

Katherine Douglas

Appellant Letter and Exhibits

#4



**From:** Marc Chytilo <marc@lomcsb.com>  
**Sent:** Friday, September 5, 2025 11:53 AM  
**To:** sbcob  
**Subject:** Soutar Appellant's submittals - item # 4, 9/9/25  
**Attachments:** LOMC Soutar to BOS 6737 Sueno 9-5-25.pdf; Soutar Exhibits 6737 Sueno Appeal 9-5-25 redux.pdf

**Caution:** This email originated from a source outside of the County of Santa Barbara. Do not click links or open attachments unless you verify the sender and know the content is safe.

Clerk – attached pls find for filing Appellant Soutar's materials in support for the appeal on the September 9 agenda.

PPT will follow by separate email.

Pls confirm timely receipt

Best regards

Marc

\* \* \* \* \*

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# LAW OFFICE OF MARC CHYTILO, APC

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## ENVIRONMENTAL LAW

September 5, 2025

Chair Laura Capps  
Santa Barbara County Board of Supervisors  
105 East Anapamu Street, 4th Floor  
Santa Barbara, CA 93101

Re: **Item # 4, September 9, 2025: Soutar Appeal of 6737 Sueno Road Project**

Dear Chair Capps and Members of the Board:

Please accept the following on behalf of Pegeen and Jon Soutar, appellants in this matter. The Soutars have decades of substantive community involvement in Isla Vista, including service on elected and appointed bodies and extensive volunteer service to Isla Vista. While generations of students and community members have come and gone from Isla Vista, the Soutars and a handful of other residents have stayed and present over 40 years of institutional knowledge of the community. They bring this appeal to alert your Board and the County of a serious public safety hazard that is materially worsening with over 40 new residential projects and ADUs that have recently been approved or are in the planning pipeline that will add approximately 450 new bedrooms to Isla Vista, and hundreds of new cars, at the same time that the County is substantially reducing street parking. While Isla Vista is a community that both needs and generally can serve higher density residential development, existing parking conditions are out-of-control during significant times of the year due to flagrant indifferences to parking rules and requirements and a severe imbalance between the number of parking spaces and the number of cars. While many students park and leave their cars for weeks at a time, working residents must find parking on a daily basis, especially those that drive to and from work due to early and late work start and stop hours when transit service is not running, persistent bus overcrowding and ineffective public transit, and unsafe conditions for pedestrians walking considerable distances from transit stops to homes late at night. The parking space-car imbalance leads to extensive cruising, double parking, and unsafe parking behavior in front of hydrants, on corners and blocking crosswalks, jeopardizing public safety in Isla Vista and often forcing pedestrians into traffic lanes. The 6737 Sueno Project ("Project") and dozens of similar projects will substantially worsen this imbalance and exacerbate safety risks to the Isla Vista community.

We ask that your Board acknowledge that the Project, along with other projects identified herein, will create potentially significant cumulative safety impacts to pedestrians and bicyclists in Isla Vista due to an exacerbated parking shortfall and the unique pressure on Isla Vista's roadways, sidewalks and bike paths. **Options to address this include** directing the Project to undertake environmental review (required by law and for enhanced planning); imposing additional conditions to lessen this particular project's impacts (reduce project size and scale, eliminate "dining rooms" prone to conversion to bedrooms, require the applicant to provide a shared car for residents (ideally at each of their rentals with 10 or more residents and inadequate parking),

prioritize parking spaces for low income tenants that need them) while directing staff to propose more comprehensive solutions to IV's safety issues (fund CSD parking enforcement, fund, support and require implementation of all elements of the IVCSA Parking Action Plan, in particular an IV permit parking program, work with UCSB to allow affordable storage of IV-resident student cars in campus garages, enhance transit services and nighttime safety, etc).

Legally, the County must both recognize the Project and cumulative adverse impacts of increased hazards due to the conflicts between pedestrians/bikes and cars that are both parked in an unsafe manner and cars cruising and seeking parking (CEQA Appendix G, XVII(c), resulting in inadequate emergency access (id., XVII(d)), physically interfering with emergency response (id., IX(f)), and resulting in cumulative impacts (id., XXI(b) and Public Resource Code § 21159.25(c)(1). The Project's inconsistency with applicable Local Coastal Plan and General Plan policies (see LCP 2-22, below) is an independent trigger for environmental review. Public Resource Code § 21159.25(b)(1).

### **1. Project Setting, Cumulative Projects List and Impacts**

Like all projects, the County must consider the Project in its context of the setting, and in light of other projects, both to consider if the Project may have cumulative impacts from successive projects of the same type and place over time (§ 21159.25(c)(1)) and to recognize that the reasonable possibility that the Project will have a significant effect on the environment due to the unusual circumstances present in Isla Vista (§ 21159.25(c)(2)).

#### **a. Other Residential Projects**

Exhibit A is the list of **recent and pending residential projects in Isla Vista**, which propose to add approximately 450 new student bedrooms (each typically accommodating 2 or more students), the majority of which will bring additional cars to Isla Vista to work and pay the excessive rents.

#### **b. IV is overparked and people cruise to find parking**

Exhibit B is a **map of Isla Vista's parking capacity, showing that Isla Vista is at 103% of capacity**. This indicates there are no available spaces for these new cars to park. Like freeway gridlock, congested areas experience a tipping point when just a few additional cars causes gridlock. See Exhibit C, Cruising for Parking.

The IVCSA's Existing Conditions Assessment (Exhibit D) and Parking Action Plan (Exhibit E) document the extent of IV's parking problem. The Action Plan states: "Offsetting car ownership within the community is important **as there is already an extreme level of parking congestion in Isla Vista that often exceeds 100% due to illegal parking, which raises multiple safety and accessibility concerns**". Additionally, the community must anticipate the impacts of statewide legislation that could put further pressure on the already limited amount of parking

supply including the elimination of on-street parking within 20 feet of intersections, the ability to build housing with little to no on-site parking supply, and the ongoing ability to convert garages into ADUs. UCSB will also be constructing additional housing supply without parking to meet the high level of anticipated housing demand, and as a result, demand for parking in Isla Vista is expected to continue increasing as residents of UCSB housing, adjacent to Isla Vista, who choose to not purchase a campus permit would likely end up parking in Isla Vista.” (emphasis added.) See Exhibits D & E.

It is incontrovertible that Isla Vista routinely experiences an often extreme shortfall in parking for residents and UCSB students during extended periods of the year.

c. Evidence of Creative Use of Non-Bedroom Space for Additional Rentable Bedrooms That May Be Not Included in the Project Description

The Project includes a number of 3 bedroom units, many of which have a walled dining room of equal size. See Exhibit F, excerpts of Project Plans. They may not be designated as bedrooms on the plans, but there’s a high probability they could be rented as such.

The applicant routinely advertises Isla Vista rental units that both include lofts as separate sleeping spaces that are within a units allowed lease occupancy. See Exhibit G (6602 Del Playa Dr. Unit B). These images from the listing website show a garage door sealed with foam sealant, which would appear to indicate this garage was not available for parking and could be repurposed to other uses.

d. Evidence of Multiple Occupants per Bedroom

The applicant’s 6602 Del Playa Dr listing identifies the maximum lease occupancy for these 3 bedroom units as 10 and 11 occupants. This occupancy would require at least 3 occupants per room. Exhibit G. The website listing for 6518 Del Playa lists 3 bedrooms, another small room, and a loft, with maximum occupancy of 13. Exhibit H. The listing for Unit 101 at 1031 Embarcadero lists two bedrooms, and a maximum occupancy of 10. Exhibit I.

Exhibit J contains all of the applicant’s Isla Vista rental property listings, and in every unit where the number of bedrooms and occupancy is listed, each bedroom is allowed to have at least 2 occupants, and often more.

This evidence underscores the need for the County’s Isla Vista rental inspection program, but more directly establishes that the applicant routinely leases with the expectation of at least 2, if not more occupants per bedroom. It would appear that the County should identify maximum occupancy for Isla Vista rental units at the time of permitting. The 6737 Sueno Project applicant must clarify exactly how many occupants are present in each of their units, for this project and for all other rental properties they operate in Isla Vista.



e. Safety Issues

Isla Vista already experiences an extremely high frequency of pedestrian-vehicle accidents and injuries. See Exhibits K and L, summaries of such Isla Vista accidents and injuries from the California Highway Patrol and SB Sheriff's office. Exhibit M is the CHP data in chart format.

County has recognized that activities in Isla Vista create particular public health and safety challenges, and your Board has adopted ordinances based on evidence of these unsafe conditions, including the declaration of a Mass Casualty Event at the 2023 Deltopia Event. See Exhibit N (BOS Deltopia Resolution).

Board of Supervisors Letter dated April 23, 2024 authorized various improvements to reduce "conflict points" between pedestrian routes and vehicles. Exhibit O

AB 3(2015) authorized formation of the Community Service District and imbued the CSD with the authority to create a parking district to bring additional tools to manage Isla Vista's parking dilemmas. Notably, AB 3 also provided funding for an area Planning Commission to allow Isla Vista development to be more carefully overseen, much like the Montecito Planning Commission, which would provide a more effective body to address Isla Vista-specific issues. Exhibit P AB 3.

These facts and documents are the predicate for the following legal analysis.

**1. Local Coastal Plan Policy 2-22 sets an objective standard of 80 square feet of bedroom per occupant with which the Project conflicts**

Whether LCP 2-22 is an objective standard is central to the County's authority and discretion to: 1) require CEQA review (because the Public Resource Code § 21159.25 exemption is unavailable for projects that do not comply with LCP policies); and 2) impose conditions on the project, including reducing the project size or denying it outright. HAA, Gov. Code § 65568.5(f)(1).

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LCP Policy 2-22 provides

### **Isla Vista Development Policies**

[IV. Planning and Zoning Study, 11/88]

**Policy 2-22:** To improve the overall appearance and quality of development in the community of Isla Vista, new development shall adhere to the following standards to the maximum extent feasible:

- a. Residential units in multiple residential projects shall be designed to maximize living space and reduce overcrowding of units, in recognition of the double occupancy per bedroom and rental patterns that have become characteristic of the community. **A standard of 80 square feet of bedroom area per intended occupant shall be implemented.**
- b. Projects shall be designed to include architectural and aesthetic amenities to improve the overall appearance and quality of development in the community.<sup>9</sup>

**Policy 2-23:** The County shall work with property owners in Isla Vista to identify vacant sites for the potential development of parking to serve existing residential units. The County may also explore the possibility of acquiring or developing public parking.<sup>10</sup>

The Coastal Commission's recent review of the County's revisions to 35- 144C make crystal clear that the County must apply all objective standards in LCP policies, even when other aspects of a policy might be subjective.

The Coastal Commission Staff Report reasoned:

As proposed, the County's language lacks clarity regarding which components of provisions that contain both objective and subjective components would apply and thus does not sufficiently protect coastal resources. Therefore, **Suggested Modification One (1) and Two (2)** are necessary to clarify where compliance with only the objective standards of the LCP is required under state housing law for a proposed housing development project and where an applicable coastal resource protection policy contains objective and subjective components, the objective portion(s) shall apply so that adverse impacts to coastal resources will be avoided.

LCP-4\_STB-24-0027-Part A at p. 16. Th12a, November 21, 2024. See generally Exhibit R.

The applicable part of the County LCP's Isla Vista Development Policy 2-22 is clearly objective and applies to the project: "**A standard of 80 square feet of bedroom area per intended occupant shall be implemented.**" The Coastal Commission rejected the County's effort to invalidate the entirety of LCP policies like 2-22, and clearly mandates adherence to objective elements thereof.

Courts are directed by the HAA to employ a ‘reasonable person’ standard in evaluating whether a project is consistent with applicable Development Standards and Local Coastal Plan requirements. The test is “whether there is ‘substantial evidence that would allow a reasonable person to conclude that the housing development project’ complies with pertinent standards.” (*California Renters Legal Advocacy & Education Fund v. City of San Mateo* (2012) 68 Cal.App.5th 820, 837.) “The effect of [HAA] subdivision (f)(4) is simply to hold local governments to a standard of objectivity in their decisionmaking, such that if a reasonable person could find a housing development in compliance, it will be so deemed. If a municipality wishes to enforce limitations on housing developments, it must promulgate standards that are not so malleable that reasonable minds could differ on whether they are met. In short, the HAA does not wrest control from local governments so much as require them to proceed by way of clear rules adopted in advance, rather than by ad hoc decisions to accept or reject proposed housing.” (Id. at pp. 850–851; see Gov. Code, § 65589.5, subd. (f)(4). See *Bankers Hill 150 v. City of San Diego* (2022) 74 Cal.App.5th 755, 777.

Under this standard, the County has authority, and a duty, to apply LCP Policy 2-22 as it is written – to require 80 square feet of bedroom space per occupant.

The Staff Report contends that the project bedrooms are each in excess of 80 square feet (Project Staff Report at page 7), but this overlooks the generally known fact that bedrooms in Isla Vista typically have at least 2 occupants, and apparently, as many as 5 occupants per bedroom (Exhibit I). See generally Exhibits F-J. The applicant must identify an occupant count per bedroom to demonstrate compliance with the 80 sq ft/bedroom/occupant standard.

**2. The Project will cause a specific adverse effect on public safety, directly and in combination with other similar projects**

The HAA Provides: “As used in this paragraph, a “specific, adverse impact” means a significant, quantifiable, direct, and unavoidable impact, based on objective, identified written public health or safety standards, policies, or conditions as they existed on the date the application was deemed complete.”

The unsafe and chaotic conditions of Isla Vista’s roadways were well documented in writing as of the date of application completeness. This project and other recently approved or pending projects will add 450 additional bedrooms, each with double, and some possibly with triple occupancy. Exhibits K – O show the elevated level of law enforcement reporting in Isla Vista. Exhibit Q is a heat map of transportation injuries in the South Coast, demonstrating that Isla Vista experiences the highest number of such accidents by a large factor. Board of Supervisors’ Staff Reports on various Isla Vista incidents, facilities improvements, and the IVCSD’s conditions reports all support the nexus of parking congestion to Isla Vista’s circulation and access deficiencies to public safety risks. Adding 450 new bedrooms, along with untold “off the books” sleeping rooms will further exacerbate these impacts.

### **3. Cumulative impacts trigger CEQA review**

The CEQA findings make plain that evidence of cumulative impacts from the project, considered in conjunction with “successive projects of the same type in the same place, over time is significant.” County Attachment C-8. As described above, approximately 450 additional bedrooms have recently or are currently being proposed to be added to Isla Vista. See Exhibits B & C, and others. Depending on the authority, many have reduced parking, and increased densities, and thus add to parking shortfalls in Isla Vista. These projects add more pedestrians and bicyclists to the same streets that persons seeking parking cruise in a search for a parking spot. The lack of adequate sight lines through tightly parked cars, on curves that include parked cars, and in blocked or infringed-upon crosswalks is an unsafe condition that jeopardizes the safety of residents.

As noted above, these conditions and additional projects create potentially significant impacts in the form of hazards to pedestrian and bicyclist safety, impaired first responder access, emergency evacuation egress and conflicts with applicable General Plan and Local Coastal Plan policies. These each constitute a CEQA cumulative impact that disqualifies the Project from its CEQA exemption and requires that the County conduct environmental review on the Project before proceeding to approval.

### **Conclusion**

While Isla Vista remains a place where additional housing is appropriate, recent County decisions and developer conduct have created a “Wild West” gold rush to cram irresponsible densities of housing into the fragile Isla Vista community. We recognize the benefits of the affordable housing elements the Project provides, and acknowledge the opportunities for increased density that state law currently affords developers. These laws and rules have the potential to tip a community into an unsafe and unsustainable conditions, and the parking that is the primary impact identified in this appeal is but one indicator of how excess can create irrevocable adverse impacts on a community and neighborhood. Policy 2-22 was adopted by your Board as a tool to manage abuse of the vulnerable student population, and constitutes an objective standard that cannot be ignored.

We request that your Board grant this appeal to require this applicant and Project to undergo a reasonable review process to ensure this and other housing projects can proceed without causing irrevocable adverse safety effects on Isla Vista’s residents, workers, and First Responders.

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Respectfully Submitted,

LAW OFFICE OF MARC CHYTILO, APC



Marc Chytilo  
For Pegeen and Jon Soutar

**Exhibit List – Soutar Appeal 6737 Sueno**

Exhibit A	Current and Proposed Development in Isla Vista - Cumulative residential project list, as of August 11, 2025
Exhibit B	Map showing Isla Vista parking capacity and proposed residential developments
Exhibit C	Article, Donald Shoup, Cruising for Parking
Exhibit D	Isla Vista Community Services District, Existing Conditions Assessment, Isla Vista Parking Study, November 15, 2024
Exhibit E	Isla Vista Community Services District, Isla Vista Parking Action Plan, Isla Vista Parking Study, November 15, 2024
Exhibit F	Excerpts from 6737 Plans showing Dining rooms configured similarly to bedrooms
Exhibit G	Images and Listing Information for St George & Assocs. 6602 Del Playa Dr Units A & B Occupancy and images
Exhibit H	Listing Information for St George & Assocs. 6518 Del Playa Dr
Exhibit I	Listing Information for St George & Assocs. 1031 Embarcadero
Exhibit J	All St George Isla Vista rentals
Exhibit K	CHP Isla Vista Incident Dashboard Reports 2020-2025
Exhibit L	Santa Barbara County Sheriff Isla Vista Incident Reports 2020-2025

- Exhibit M      CHP 2020-2025 Isla Vista Incident Data in Chart form
- Exhibit N      BOS SR Deltopia Ordinance 12-12-23
- Exhibit O      Board of Supervisors approval of Isla Vista pedestrian circulation improvements,  
4/23/24
- Exhibit P      AB 3 (2015) Chaptered
- Exhibit Q      South Coast Accident Heat Map of Transportation Injuries
- Exhibit R      Coastal Commission Staff Report, LCP-4 STB-24-0027-Part A. Th12a,  
November 21, 2024

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Exhibit Q	South Coast Accident Heat Map of Transportation Injuries
Exhibit R	Coastal Commission Staff Report, LCP-4 STB-24-0027-Part A. Th12a, November 21, 2024



Current And Proposed Development in Isla Vista

August 11, 2025

Project name	Address of APN	Case number	Builder's Remedy?	Current status	# Units	# Bed rooms	Parking spaces	Parking Conesction
CP Land Investors LLC	APN 075-020-007	24DVP-00006		Application incomplete		72	36 spaces	60%-70%
075-133-015	999 Camino Corto	24CDP-00065	ADU	Issued	Partial garage conversion (F) Olivia beers	1	2	
Camino Del Sur Partners	930 Camino Del Sur	24DVP-00011 24CDP-00073	Y	Application incomplete	12 two bedroom units and three studio units	27	no parking	>100%
Camino Del Sur Partners	936 Camino Del Sur	24DVP-00011 24CDP-00073	Y	Application incomplete	12 two bedroom units and three studio units	27	no parking	>100%
	948 Camino Del Sur			Finished		3		>100%
075-062-009	850 Camino Pescadero	23CDP-00028	ADU	Issued	OLIVIA BEERS			
075-102-016	935 Camino Pescadero	21CDP-00000-00073	ADU	In Progress	925 Also? Convert garage to ADU VERONICA KING			
Cervantes	6587 Cervantes	23DVP-00025	Y	Application complete not yet approved	22 existing adding another 27	30	26 spaces	90%-100%
HOW Cordoba LLC	6587 Cordoba	23CDP-00017 23BDP-01183	ADU	Issued	Convert 2 garages into ADUs KATHLEEN VOLPI			
IVSR LLC	6516 Del Playa	24CDP-00103 25RVP-00017	ADU	CDP Issued; RVP approved not issued	2 story ADU; RVP Convert gable roof to shed roof	3		
075-222-009	6518 Del Playa		ADU			3		
	6554 Del Playa		ADU	Finished	2 story ADU	3		>100%
Blueberry LLC 075-212-038	6558 Del Playa		ADU			3		
	6595 Del Playa	23CDH-00016	SB 330	?	SFH and ADU	6	4 car garage?	>100%
075-212-025	6598 Del Playa		ADU	Not done yet		3		
	6602 Del Playa	24CDP-00213		?	705 sq ft ADU	3		>100%
	6613-6619 Del Playa				Rebuild - same # units - less pkg	0	-20	
	6622 Del Playa	24CDP-00107	ADU		2 story ADU	3		>100%
075-202-036	6653 Del Playa							
075-202-001	6697 Del Playa		ADU		Garage to ADU	1		
075-191-028	6712 Del Playa	24CDP-00038	ADU		Garage to ADU	1		
	6730 Del Playa	24CDP-00087 24CDH-00016	SB 330	complete	single family home 3 bedrooms and an ADU	6	4 car garage	>100%
Klamer ADU	6732 Del Playa	24CDP-00028	ADU	Issued	Garage Building	2		
Del Playa LLC	6746 Del Playa	22CDP-00000-00137	ADU		Building, McQueen			
	6766 Del Playa	24CDP-00136		?	2 story ADU	3		>100%
075-191-004	6776 Del Playa					3		
IV Market	939 Embarcadero del Mar	24CDP-00102				56	15 spaces	60%-100%
	971 Embarcadero Del Mar	22DUP-00010		approved		28		>100%
	885 Fortuna	24CDP-00112	ADU	complete	2 story ADU	3		80%-90%
Madrid (carwash)	6584 Madrid Rd.	24CUP-00008	Y	Application complete not yet approved	50 studio residential units	50	no parking	80%-90%
	6880 Pasado	24CDP00029	ADU	?	2 story ADU	3		90%-100%
Patterson ADU 075-201-017	6621 Sabado Tarde		ADU	Issued	Legalize ADU	3		
Infinite Advantage LLC	6714 Sabado Tarde	24CDP-00067	ADU	?	conversion of garage to ADU	3		>100%
	6721 Sabado Tarde	24CDP-00098	ADU	complete	conversion of garage to ADU	3		>100%
Sabado Tarde Student Housing	6722 Sabado Tarde	24DVP-00013 24CDP-00074	Y	Application incomplete	12 two bedroom units and three studio units	27	no parking	>100%
	6767 Sabado Tarde			?	SFH and ADU	6	3 spaces	>100%
	6618 Sueno	24CDP-00102 24BDP-00997	ADU	complete	Two story detached ADU	3		90%-100%

