

**ATTACHMENT 1**  
**APPROVED VOLUNTARY MERGER**

**RECORDING REQUESTED BY  
SANTA BARBARA COUNTY  
REDEVELOPMENT AGENCY  
AND WHEN RECORDED RETURN TO:**

Santa Barbara County  
Redevelopment Agency  
1105 State Street  
4<sup>th</sup> Floor County Courthouse  
Santa Barbara, CA 93101  
Attn.: Jeff Lindgren

**APN's 075-111-006 and 075-111-014  
09VM13**

NO FEE DOCUMENT PURSUANT TO  
GOVERNMENT CODE SECTION 6103

**Certificate and Declaration of Voluntary Merger**

I (We), the undersigned, do hereby certify that I (we) am (are) the owner(s) of, or have an interest in, the real property described in Exhibit A and that I (we) am (are) the only person(s) whose consent is necessary to pass clear title to said land.

I (We) do hereby merge the real property described in Exhibit A into one parcel, for the purposes of the California State Subdivision Map Act and local ordinances enacted pursuant thereto, and the parcel shall hereafter be treated in all respects as a single parcel.

The exterior boundaries of the parcel of land resulting from this voluntary merger are described in Exhibit B and shown on Exhibit C attached hereto and incorporated herein.

**Santa Barbara County Redevelopment Agency, a public body corporate and politic**

By: \_\_\_\_\_  
Joseph Centeno

Title: Chair of the Board of Directors of Santa Barbara Redevelopment Agency

Date: \_\_\_\_\_



## **EXHIBIT A Existing Parcels**

### **LEGAL DESCRIPTION**

#### **PARCEL ONE**

The Easterly 135.00 feet, between parallel lines, of Lot 3 in Block "J" of Ocean Terrace Tract, in the County of Santa Barbara, State of California, according to the map thereof, recorded in Book 15, Pages 101, 102 and 103 of Maps, in the Office of the County Recorder of said County.

#### **PARCEL TWO**

That portion of Lot 4 in Block "J" of the Ocean Terrace Tract in the County of Santa Barbara, State of California, according to the map thereof, recorded in Book 15, Pages 101 and 102 of Maps, in the Office of the County Recorder of said County, described as follows:

Beginning at the Southeasterly corner of said Lot 4; thence Northerly along the Easterly line of said Lot and Westerly line of Embarcadero Del Mar, 50 feet wide; thence at right angles westerly 120 feet; thence at right angles Southerly 50 feet to the Southerly line of said Lot 4; thence Easterly along said Southerly line 120 feet to the point of beginning.

**EXHIBIT B**  
**Merged Parcel**  
**09VM13**

LEGAL DESCRIPTION

Parcel One and Parcel Two, in the County of Santa Barbara, State of California, as described in the deed to the Santa Barbara County Redevelopment Agency, recorded in the office of the County Recorder of said County on November 18, 2008, as Instrument No. 2008-0065001 of Official Records, described as a whole as follows:

Beginning at the southeast corner of said Parcel One, said corner being at the intersection of the westerly line of Embarcadero Del Mar, 50.00 feet wide, as shown on the map of the Ocean Terrace Tract, filed in the office of said County Recorder in Book 15, Pages 101 through 103, inclusive, of maps, with the centerline of a road easement, 40.00 feet in width, as shown on said map;

Thence, 1st, along said westerly line, and the easterly line of said Parcel One, northerly, 120 feet, more or less, to the northeast corner of said Parcel One, being also the southeast corner of said Parcel Two;

Thence, 2nd, continuing along said westerly line, and along the easterly line of said Parcel Two, northerly, 50 feet to the northeast corner of said Parcel Two;

Thence, 3rd, leaving said westerly line, and along the northerly line of said Parcel Two, westerly, 120 feet to the northwest corner of said Parcel Two;

Thence, 4th, southerly, along the westerly line of said Parcel Two, 50 feet to a point in the northerly line of said Parcel One;

Thence, 5th, westerly, along said northerly line, 15 feet to the northwest corner of said Parcel One;

