conversion of existing private parking spaces to publicly available spaces
4. Maintenance of public parking created through this program
5. Funding of parking program enforcement activities
6. Bicycle parking
7. Other items for parking and transportation improvements as deemed appropriate by the Executive Director of the Santa Barbara County Redevelopment Agency Director of Planning and Development.

- F. Trust Fund.** An interest-bearing trust fund shall be maintained exclusively for the Parking Fund. These trust funds and interest earned by these trust funds shall be used solely for improvements identified in Section E: Use of Fees.
- H. Termination.** If this fee program is terminated, any excess funds collected prior to dissolution of this fee program shall be used for those purposes identified in Section E of this Ordinance.
- I.** Other applicable sections of County Code. This article does not supersede, replace, or invalidate other applicable sections of other County Ordinances or the County Code.

SECTION 3

Except as amended by this Ordinance, Ordinance 4650 shall remain unchanged and shall continue in full force and effect.

SECTION 4:

This ordinance and any portion of it approved by the Coastal Commission shall take effect and be in force 30 days from the date of its passage or upon the date that it is certified by the Coastal Commission pursuant to Public Resources Code Section 30514, whichever occurs later; and before the expiration of 15 days after its passage, it, or a summary of it, shall be published once, together with the names of the members of the Board of Supervisors voting for and against the same in the Santa Barbara News-Press, a newspaper of general circulation published in the County of Santa Barbara.

APPENDIX G. IN-LIEU FEE PROGRAM ORDINANCE

PASSED, APPROVED AND ADOPTED by the Board of Supervisors of the County of Santa Barbara, State of California, this _____ day of _____, 2015, by the following vote:

AYES:
NOES:
ABSTAINED:
ABSENT:

JANET WOLF
Chair, Board of Supervisors
County of Santa Barbara

ATTEST:

MONA MIYASATO
County Executive Officer
Clerk of the Board of Supervisors

By _____
Deputy Clerk

APPROVED AS TO FORM:

MICHAEL C. GHIZZONI
County Counsel

By _____
Deputy County Counsel