	6625 Sueno	21DBP-00000-00431	ADU	finished		3		90%-100%
	6657 Sueno	21BDP-00000-00804	ADU	finished	units 101 102 201	3		90%-100%
Mission Isla Vista Partners	6737 Sueno	21DBP-00000-00259 24DVP-00005 24CDP-00021				48	24 spaces	>100%
	6763 Sueno	24BDP-01115	ADU	finished		3		90%-100%
075-151-023	6626 Trigo	24CDP-00120	ADU		ADU above existing duplex	3		
	6692 Trigo			Finished		3		>100%
Hemingway ADU	6746 Trigo	25CDP-00005	ADU		2 story ADU	3		>100%
075-142-012	6753 Trigo		ADU		UCSB Behind house (F)	2		
075-133-005	6815 Trigo	22CDP-00000-0093. 22MOD-00000-00029	ADU		Garage (F)	1		
075-131-017	6867 Trigo	23CDP-00013 23MOD-00007	ADU		Garage (F). Revision ?	3		
						460	95 spaces	

**Majority of proposed housing, especially large developments, located on overparked streets**

Sources: County of Santa Barbara Planning and Development ArcGIS; Isla Vista Parking Needs Assessment, IVCSD, 11/12/2024

**Sources: County of Santa Barbara Planning and Development ArcGIS; Isla Vista Parking Needs Assessment, IVCSD, 11/12/2024**

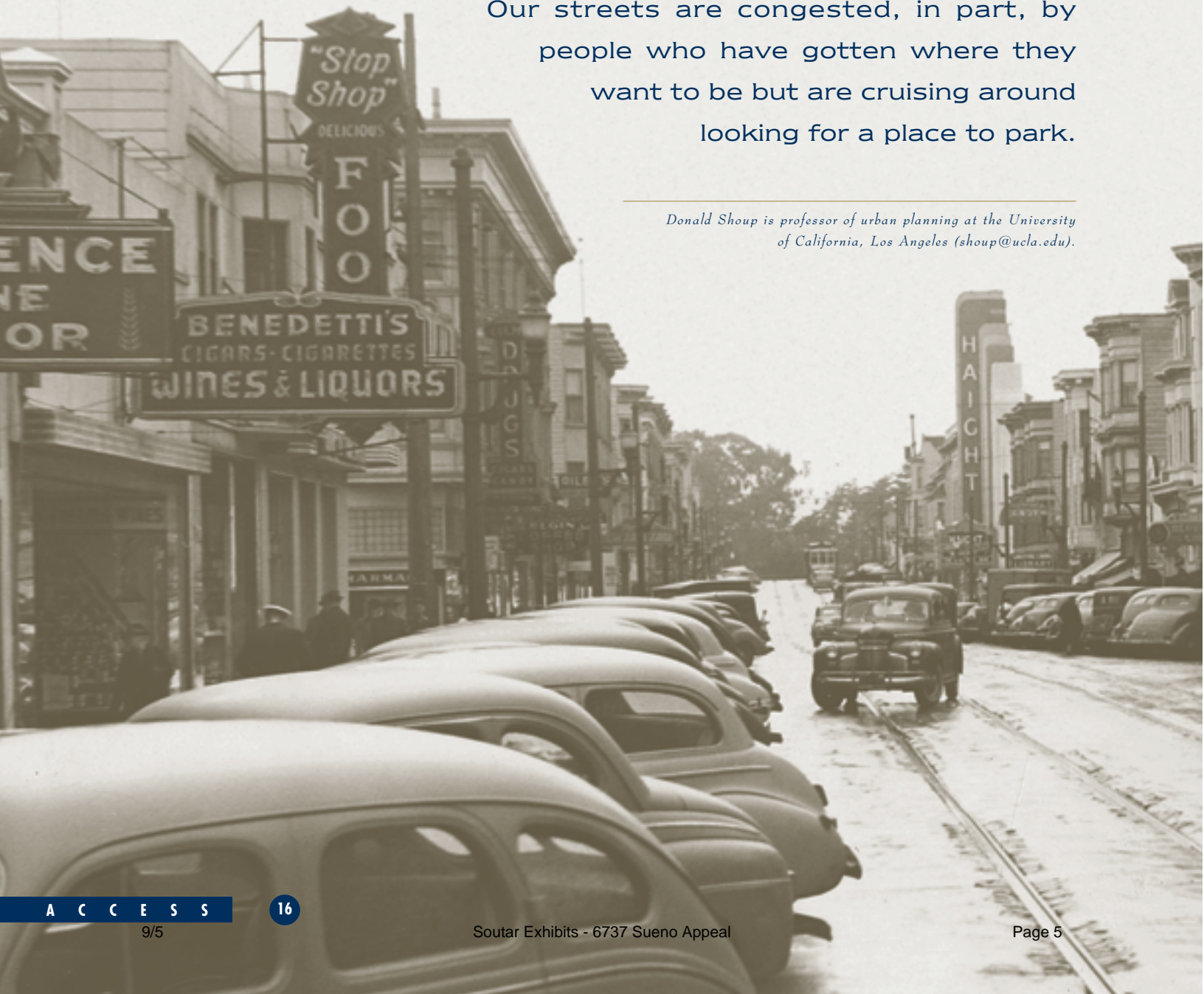
# Cruising for Parking

BY DONALD SHOUP

*My father didn't pay for parking, my mother, my brother, nobody. It's like going to a prostitute. Why should I pay when, if I apply myself, maybe I can get it for free?*  
—George Costanza

A surprising amount of traffic isn't caused by people who are on their way somewhere. Rather it is caused by people who have already arrived. Our streets are congested, in part, by people who have gotten where they want to be but are cruising around looking for a place to park.

*Donald Shoup is professor of urban planning at the University of California, Los Angeles (shoup@ucla.edu).*





DRIVING IN CIRCLES

Perhaps because cruising is a disguised source of congestion, most transportation planners and engineers have ignored it. Cruising creates a mobile queue of cars waiting for curb vacancies, but cruisers are mixed with traffic that is going somewhere, so no one can see how many cars are in the cruising queue. Nevertheless, a few researchers have analyzed cruising by videotaping traffic flows, interviewing drivers who park at the curb, or driving test cars to search for a curb space. Sixteen studies of cruising behavior were conducted between 1927 and 2001 in the central business districts of eleven cities on four continents (see Figure 1). The average time it took to find a curb space was eight minutes, and about thirty percent of the cars in the traffic flow were cruising for parking. The data varied widely around these averages, however; on some uncrowded streets no cars were cruising, while on some congested streets most of the cars were cruising.

Cities have changed since these observations were made, and the data are selective because researchers study cruising only where they expect to find it. Nevertheless, cruising itself has not changed, and the studies show that cruising for parking has wasted time and fuel for many decades.

Even a small search time per car can create a surprising amount of traffic. Consider a congested downtown where it takes three minutes to find a curb space and the parking turnover is ten cars per space per day. For each curb space, cruising thus results in thirty extra minutes of vehicle travel per day (3 minutes x 10 cars). If the average cruising speed is ten miles an hour, cruising creates five vehicle miles traveled per space per day (10 mph x 0.5 hour). Over a year, this driving in circles amounts to 1,825 VMT for each curb space (5 miles x 365 days), greater than half the distance across the United States. ➤

YEAR	CITY	SHARE OF TRAFFIC CRUISING	AVERAGE SEARCH TIME (minutes)
1927	Detroit (1)	19%	—
1927	Detroit (2)	34%	—
1933	Washington	—	8.0
1960	New Haven	17%	—
1965	London (1)	—	6.1
1965	London (2)	—	3.5
1965	London (3)	—	3.6
1977	Freiburg	74%	6.0
1984	Jerusalem	—	9.0
1985	Cambridge	30%	11.5
1993	Cape Town	—	12.2
1993	New York (1)	8%	7.9
1993	New York (2)	—	10.2
1993	New York (3)	—	13.9
1997	San Francisco	—	6.5
2001	Sydney	—	6.5
	AVERAGE	30%	8.1

FIGURE 1  
Twentieth-century cruising

Note: The numbers in parentheses after Detroit, London, and New York refer to different locations within the same city.

Sources: Simpson (1927), Hogentogler, Willis, and Kelley (1934), Huber (1962), Inwood (1966), Bus + Bahn (1977), Salomon (1984), O'Malley (1985), Clark (1993), Falcocchio, Darsin, and Prassas (1995), Saltzman (1997), and Hensher (2001).



### CHOOSING TO CRUISE

Suppose curb parking is free but all the spaces are occupied, so you have to cruise until you find a space being vacated by a departing car. Off-street parking is available but you have to pay the market price for it. How do you decide whether to cruise or to pay?

If off-street parking is expensive, many drivers will hunt for curb parking, an entirely rational response to prices. Thus, by underpricing their curb parking, cities create an economic incentive to cruise. To study this incentive, I collected data on the price of curb and off-street parking for an hour at noon at the same location—City Hall—in twenty cities throughout the United States. The average price of curb parking was only twenty percent of the price of parking in a garage. Cruising saved drivers the most money in New York, where the price of off-street parking was \$14.38 for the first hour, but curb parking was only \$1.50.

Consider the high price of off-street parking in downtown Boston (\$11 for the first hour), which stems in part from the city's cap on the number of off-street parking spaces. This supply cap drives up the market price of off-street parking and produces an unintended outcome: the combination of low prices for curb parking and high prices for off-street parking increases the incentive to cruise. Boston limits the private off-street parking supply, but fails to charge the market price for its own public curb parking. A survey in 2006 found the average price for off-street parking in the Boston central business district was \$31 a day. In contrast, Boston charges a flat rate (\$1 an hour) for all metered parking spaces in the city.

Boston's off-street parking cap makes sense as a way to reduce congestion on routes *to* the city, but the failure to follow through with market prices for curb parking increases congestion *in* the city. Everyone would criticize off-street parking operators if long lines of cars regularly spilled into the streets and snarled traffic because the lots and garages were always full. Cities create the same result with underpriced curb parking, but the cruising cars are hidden in the general traffic flow.

## CRUISING IN LOS ANGELES

To learn more about cruising, my students and I made 240 observations of how long it takes to find a curb parking space at four sites in Westwood Village, a commercial district next to the UCLA campus. Curb parking in metered spaces was only fifty cents an hour during the day and free in the evening, while the cheapest off-street parking was \$1 an hour. For each observation we drove to the site and then circled the block until we found a curb space. Because the curb spaces were occupied almost all the time, we rarely found a vacant space when we arrived. Instead, we usually searched until we found a parked car about to vacate a space, and then waited for it to leave.

Most drivers who are cruising for parking try to avoid following directly behind another car that appears to be cruising, so as to maximize the chance of being the first to see a vacant spot. Driving a car to measure cruising times may therefore influence the behavior being studied. To avoid this potential pitfall and to get some exercise, we decided to make most of the observations by bicycle. The average cruising speed by car in Westwood is only eight to ten miles an hour because every intersection has a stop sign or traffic light, so a cyclist can easily keep up with vehicle traffic. For the tests, we equipped each bicycle with a cyclometer to measure elapsed travel time, distance traveled, and average speed.

The average cruising time to find a curb space was 3.3 minutes, and the average cruising distance was half a mile (about 2.5 times around the block). The small distances cruised by individual drivers add up quickly, because the turnover rate for curb parking was seventeen cars per space per day. With 470 metered parking spaces in the Village, almost 8,000 cars park at the curb each day ( $17 \times 470$ ). Because so many cars park at the curb, a short cruising time for each driver creates an astonishing amount of traffic. Although the average driver cruises only half a mile before parking, cruising around the fifteen blocks in the Village creates almost 4,000 VMT every weekday ( $8,000 \times 0.5$ ).

Over a year, cruising in Westwood Village creates 950,000 excess VMT—equivalent to 38 trips around the earth, or four trips to the moon. The obvious waste of time and fuel is even more appalling when we consider the low speed and fuel efficiency of cruising cars. Because drivers average about ten miles an hour in the Village, cruising 950,000 miles a year wastes about 95,000 hours (eleven *years*) of drivers' time every year. And here's another inconvenient truth about underpriced curb parking: cruising 950,000 miles wastes 47,000 gallons of gasoline and produces 730 tons of CO<sub>2</sub> emissions in a small business district.

## THE RIGHT PRICE FOR CURB PARKING

When drivers compare the prices of parking at the curb or in a garage, they usually decide the price of garage parking is too high, but instead the reverse is true. The price of curb parking is too *low*. Underpriced curb spaces are like rent-controlled apartments: they are hard to find, and once you find a space you'd be crazy to give it up. This makes curb spaces even harder to find, and increases the time cost (and therefore the congestion and pollution costs) of searching for them. Like rent-controlled apartments, curb spaces go to the lucky more than to the deserving. One person might find a curb space and park there for days, while others are left to circle the block.

The left panel of Figure 2 shows a typical commercial block in Westwood where curb parking is underpriced and all the curb spaces are occupied. The block has ➤





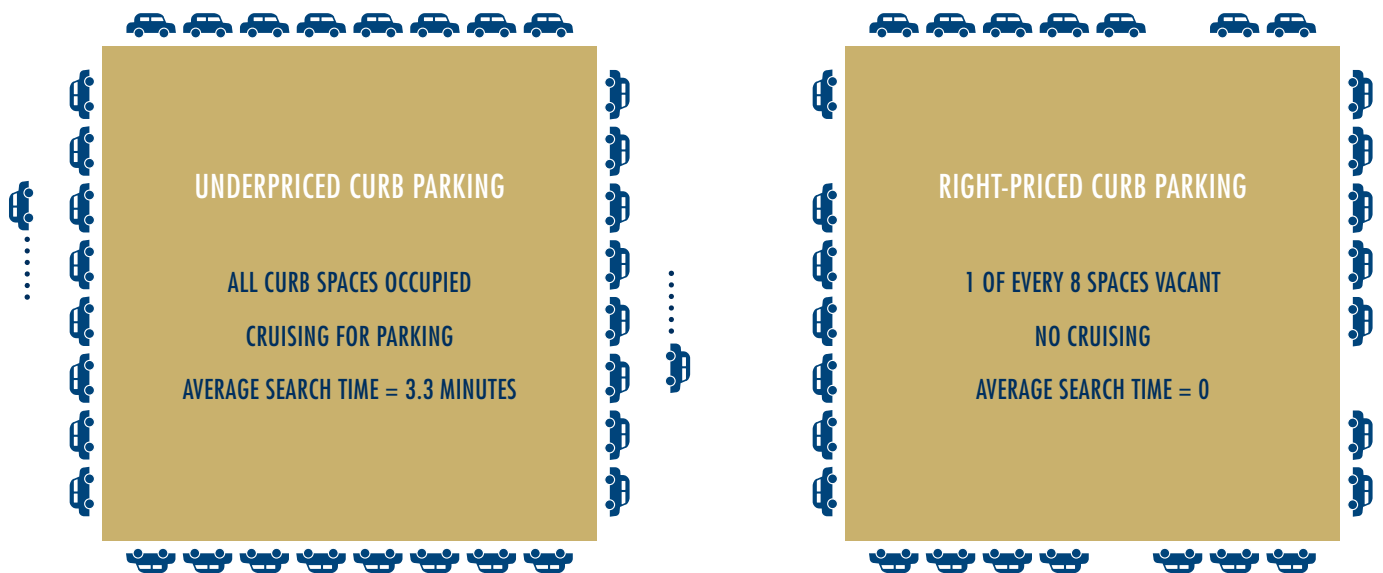
eight curb spaces on each side, the average cruising time to find a curb space is 3.3 minutes, and two cruisers are circling the block. In contrast, the right panel shows what happens if a city charges the lowest price that will produce a few vacant spaces. Drivers have no reason to cruise because they can always find a vacant curb space near their destination, search time is zero, and cruising cars do not add to traffic congestion.

Only trial and error will reveal the right price for curb parking. Initially, if all the curb spaces are always occupied, a city might periodically raise the meter rate by 25-cent increments until occupancy at some hours is about 85 percent. If spaces are still full during other hours, the city could continue to nudge meter rates upward during those times until the occupancy is about 85 percent all day. We can call this balance between the varying demand for parking and the fixed supply of curb spaces the Goldilocks Principle of parking prices: the price is too high if too many spaces are vacant, and too low if no spaces are vacant. When only a few spaces are vacant, the price is just right, and everyone will see that curb parking is both well used and readily available.

Pricing curb parking to ensure a few vacancies does not mean that travel will become unaffordable. Drivers can use several strategies to economize on curb parking without reducing their travel. They can (1) drive at off-peak hours when curb parking is cheaper, (2) park where prices are lower and walk farther to their destinations, (3) park for a shorter time, (4) park off-street, (5) carpool and split the cost of parking, or (6) take public transit, ride a bike, or walk all the way to their destinations. Diverting some trips to carpools, public transit, cycling, and walking will reduce *vehicle* travel without reducing *human* travel, and all real travel is by people, not cars.

**FIGURE 2**

Curb parking prices and cruising



## CRUISING IN NEW YORK

In 2006, surveyors interviewed drivers stopped at a traffic signal in the SoHo district of Manhattan, and 28 percent reported they were cruising for curbside parking. A similar study in Brooklyn found that 45 percent of drivers were cruising. The same results might be found on many other streets in New York because off-street parking is generally far more expensive than on-street parking. In midtown Manhattan, for example, the price for the first hour of off-street parking is often about \$20, while curbside parking is only \$1. Parking for an hour at the curb saves \$19, but drivers first have to cruise to find a space on the street.

The high price of off-street parking in midtown Manhattan doesn't mean the right price for curbside parking is also \$20 an hour. Private operators can charge a disproportionately high price for short-term parking only because the curbside spaces are always full. If the city charges the lowest price for curbside parking that will yield a few vacant spaces everywhere, the price of short-term parking off-street will fall to compete with the curbside rate.

## LOCAL REVENUE RETURN

In addition to its transportation and environmental benefits, right-priced curbside parking can yield ample revenue. If a city returns some of this revenue to pay for added public services on the metered streets, residents and local merchants will be more likely to support charging the right price for curbside parking. The added funds can pay to clean and maintain the sidewalks, plant trees, improve lighting, remove graffiti, bury overhead utility wires, and provide other public improvements.

Consider the case of a Business Improvement District (BID) in an older area where curbside parking is free and customers complain about a parking shortage. Suppose the city installs meters and charges the lowest prices that will produce a few vacancies. Everyone who wants to shop in the district can park quickly, and the meter money pays to clean the sidewalks and provide security. These added public services make the business district a place where people want to be, rather than merely a place where anyone can park free after they cruise long enough to find a space. No one can say this policy will drive customers away if almost all the curbside spaces are always occupied.