Thence, 6th, southerly, along the westerly line of said Parcel One, 120 feet, more or less, to the southwest corner of said Parcel One, said corner being in the centerline of the hereinabove referenced road easement, said road currently being known as Pardall Road;

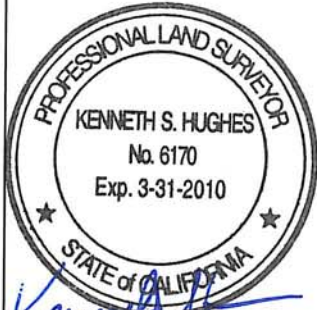
Thence, 7th, easterly, along said centerline and the southerly line of said Parcel One, 135 feet to the hereinabove referenced westerly line of said Embarcadero Del Mar and the point of beginning.

Prepared by:  
Kenneth S. Hughes  
PLS 6170  
License expiration  
date: 3/31/10



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CORDOBA ROAD



*Kenneth S. Hughes*  
*MAY 22, 2009*

APN 075-111-005

PARCEL TWO  
INST. NO. 2008-0065001 O.R.  
APN 075-111-006

APN 075-111-004

LINE BEING DELETED

PARCEL ONE  
INST. NO. 2008-0065001 O.R.  
APN 075-111-014

APN 075-111-012

ROAD EASEMENT  
PER 15 MB 101

EMBARCADERO DEL MAR

50'  
PER 15 MB 101

POINT OF BEGINNING  
FOR LEGAL DESCRIPTION

PARDALL  
ROAD

40'  
CL

SCALE: 1"=40'



EXHIBIT C

PORTION OF BLOCK "J" MB 15 PGS 101-103

09VM13

APN's 075-111-006 & 014

COUNTY OF SANTA BARBARA, CA



**Penfield & Smith**  
Engineering · Surveying · Planning  
· Construction Management ·

**ATTACHMENT 2  
CEQA ADDENDUM**

**CEQA ADDENDUM**  
**to the**  
**ISLA VISTA MASTER PLAN ENVIRONMENTAL IMPACT REPORT**  
**SCN 2003101095**

**SECTION 4.3: DOWNTOWN PARKING STRUCTURE**

**May 21, 2008**

**Prepared by**

**COUNTY OF SANTA BARBARA  
REDEVELOPMENT AGENCY**

**1105 Santa Barbara St. 4<sup>th</sup> Floor  
Santa Barbara County Courthouse  
Santa Barbara, CA 93101**

**Staff Contact:**

**Abigail Nugent  
805.884.8082**



## **SUMMARY OF THIS DOCUMENT**

This addendum assesses the environmental impact of refinements to the Isla Vista Master Plan Environmental Impact Report (IVMP EIR), Section 4.3: Downtown Parking Structure, as required by the California Environmental Quality Act (CEQA) (California Public Resources Code 21000 et seq.) and in compliance with the State CEQA Guidelines (14 California Code of Regulations 15000 et seq.).

The County of Santa Barbara Redevelopment Agency, as the lead agency under CEQA, will consider the potential environmental impacts of the proposed refinements to the Downtown Parking Structure (Project) when it considers whether or not to approve these changes as part of the Project. This Addendum is an informational document, intended to be used in the planning and decision making process as provided for under Section 15164 of the CEQA Guidelines. The Addendum does not recommend approval or denial of the proposed refinements to the Project.

The fundamental conclusion of this addendum is that the proposed refinements to the Project will not result in new significant impacts nor substantially increase the severity of previously disclosed significant impacts beyond those already identified in the 2007 certified Isla Vista Master Plan Environmental Impact Report. Thus, a subsequent or supplemental EIR need not be prepared.