When meter revenue goes into a city's general fund rather than going back to the BID or neighborhood that generated it, the city can be careless about collecting it. In downtown San Francisco where the curbside spaces always seem full, an audit in 2006 found that drivers paid for less than an hour a day per meter. A similar audit in Los Angeles in 2002 found that 96 percent of the vehicles parked at expired meters did not receive citations. If every BID received a share of the meter revenue it generated, business leaders would pay closer attention to enforcement. Consistent parking enforcement will create a culture of compliance with parking regulations.

Some cities have begun to charge performance-based prices for curbside parking and return the meter revenue to its source. In Redwood City, California, for example, the city sets meter rates to achieve an 85 percent occupancy rate for curbside parking downtown; the rates differ by location and time of day, depending on demand. The city returns the ➤





## FURTHER READING

Richard Arnott and Eren Inci, "An Integrated Model of Downtown Parking and Traffic Congestion," *Journal of Urban Economics*, vol. 60, no. 3, 2006.

Douglas Kolozsvari and Donald Shoup, "Turning Small Change into Big Changes," *Access*, no. 23, Fall 2003.  
<http://shoup.bol.ucla.edu/SmallChange.pdf>

Schaller Consulting, "Curbing Cars: Shopping, Parking and Pedestrian Space in SoHo," Report prepared for Transportation Alternatives, New York City, 2006.  
[http://transalt.org/campaigns/reclaiming/soho\\_curbing\\_cars.pdf](http://transalt.org/campaigns/reclaiming/soho_curbing_cars.pdf)

Donald Shoup. *The High Cost of Free Parking* (Chicago: Planners Press, 2005).

Donald Shoup, "Cruising for Parking," *Transport Policy*, vol. 13, no. 3, 2006.  
<http://shoup.bol.ucla.edu/Cruising.pdf>

revenue for added public services in the metered district, and downtown Redwood City will receive an extra \$1 million a year to pay for increased police protection and clean sidewalks. The merchants and property owners all supported the new policy when they learned the meter revenue would pay for added public services in the downtown business district, and the city council adopted it unanimously. Performance-based prices create a few curb vacancies so visitors can easily find a space, the added meter revenue pays to improve public services, and these public services create political support for the performance-based prices.

Most cities keep their meter rates constant throughout the day and let occupancy rates vary in response to demand. Instead, cities can charge different prices at different times of day to keep occupancy at about 85 percent. In Redwood City, the meter rates are higher in the central spaces because demand is higher there. The goal is to balance supply and demand everywhere, all the time.

Most cities also limit the length of stay at meters so long-term parkers won't monopolize the underpriced curb spaces. But after Redwood City adjusted meter rates to guarantee the availability of curb spaces, it removed the time limits at meters. This unlimited-time policy has turned out to be popular with some drivers, who can now park for as long as they are willing to pay. The demand-determined meter rates create turnover at convenient curb spaces, and most long-term parkers tend to choose cheaper spaces in off-street lots.

## PARKING INCREMENT FINANCE

Most cities now put parking meter revenue into the city's general fund. How can a city return meter revenue to business districts without shortchanging the general fund? The city can keep all the *existing* meter revenue and return a share of the subsequent *increment* in meter revenue—above and beyond the current meter revenue—that arises from right-priced curb parking. We can call this arrangement *parking increment finance*. More meters, higher rates, longer hours of operation, and better enforcement will increase the parking revenue in business districts. The added public services paid for by increased parking revenue will promote business activity, and the increased demand for parking will further increase meter revenue.

## GET THE PRICES RIGHT

Where curb parking is underpriced, drivers cruise for a curb space rather than pay to park off-street. Charging the right price for curb parking can eliminate this cruising and all its harmful side effects. Because city governments set the prices for curb parking, they choose whether drivers will cruise.

Because its curb parking is underpriced, Westwood Village generates almost a million miles of cruising every year. And because its curb parking is value-priced, Redwood City will generate \$1 million a year for added public services. Which is the better policy? If cities want to reduce congestion, clean the air, save energy, reduce greenhouse gas emissions, improve neighborhoods, and do all this quickly, they should charge the right price for curb parking and spend the resulting revenue to improve local public services. Getting the price of curb parking right will do a world of good. ♦

# Isla Vista Existing Conditions Assessment

## *Isla Vista Parking Study*

Prepared for the  
Isla Vista Community Services District  
November 15, 2024

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## Introduction

This Existing Conditions Assessment ("Assessment") provides an in-depth review of the current parking landscape in Isla Vista and the surrounding University of California, Santa Barbara ("UCSB") campus. The Isla Vista Community Services District ("IVCSD") contracted Dixon Resources Unlimited ("DIXON"), a California-based parking and transportation consulting firm, to perform this Assessment as part of the Isla Vista Parking Study ("Study").

The Assessment provides a summary of past studies and data, parking inventory, current parking regulations, current policies and business rules, and existing conditions by category. The following is a general list of sources:

- Past parking studies and reports received or conducted by IVCSD.
- Findings and observations from monthly parking utilization data collection, which began on April 27, 2023.
- An initial on-site assessment conducted on August 2, 2023, which included independent investigation, stakeholder interviews, and a project Steering Committee meeting with staff from IVCSD, the County of Santa Barbara, and UCSB.
- A Parking Town Hall plus several focus group meetings with Isla Vista stakeholders including business owners, residents, UCSB students, IVCSD, the Isla Vista Recreation & Park District, the City of Goleta, and Santa Barbara County representatives that took place on November 1 and 2, 2023.
- Virtual feedback meetings with long-term residents and other community stakeholders.
- Parking and mobility data provided by IVCSD and UCSB.
- Publicly available statistics and information.

A review of relevant sources and the associated key findings can be found in Appendix A.

## Purpose

Parking conditions have already been studied and discussed in the past. However, there is no official summation of the findings over the years available for reference. To contribute to the overall Study, this Existing Conditions Assessment aims to capture a comprehensive view of current parking challenges and experiences to support the development of a Parking Action Plan for Isla Vista.

## Study Area

The Isla Vista study area refers to all public and private parking spaces identified within the geographic boundaries shown in Figure 1. This includes any spaces owned by UCSB as the campus parking environment has spillover effects that influence public parking demand in Isla Vista and Goleta Beach Park.



Map of the University of California, Santa Barbara campus showing various parking and housing areas. The map includes labels for roads like Phelps Rd, Storke Rd, and Mesa Rd, and landmarks such as Harder Stadium, UCSB Department of Recreation, and the UCSB Library. A legend in the bottom right corner identifies five categories: On-street (yellow), Public Off-street (dark blue), Private Off-street (green), UCSB Parking (orange), and Student Housing (purple).

Parking congestion in Isla Vista is exacerbated by the limited amount of parking enforcement resources. Inconsistent parking enforcement coverage has enabled low compliance with existing parking policies. This has created an environment with safety and accessibility impacts for other road and sidewalk users, as well as negative impacts to coastal access as visitors and residents are unable to conveniently find parking in the area.

2 In the parking industry, it is widely accepted that occupancy rates above 85% indicate a need for intervention with parking management strategies to mitigate congestion. When parking occupancy is above 85%, parking is challenging to find, and the lack of availability contributes to roadway congestion (from drivers searching for parking) and impacts accessibility to goods, services, and homes.

Parking utilization in Isla Vista and on UCSB properties fluctuates throughout the year due to the academic calendar<sup>3</sup>. Parking demand drops significantly during holiday breaks and the summertime. During the school year, there are upwards of 20,000 students<sup>4</sup> living in University-owned housing or in Isla Vista, as well as thousands of non-student Isla Vista residents. Additionally, UCSB is planning to develop additional student housing on campus but has not planned to increase its parking supply. Parking demand could continue to increase over time as new developments are added, so it will be important to prepare for future growth.

Parking on campus and at many private residential parking lots require payment. Combined with the fact that the surrounding parking in Isla Vista is offered free of charge, this naturally creates an environment where Isla Vista is prone to spillover parking demand from campus users and residents. UCSB is aware of this challenge and has implemented proactive outreach campaigns to try to mitigate parking spillover, discourage students from having cars, and promote the use of alternative modes of transportation like walking, biking, and public transit. The outreach and policy measures taken by the University are helpful, but they are just a component of the overall solution. Since on-street and Goleta Beach parking is *public* parking, anyone from the public is allowed to utilize these resources, including UCSB students, staff, faculty, and visitors. Expecting UCSB personnel to voluntarily avoid parking in Isla Vista—without introducing additional parking regulations—is unrealistic. Public parking management in Isla Vista requires an overhaul to properly manage public resources in a way that is complimentary with the nearby campus today and in the future.

Parking management strategies in Isla Vista must be designed to meet diverse community needs including the unique needs of families, renters, property owners, businesses, students, people with disabilities, unhoused and vehicle dwellers, and visitors, among other users.

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<sup>3</sup> The academic school year is from September to June for UCSB, and August to May for Santa Barbara City College ("SBCC").

<sup>4</sup> Based on total enrollment count at UCSB and in-person enrollment count at SBCC for the 2022-2023 academic year.

### Summary of Current Parking Challenges in Isla Vista

- Low compliance with parking policies
- Ineffective parking enforcement coverage
- Heavy parking congestion
- Low turnover rate of parking spaces
- Illegal parking at red curbs
- Long-term vehicle storage in excess of 72 hours
- Double—or even triple—parked vehicles causing roadway obstructions
- Blocked driveways and sidewalks
- Emergency vehicle access concerns
- Pedestrian and cyclist safety concerns
- Spillover parking demand from UCSB
- Greenhouse gas emissions from drivers searching for available parking
- Vehicle habitation
- Limitations to coastal access

## Parking Inventory

Parking spaces in this study can be organized into three categories:

**Figure 2. Types of Parking Supply Evaluated**

Parking Type	Description
Public parking	Public parking includes on-street parking spaces and off-street spaces in County parking lots including the Goleta Beach Park parking.  A map of the on-street curb markings is provided in Appendix B for reference.
UCSB parking	UCSB parking includes spaces within UCSB properties that serve either faculty and staff, students, and/or visitors.
Private parking	Private parking refers to spaces located on privately owned properties including those in garages, carports, driveways, and surface lots that are dedicated to a private residential or commercial location.

Figure 3 documents the estimated number of spaces per parking type and the regulations typically associated:

**Figure 3. Parking Inventory and Regulations**

Type of Parking	Estimated <sup>5</sup> Number of Spaces	Commonly Posted Parking Regulations
Public on-street parking	2,772 <sup>6</sup>	<ul style="list-style-type: none"><li>• Time limits (15/45/60 minutes)</li><li>• Passenger and commercial loading zones</li><li>• ADA spaces</li><li>• No overnight oversize vehicle parking</li></ul>
Public off-street	66	<ul style="list-style-type: none"><li>• Time limits (60/120 minutes)</li><li>• Permit parking</li><li>• All day paid parking</li><li>• ADA spaces</li></ul>
Goleta Beach Park	580	<ul style="list-style-type: none"><li>• ADA spaces</li><li>• Beach parking</li></ul>
UCSB parking (on- and off-street)	9,518	<ul style="list-style-type: none"><li>• Time limits (40/60/120 minutes)</li><li>• Paid parking</li><li>• Permit parking (visitor, faculty/staff)</li><li>• Loading zones</li><li>• Short-term parking (30 minutes)</li><li>• Carsharing</li><li>• Service vehicle and ADA spaces</li><li>• EV charging spaces</li><li>• Coastal Access spaces</li></ul>
Private off-street parking	6,396 <sup>7</sup>	<ul style="list-style-type: none"><li>• Time limits (45 minutes, 2 hours)</li><li>• ADA spaces</li><li>• Paid monthly/annual pass</li></ul>
<b>Total spaces</b>	<b>18,793</b>	

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<sup>5</sup> For the purposes of this study, on-street parking spaces were measured assuming a 20' standard space size to reflect realistic conditions in Isla Vista. The one exception is that 18' is used when a space is immediately adjacent to a driveway. This is because the curb cut gap associated with the driveway allows for easier entry and exit from the space as opposed to parallel parking between two vehicles.

<sup>6</sup> Legislation in California (AB 413) was recently passed which will prohibit vehicles from parking within 20' of an intersection. This will reduce the overall amount of on-street parking supply by an estimated 157 parking spaces, which is over 5% of the current supply. This policy goes into effect in areas without red curbs in 2025.

<sup>7</sup> There are 6,396 spaces in privately-operated surface lots and approximately 350 spaces in the garages of single-family homes and apartments with 2-4 units. This is estimated from the quantity and width of residential garage doors, where the actual number is likely to be smaller due to an undetermined number of garages which have been converted into additional bedrooms to accommodate the housing demand. This does not account for the number of spaces in underground garages, of which there are five within the study area, since that data is not currently available.

The following are notable characteristics regarding utilization of various parking space types:

- **UCSB parking:** Several UCSB off-street lots serve multiple purposes. For example, UCSB Lot 38 offers summer camp parking during the summer, student residential parking during the school year, and visitor parking throughout.
- **Private off-street parking:** There are parking facilities in this category that may be underutilized due to apartment buildings charging a high fee to park onsite.

The County is currently responsible for maintaining on-street parking infrastructure as well as County-owned public parking facilities. This includes parking technology, signage, maintenance, and general upkeep. Current parking operations do not rely on much technology, given that there are few parking regulations and programs with automated operations.

Below, Figure 4 outlines the existing public parking lots in Isla Vista:

**Figure 4. Isla Vista Public Parking Lots**

Parking Lot	Ownership	Details
Isla Vista Solar Lot: 881 Embarcadero Del Mar	County	<ul style="list-style-type: none"> <li>• 45 total parking spaces</li> <li>• 15 parking spaces are allocated to permit holders due to lease agreement</li> <li>• 97 photovoltaic panels</li> <li>• 1 pay station (not fully functioning)</li> <li>• Paid parking required: \$1 for one hour, \$3 for two hours, or \$12 per day</li> </ul>
IVCSD Lot: 970 Embarcadero del Mar	County	<ul style="list-style-type: none"> <li>• 29 total parking spaces</li> <li>• 8 parking spaces are authorized only, located along the back of restaurants</li> <li>• 2 ADA parking spaces</li> <li>• 12 permit parking spaces from 8AM-6PM</li> <li>• 6 regular parking spaces</li> <li>• Free parking</li> </ul>
Isla Vista Community Center Lot: 976 Embarcadero del Mar	IVRPD	<ul style="list-style-type: none"> <li>• 23 total parking spaces</li> <li>• 20 spaces owned by IVRPD, 3 owned by IVCSD/County</li> <li>• 2 ADA parking spaces</li> <li>• 1 dedicated Staff parking space</li> <li>• 20 regular parking spaces</li> <li>• Lot is gated and closed to the public but is sometimes left open. IVCSD is evaluating options to automate access control with updated gate arm infrastructure.</li> </ul>
Estero Park Lot: 889 Camino Del Sur	IVRPD	<ul style="list-style-type: none"> <li>• 8 total parking spaces</li> <li>• Lot designated for park users only</li> <li>• No gate or pay station infrastructure</li> </ul>





## Parking Policies

Parking in Isla Vista is subject to a variety of policies, including the Santa Barbara County Code, the California Vehicle Code ("CVC") and other statewide policies, and associated service vehicle, delivery, and environmental policies including the following:

### California Vehicle Code

The CVC includes numerous parking policies including the following violations:

**Figure 5. Summary of CVC Parking Violations**

Violation Codes	Summary
CVC 21113(A)	Unlawful parking on public grounds
CVC 21113(A)C	Parking by permit required
CVC 21211(B)	Blocking bike lanes prohibited
CVC 21458	No parking in red, yellow, or loading zones
CVC 21461A	Must follow posted sign regulations
CVC 22500	No parking in various locations: <ul style="list-style-type: none"> <li>• In an intersection</li> <li>• In a crosswalk</li> <li>• In a red zone</li> <li>• Within 15' of a fire station entrance</li> <li>• In front of a driveway</li> <li>• On the sidewalk</li> <li>• Obstructing traffic</li> </ul>

- Double parking in a travel lane
- In a bus zone
- In a Tunnel
- On a bridge
- Blocking wheelchair access
- In a fire lane

CVC 22502	Parallel parking must be within 18" of the curb
CVC 22504	No parking in unincorporated areas
CVC 22505	No parking or stopping on highways or in posted no parking areas
CVC 22507.8	No parking in or blocking handicapped spaces or markings
CVC 22514	No parking within 15' of a fire hydrant
CVC 22515-22519	Various parking restrictions related to parking on freeways, railroads, access ramps, abandoned vehicles
CVC 4000A	Valid vehicle registration required
CVC 4462B, 4464, 5200	Prohibits using the wrong license plate, an altered license plate, or wrongly placed plate on a vehicle
CVC 5204	Current registration tabs required

## County Codes

In addition to the CVC violations, the County also issues parking citations for the following parking violations within the Santa Barbara County Code:

**Figure 6. Summary of Santa Barbara County Code Parking Violations**

Violation Codes	Summary
Sections 23-11.2. – 12	Various limited parking rules: <ul style="list-style-type: none"> <li>• No parking during times designated by signage,</li> <li>• no parking in loading zones, bus zones, car share permit spaces,</li> <li>• no parking large commercial vehicles,</li> <li>• no parking without an ADA placard,</li> <li>• no parking outside of the lines</li> </ul>
Sections 23-13.1. – 13.2	No parking for more than 72 hours, and ability to tow those vehicles
Sec. 23-13.3	Overnight parking for vehicle occupancy prohibited
Sec. 23-13.12	Prohibiting parking of oversized vehicles
Chapter 23B Sec. 23B-15 (r) – (s)	Isla Vista permit parking program violations, and ability to tow those vehicles
Sec. 26-45	Prohibiting obstruction of roads and paths in county recreation area
Sec. 23D-8	On-street parking meter violations
Sec. 23E-7	Parking lot parking meter violations
Sec. 26-10	No parking at county park facilities outside of hours of operation
Sec. 26-39	County recreation area parking violations
Sec. 26-40	County recreation area parking fee violations
Sec. 26-45	Prohibiting obstruction of roads and paths in county recreation area



## Compliance

The community has expressed a desire for more parking enforcement. There is a lack of consistent coverage for existing parking regulations and low compliance with policies as a result. There are a number of parking regulations that are frequently violated in Isla Vista. These include the following:

- **Parking on sidewalks or blocking driveways.** In residential areas, there are concerns of cars illegally parked such that they extrude into streets, block driveways, and cause obstruction to sidewalks.
- **Illegal red curb parking.** Parking often exceeds 100% capacity because vehicles are parking at red curbs. Some red curbs are also being illegitimately painted over with white paint.
- **Travel lane obstructions.** It is a safety hazard when emergency vehicles cannot access roads that are overparked. Cars are double-parked, and in some cases triple-parked. Some spaces intended for a single car are being parked in by two cars.
- **Parking in the wrong direction.** Some vehicles have been found parked facing the incorrect direction, such that the nose of the vehicle is pointing towards the flow of traffic. This is not permissible due to the safety impacts that it may have on the flow of traffic.
- **Parking at bus stops.** Bus stop spaces are blocked, which prevents buses from stopping for the loading and unloading of passengers.
- **Parking outside of designated areas.** In the West End, drivers are parking in illegal parking spaces. Some cars are being parked at the end of dead-end streets rather than along the curb, limiting turnaround space.
- **Overnight oversize vehicle parking.** Some oversize vehicles such as camper vans and recreational vehicles are parked for extended periods of time, and some are also used for vehicle habitation. A vehicle is considered oversized if it is at least 24 feet long, 7 feet high, or 8 feet wide. Oversized vehicles may not park on a defined list of locations overnight between the hours of 9pm and 7am (Sec. 23-13.12). These operating hours are extended from the hours where overnight parking is prohibited for all vehicles, which is 10pm to 6am.
- **Parking in excess of 72-hours.** Some vehicles are parked on the street in Isla Vista for extended periods of time, since many residents do not rely upon their cars on a day-to-day basis.

Parking enforcement in Isla Vista is conducted by the following agencies:

- The Santa Barbara County Sheriff's Office supports parking enforcement throughout the County including in Isla Vista, and they issue parking citations based on CVC and County Code violations. They are currently facing staffing shortages and are operating with less than the optimal amount of parking enforcement coverage. Due to insufficient staffing, parking enforcement is inconsistent and primarily focuses on responding to complaints.
- The California Highway Patrol ("CHP") also supports enforcement of the CVC. They conduct foot patrols, bike tagging, and vehicle abatement.
- Additionally, the UCSB Police Department is authorized to write parking citations both on and off campus.

## Daylighting Legislation

The "Daylighting to Save Lives Bill" (AB 413) was developed to prohibit parking within 20 feet of the approach side of any marked or unmarked crosswalk or within 15 feet of any crosswalk where a curb extension is present. The intent is to enhance pedestrian and bicyclist safety by improving visibility and sightlines for drivers. Prior to January 1, 2025, jurisdictions may only issue a warning, and shall not issue a citation, for a violation unless the violation occurs in an area marked using paint or a sign.

This new policy will impact on-street parking inventory in Isla Vista and will need regular enforcement for compliance. Below, Figure 8 outlines the estimated parking inventory impacts by block based on the parking inventory measurements as part of this Study. It is estimated that 157 fewer cars will fit in on-street parking areas in Isla Vista due to this policy. An engineering analysis would be needed to refine and confirm these preliminary estimates.

**Figure 7. Examples of Non-compliance Observed During Study Data Collection**



**Figure 8. On-street Parking Inventory - Estimated Daylighting Rule Impacts**

Location	Current Parking Inventory	Updated Parking Inventory with Daylighting Policy	Estimated Reduction in Parking Spaces
6500 Block	1057	1026	-31
6600 Block	602	572	-30
6700 Block	610	581	-29
6800 Block	503	436	-67
<b>Total</b>	<b>2772</b>	<b>2615</b>	<b>-157</b>

## Parking Congestion & Vehicle Storage

There is an extreme amount of parking congestion in Isla Vista, but not all vehicles are regularly used. Some residents primarily rely upon walking, biking, and/or public transit and only periodically use their car. In essence, the on-street parking in Isla Vista is functioning like a long-term vehicle storage parking lot, with almost 30% of vehicles remaining unmoved for over 14 hours at the on-street parking areas. This lack of turnover limits accessibility to homes, businesses, services, the coast, and other local destinations. Full results of the Annual Parking Study are available in the Parking Needs Assessment.

IVCSD is seeking a way to minimize vehicle ownership and address vehicle storage, in which vehicles remain unmoved from a parking space for an extended duration of time exceeding that of which is normally permissible by established regulations. This concern is particularly challenging during the school year, as it is observed that students bring their vehicles into Isla Vista at the beginning of the school year and proceed to park for multiple days on end, only occasionally utilizing them to run errands on a weekly basis (as identified in the 2022 Transportation and Mobility Survey).

## Residential Permit Parking

Currently, there is not an active residential permit parking program in Isla Vista, although there is a history of attempts to implement one. In 2003 and 2004, the County of Santa Barbara worked with community stakeholders to gather feedback on parking program improvements, which included the introduction of residential permits. The County applied for a Coastal Development Permit Requiring a Public Hearing, which was met with a set of appeals filed by local stakeholder associations. After the hearing process concluded, the Coastal Commission ultimately approved a Coastal Development Permit ("CDP") to implement residential permit parking with five conditions. The CDP provided the County with up until November 5, 2011 to initiate the program.

In 2008, the County passed Ordinance No. 4685 to amend Chapter 23B, Permit Parking Program, to define Sec. 23B-15 identifying regulations surrounding the establishment and operation of any permit parking program established in Isla Vista. This section details the designation of permit parking areas, the operation of the program, the application process, the

fee schedule, and other program rules. However, the permit program was not successfully introduced, and the CDP has since expired.

## Coastal Access

Isla Vista is within the coastal zone, which is regulated by the Coastal Commission. Therefore, it is important that parking conditions support ease of access to beaches and coastal parks. Additionally, due to street runoff valves that flow into the ocean, the management of vehicular traffic is also considered a coastal impact. Parking policy changes within Isla Vista require approval by the Coastal Commission, as well as the Board of Supervisors.

**Figure 9. Coastal Access Point at El Embarcadero Road and Del Playa Drive**



Coastal parking access throughout Isla Vista is essentially offered on a first-come-first-serve basis, since there are no time limits, paid parking fees, or other parking demand management policies in place to regulate turnover or optimize accessibility.

The west side of Camino Majorca, which offers access to the east end of Devereux Beach, is an unpaved parking that currently does not feature any posted regulations. There is parking congestion between beachgoers and residents in the area.

There are several other beaches and coastal parks in Isla Vista including Sea Lookout Park, Camino Del Dur Beach, Camino Pescadero Park, Depressions Beach, and Campus Point Beach. Del

Playa Drive is the public street closest to these coastal destinations, and this street regularly experiences significant parking congestion.

Goleta Beach Park is nearby and also included as part of this Assessment. Goleta Beach has two adjacent parking lots with a total of 460 parking spaces that are offered free of charge. The park is open from 8:00am until sunset.

UCSB has designated Coastal Access spaces open to the public on weekdays between 7:30am and 5:00pm. Vehicles are required to have a Coastal Access ePermit, which has a four-hour time limit. One to four-hour permits may be purchased from onsite pay stations or via the ParkMobile application in some locations. After hours and on weekends, the Coastal Access spaces are open to all valid UCSB permit-holders. Four-hour Coastal Parking is located in the following lots: 6 Parking, 10 Parking, 22 Parking, 23 Parking, 5 Parking, or at the south end of Ocean Road.



## Isla Vista Parks

There are 25 Isla Vista Recreation and Park District ("IVRPD") public park and open space destinations throughout Isla Vista, but only three IVRPD-owned parking lots: 1) Perfect Park, 2) Community Center, and 3) Estero Park. Most locations rely upon street parking or other modes of transportation for public access. There are existing red curb areas designated as no parking zones at most locations, and some have yellow curb loading zones. Compliance with the curb markings is reportedly low and the extreme amount of parking congestion during the school year makes accessing these destinations by vehicle a challenge. Usually, there is limited space to park vehicles at the IVRPD destinations, and IVRPD has expressed a need for more curbside access surrounding several parks for maintenance vehicle use. Additionally, there could be a need for improved parking space turnover to maintain more public parking availability, such as at Estero Park.

## Safe Parking Program

There is a Safe Parking Program operated by the New Beginnings Counseling Center, which provides safe overnight parking for those who inhabit their vehicles and need a stable place to stay on the path to being rehoused. Individuals and families who qualify are allocated a spot in 24 participating locations with 136 spaces across the greater Santa Barbara area, which includes 2 parking lots located within Isla Vista proper. This program helps reduce the number of inhabited vehicles parked illegally in Isla Vista; however, not all those who inhabit their vehicles participate in this program.

## Electric Vehicle Charging

Electric vehicle ("EV") charging stations in Isla Vista are becoming an increasingly popular request among residents, as many people are making the transition to more environmentally friendly vehicles and need accessible locations to charge them. In order to accommodate these requests and acknowledge the rise of electric vehicles, the County of Santa Barbara Municipal Code describes electric vehicle infrastructure in two sections:

- In Chapter 10 - Building Regulations, Article XVII. Expedited Permitting Procedures for Electric Vehicle Charging Station Review, the Code establishes an expedited permitting process in order to assist with timely and cost-effective installations in off-street parking locations. The equipment to be installed is described, and the process for applying is listed in detail.
- Chapter 12 - County-Owned Property, Article V. Off-Street Parking Facilities, Section 12A-25 discusses electric vehicle charging station parking stalls in off-street facilities. Electric vehicles are defined in California Vehicle Code section 415 as motor vehicles that display the State of California Air Board Zero Emission Vehicle (ZEV) sticker, or have the capability of charging from an off-vehicle electric energy source. According to the Code, these vehicles may only be parked in electric charging stalls if they are actively charging their battery.

Currently, there are 59 electric vehicle charging stations in Isla Vista published on PlugShare,<sup>8</sup> a public EV charging station map. Four of these stations are operated by the County, and the remainder are on UCSB property. All the stations offer the standard J-1772 plug type and are either Level 1 or Level 2 chargers. ChargePoint is the most common Level 2 charging station supplier, while Webasto products are typically used for Level 1 trickle charging on the UCSB campus.

In terms of County-operated charging stations, the Pardall Solar Parking Lot offers Level 2 charging at \$0.23/kWh for the first four hours, after which it changes to \$0.10/minute. This is likely to incentivize drivers to move fully charged vehicles to a regular parking space, freeing up the EV charging station for other vehicles. In all cases, the driver is required to pay for parking on top of charging, which is priced at \$1 for one hour, \$3 for two hours, or \$12 per day during operating hours.

UCSB offers two types of electric vehicle charging stations: Level 1 trickle charge stations and Level 2 charging stations. Some of these stations are open to the public, while others are exclusive to UCSB-associated drivers. At both types of stations, drivers must pay for both parking and charging (see Figure 10 for the applicable fees). UCSB also offers an EV Power Permit, which is a pilot program that enables drivers to prepay for EV charging in 4-hour increments, or for unlimited EV charging for one vehicle (the cost per month is unique to the vehicle type).

**Figure 10. EV Park & Charge Fees at UCSB**

	Parking	Charging
<b>Level 1 trickle chargers</b> 68 units with a slow charging speed	Requires payment as stated. Open to visitors/non-permitholders.	For existing parking permitholders: prepay with an EV Power Permit.  \$1.00/4 hours, maximum 12 hours in Lot 10.  Lots 57 and 59 charges a \$2/hour additional fee for any EV connected to ChargePoint for longer than 5 hours.  Lot 60 has a maximum EV parking duration of 10 hours while actively charging.  Visitors pay for power and short-term parking in Visitor Parking locations.
<b>Level 2 charging stations</b> 28 units with higher charging speed	Requires a valid UCSB parking permit.	\$0.25/kWh on main campus and \$0.30/kWh in areas served by SCE. Pay through the ChargePoint app.

<sup>8</sup> Source: [www.plugshare.com/directory/us/california/isla-vista](http://www.plugshare.com/directory/us/california/isla-vista)

## Special Event Permits

The County of Santa Barbara Public Works Department offers a public right-of-way special event permit. One common application of the permit is for the closure of Pardall Road in Isla Vista, and this temporarily impacts parking availability and accessibility to nearby businesses. Clothing and other goods are often sold by vendors.

There have been instances of blocked sidewalks, crosswalks, bus stops, travel lanes, loading zones, and red curbs surrounding the events.

According to the program administrative procedures, applicants must submit their application at least 25 days prior to the event along with a site plan. Written notification is provided to the Isla Vista Foot Patrol and County Fire two weeks prior to the event, and any law enforcement required for the event is reimbursed by the event sponsor.

Adjacent businesses are also supposed to be notified two weeks prior to the event. To minimize impacts during certain periods, special approval is required for events on the following dates:

- October 26 - 31
- November 1 - 4
- The week prior to the beginning of Fall Quarter of UCSB
- Throughout the week of UCSB Spring Commencement

The public right-of-way special event permit fee schedule is provided below in Figure 12.

**Figure 12. Special Event Permit Fee Schedule**

Category	Examples	Estimated Fee* (rates as of 10/2022)
A	Temporary reserved parking on County roads	\$62
B	Small event - Block party with road closure, Untimed recreational bike ride or run/walk, car show, Outdoor music festival, Private property event requiring signage on County roads	\$122 - \$244
C	Medium sized event - Road closures, Parade, Bike race, Marathons/Half Marathons/Triathlons, Festival, Artisan/craft show	\$256 - \$366
D	Large event - Multiple road closures, Farmers Market (Initial Permit), May require site visit	\$378

**Figure 11. Blocked Red Curb During Vendor Market**



E	Annual reoccurring event - such as Farmers Market	\$378 for year 1, \$122 annually thereafter
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*\*Fees are estimates calculated based on staff time spent to process each event.*

## UCSB Parking Programs and Policies

Parking at UCSB is managed by Transportation & Parking Services ("TPS"). There are several parking programs and policies designed to manage parking demand on campus.

### Parking Permits

All vehicles that park on UCSB properties must have a valid campus parking permit. UCSB permits are not physical permits, instead they are electronic "ePermits" that are associated with a license plate number.

UCSB offers several parking permit types for the following user groups:

- Main Campus residents
- University-owned off-campus residents
- Other undergraduate and graduate students (for nights and weekends)
- Student commuters
- Graduate employee
- Faculty
- Staff
- Visitors

Long-term parking options and rates are summarized below in Figure 13 based on the rates posted on the UCSB website as of Fall 2023<sup>9</sup>.

**Figure 13. UCSB Long-term Parking Rates**

Subscriber	Permit Type	Rate
Faculty	"A" Ongoing Long Term (renewed & charged monthly via payroll deduction)	\$37.50
	"A" Annual	\$450
	"A" Quarterly (Fall, Winter, Spring, Summer)	\$120
	"A" 30-day	\$56
	Night/Weekend Annual	\$192
	Night/Weekend 15-Day	\$8
	"A" Carpool Annual	\$225
Faculty, Selected	Reserved Annual	\$1,125
Staff	"B" Ongoing Long Term (renewed & charged monthly via payroll deduction)	\$37.50
	"B" Annual	\$450
	"B" Quarterly (Fall, Winter, Spring, Summer)	\$120
	"B" 30-Day	\$56

<sup>9</sup> Source: [www.tps.ucsb.edu/parking-permits/long-term-parking-rates](http://www.tps.ucsb.edu/parking-permits/long-term-parking-rates)



Subscriber	Permit Type	Rate
	Night/Weekend Annual	\$192
	Night/Weekend 15-Day	\$8
	"B" Carpool Annual	\$225
Staff, Selected	Reserved Annual	\$1,125
Student	"C" Quarterly (Fall, Winter, Spring, Summer)	\$120
	Night/Weekend 15-Day	\$8
Student,	"B" Annual	\$450
Graduate	"B" Quarterly (Fall, Winter, Spring, Summer)	\$120
Employed by UCSB 45% or more of time	"B" Carpool Annual	\$225
	"H2" - Residence Hall (9 months)	\$760
	"H23" - Residence Hall (9 months)	\$760
Housing	"H22" - Residence Hall (9 months)	\$535
	"H38" - Residence Hall (9 months)	\$535
	"H43", "H44", "H57", H65" Residence Hall (9 months)	\$535
Student, Undergraduate Supplemental Fee	Night/Weekend Annual Undergraduate	\$70
	Visitor "C" Annual	\$450
Visitor	Visitor "C" 30-Day	\$56
	Night/Weekend Annual	\$192
	Night/Weekend 15-Day	\$8
Department Recharge	Children's Center 30-Minute Monthly	\$10
	Special Area Multi-Year (monthly rate) (Requires valid "A" or "B" permit to be valid on campus)	\$56
Vendor	Vendor Annual	\$900
	Vendor 30-Day	\$75
	Vendor Daily	\$10

There are also several short-term parking options at UCSB. The options and rates are outlined below in Figure 14 based on the rates posted on the UCSB website as of Fall 2023<sup>10</sup>. Paid parking locations include pay stations that accept credit card and cash (\$1 and \$5 bills only). ParkMobile, a mobile payment application, is offered in most visitor lots throughout campus, allowing visitors to pay for parking using their phone.

**Figure 14. UCSB Short-term Parking Rates**

Permit Time	Regular	Gold	Vendor
20 Minutes	\$1.00	-	\$1.00
40 Minutes	\$2.00	-	\$2.00
1 Hour	\$3.00	\$3.00	\$3.00
2 Hours - <i>Daytime parking only</i>	\$5.00	\$5.00	\$5.00
3 Hours - <i>Daytime parking only</i>	\$7.00	\$7.00	\$7.00

<sup>10</sup> Source: [www.tps.ucsb.edu/parking-permits/short-term-parking-rates](http://www.tps.ucsb.edu/parking-permits/short-term-parking-rates)

Permit Time	Regular	Gold	Vendor
4 Hours - <i>Coastal Access or Gold</i>	\$8.00	\$9.00	\$8.00
5 Hours	-	\$11.00	-
Daily <small>VALID MONDAY - THURSDAY FROM TIME OF PURCHASE TO 7:30AM THE FOLLOWING MORNING. VALID FRIDAY FROM TIME OF PURCHASE TO MIDNIGHT.</small>	\$8.00	\$12.00	\$10.00
All Night <small>VALID MONDAY-THURSDAY BETWEEN 5:00PM AND 7:30AM THE FOLLOWING MORNING. VALID FRIDAY BETWEEN 5:00PM AND MIDNIGHT.</small>	\$4.00	-	\$5.00
Saturday & Sunday <small>VALID SATURDAY BETWEEN 5:00AM AND MIDNIGHT. VALID SUNDAY BETWEEN 5:00AM AND 7:30AM THE FOLLOWING MORNING.</small>	\$4.00	-	\$5.00
15-Day Night & Weekend	\$8.00	-	-

### Weekend Overnight Restrictions

Every Friday and Saturday night there are parking restrictions to limit the use of campus parking by late-night and overnight visitors to Isla Vista. Visitors permits normally expire at 7:30am, but instead expire at 11:59pm on Friday and Saturday nights. No visitor permits are offered on Friday nights from 10:00pm through Saturday mornings at 5:00am, and on Saturday nights from 10:00pm through Sunday mornings at 5:00am.

### Coastal Access

As described earlier, UCSB has designated Coastal Access spaces open to the public on weekdays between 7:30am and 5:00pm. Four-hour Coastal Parking is located in the following lots: 6 Parking, 10 Parking, 22 Parking, 23 Parking, 5 Parking, or at the south end of Ocean Road. Vehicles are required to have a Coastal Access ePermit. One to four-hour permits may be purchased from onsite pay stations or via the ParkMobile application in some locations. After hours and on weekends, the Coastal Access spaces are open to all valid UCSB permit-holders.

### Oversize Vehicles

UCSB does not allow parking of large vehicles on any University-owned property. A large vehicle is any vehicle that exceeds 22' in length, exceeds 80" in width, or exceeds 82" in length according to UCSB.

### Parking Demand Mitigation

UCSB aims to mitigate parking demand through the promotion of alternative modes of transportation. Students that live within 2 miles of the campus cannot qualify for a campus parking permit, which is intended to discourage students from owning a car. Future housing developments do not incorporate plans to increase the parking supply on campus. UCSB is aiming to increase density while reducing reliance on cars.

There is a Transportation Alternatives Program ("TAP") that encourages commuters to access the campus by foot, skateboard, scooter, bike, bus, carpool, vanpool, or train. Joining the TAP program provides participants with up to six days of complimentary campus parking per quarter (for the days they must drive) but encourages alternative modes through discounted MTD bus passes and an emergency ride home program. UCSB even has an agreement with the Santa Barbara Metropolitan Transit District ("MTD") to help fund a dedicated bus route to

the campus. There is also a Vanpool program offered for those commuting from Buellton, Lompoc, Santa Maria, Solvang, or Ventura.

## Appendix A - Review of Past Studies and Data

This Assessment builds upon a wealth of findings and key themes derived from past parking-related reports, meetings, surveys, and statistics from external sources. This section identifies and summarizes conclusions from the main documentation referenced in this Assessment organized in chronological order.

### Parking Program Stakeholder Meetings (2003-2004)

From November 3, 2003, to March 18, 2004, a survey for business owners was conducted and nine meetings were arranged with several user groups. The meetings were conducted in relation to the proposed metered parking zone for coastal access along Camino Majorca. The following table summarizes the key feedback associated with each group:

**Figure A-1. Summary of Key Feedback from Parking Program Stakeholder Meetings**

Group	Key Feedback
Santa Barbara Surfriders Association	<ul style="list-style-type: none"><li>• Introduce paid parking for beach visitors</li><li>• Introduce parallel parking on both sides of the street</li><li>• Does not support any reduction in total number of parking spaces</li></ul>
Associated UCSB Students	<ul style="list-style-type: none"><li>• Support alternative transportation, e.g. car sharing program, bike parking</li><li>• Provide limited free parking for guests</li><li>• Make campus parking permits easier to obtain, with quarterly/monthly options, to increase student acceptance of paid parking</li></ul>
Business Owners	<ul style="list-style-type: none"><li>• Interested in short-term loading zones and time limits that discourage student parking</li><li>• Any potential paid parking revenue should feed back into benefitting the downtown commercial area</li><li>• Employee parking should be made more available</li></ul>
Isla Vista Property Owners Association	<ul style="list-style-type: none"><li>• Provide service vehicle permits</li><li>• Ensure Isla Vista paid parking rates match UCSB rates</li><li>• Consider that property managers need 15-20 annual permits for service vehicles</li></ul>
Isla Vista Association	<ul style="list-style-type: none"><li>• Permits should be associated with license plates and offered at an escalating rate model</li><li>• Residential parking zone boundaries for a permit program need to be carefully designated, and assigned customized regulations</li><li>• Discourage people from bringing their cars into the area</li></ul>

## Isla Vista Parking Presentation (2004)

Presented by the County of Santa Barbara's Public Works Department, this presentation provided an overview of proposed residential and commercial parking strategies, including those from the Isla Vista Redevelopment Project Area Committee. The priorities stated were:

- Introduce a residential permit parking program (with guest permits).
- Introduce downtown parking meters.
- Improve coastal access parking for Camino Majorca and the Isla Vista Recreation and Park District lot.
- Consider additional improvements such as a satellite parking lot, alternative transportation, a downtown parking structure, and pedestrian and bicycle improvements.