## **CALIFORNIA ENVIRONMENTAL QUALITY ACT (CEQA)**

Under CEQA Section 15180, if a project Environmental Impact Report (“EIR”) has been certified for a redevelopment plan, no subsequent EIRs are required for individual components of the redevelopment plan unless a subsequent EIR or a supplement to an EIR would be required by Section 15162 or 15163. The Isla Vista Master Plan EIR is both a program EIR and project EIR, analyzing both the impacts of the Isla Vista Master Plan as a whole and specific projects in the Isla Vista Master Plan. Therefore, under Section 15180, the Project does not require a subsequent EIR unless required under Section 15162.

Under Section 15162, a subsequent EIR is required if there is a substantial increase in the severity of previously identified significant effects. The refinements to the Project do not result in any environmental effects more severe than previously examined in the IVMP EIR; therefore, the refined Project does not require a subsequent EIR. Therefore, this addendum analyzes the Project refinements as required under the CEQA Guidelines, Sections 15162 and 15164.

## **BACKGROUND**

The Isla Vista Master Plan Environmental Impact Report, Section 4.3, analyzes the environmental impacts of a parking structure in downtown Isla Vista. The Project was anticipated to occur in phases; the first phase includes the acquisition and construction of a surface parking lot, and the second (optional) phase consists of the construction of a multi-level structure. The project location is described as a site in downtown Isla Vista, of at least 0.5 acres, with 50 – 250 parking spaces.

The estimated project specific impacts can be found in the IVMP EIR, pages 4.3-1 – 4.3-6. Specific information regarding environmental setting, regulatory framework, and thresholds of significance, as well as specific program impacts and mitigation measures, can be found in individual resource sections located in Section 3 of the IVMP EIR.

## **PROJECT DESCRIPTION**

The refined Project is based on the first phase Project set forth in Section 4.3 of the IVMP EIR, and consists of the purchase of 881 Embarcadero Del Mar (APN 075-111 -014 & -006) for the construction and operation of a surface parking lot to serve downtown Isla Vista. The site is a total of 17,858 square feet or approximately 0.41 acres, which is less than the analyzed 0.5 – 1 acre site. It is estimated to accommodate 45 spaces with one entrance and exit on Embarcadero Del Mar, also less than the analyzed 50 – 250 parking spaces. The standing wall adjacent to the residential properties on the western and northern border of the property will remain in place to screen adjacent residential properties in accordance with Section 35-115. The lot will include the installation of lights and one pay station measuring approximately two feet by two feet, mounted on a pole at eye level roughly five feet off the ground.

## **PROJECT IMPACTS**

A summary of project specific significant or potentially significant resource section impacts are as follows:

### Aesthetics/Visual Resources

The IVMP EIR identified the following project-specific and/or programmatic impacts to Aesthetics/Visual Resources during environmental review of the Project. Please refer to Section 4.3 and Section 3.2 of the IVMP EIR for further details.

- Impacts to nighttime views from security lighting.
- Possible improper disposal of construction materials during construction that could be objectionable or inconsistent with the character of the project site.
- Parking structure may obstruct some fragmentary views of the Santa Ynez mountain range.

The refined Project will not result in any effects more severe than those shown in the Isla Vista Master Plan EIR. It is located in the same area as established in the EIR, and at 0.41 acres, the refined Project is smaller than the IVMP EIR evaluated 0.5 – 1 acre parking structure. Therefore, since the scale is smaller than originally evaluated, the visual impact will be less severe than determined in the IVMP EIR. As a surface lot, the views of the Santa Ynez mountain range will not be obstructed, therefore, the impacts to views will be less severe than with a multi-level parking structure. The lighting will be designed and mitigated as set forth in the IVMP EIR and disposal of construction materials will also be managed as set forth in the IVMP EIR to insure that project impacts are less severe than identified in the IVMP EIR.

### Agricultural Resources

There are no anticipated program or project-specific impacts to agricultural resources set forth in the IVMP EIR.

The refined Project remains consistent with the Project evaluated in the IVMP EIR and there are no anticipated program or project specific impacts to agricultural resources.

### Air Quality

The IVMP EIR identified the following project-specific and/or programmatic impacts to air quality during environmental review of the Project. Please refer to Section 4.3 and Section 3.4 of the IVMP EIR for further details.