### Key Themes

- Prioritize on-street parking spaces for residents.
- Encourage turnover and short-term spaces for shoppers and visitors.
- Improve coastal access parking availability.

## County Board Appeals (2004)

The memorandum focuses on the staff's response and recommendation to deny a set of appeals filed against the Appealable Coastal Development Permit that would enable the physical development of a Parking Program in Isla Vista.

The appeals were filed by Bruce Murdock and the Surfrider Foundation, and contended the following:

- Introducing residential parking permits to only one zone is inconsistent with zoning in the Single Family Restricted Overlay District.
- The plan does not conform with several policies in the California Coastal Act, the Coastal Land Use Plan, and CEQA.
- The plan is believed to deny maximum access to non-residents visiting the coast because it prioritizes residential permits and parking meters.

### Key Themes

- Consider the spillover effects any residential permit parking program adjustments.
- Ensure programs are compliant with any coastal policies and plans.
- Maximize visitor access to the coast.

## Coastal Commission Report (2006)

The County of Santa Barbara submitted a proposal to introduce a Managed Parking Program throughout all existing public rights of way in Isla Vista which would introduce the following:

1. A time-limited metered parking zone in the downtown commercial center.
2. Designation of 24 time-limited metered parking spaces for coastal access parking.

### Key Themes

- Ensure programs are compliant with any coastal policies and plans.
- Ongoing data collection needs to be performed.

3. A community-wide metered parking zone (without time-limits) encompassing all other areas in the community.

The Coastal Commission approved the Coastal Development Permit ("CDP") with five conditions:

1. **Revise the Managed Parking Program:** There must be a detailed fee schedule with clearly identified maximum fee amounts and updated plans for implementing the program while maintaining existing public access and recreation.
2. **Future Changes to the Program:** Any changes including but not limited to amount, location, duration, rates and fees, and time of day will require an amendment from the Coastal Commission or the County's Local Coastal Program ("LCP").
3. **Consistency of the Related County Resolution/Ordinances:** Within 90 days after the issuance of the CDP, the County must submit evidence that the ordinances have been amended consistent with the CDP.
4. **Parking Monitoring Program:** The County must implement a 3-year monitoring and parking survey program to determine changes in parking use patterns.
5. **Limited Duration of Permit:** The length of this permit is not to exceed 5 years, so that the Commission can reassess the resulting impacts of the Program.

Upon the CDP's approval with the conditions listed above, the Board of Supervisors had up to five years to take action on the implementation of this program. The program was not implemented, and the permit expired on November 5, 2011.

### Isla Vista Parking Study Technical Memorandum (2008)

This document summarizes findings from a study conducted by Fehr & Peers in May 2007 to collect parking and occupancy data in Isla Vista. The study consisted of an on-street parking occupancy survey and an online student and faculty survey to determine off-campus parking impacts. It identified that Isla Vista had approximately 3,480 on-street parking spaces, which are primarily unrestricted and free. Some key findings shared include:

#### Key Themes

- Implement and enforce parking restrictions in Isla Vista and Goleta Beach.
- Of the UCSB faculty/staff and students who park in Isla Vista almost every day, 57% of them are students that live on-campus and park in Isla Vista as opposed to their designated residential lots.
  - At least 25% of Isla Vista on-street parking spaces at the time are occupied by UCSB faculty/staff and students on a daily basis.
  - Survey results indicate that UCSB faculty/staff and students tend to park in Isla Vista or Goleta Beach Park due to the availability of free and unregulated parking.

## Fehr & Peers Study Attachment A (2013)

This document details the Isla Vista Parking Study conducted by Fehr & Peers in 2013 to determine the number of vehicles parked in on-street spaces throughout the day. The study was completed over two days in May 2013 and indicated that on-street occupancy peaked at 78%, which is lower than what was measured in 2007 and reported in Fehr & Peers' 2008 memo for the UCSB Long Range Development Plan ("LRDP"). Public feedback on this study indicated that some parameters used may not have accurately reflected true parking conditions, and therefore the study might have recorded a lower occupancy rate than what was experienced.

### Key Themes

- Observed peak occupancy does not pose an availability problem.
- Methodology for future parking studies should be re-evaluated.

## Isla Vista Master Plan Parking Appendix (2015)

This document compiles data from associated surveys to assess on-street parking availability within IVCS and the related impacts on coastal access. The key findings are as follows:

- Peak on-street parking demand in the vicinity of five Isla Vista coastal access points was below 85% occupancy. Occupancy counting was executed by the Santa Barbara County Public Works department and the Associated Transportation Engineers in both peak and non-peak periods.
- 78% of coastal users were from within Isla Vista.
- On-street parking spaces had increased by 31% (+838 spaces) from 2005 to 2015.
- Implementation of alternative transportation had increased on-street availability.
- The Isla Vista Master Plan would increase the quantity of available on-street parking by 183 spaces.
- The Isla Vista Master Plan recommended solutions to encourage walking, biking, carsharing, and public transportation.

### Key Themes

- Observed peak occupancy does not pose an availability problem.
- Majority of coastal access users are local.
- Encourage alternative transportation to increase parking availability.

## Community Letters (2015)

The Santa Barbara Planning Commission received several letters, including those written by an Isla Vista Community Network Member, UCSB alumni, and several long-term residents. These letters express concern over Isla Vista's growth, as it has officially one of the densest populations for its size in the state, and the issue of high rent that prevents people from visiting. They also address frustrations with the parking studies that have been conducted that claim there is adequate parking, as in their experience, parking is extremely limited, difficult to find, and a stressful experience overall. They request that the Isla Vista Master Plan, originally certified in 2003, be updated to reflect current experiences and difficulties.

## IVCSD Meetings (2016)

Two IVCSD stakeholder meetings occurred to discuss how a parking program could be implemented or managed by the IVCSD in the future. The first meeting was focused on the perspectives of the Planning Commission and Public Works, which included focusing on good data collection and improving sidewalk and parking infrastructure.

The second meeting was focused on several parking system user groups. It was determined that parking access should be prioritized for residents and their guests, students living in Isla Vista, business patrons, disabled patrons, employees, and those looking for coastal access. On-campus students storing vehicles, student commuters, UCSB staff, and party-goers were the user groups identified that require further regulation to mitigate demand.

### Key Themes

- Data collection of current conditions is critical.
- Parking programs should prioritize parking access for selected groups.

## Census Data (2021)

Based on currently available census data<sup>11</sup>, Isla Vista is associated with the following select statistics:

**Figure A-2. Census Data Summary**

Demographics	
Population	15,500
Housing & Living Arrangements (2017-2021)	
Households, 2017-2021	4,571
Persons per household, 2017-2021	3.11
Living in same house 1 year ago, percent of persons aged 1 year+, 2017-2021	23.6%
Education (2017-2021)	
High school graduate or higher	88.1%
Bachelor's degree or higher	44.3%
Economy (2017-2021)	
In civilian labor force, total, percent of population age 16 years+	57.9%
Transportation (2017-2021)	
Mean travel time to work (minutes), workers aged 16 years+	14.4

## Transportation and Mobility Survey (2022)

In 2022, a Transportation and Mobility Survey was distributed to Isla Vista residents and students of UCSB currently residing in Isla Vista. Respondents were asked 72 general questions

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<sup>11</sup> Source: [www.census.gov/quickfacts/fact/table/islavistacdpcalifornia/HSD310221#HSD310221](https://www.census.gov/quickfacts/fact/table/islavistacdpcalifornia/HSD310221#HSD310221)



related to their lifestyle, transportation, and mobility habits in and around Isla Vista. A total of 1,079 survey responses were received; however, the number of responses for each question varies.

The data from the survey questions demonstrated that most respondents typically rely on their personal vehicles to collect groceries and run errands due to the convenience of having their own cars.

#### Key Themes

- Annual increase in student population will require more parking availability.
- Evaluate the methodology for future parking studies.

Survey results indicated that people who drive to Isla Vista most often park on-street, in a private driveway, or in an apartment parking lot. Very few utilize the pay lots in Isla Vista. Of the respondents that choose to park on-street, 804 responses indicated that the majority claim to leave their cars for an extended period of time, ranging between 2 and 3 hours to a full day.

A significant portion of 975 respondents claim that when they are in Isla Vista, the most common transportation options they utilize are walking (78.15%), riding their bikes (49.95%), or riding the bus (34.56%). Only 25.03% rely on their cars to travel within Isla Vista.

Overall, the survey indicates that people prefer using their own vehicles to conduct personal business and run errands outside of Isla Vista. While alternative modes of transportation are a convenient option for some, most respondents will maintain their current mobility habits of utilizing their own vehicles as it pertains to their individual needs.

### Isla Vista Parking Study (2015)

This short document summarizes the background and issues that Isla Vista is facing around the lack of sufficient parking spaces in Isla Vista. It makes observations about parking availability, occupancy counts, and inventory counts, including the following:

- As UCSB continues to increase their rate of students each year, parking around IV will become even more scarce.
- Past studies conducted are outdated with inaccurate measurements.
- Going forward, data should be conducted using a surveying wheel to measure lengths of curbs or Google Earth to digitize color-coded polygons that represent the study area.

#### Key Themes

- Annual increase in student population will require more parking availability.
- Evaluate the methodology for future parking studies.

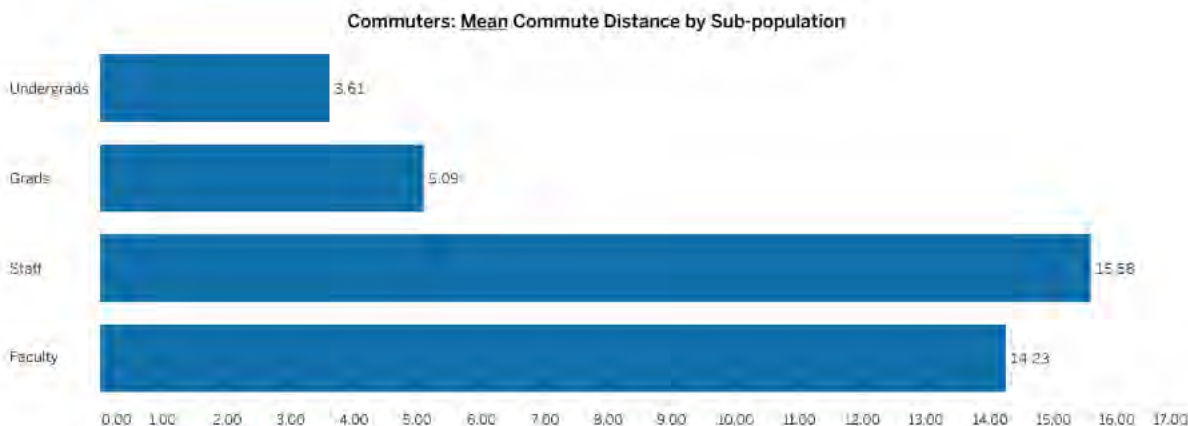
### UCSB Commuter Survey (2022)

Every Spring Quarter, UCSB conducts a Commuter Survey that analyzes the mobility patterns of students and faculty/staff and their means of traveling to and from the campus. Of the 2023 Spring Quarter survey respondents, 316 undergraduates, 33 graduates, and 18 faculty/staff indicated that they currently reside in Isla Vista.

The survey collected data from two main commuter sub-populations: students and faculty/staff. The purpose of this was to analyze the average commute distance, the number of commuters traveling to campus by day of the week, and the means by which they travel to campus.

Data from Figure A-3 indicates that faculty and staff travel the furthest distance to campus, with the average commute being 14.91 miles.

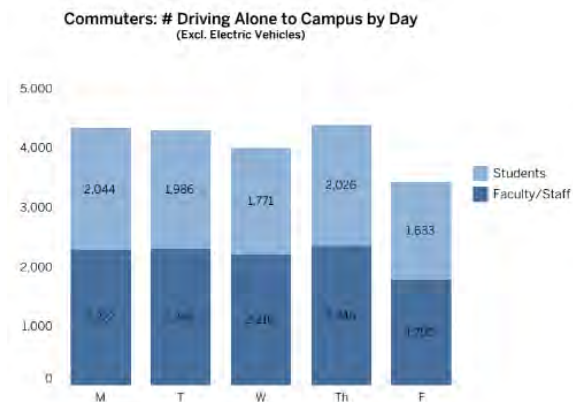
**Figure A-3. Average Commute Distance by Subgroup**



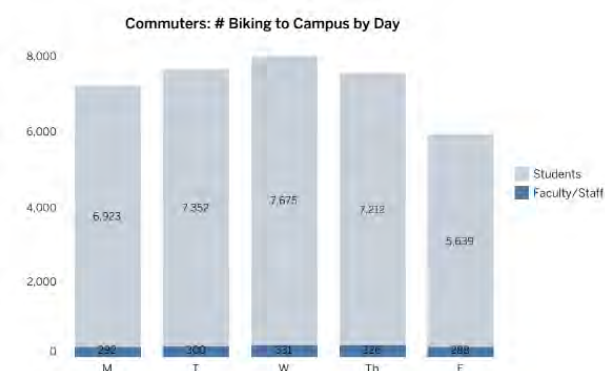
The average number of commuters traveling to campus by day of the week varies only slightly, with Friday exhibiting the fewest number of students and faculty/staff on campus.

- Monday: 20,245 students; 3,439 faculty/staff
- Tuesday: 21,141 students; 3,590 faculty/staff
- Wednesday: 21,148 students; 3,546 faculty/staff
- Thursday: 21,055 students; 3,603 faculty/staff
- Friday: 16,145 students; 2,902 faculty/staff

**Figure A-4. Quantity of Private Vehicle**



**Figure A-5. Quantity of Bike Commuters**



Results from the survey indicate that commuters utilize three popular modes of transportation to travel to and from campus: driving their personal vehicles, riding their bike, or riding the bus.

There is a relatively even distribution between student and faculty/staff commuters who typically opt to drive their own vehicles to campus. This is the most common method for faculty/staff, but not for students. For those that reside in Isla Vista, this could be due in part to

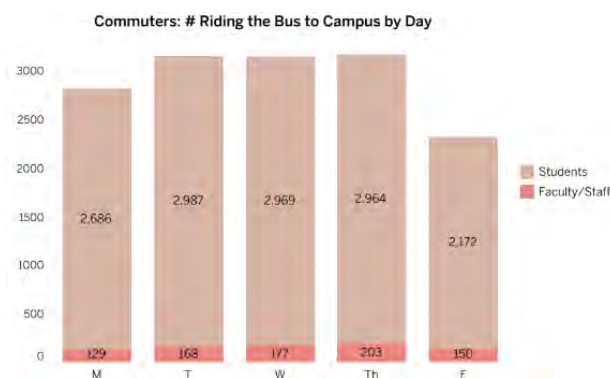
the parking challenges they face which may encourage them to utilize alternative modes of transportation.

The most popular commuting method for students is riding a bike to campus. Very few faculty/staff members commute to and from campus on their bikes. As evidenced by the average commuting distance for faculty/staff, which is nearly 15 miles, riding a bike is not an option for many.

Another common method that commuters use to travel to campus is by riding the bus. Students utilize this option more than their faculty/staff counterparts due to the accessibility, convenience, and distance of the bus routes.

As evidenced by the data, many students and faculty/staff commute to and from campus at a relatively even rate during weekdays, with Fridays experiencing the fewest commuters. Faculty/staff have farther commutes, on average, than students. This provides students with the opportunity to utilize alternative modes of transportation, such as biking and riding the bus, to travel to and from campus.

**Figure A-6. Quantity of Public Transit Commuters**

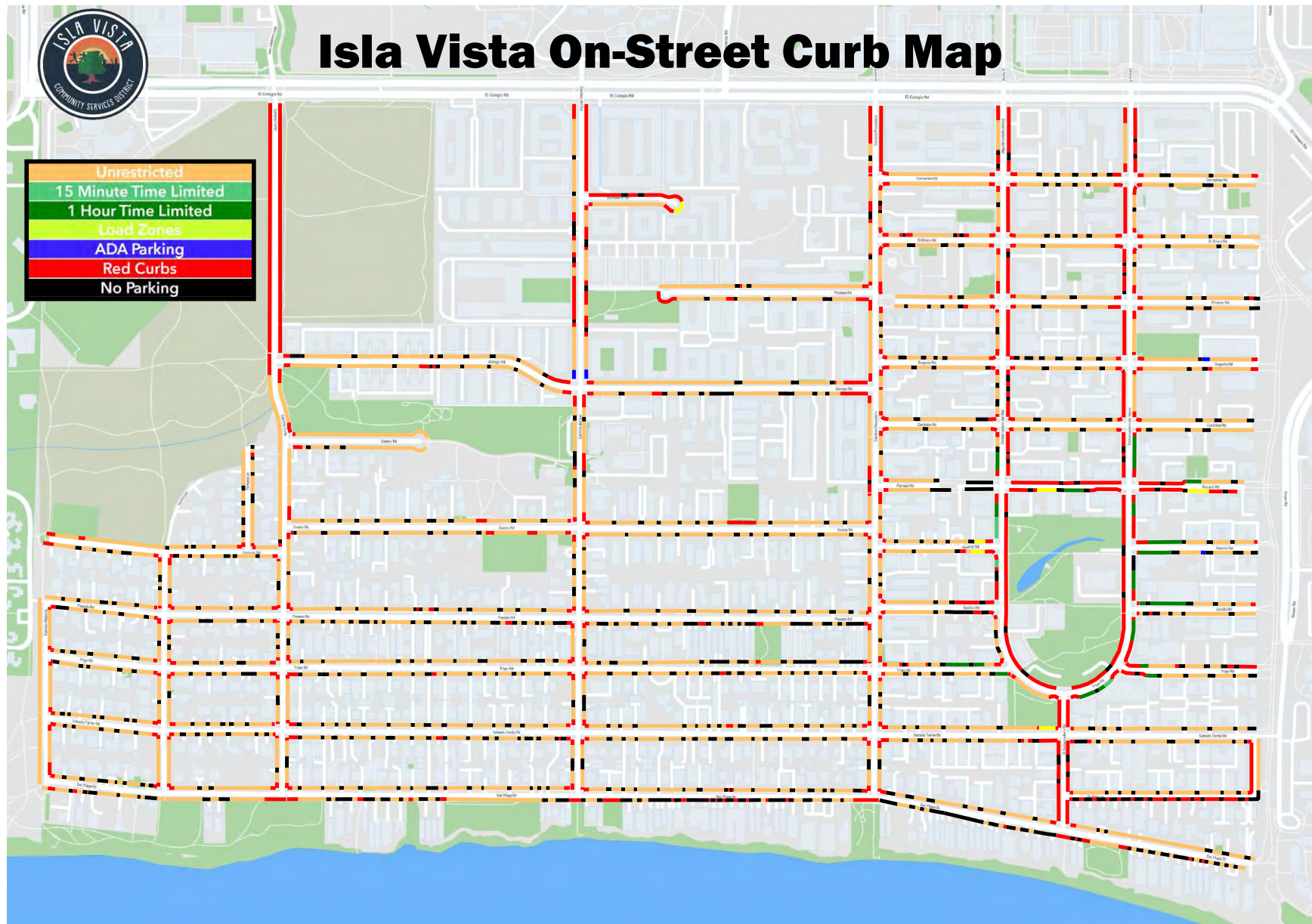


### Regional Travel Trends Project Staff Report (2023)

This staff report for the Santa Barbara County Association of Governments' Board of Directors offers the initial findings from the Regional Travel Trends Project regarding transportation planning. It offers an analysis of job growth, housing production, labor market, and commuting trends throughout the region. The project is targeted for completion in December 2023. Some notable findings include:

- Goleta has demonstrated the highest job growth in the county from 2010-2022.
- Working from home has increased by 8.8% to 15.1% of resident workers from 2019 to 2022.
- 15.7% of work commutes start in Isla Vista, and 9.5% of them end in Isla Vista.

## Appendix B - Isla Vista Curb Inventory Map



# Isla Vista Parking Action Plan

*Isla Vista Parking Study*

Prepared for the  
Isla Vista Community Services District  
November 15, 2024



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## Introduction

Dixon Resources Unlimited ("DIXON") was retained by the Isla Vista Community Services District ("IVCSD") to conduct a comprehensive Parking Study (Study). The Study included year-long data collection efforts, review of existing conditions and policies, in-person site visits, and an extensive stakeholder outreach process. The Study has resulted in this Parking Action Plan (Plan) that provides recommendations and implementation steps for integrated policies, procedures, and management strategies to optimize parking in Isla Vista. The Plan is organized by initial, near-term, and long-term strategies that aim to address the most pressing parking challenges in Isla Vista and to support the long-term success of parking management and planning goals in the community.

The Existing Conditions Assessment was developed to evaluate the current policies, programs, and environmental landscape as it relates to parking. The Parking Needs Assessment provides an overview of the existing parking supply in Isla Vista and evaluates parking utilization based on a combination of quantitative and qualitative data that was conducted over the course of this Study. Together, these two assessments have informed the development of this Plan, which aims to provide step-by-step, actionable strategies to improve parking in Isla Vista.

The Study was jointly funded by IVCSD, the County of Santa Barbara ("County"), and the University of California, Santa Barbara ("UCSB"). Representatives from each agency formed a project Steering Committee to provide input and guide the overall approach. An extensive stakeholder outreach process was done through the course of this Study, including monthly Public Parking Meetings with the IVCSD board, quarterly Steering Committee meetings, Town Hall workshops, and several virtual and in-person focus group meetings with important stakeholders in the Isla Vista community, such as UCSB students, long-term residents, business owners, and property providers in order to identify the needs, challenges, and desires as it relates to parking in Isla Vista. A full list of the stakeholder meetings that were completed as part of this Study is listed in Figure 1.

**Figure 1. List of Stakeholder Meetings**

### **Stakeholder Meetings:**

- Monthly Public Parking Meetings with IVCSD Board
- Quarterly Steering Committee Meetings
- County Public Works
- County Planning
- County Fire
- West Sanitary District
- County Sherriff's Department
- Isla Vista Rec and Park District
- City of Goleta
- UCSB Staff, Police, Students
- SBCC Students
- Long-term Residents
- Isla Vista Families
- Property Providers
- Business Owners and Employees
- Surfrider

As part of this Study, an Annual Parking Study was conducted to assess parking utilization in Isla Vista. From April 2023 to March 2024, data was collected monthly for all public on-street areas using license plate recognition (LPR) technology. Parking utilization at private off-street parking lots in Isla Vista were evaluated through drone imagery collection in October 2023. Data was also collected at the Goleta Beach Parking lot from August 2023 to March 2024. Additionally, the Study incorporated parking utilization data received from UCSB to analyze

parking occupancy on campus by quarter for the 2023-2024 academic year. Full results of the Annual Parking study are available in the Parking Needs Assessment.

## Parking Management Objectives

The following parking management objectives were identified through extensive outreach and discussions with the Steering Committee and the Isla Vista community to guide this Study and inform the Plan's recommendations:

1. Improve compliance with parking policies
2. Enhance safety
3. Mitigate parking congestion
4. Improve commercial parking access
5. Environmental protection
6. Improve recreational and coastal parking access

The Plan recognizes the diverse needs of the community and seeks to align its recommendations with the goals outlined above in order to enhance the overall quality of life in Isla Vista in an equitable and proactive manner.

## Policy Considerations

Any future parking management or policy changes in Isla Vista must take into account several key policy considerations, as parking in Isla Vista is subject to a variety of policies and is under the jurisdiction of several government agencies. Evaluation of the relevant Santa Barbara County Code sections, California Vehicle Code ("CVC") sections, and the daylighting legislation are available in the Existing Conditions Assessment. Additional policy considerations for parking in Isla Vista are described below.

### Parking minimums

Parking minimums are regulations set by municipalities that require a certain minimum number of parking spaces to be provided for various types of buildings and land uses. In recent years, there has been a trend of waiving parking minimums, sometimes replacing them with maximums or removing requirements altogether especially around public transit. Assembly Bill (AB) 2097 prohibits local agencies from imposing a parking minimum requirement on any residential, commercial, or other development project that is located within half a mile of a major public transit stop, which includes bus stops where 2 or more bus routes intersect with a service frequency interval of 20 minutes<sup>1</sup> or less during peak commute times. The intent of this legislation stems from goals of lowering the cost of development to make housing more affordable and increasing the density of housing around public transit in order to reduce car ownership and parking demand. However, in the context of a densely populated community like Isla Vista where there is an extreme level of parking congestion, it can be expected that

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<sup>1</sup> AB 2097 defines a bus stop with 2 or more bus lines as a 'major transit stop' if it has a frequency of 15 minutes or less. However, AB 2553, which passed on September 19, 2024, revises the definition of a 'major transit stop' to increase the service interval frequency to 20 minutes.

parking challenges will be amplified in the community unless a proactive approach is taken to address the fact that there are too many cars in Isla Vista. Recent legislative changes have also opened doors to allow developers to propose housing projects in Isla Vista without providing any on-site parking, which will further place a strain on the public parking supply. The recommendations in this Plan aim to address the core root of the parking issues in Isla Vista by reducing car dependency and ownership, which can potentially help alleviate the impacts of policies like AB 2097.

### **Accessory dwelling units (ADUs)**

Accessory dwelling units (ADUs) are smaller housing units located within the same property of the primary single-family home, and can either take form as standalone structures, converted garage units, or an additional living quarter within the main structure. ADUs are commonplace in Isla Vista, as property owners try to maximize housing supply by converting their garage space into habitable units and accommodate as many residents as possible amid a housing shortage. Assembly Bill 68 outlines several conditions under which ADUs are exempt from parking minimum requirements, including being located within half a mile of a public transit stop. These exemptions can increase the demand for on-street parking, as property owners are not required to provide parking for ADU residents. As a result, more residents may struggle to find available on-street parking. Any future parking management and policy changes in Isla Vista would need to consider how to address this additional demand for residential parking due to the increasing number of ADUs.

### **Public Right-of-Way Accessibility Guidelines (PROWAG)**

The PROWAG provides guidelines and technical requirements to ensure that public rights-of-way - such as sidewalks, curb ramps, and pedestrian crossings - are accessible to individuals with disabilities, with the goal of promoting uniformity and compliance with the Americans with Disabilities Act (ADA) in the design and construction of public spaces.

Changes to parking space configurations on public rights-of-way in Isla Vista, such as adding curb markings, converting parallel spaces to angled spaces, or installing regulatory signage, may face challenges related to PROWAG requirements. Specifically, there are mandates for a minimum number of accessible parking spaces at a ratio of 1 accessible space for every 25 regular spaces, as well as strict sidewalk width requirements. These modifications could also be costly, so it is important to thoroughly assess PROWAG requirements when evaluating the feasibility of the recommendations outlined in this Plan.

### **California Coastal Commission**

Isla Vista is located within the coastal zone, which means that any parking policy changes within Isla Vista would necessitate Coastal Commission approval. Parking management in Isla Vista should be aligned with the Coastal Commission's values and priorities of preserving access to the coast, protecting the coastal ecosystems, and promoting sustainable development. Given that the results of the Annual Parking Study show there is significant over congestion in Isla Vista with limited parking availability, there is potential for a strong case to be made for parking management policies such as a Residential Parking Permit program to influence the number

of cars that are parked on-street and reduce vehicle congestion, which would align with Coastal Commission values.

### **Agency Collaboration for Plan Implementation**

Adoption of this Plan must occur through a collaborative effort between the IVCSD Board and the County of Santa Barbara Board of Supervisors. Given that parking in Isla Vista is under the jurisdiction of several government agencies, this collaboration will help ensure that the proposed initiatives are effectively executed in a way that aligns with the different agencies' values to maximize the benefits for all stakeholders involved, ultimately enhancing the quality of life for the Isla Vista community.

## Phase 1. Initial Strategies

***The following strategies are intended to address some of the most immediate parking management objectives and impacts, including safety and accessibility issues, illegally parked vehicles, and to start encouraging a change in parking behavior by drivers in Isla Vista.***

### 1-A. Establish a Parking Compliance Program

Due to insufficient staffing, parking enforcement in Isla Vista is inconsistent and primarily focuses on responding to complaints. Currently, the CHP supports parking enforcement in Isla Vista by issuing parking citations based on CVC and County Code violations, with assistance from the Santa Barbara County Sheriff's Office and UCSB Police Department. CHP is the designated agency to tow vehicles, such as those that block driveways. Response times can be slow as CHP is focused on keeping the U.S. Highway 101 safe with limited staffing. In the past, the Sheriff's Office had funding for parking enforcement, but that funding has since gone away. Currently, both agencies are facing staffing shortages and are operating with less than the optimal amount of parking enforcement coverage. Given this current lack of enforcement in Isla Vista, IVCSO or the designated parking enforcement agency – such as County of Santa Barbara Public Works or the Santa Barbara County Sheriff's Office – should establish a Parking Compliance Program and begin by enforcing the current policies as posted. This includes blocked driveways and sidewalks, parking in front of fire hydrants or red curbs for emergency vehicle access, double parking driveways, blocked curbs and crosswalks (including sightlines), and 72-hour violations. Consistent enforcement will improve compliance and allow IVCSO and the designated parking enforcement agency to evaluate the true impact of existing policies to better understand what policy changes are needed next. Before any other parking management strategies are implemented in Isla Vista, compliance with existing rules is a necessary foundational step for getting started. The Parking Compliance Program can help enhance safety and accessibility by keeping roadways, driveways, and sidewalks clear, while also mitigating long-term on-street car storage within Isla Vista, primarily by non-Isla Vista residents, such as those living at UCSB's campus housing (which includes at least 10,000 students aside from 9,000 that live in Isla Vista). On-street parking is not intended to be utilized like a parking lot, and if someone doesn't use their car regularly, they should store their vehicles at an off-street parking location outside of Isla Vista (see Strategy 2-H). While enforcement of the 72-hour rule will be impactful, addressing the long-term on-street car storage is an important and necessary step to move the needle on parking congestion.

The Parking Compliance Program will also be an important asset to the Del Playa Road sidewalk extension project, as active enforcement would help keep the sidewalk clear of vehicles and maintain pedestrian access. Current trends and observed parking occupancy data indicate that, without proper enforcement, the sidewalk would most likely end up being used as additional on-street parking space once constructed. Consistent parking enforcement is a critical component of the broader mobility strategy for Isla Vista, as it will help create a solid foundation for a more accessible and safe transportation landscape in Isla Vista. Parking



enforcement will play an essential role in the success of future mobility enhancement projects, including those outlined in the Mobility Study (see Strategy 2-I).

In order to build an effective enforcement program that is seen as a benefit to the community rather than a purely punitive measure, the program should utilize a customer-friendly Parking Ambassador model of enforcement with a focus on customer service and education, which would allow interactions between parking staff and the community to be a positive experience.

In addition to the Parking Ambassador approach, an extensive education and outreach campaign should be incorporated into the program, such as hosting “Parking 101” workshops at the beginning of each academic year to educate students about parking policies, collaborating with organizations such as the Isla Vista Tenants Union to hand out informational flyers that cover parking policies and etiquette to Isla Vista residents in the weeks leading up to the start of Fall Quarter when most students are returning to Isla Vista, and using social media campaigns to communicate these topics to the larger community. As part of the educational campaign, warning notices should be handed out to educate drivers on the parking policies and to encourage a change in behavior. It is recommended that the warning notices be as noticeable as possible, such as using bright pink flyers or incorporating other eye-catching elements. However, citations will still be needed in cases of egregious, safety, and repeat violations to effectively enforce parking.

To maximize efficiency and coverage of parking enforcement, Parking Ambassadors should be equipped with mobile license plate recognition (LPR) technology and a parking citation management system (CMS) with handhelds and printers. The use of technology will help automate some traditional methods of enforcement and can help streamline the backend administrative and operational processes related to parking enforcement.

**Figure 2. Example approachable Parking Ambassador uniform**



**Figure 3. Example mobile LPR cameras**



## **Actions**

- ✓ **Confirm legal authority**

A legal review has identified that the IVCSD Charter enables the establishment of a parking compliance program.

✓ **Estimate staffing levels and equipment needs**

It is recommended that IVCSD launch the initial program with three full-time Parking Ambassadors to enable daily coverage. The program should include a mix of car and bike patrols with vehicle-mounted mobile LPR cameras.

✓ **Evaluate funding options**

IVCSD has begun to estimate the annual operating expenses associated with a compliance program and is exploring potential funding sources and budgeting options. The IVCSD may be eligible for funding that supports the purchasing of electric vehicles for District use, including parking enforcement, through grants offered by the non-profit Central Coast Community Energy (3CE).

□ **Establish Isla Vista as a Parking District**

This is an initial step in establishing IVCSD's authority to implement and enforce parking policies. This will also enable IVCSD to contract with a parking operator for parking enforcement services. With the designation of a parking district (or multiple parking districts) within the geographical boundaries of Isla Vista, IVCSD would be required to establish a Parking Place Commission ("Commission") in order to exercise the powers of a parking district as described in the IVCSD Charter. The Commission would have authority over the parking areas within the designated parking district(s), enabling the Commission to operate, manage, and control the parking assets and enforce all necessary regulations and policies for their use. IVCSD would then be prompted to enter into an agreement with the County to establish a formal delegation of authority from the County to the IVCSD to be able to enforce County parking codes in the parking district(s).

□ **Ongoing coordination with local law enforcement agencies**

Preliminary discussions have identified that the County does not currently have the resources to dedicate staff solely to parking enforcement. Coordination with the County and UCSB enforcement agencies should continue in order to define roles, responsibilities, cross-communication, and operating procedures as IVCSD establishes its parking compliance program.

Details such as the following will need to be determined:

- Whether IVCSD can establish ordinances governed and managed by IVCSD or if existing County ordinances must be used for parking violations;
- Whether IVCSD will have the authority to enforce California Vehicle Code parking violations;
- Whether IVCSD or the parking authority can leverage the Sheriff's Office's Law Enforcement Agency (LEA) code to gain Department of Motor Vehicles (DMV) access for parking citation processing and notifications;

- Responsibility for posting/maintaining regulatory signage;
- Communication and data sharing protocols;
- Strategies for addressing vehicle habitation and promoting the existing Safe Parking Program; and
- Responsibilities and procedures for towing and impoundment.

#### ☐ **Evaluate citation fee amounts and revenue distributions**

If it is determined that IVCSO can establish ordinances governed and managed by IVCSO for parking violations, this would necessitate the establishment of an accompanying citation fine schedule. If so, the IVCSO should consider establishing fee amounts that are similar to or consistent with the existing County fine schedule. There could be an opportunity to consider an escalating scale for fine amounts where repeat violations cost more based on a tiered pricing structure.

#### ☐ **Establish an LPR data privacy and retention policy**

California law requires the establishment of an official policy that determines how LPR will be utilized for parking enforcement including how long data is retained, the security and access protocols, and training requirements. Most agencies retain license plate number data that is associated with a parking citation during the timeframe in which a citation is still active (whether it be unpaid, or is being contested) but other data can be purged within a specific timeframe such as 1 week or 24 hours. Anonymized data should be utilized for ongoing parking metrics (see Strategy 1-B).

#### ☐ **Procure staffing and technology**

IVCSO intends to contract with a parking operator to provide the staffing for the program. Additionally, the parking operator agreement can include the necessary technology, vehicles, uniforms, and other equipment to support the operation. The use of mobile LPR and an automated citation management system are recommended to optimize operations.

The agreement would be structured based upon performance metrics such as staffing levels, coverage hours, customer service, and communication. Vendor payment is never based upon the number of citations issued since the goal of the program is compliance. An effective parking operation may see a decline in citations issued over time as drivers learn to follow the rules. The benefit of working with an experienced contractor is that they can be held to contractually defined performance standards and will be able to efficiently scale the program over time.

#### ☐ **Enforce current policies and measure impacts**

The program must initially focus on enforcing the current parking policies in order to understand how the parking system functions when there is an effective level of compliance. Until a robust parking compliance program is implemented, it does not make sense to introduce any new parking management policies since the actual needs and impacts of parking in Isla Vista may otherwise be unclear. For example, some property management companies do not sell all of their off-street parking permits. Once on-street parking enforcement is

consistent, this is expected to influence demand for and utilization of private property parking. Starting with the basics of enforcing the current parking policies as posted will help IVCSD understand the true demand for on-street parking before formulating future parking management policies and programs.

The highest priority for enforcement will be addressing the illegal parking behavior that is contributing to safety impacts such as red-curb violations, double-parking, and blocked driveways. Consistent coverage and enforcement will help change behavior, but, if necessary, IVCSD may consider implementing physical impediments such as bendable temporary pylons to prevent red zone parking, or painting markings adjacent to driveways to demonstrate the required set-back (see Strategy 2-C). Considering the costs associated with such infrastructure changes may be significant especially if implemented throughout the entirety of Isla Vista, it is recommended that IVCSD wait until after the revenue from the parking compliance program is sufficient to cover these costs before proceeding, This will help ensure the program remains financially sustainable.

**Figure 4. Red curb violation in Isla Vista**



Consistent management of the time limits and loading zones in the commercial core such as around the Loop will also be important for maximizing customer access to Isla Vista businesses. For the purposes of this Study, “the Loop” is defined as the streets encompassing the main commercial core of Isla Vista, including Pardall Road, Embarcadero del Norte, and Embarcadero del Mar, as seen in Figure 5.

**Figure 5. Map of the Loop**



California Vehicle Code Section 22651(k) defines that if a vehicle is parked or left standing for more than 72 consecutive hours on the street it is subject to a citation and/or towing, authorized by Section 23-13.1 and 23-13.2 of the Santa Barbara County Code. The purpose of the rule is to keep abandoned vehicles off the street. The enforcement and towing procedures would need to be defined in coordination with local law enforcement agencies. Based on the findings of the Annual Parking Study, it is evident that a significant number of residents are utilizing the public on-street parking supply as a long-term parking storage option in excess of 72 hours. Due to the extreme level of parking congestion in Isla Vista, it is important to uphold the 72-hour rule and work proactively with the community on alternative options that seek to offset car ownership and local car storage on the street. The IVCSD can also work in coordination with UCSB and property management companies on education and messaging

campaigns to discourage incoming students and residents from bringing their cars (see Strategies 1-B and 1-C).

The use of LPR technology will allow the IVCSD to conduct ongoing review of parking utilization metrics (as was done during the Annual Parking Study) to evaluate next steps (see Strategy 1-B).

**□ Expand and adjust the parking compliance program as needed to support other strategies**

As described earlier, the initial focus of the parking compliance program will be to enforce the existing parking policies to understand their true impacts and needs. Once the parking compliance program has been in place for 3-6 months, and the impact on parking behavior and utilization has been measured, then it will be appropriate to consider potential changes to parking policies and programs.

The benefit of working with a parking operator is that the program can be efficiently expanded and adapted as needed to incorporate any new shared parking agreement sites (see Strategy 2-B). For instance, the IVCSD has had preliminary discussions with the County regarding the Solar Parking Lot and the ability to potentially take over management of this location.

Parking compliance operations can also be adjusted as new potential parking management strategies are introduced over time. Consistent parking enforcement coverage is expected to increase compliance and influence parking behavior and utilization. This will help determine whether certain policy and program changes are necessary based on the outcomes observed. Several of the near-term strategies outlined in Phase 2 rely on effective parking enforcement. For instance, if a Residential Permit Parking Program is introduced (see Strategy 2-A), the permit policies will need consistent enforcement for the program to be effective. The citation management and LPR systems used by the Parking Ambassadors can be configured to enable permit parking enforcement, and the staffing levels can be adjusted as needed to ensure adequate coverage when new strategies or operating times are introduced.