- Emissions from site preparation and construction phase.
- Increased vehicle emissions.

A surface lot requires less intensive construction than a multi-level parking structure, therefore, the refined Project construction air quality impacts will be less than analyzed in the IVMP EIR. The number of spaces, and therefore, intensity of use and vehicle emissions, is less than analyzed in the IVMP EIR. Additionally, because the location is in the same area as established in the IVMP EIR, the refined Project will not cause any impact in construction or traffic circulation more severe than those evaluated in the IVMP EIR. Therefore, the refined Project will not result in any impacts to air quality more severe than those shown in the Isla Vista Master Plan EIR.

### Biological Resources

There are no anticipated program or project-specific impacts to biological resources set forth in the IVMP EIR.

The refined Project remains consistent with the Project evaluated in the IVMP EIR and there are no anticipated program or project specific impacts to biological resources.

### Cultural/Historical Resources

The IVMP EIR identified the following project-specific and/or programmatic impacts to cultural/historical resources during environmental review of the Project. Please refer to Section 4.3 and Section 3.6 of the IVMP EIR for further details.

- Project could result in damage and destruction of unknown resources.

The refined Project is located in the same area as established in the IVMP EIR and the scope is less than that analyzed in the IVMP EIR. The EIR contemplated a multi-level parking structure whereas the refined Project consists of a surface level parking lot. As such, excavation for the refined project will be reduced due to foundation requirement changes with a surface lot, and therefore, disturbance of possible cultural resources is less likely than analyzed in the IVMP EIR. If resources are found during construction, the same standard mitigation measures established in the IVMP EIR for cultural or archeological resources will followed. Therefore, the refined Project will not result in any effects more severe than those shown in the Isla Vista Master Plan EIR.

## Geologic Hazards

The IVMP EIR identified the following project-specific and/or programmatic impacts relating to geologic hazards during environmental review of the Project. Please refer to Section 4.3 and Section 3.7 of the IVMP EIR for further details.

- Increased risk from seismic hazards.
- Increased risk of liquefaction.
- Increased risk from soil hazards.

The refined Project is located in the same area as established in the IVMP EIR and the scope is less than that analyzed in the IVMP EIR. The EIR contemplated a multi-level parking structure whereas the refined Project consists of a surface level parking lot. As such, excavation and foundational depth for the refined project will be reduced due to foundation requirement changes with a surface lot. Additionally, because of the height of a multi-level parking structure, it is at an increased risk from seismic and liquefaction hazards than a surface parking lot. Therefore, increased risk from seismic hazards, liquefaction, and soil hazards is less likely than analyzed in the IVMP EIR. Therefore, the refined Project will not result in any effects more severe than those shown in the Isla Vista Master Plan EIR.

## Hazards and Hazardous Materials

The IVMP EIR identified the following project-specific and/or programmatic impacts relating to hazards and hazardous materials during environmental review of the Project. Please refer to Section 4.3 and Section 3.8 of the IVMP EIR for further details.

- Disturbance of contaminated soil/groundwater.

The refined Project is located in the same area as established in the IVMP EIR and the scope is less than that analyzed in the IVMP EIR. The EIR contemplated a multi-level parking structure whereas the refined Project consists of a surface level parking lot. As such, excavation for the refined project will be reduced due to foundation requirement changes with a surface lot, and therefore, disturbance of contaminated soil/groundwater will be less than that analyzed in the IVMP EIR. Mitigation measures as set forth in the IVMP EIR will be followed. Therefore, the refined Project will not result in any effects more severe than those shown in the IVMP EIR.

## Hydrology and Water Quality

The IVMP EIR identified the following project-specific and/or programmatic impacts to hydrology and water quality during environmental review of the Project. Please refer to Section 4.3 and Section 3.9 of the IVMP EIR for further details.

- Construction related water quality impacts.
- Increase of impervious surfaces.