## **1-B. Collect ongoing parking utilization data**

Ongoing data collection and evaluation will be essential to ensuring the program adapts to best fit the needs of the community. Data-driven decisions will enhance the success of parking management strategies by allowing the IVCSD and the parking enforcement authority to remain flexible in their approach. In addition to serving as a parking enforcement tool, IVCSD can leverage the data collected by the mobile LPR cameras to continuously monitor the program's effectiveness and analyze the parking occupancy and utilization metrics.

### **Actions**

**✓ Conduct an annual study to determine baseline parking utilization trends**

The Annual Parking Study was the first time that data was collected on a monthly basis throughout an entire year. Results are available in the Parking Needs Assessment. The data collection efforts as part of this Study enabled the assessment of seasonal parking utilization

trends at all on-street parking areas in Isla Vista and will help provide a baseline reference for measuring the effects of parking strategies that are introduced.

#### **❑ Leverage mobile LPR for ongoing data collection during parking enforcement**

The use of LPR is the most efficient and cost-effective way for the IVCSD to capture ongoing parking data since this tool will already be deployed for parking enforcement purposes. Data will automatically be collected during regular parking enforcement patrols that can be leveraged to produce key parking metrics without the need for a dedicated study or additional sensors.

#### **❑ Work with a parking data analysis vendor to process the LPR data**

As was done in the Annual Parking Study, the raw data should be anonymized and processed to produce key metrics such as parking occupancy and duration trends. Data should be analyzed to monitor parking demand trends by time of day, day of week, and month.

<b>Data Type</b>	<b>Calculation</b>	<b>Evaluation</b>
Occupancy	Vehicles Counted ÷ Total Supply of Spaces	Areas that are near or above 85% may require policy adjustments to distribute parking demand to underutilized areas.
Duration	Length of time vehicle observed (requires multiple rounds of data collection per day)	Can be used to monitor for length of stay and evaluate compliance with time limits. Policies like time limits and paid parking can increase turnover by reducing length of stay.

The parking industry standard for the target parking occupancy rate is 85%. At this rate, there are enough vacant parking spaces to: 1) minimize congestion from drivers searching for spaces; and 2) reduce oversupply, which is an inefficient and costly use of valuable land. Parking management and policy decisions should be based on the 85 percent occupancy target.<sup>2</sup>

The Annual Parking Study identified that parking occupancy often exceeds this threshold, and in many cases even exceeds 100% capacity due to illegal parking. The extreme level of congestion that exists in Isla Vista will make it challenging to reach the 85% occupancy target until parking management strategies are introduced.

#### **❑ Publish data reports and make data-driven decisions**

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<sup>2</sup> Peak periods resulting from special events or holidays are typically managed by exception. It is okay for parking occupancy to periodically exceed 85 percent, and it is unrealistic to achieve the 85 percent target at all times. Instead, the 85 percent target is meant to be a helpful measure to evaluate when parking policies may need to be adjusted, especially in areas where the threshold is frequently surpassed.



Periodic (seasonal or monthly) data reports could be published to facilitate data-driven policy decisions and transparency with the community. The findings should also be shared during public outreach efforts and IVCSD Board presentations when evaluating and proposing parking policy updates. This will enable a transparent planning approach and data-driven decisions. Incremental adjustments to the program can be communicated to the public on a scheduled basis to provide a transparent and predictable parking experience. Ongoing data collection using LPR technology and data analysis would enable the IVCSD to evaluate future parking management strategies and continue to make data-driven decisions.

## 1-C. Evaluate options for Camino Majorca

Camino Majorca is a dirt parking area owned by the County on the westernmost end of Isla Vista that frequently has illegal parking impacts including abandoned vehicles, 72-hour limit violations, and oversized vehicles. This location is ideally suited for coastal access parking due to its proximity to Devereaux Beach.

**Figure 6. Camino Majorca**



### **Actions**

#### **☐ Evaluate options to formalize and regulate parking**

A variety of solutions have been proposed by community members, including enforcing a no overnight parking rule and implementing designated coastal visitor parking to support coastal access. IVCSD should pursue an assessment to determine the feasibility of these proposed ideas in collaboration with the Surfrider Foundation and other related organizations to ensure the needs of the community are properly addressed and to preserve coastal access.

#### **☐ Pursue a community engagement process to finalize the scope and design**

The community largely agrees that the parking situation at Camino Majorca should be improved. Depending on which options are determined feasible by an assessment, a community engagement process would be useful in finalizing the path forward.

## 1-D. Coordinate with UCSB to further discourage car ownership

IVCSD can work in coordination with UCSB and SBCC on discouraging students from bringing cars through proactive messaging and education campaigns. Offsetting car ownership within the community is important as there is already an extreme level of parking congestion in Isla Vista that often exceeds 100% due to illegal parking, which raises multiple safety and accessibility concerns. Additionally, the community must anticipate the impacts of statewide legislation that could put further pressure on the already limited amount of parking supply including the elimination of on-street parking within 20 feet of intersections, the ability to build housing with little to no on-site parking supply, and the ongoing ability to convert garages into ADUs.

UCSB will also be constructing additional housing supply without parking to meet the high level of anticipated housing demand, and as a result, demand for parking in Isla Vista is expected to continue increasing as residents of UCSB housing, adjacent to Isla Vista, who choose to not purchase a campus permit would likely end up parking in Isla Vista. This underscores the importance of a parking compliance program to prevent the use of Isla Vista as car storage.

Enhancements that are implemented as a result of the Mobility Study that will improve access to alternative modes of transportation such as walking, biking, and transit, would help make it easier for Isla Vista residents and specifically UCSB students living on campus to not have to bring their cars. In addition to a reduced reliance on personal vehicles, the use of alternative modes of transportation could also help promote sustainability efforts and reduce the environmental impacts that come from car dependency.

### **Actions**

- **Develop education campaign schedule**

The schedule should consider the timeframes when new students are moving in and focus outreach on those new user groups as they are admitted. IVCSD should consider collaborating with UCSB through their Orientation Program to reach as many students as possible when they first move into campus or Isla Vista. It is recommended that IVCSD collaborates with organizations such as Gaucho Tour Guide Association, Gaucho FYI, SBCC Orientation, UCSB Housing and Residential Services, and UCSB Residential Housing Association.

- **Determine outreach strategies and work in coordination with UCSB and SBCC to develop and promote information**

The education campaign can highlight factors such as:

- Extreme congestion in IV and lack of available parking options and high cost of car ownership, plus eventually including the fact that there is enforcement.
- Access to alternative modes of transportation that can offset the need for owning a vehicle, with emphasis on how to get around on bike (including bike etiquette and safety) and transit locally, as well as regional transportation options to visit home counties.
- Ride-sharing resources including promotion of the UCSB Rideshare Facebook group or other similar opportunities to coordinate with other students as needed for rides to visit home.
- "The Wave" on demand microshuttle service, which provides a way for students to access full-service grocery stores and other needed services not found in Isla Vista.

## **1-E. Coordinate with private property owners to mitigate impacts**

The Annual Parking Study identified an extreme amount of parking congestion off-street in private parking lots and driveways, and cars are often tightly squeezed into driveways beyond the level of intended capacity, sticking out into sidewalks. Due to safety and accessibility impacts, the IVCSD should work proactively with property managers on messaging to tenants

about the proper use of on-site parking and what to expect about parking in Isla Vista in general.

### **Actions**

#### **✓ Develop a contact list of property providers**

A contact list was developed as part of the Parking Study based on posted property management company information throughout Isla Vista.

#### **□ Form a property association group that can be leveraged for messaging and coordination**

Messaging should also educate incoming residents who are not familiar with Isla Vista that the on-street parking is extremely limited and is consistently enforced (with the implementation of the parking compliance program outlined in Strategy 1-A). Messaging can also inform residents about the challenges with trash pick-up when cars block dumpster access, the importance of keeping driveways and sidewalks clear, as well as emergency vehicle access and other considerations when it comes to parking in order to encourage compliance and accessibility.

#### **□ Promote the utilization of car sharing vehicles on private properties**

Private property owners can incorporate one or several car sharing vehicles that can be stored on-site to allow their residents access when needed. This strategy can offset the need for residents to bring their own vehicles since they would be able to leverage the shared vehicle when needed and rely upon other modes of transportation like walking, biking, and transit to meet their typical needs.

## Phase 2. Near-term Strategies

***The following strategies should not be developed or confirmed until there is a baseline understanding of how parking behavior and utilization is impacted by consistent parking enforcement.***

The strategies in Phase 1 will continue into Phase 2 and beyond:

- The parking compliance program should continue to operate to promote compliance, which will enable many of the following strategies to be successful.
- Continued community engagement in coordination with UCSB and private property owners will be important especially as new student populations and community members move into Isla Vista.
- The ongoing collection of parking data will enable data-driven policy decisions so that the parking management approach can be adapted in response to evolving impacts. The parking enforcement agency is encouraged to adjust the implementation approach as needed.

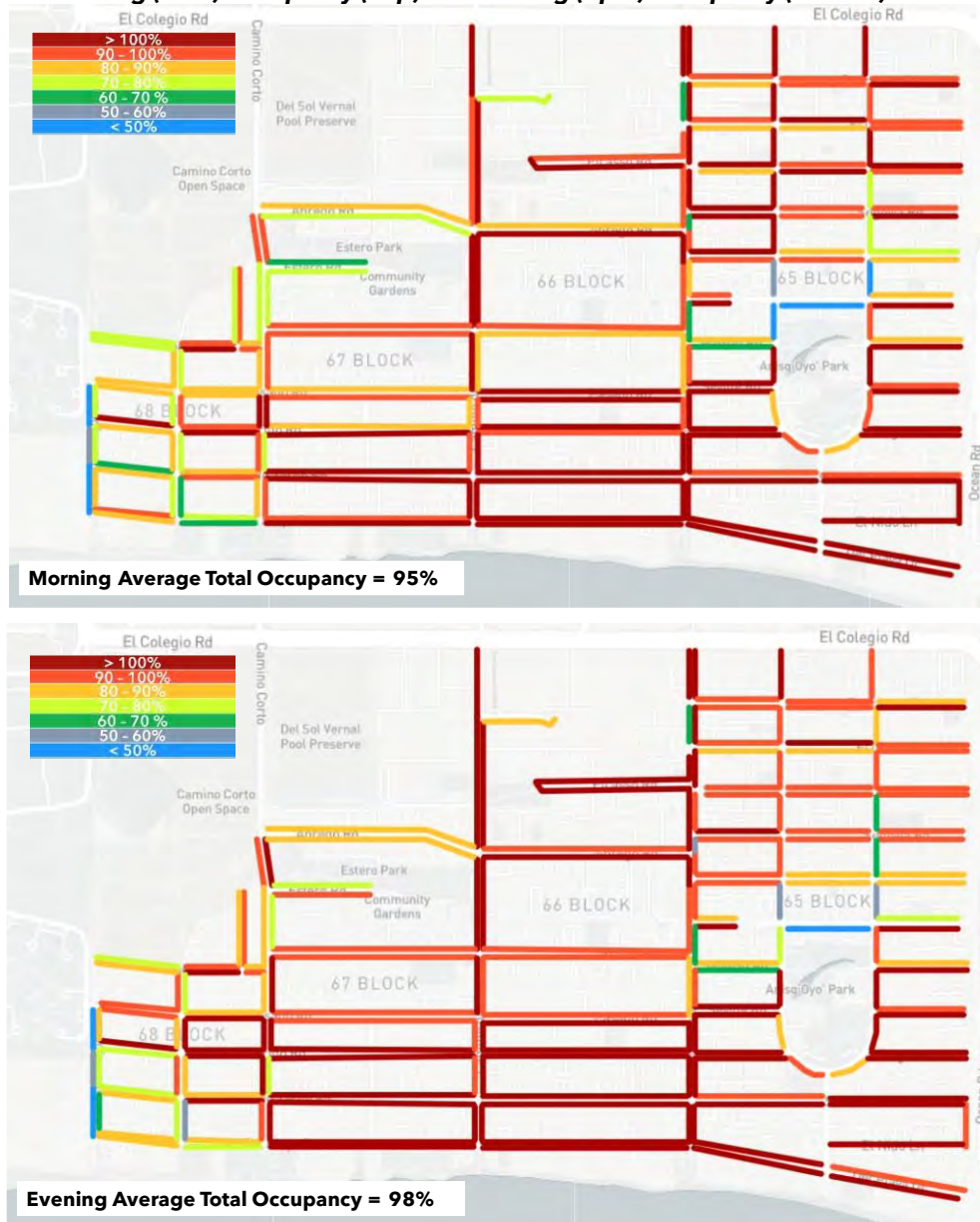
The following strategies should be pursued in the near-term over the next few years:

### 2-A. Develop a Residential Permit Parking Program

A Residential Permit Parking (RPP) program would enable the parking enforcement agency to limit the number of cars per household that can be parked on the street as a strategy to mitigate congestion. In most communities, an RPP program is intended to safeguard on-street parking access for residents in areas where there are spillover parking effects from a nearby parking demand generator. Along with the spillover parking effects as a result of UCSB students who live on campus storing their vehicles in Isla Vista, the challenge is that in reality, there are too many cars and not enough on-street parking spaces to meet the demand of residents alone. This is evident from the findings of the Annual Parking Study, which found that on-street parking occupancy was highest (usually exceeding 100% capacity) during the 5am and 8pm rounds (see Figure 7), when classes are not in session and most residents are likely at home. It is important to consider that in addition to a large student population, there are also many working families, multi-generational households, and other long-term residents that live in Isla Vista. An RPP program in Isla Vista should account for their needs and should not introduce blanket rules.

The primary challenge that the RPP program in Isla Vista would be designed to address is the sheer number of vehicles owned by residents compared with the limited on-street parking supply. Housing is dense in Isla Vista, and in some cases, there are upwards of 16 adult residents living in a single household, many of whom have cars. The goal of an RPP would be to design a program that provides equitable access to parking while acknowledging the reality that there is simply not enough space for the current number of cars.

**Figure 7. Morning (5am) Occupancy (Top) and Evening (8pm) Occupancy (Bottom)**



## **Actions**

- ✓ **Collect a year of data to evaluate on-street parking congestion**

The Annual Parking Study captured a full year of data which will be useful in designing the RPP program and preparing for Coastal Commission review. The parking utilization data collected as part of the Annual Parking Study demonstrates that curb space in Isla Vista is severely congested, with occupancy rates exceeding 100% in many cases, and that parking needs to be managed to address major safety and accessibility concerns, as well as quality of life issues. Full results of the Annual Parking Study are available in the Parking Needs Assessment.

- **Ongoing parking data collection**

Parking behavior and utilization trends will shift in response to the introduction of a parking compliance program, so the impacts should continue to be measured to determine whether an RPP program would be beneficial, and if so, how to structure the program.

#### **□ Develop a new proposed RPP program framework**

The County previously proposed a “Managed Parking Program” twenty years ago which included a residential preferential permit parking program. At the time, the Coastal Commission approved it with several conditions and issued a Coastal Development Permit that provided the County until November 2011 to initiate the program. While the program was not introduced, referring to the previous framework can help the IVCS and the parking authority understand the Coastal Commission priorities and develop a similar program for moving forward.

The County’s proposed program included several locations with public coastal access parking spaces with 4-hour time limits, aiming to balance coastal access while preventing long-term car storage on the streets. Metered parking was previously proposed for the commercial area, with policies starting as early as 7:00am in order to make sure that the spaces are available for customer parking by the time that businesses open. It will be important to design an approach that prevents residents that live near/above commercial spaces from taking advantage of the commercial area parking. The original program proposed to limit non-resident parking in the majority of residential areas to no more than one hour, while allowing them to park in residential areas on weekend mornings from 5 am to noon to facilitate coastal access. Moving forward, it should be evaluated whether a 1-hour time limit provides sufficient coastal access, and whether adjustments or alternative options on certain days and times (such as weekends and holidays) would be appropriate, given the priority of coastal access. Additionally, residents would have been eligible to purchase parking permits that would exempt them from the time limit restriction, which is a common approach in residential parking permit programs.

The following should also be considered based on recent evaluations:

- The Annual Parking Study data demonstrates a lack of on-street parking availability for coastal access, street sweeping, and emergency vehicle access.
- Permit restrictions would limit the number of cars congesting the streets, which could improve access to the coast for visitors looking for parking.
- A permit could be required to park overnight in the residential areas (when beaches are not commonly visited).
- Camino Majorca could be designated as coastal access parking (see Strategy 1-C) and could be excluded as a permit parking location. This would need to be determined in coordination with the Surfrider Foundation and the environmental impacts of this location should also be evaluated.
- A reduced permit rate could be offered for electric vehicles in order to promote sustainability and reduce emissions by the coast.
- The additional enhancements that are being planned as part of the Mobility Study will enhance coastal access via other modes of transportation.

The following should be considered from an equity standpoint:



- No more than one permit should be available per driver. In the case that a resident has more than one car, it does not make sense to allow them to use the on-street parking supply to store their excess vehicle(s).
- Beyond a one permit per driver policy, there likely needs to be an additional cap on the total number of permits that each household is eligible for due to the high number of residents in some households and the limited on-street supply.
  - Ideally those in living arrangements with several roommates or housemates would be encouraged to share cars, carpool, and/or rely upon alternative modes of transportation.
- Residents who have their vehicle registered to their address in Isla Vista should be prioritized for eligibility of the permit. This would help prioritize long-term residents.
- Permits must have a cost associated with them to make the program sustainable. Additionally, the on-street public parking assets are a valuable and limited resource. Charging for on-street permits will encourage residents with access to off-street parking (either on their property or a remote parking option) to utilize those resources instead.
- Permit rates should be affordable and equitable.
- Disabled parking placard exemptions should be considered, as CVC Section 22511.5 allows those with a disabled placard to park on streets designated as RPPs. The IVCSO or the parking authority would need to consider on-street handicap parking designations in accordance with PROWAG.

#### ☐ **Seek approval from the California Coastal Commission**

The parking authority responsible for developing an RPP program in collaboration with the IVCSO must apply for a Coastal Development Permit (CDP) and seek approval from the Coastal Commission to initiate such a program. The use of the Annual Parking Study data is intended to provide a wealth of information to support the decision-making process with a comprehensive evaluation.

#### ☐ **Launch an education and outreach campaign**

The community should continue to be informed of the upcoming RPP program and provided with regular updates on the status, what to expect, and eventually how to apply for the program.

#### ☐ **Adopt the program and finalize the business rules and operating plan**

The IVCSO and the parking authority should prepare to address the associated signage plan, parking enforcement coverage, permit management approach, and community outreach process.

#### ☐ **Procure a parking permit management system**

A permit management system (PMS) would allow for easy online applications and efficient enforcement. This will offer customer convenience and streamline the administrative support requirements. An online portal should be provided with self-managed accounts to log in, create an account, apply for a permit, upload supporting documentation, purchase, and make

edits. The parking authority<sup>3</sup> could then review pending applications, review supporting documentation, approve/deny applications, send notifications and alerts, and run reports.

Since the parking compliance operation will leverage LPR technology for parking enforcement, it is recommended that the permit management system be configured for virtual parking permits. This means that instead of physical hangtags or decals, the license plate number becomes the permit identifier. This will allow for efficient enforcement using LPR technology.

The IVCSD and the parking authority should seek out a flexible system that can accommodate a variety of business rules. The same system can be leveraged for all parking permit types including any future employee permits (see Strategy 2-J).

#### **❑ Enable residents to begin applying for and purchasing permits**

After determining when the program will go live, the permit management system should be launched, and the community should be given a period of time to submit their applications and purchase permits ahead of time.

#### **❑ Make operational adjustments**

The IVCSD and the parking authority should work with the Parking Operator and selected permit management system vendor to configure and prepare the approach.

#### **❑ Install regulatory signage and launch program**

Installing signage and beginning enforcement will be the final steps of going live with the program. The Parking Ambassadors should continue to utilize LPR for enforcement, which will capture valuable ongoing data to evaluate the effects of the program over time.

## **2-B. Pursue shared parking agreements**

Shared parking agreements are becoming increasingly common in the parking industry as an opportunity to leverage parking supply owned by private or other public entities for public or permit parking uses. Typically, a shared parking agreement is meant to be mutually beneficial by leveraging the parking supply during times when it is typically underutilized with agreed upon parameters, which can provide another revenue stream for the property owner. The parking lot owner would authorize the parking authority to implement and post signage and equipment as needed for the specific parking use on the property, such as permit parking. Shared parking

**Figure 8. Example Residential Permit Parking Program signage**



<sup>3</sup> These administrative functions could also be outsourced to the PMS vendor, or handled by the Parking Operator selected by the parking authority if desired.

agreements are the most cost-effective way of increasing the available parking supply since they optimize the use of existing infrastructure and avoid the costly investment in building and maintaining new facilities. The Parking Compliance program could be leveraged for parking management at private properties with a revenue share.