As a surface lot instead of a multi-level parking structure, construction will be less intensive, and the project construction water quality impacts will be less than analyzed in the IVMP EIR. At 0.41 acres, the

site is smaller than the 0.5 – 1 acres Project and the increase of impervious surfaces is less than analyzed in the IVMP EIR. As provided for in the IVMP EIR, mitigation by Best Management Practices will be implemented. Therefore, the refined Project will not result in any effects more severe than those shown in the IVMP EIR.

### Land Use, Population and Housing

The IVMP EIR identified the following project-specific and/or programmatic impacts to land use, population, and housing during environmental review of the Project. Please refer to Section 4.3 and Section 3.1 of the IVMP EIR for further details.

- Loss of privacy impacts.

Consistent with the analysis in the IVMP EIR, the refined Project is located in the downtown area and as a surface parking lot with 45 parking spaces instead of a multi-level parking structure with 50 – 250 spaces, use would be less intensive for the refined Project. Therefore the impact to privacy for the surrounding residential units would be less severe than shown in the IVMP EIR and the refined Project will not result in any effects more severe than those shown in the IVMP EIR.

### Noise

The IVMP EIR identified the following project-specific and/or programmatic impacts relating to noise during environmental review of the Project. Please refer to Section 4.3 and Section 3.10 of the IVMP EIR for further details.

- Temporary construction related noise.
- Increase in ambient noise levels.

As a surface lot instead of a multi-level parking structure, construction will be less intensive and the project construction noise impacts will be less than analyzed in the IVMP EIR. Consistent with the analysis in the IVMP EIR, the refined Project is located in the downtown area and not different than evaluated in the IVMP in regards to proximity to sensitive noise receptors. For the refined Project, the number of spaces, and therefore, intensity of use and ambient noise levels, is less than analyzed in the IVMP EIR. Therefore, the refined Project will not result in any effects more severe than those shown in the IVMP EIR.

### Parks, Open Space and Recreation

There are no anticipated program or project-specific impacts to parks, open space, and recreation set forth in the IVMP EIR.

The refined Project remains consistent with the Project evaluated in the IVMP EIR and there are no anticipated program or project specific impacts to parks, open space, and recreation.

### Public Service and Utilities

There are no anticipated project-specific impacts to public service and utilities set forth in the IVMP EIR.

The refined Project remains consistent with the Project evaluated in the IVMP EIR and there are no anticipated program or project specific impacts to public services and utilities.

### Traffic and Circulation

The IVMP EIR identified the following project-specific and/or programmatic impacts to traffic and circulation during environmental review of the Project. Please refer to Section 4.3 and Section 3.13 of the IVMP EIR for further details.

- Possible increase in traffic at roadways and intersections immediately adjacent to the lot.
- Possible reduction in traffic in the downtown area.
- Further quantitative analysis of traffic and circulation is necessary when further project details are known.

As required in the IVMP EIR, a quantitative analysis of traffic and circulation impacts for the refined Project was conducted. The analysis, contained in Exhibit 1, used Santa Barbara County CEQA Traffic Impact Thresholds to determine Project-generated traffic significance. These thresholds consist of a number of criteria, including a significant change in Level of Service (LOS). Similar to the IVMP EIR, the refined Project analysis forecast LOS C operations at the Embarcadero Del Mar/ Pardall Road intersection during the P.M. peak hour period under the buildout conditions outlined in the Isla Vista Master Plan. According to the traffic impact thresholds, a significant change in LOS C would consist of at least a 0.10 increase in the volume to capacity (V/C) ratio. The analysis concluded the refined Project would not generate additional traffic and due to the lot location and use, would instead result in a net reduction in traffic at the intersection. Embarcadero Del Mar/Pardall Road intersection would continue to function at LOS C and would not increase the V/C ratio by 0.10. The refined Project did not exceed any of the remaining traffic impact thresholds and the cumulative impact was determined to be insignificant. Therefore, the refined Project will not result in any effects more severe than those shown in the Isla Vista Master Plan EIR.

## **EXHIBITS**

**Exhibit A** - Embarcadero Del Mar Parking Lot Project Traffic Impact Study