## **Actions**

### **☐ Evaluate potential shared parking agreement locations**

IVCSD has had preliminary discussions with the County regarding the Solar Parking Lot to evaluate whether the County would be interested in having IVCSD take over parking management at this location. This should be further explored once the parking compliance operation is established.

IVCSD can proactively reach out to other property owners to explore the possibility of partnerships elsewhere in and around Isla Vista.

### **☐ Develop a shared parking agreement template**

At a minimum, a shared parking agreement typically considers the following:

- Term and extension: Evaluates the return on investment and ensures that the contract terms allow for potential redevelopment in the future if needed.
- Use of Facilities: Establishes available hours, number of spaces, time limitations and ensures that the base user will retain use at the end of the sharing period.
- Maintenance: Evaluates and incorporates the added maintenance and operation costs.
- Lease costs: Cost of the lease and any negotiated revenue shares.
- Operations: Considers revenue collection operations (if applicable) and enforcement/management strategies.
- Utilities and Taxes: Determines the responsible parties and any cost sharing agreements.
- Signage: Considers opportunities for consistency with signage and branding.
- Enforcement and Security: Determines who will handle enforcement and towing.
- Insurance and Indemnification: Considers litigation with any cost sharing.
- Termination: Identifies the grounds for termination or cancellation.

### **☐ Pursue partnership opportunities and adjust operations as necessary**

As shared parking agreements are established, the parking authority should work with its Parking Operator to adjust operations and support the agreements as defined.

### **☐ Evaluate how the compliance and RPP programs in Isla Vista influence parking availability at UCSB and surrounding areas**

The Annual Parking Study identified some UCSB parking areas were underutilized at times, which could present a potential opportunity for shared parking. However, this should not be pursued until after initial implementation actions are introduced in Isla Vista. This is because parking behavior could shift dramatically once the proposed Parking Compliance Program is

introduced, parking is consistently enforced, and other policies are introduced such as the proposed RPP program. UCSB is encouraged to continue to monitor how parking utilization on UCSB properties changes over time to determine whether there is additional capacity to allow for public parking at certain locations and during certain times.

As parking management decisions are made in Isla Vista, IVCSO should work with the City of Goleta to keep them informed of upcoming policy and program changes that may potentially have spillover impacts. IVCSO should also consider collaborating with the City of Goleta to identify any existing underutilized publicly or privately-owned parking supply that could potentially be used for shared parking opportunities. However, similar to the case with UCSB, changes in parking management in Isla Vista could potentially have an impact on parking availability in the adjacent neighborhoods of Goleta. Close monitoring of the impacts to parking availability after the proposed Parking Compliance Program is introduced would be important to consider before any discussions relating to shared parking agreements are pursued between the IVCSO and the City of Goleta.

## **2-C. Add space delineators near driveways**

Cars are often parked in a way that blocks access to/from driveways. Coupled with enforcement, space delineator markings would make it clearer to drivers that they cannot park too close to a driveway. This approach has been successful in other communities, such as the Canal neighborhood in San Rafael where thermoplastic markers were introduced to improve parking space utilization. While it requires upkeep and the associated maintenance costs could potentially be restrictive, it is helpful for addressing oversize vehicles, blocked driveways, and emergency vehicle access, and it generally brings a sense of order to the streets.

Although space delineators could potentially be effective in preventing blocked driveways, it is important to consider that any markings made for a parking space would require a handicap stall at a ratio of 1 to 25 (approximately 111 spaces in Isla Vista<sup>4</sup>), as well as several other technical requirements relating to signage, sidewalk width, and paint according to the PROWAG. Implementing handicap parking could potentially be cost prohibitive due to these requirements and given that the County does not currently have the resources available to support the maintenance needs of such a project, alternative funding sources would need to be identified for this recommendation to be considered feasible. If a dedicated funding source were to be identified, maintenance of the handicap parking spaces themselves would not be a high-cost item.

### **Actions**

#### **□ Determine agency responsibility and funding for markings**

Markings would fall on County right-of-way, so this is likely to be a County function unless the responsibility is delegated to IVCSO or another agency. It is important to consider the ongoing upkeep that may require repainting the markings on a scheduled basis as they will fade over time. Due to the cost and ongoing maintenance requirements, it is proposed that, if viable,

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<sup>4</sup> Estimate based on public on-street parking inventory counts conducted as part of the Parking Needs Assessment.

markings be prioritized around driveways, rather than marking all parking spaces throughout Isla Vista.

- ❑ **Establish a code violation and associated fine amount and begin enforcement**

Consistent parking enforcement will improve compliance. It is important for safety and access that driveways be kept clear.

**Figure 9. Example of space delineators**



## **2-D. Eliminate parking on one or both sides of certain blocks where necessary**

While on-street parking is already significantly congested, there are two key safety enhancements to pursue:

- The recent statewide “daylighting” legislation requires that on-street parking be eliminated within 20 feet of an intersection to improve sightlines for enhanced safety.
- There could also be additional locations along narrow roadways where on-street parking needs to be eliminated for improved emergency vehicle access for ambulances and fire trucks.

Access for street sweeping would also be improved in locations where parking supply is reduced or eliminated. There is an opportunity to ensure that streets are regularly cleaned (see Strategy 3-A).

**Figure 10. Example of scooter corral (Top) and intersection bulb out (Bottom)**



### **Actions**

- ❑ **Coordinate with the County on implementing the daylighting legislation by 2025**

The County and the IVCSA should be prepared to actively enforce the daylighting legislation once it goes into effect in 2025. It is important to note that this new law does not require any markings or signage to be installed for it to be enforceable. If the parking enforcement agency in Isla Vista desires to install such markings or signage, funding would need to be sourced from said agency, such as through revenue streams from the proposed Parking Compliance Program. However, the County is looking to leverage bulb outs or corrals for bike and scooter parking to be installed at the 20-foot

setback at certain intersections in Isla Vista. Bulb outs would be funded by grants, and the corrals would be funded by the fees collected as part of the Shared Mobility Device permit program from the shared mobility device operators. This is further explored as part of the recommendations presented in the Mobility Study (see Strategy 2-I).

**❑ Conduct an engineering and safety assessment in coordination with emergency services**

The assessment should identify which locations in Isla Vista have impacted accessibility and propose locations to eliminate parking either one or both sides of the street to enhance emergency vehicle access.

## **2-E. Consider potential angled parking conversions**

It is possible that converting on-street parking from a parallel to an angled or perpendicular configuration may increase the amount of parking supply. However, it is important to consider that any new angled parking would require ADA parking to be included as defined by the PROWAG, which would incur additional costs, and an engineering feasibility assessment would first need to be completed.

### **Actions**

**❑ Conduct an engineering feasibility assessment**

This concept must be further vetted because, depending on the layout of the street and distance between driveway breaks, it may not contribute to more parking supply and could actually decrease it in some cases. It is also important to consider the overall width of the roadway and whether there is adequate space without impacting vehicle, bike, or pedestrian access and safety.

**❑ Evaluate next steps**

Next steps should be determined based on the results of the assessment, while considering how the potential conversions could harmonize with other parking and mobility enhancements that are being planned, and ensuring that PROWAG requirements can be properly met.

## **2-F. Evaluate special event parking management**

Parking policies are most effective when they are designed based on everyday conditions. Special events are typically managed by exception because they require different adjustments and accommodations based on the anticipated size and scale of the event. There is an existing County special event permit program and various events that occur throughout the year in Isla Vista that impact public parking. As new parking management strategies are introduced, the approach to special event parking management should be further evaluated in order to optimize administrative procedures and operations.



## **Actions**

### **❑ Develop a Special Event Parking Management Plan**

The IVCSO and the parking authority could collaborate with the County, emergency services, and the business community to develop a Special Event Parking Management Plan that establishes parking management strategies and operating procedures across agencies to address these exceptional times. Emergency vehicle access, pedestrian safety, and access to local businesses should be prioritized. The Plan should identify how to optimize administrative procedures, policies, and operations. There could be additional costs associated with event permits for program sustainability.

**Figure 11. Impacted emergency vehicle access**



### **❑ The IVCSO and the parking authority should coordinate with the County on any necessary parking enforcement support.**

Some road closures, temporary signage, and staffing are necessary during major events, and this may become a responsibility of the parking authority's parking operator depending on the agreed upon approach.

## **2-G. Identify opportunities to expand car sharing**

Car sharing allows for on-demand access to a shared fleet of vehicles. While this is a program available through Zipcar, the fleet is minimal and not widely used. Car sharing programs are an opportunity to help reduce car ownership in Isla Vista by providing residents with access to a vehicle on an as-needed basis for instances when a vehicle may be required. This can reduce the need for households to own one or multiple vehicles by providing the peace of mind that a car is available nearby. Car sharing can be more cost-affordable than owning a car when supplemented with other modes of transportation.

## **Actions**

### **❑ Develop an incentive program**

The IVCSO should consider offering incentives to developers and property lease companies to offer on-site car sharing programs for residential properties.

### **❑ Monitor car sharing adoption trends and options**

The IVCSO should continue to monitor the success and utilization of car sharing programs to consider next steps and strategies for expansion in Isla Vista. There was an existing Zipcar program that has dwindled since the pandemic. There could be an opportunity to build upon the original program or establish a new municipal program through a vendor partnership that leverages spaces within the parking lots in Isla Vista and the commercial core.

## **2-H. Identify a parking option outside of Isla Vista**

There are a significant number of residents in Isla Vista that do not regularly use their car, which contributes to the long-term car storage challenges on the streets. Ideally, some residents would be willing to park their car in a remote parking location outside of Isla Vista. This could help alleviate the parking congestion challenges and provide an option to those households that have more cars than qualify for a Residential Permit Parking Program permit (see Strategy 2-A).

### **Actions**

#### **☐ Evaluate potential locations**

The IVCSO should consider locations outside of Isla Vista that currently have parking capacity or could be converted into a parking facility.

#### **☐ Consider program costs and evaluate funding sources**

It is important to consider that the remote parking location will need to be safe, accessible, affordable, and easy to access in order to encourage the community to take advantage of it. This will likely require the use of a circulating shuttle and roving security, both of which are expensive to implement. In addition to evaluating funding sources, IVCSO should consider the potential of establishing this as a self-funded program, such as by introducing a program fee that is significantly cheaper than the costs associated with a RPP permit in order to maintain equitability and incentivize residents to participate in this program, which would help alleviate the parking congestion in Isla Vista. IVCSO should also consider opportunities to reduce costs associated with such a program such as by leveraging the existing “The Wave” microshuttles as the circulator for the program for certain times of days or days of week depending on the demand for The Wave within Isla Vista.

Next steps will be dependent on further evaluation. There could be an opportunity to leverage strategies from the Mobility Study to introduce a program (see Strategy 2-1).

## **2-I. Coordinate with Mobility Study enhancements**

While biking and walking are both very common within Isla Vista, many residents still rely upon owning a car to access destinations elsewhere in the County or the region. There is an opportunity to improve the mobility landscape in Isla Vista to reduce reliance on personal vehicles.

The Isla Vista Mobility Plan outlines a variety of potential strategies to enhance alternative modes of transportation including walking, biking, and transit within Isla Vista and connecting to other areas of Santa Barbara and the region.

In the Online Isla Vista Parking Survey, when asked to rank potential mobility enhancements based on their ability to make living in Isla Vista without a car more realistic, respondents identified the following top 3 enhancements: 1) On-demand shuttles to directly access surrounding retail/commercial areas; 2) More "full-service" businesses (such as a small Target, pharmacies, banks) within Isla Vista; 3) More public services (libraries, medical/EBT sign ups, etc.) providing operating hours within Isla Vista. "The Wave" microshuttle program would directly help community members access these businesses and services outside of Isla Vista, which may help encourage a mode shift among Isla Vista residents to rely less on their personal vehicles when paired with other alternative mobility enhancements as identified in the Mobility Plan.

### **Actions**

#### **☐ Coordinate with Mobility Study next steps**

As the IVCSO evaluates the strategies within the Mobility Plan and considers next steps, it is important to consider how the opportunities can support the objectives of this Parking Action Plan.

## **2-J. Strengthen parking policies in the commercial core to enhance access**

Within the commercial core of Isla Vista including "the Loop", it is important to prioritize ease of access for customers and commercial loading. Consistent enforcement, combined with some policy updates, would help promote turnover and availability.

### **Actions**

#### **☐ Consider a no-reparking policy**

A "no re-parking" policy could be introduced that prevents vehicles from just shuffling between time limit spaces. Drivers could be prohibited from re-parking within a specific area (either the commercial zone, block, block face, or defined distance) until after a "timeout period" (e.g., 2 or 3 hours).

This would prevent employees from abusing the time limit spaces, but it should ideally be introduced in coordination with an Employee Permit Parking Program to identify where employees are intended to park, see below:

#### **☐ Develop an Employee Permit Parking Program**

The most convenient parking on the street should ideally be prioritized for customer parking. Some employees of local businesses park on the street, making it more congested and challenging for customers to locate parking. Employees would have designated parking

locations outside of the commercial core (ideally off-street) where permits are valid. This could be achieved by designating permit parking zones in several parking lots. Shared parking agreements (see Strategy 2-B) could be an opportunity to tap into additional parking supply for the program.

The same permit management system proposed for the Residential Permit Parking Program (see Strategy 2-A) can also be leveraged for employee permits. This would allow for easy online applications and efficient enforcement. Employers could purchase permits in bulk as an option, or employees could purchase their own. Permits would have a cost to support program sustainability, but an affordable low-income rate would be offered to those who qualify. The program would be designed to also encourage the use of alternative modes of transportation.

#### ☐ **Require “active” loading and unloading**

Loading zones could require “active” loading and unloading with a policy update and clear signage. Combined with enforcement, this could help make sure that loading zones are being used as intended.

Access to loading zones is important for commercial and passenger uses, especially with the increase in food/merchandise delivery services.

#### ☐ **Add more short-term parking**

The availability of short-term (20 or 30 minute) parking spaces helps improve turnover and allows customers to quickly pick up merchandise or food. Short-term spaces could be applied at the beginning of each block face for ease of pulling into the space, or at mid-block. Consistency would help drivers locate them.

#### ☐ **Evaluate time limit operating times**

As parking compliance is improved with consistent enforcement, the IVCS and the parking authority should monitor parking utilization in the commercial area to evaluate the times when parking demand is highest. There could be a need to adjust the time limit operating times (such as expanding earlier into the morning or later into the evening) in order to address the times when parking demand requires management. Operating times should be evaluated in collaboration with businesses in Isla Vista, especially businesses adjacent to the time limited parking spaces.

#### ☐ **Consider an overnight parking restriction**

An overnight restriction could be introduced (solely in the commercial core) to make sure that the parking spaces are available by the early morning when businesses start to open. This could mitigate challenges with nearby residents using the on-street parking overnight. A benefit of an overnight restriction is that it is simple to enforce with a single pass early in the morning.

## 2-K. Improve access to parks

There are several parks throughout Isla Vista that can sometimes be challenging for visitors to access due to the amount of parking congestion. Nearby red curb areas are not intended to be utilized for parking or loading. However, due to the lack of parking availability, vehicles are regularly seen parked on the red curb, which raises safety and emergency access concerns.

Isla Vista Recreation and Park District (IVRPD) maintenance vehicles also need sufficient space to access the parks, and there should ideally be one designated service vehicle space at each park. In order to improve turnover and parking availability, additional loading zones and time limits should be considered in and around the parks. Curb ramps may also help improve pedestrian accessibility for those who do not drive to the park.

### **Actions**

- ☐ **Evaluate and address opportunities to enhance park access for visitors and IVRPD service vehicles**

Several opportunities were identified in collaboration with IVRPD to address specific parking needs at Isla Vista park locations, including but not limited to:

<b>Park</b>	<b>Location</b>	<b>Opportunity</b>
Estero	889 Camino Del Sur	Add 2-hour time limit parking at West Estero cul-de-sac.
Kid's Trail	6998 Pasado	Add curb ramp on Pasado for pedestrian access to trail.
Little Acorn	901 Embarcadero Del Mar	Add curb ramp on Sabado Tarde.
Tierra De Fortuna	6692 Fortuna	Add a loading zone or dedicated space for IVRPD service vehicles.
Trigo-Pasado	6633 Pasado	Add curb ramp on Pasado (was lost during sidewalk renovation).
Walter Capps	6731 Del Playa	Add a loading zone or dedicated space for IVRPD service vehicles.

## 2-L. Install more electric vehicle charging stations

Introducing more electric vehicle (EV) charging stations could help encourage adoption of EVs and improve access to charging, as many people are making the transition to more low- and zero-emission vehicles and need accessible locations to charge them. There are various types of charging stations, grant programs, and rate structures to evaluate. The County has 4 charging stations in Isla Vista, but the majority of charging stations in and around Isla Vista are located on UCSB properties.

## **Actions**

### **☐ Monitor supply and demand of EV charging**

It is important to balance the ratio of EV charging stations available to EVs on the road. Having insufficient charging stations inhibits the adoption of EVs, while having too many can be a financial burden. The IVCSO and the parking authority should monitor the usage of existing charging stations in order to determine when more stations may be needed.

**Figure 12. Example EV charging stations**



### **☐ Evaluate the need for Level 3 charging stations**

Isla Vista currently has no publicly available Level 3 charging stations. These are considered an important part of the EV charging ecosystem as it addresses the needs of a vehicle that requires a quick charge in a relatively short period of time, such as at highway stops or gas stations. As the level of investment required for Level 3 chargers is very high, the agency in charge of installation is recommended to connect with private companies with public fast charging networks (e.g., Tesla and Electrify America) should a need for Level 3 charging appear in Isla Vista. The County of Santa Barbara currently does not have a standard for installation of EV charging stations in the right of way, however this may change in the future as demand for EV charging stations increases in the greater Santa Barbara region.

### **☐ Review available grants and rebates**

The IVCSO may be eligible for funding that supports the installation of Level 2/3 charging stations. The County of Santa Barbara is a member agency of the non-profit Central Coast Community Energy (3CE). There is potential opportunity for IVCSO to participate in grant programs through the 3CE if the criteria are amended to allow special districts to receive grant money. The IVCSO may also consider collaborating with the County to leverage their membership in the 3CE to receive support for EV charging infrastructure projects in Isla Vista.

### **☐ Introduce an idle fee**

Fully charged cars that stay parked in EV charging spaces reduce the availability of EV charging stations. To encourage turnover and increase access, IVCSO can implement an idle fee that goes into effect after an EV is fully charged but remains parked and connected to the charging station.

## **2-M. Expand the current Safe Parking Program**

The Safe Parking Program, operated by the New Beginnings Counseling Center, provides safe overnight parking for those who inhabit their vehicles and need a stable place to stay on the path to being rehoused. This program helps reduce the number of inhabited vehicles parked



illegally in Isla Vista; however, not all those who inhabit their vehicles participate in this program.

### **Actions**

- ☐ **Coordinate with the New Beginnings Counseling Center to expand and promote the program**

The IVCSD should coordinate with the New Beginnings Counseling Center to identify opportunities for added program locations within and around Isla Vista to support community members who temporarily live in their vehicles. Education and outreach efforts to promote the Safe Parking Program should be made in collaboration between the IVCSD and the New Beginnings Counseling Center to reach as many community members as possible and raise awareness for this resource. For example, Parking Ambassadors may place flyers with information about the program on vehicles that appear to be inhabited to offer support.

## Phase 3. Long-term Strategies

***The following strategies are intended to be explored overtime after a solid foundation of parking management and effective enforcement has been developed in Isla Vista, such as through the initial and/or near-term strategies presented in this Plan. The long-term strategies provide opportunities for more comprehensive planning and decision-making for the future of parking in Isla Vista.***

### 3-A. Consider street sweeping parking regulations

It is common for agencies throughout California, including the City of Santa Barbara, to prohibit parking on-street during designated times when street sweeping occurs on a block face (see Figure 13). By requiring cars to move out of the way, this can improve street sweeper access to the curb for enhanced cleaning, which minimizes debris in stormwater runoff.

**Figure 13. Map of street sweeping regulations in the City of Santa Barbara**



From an environmental protection standpoint, this is an important opportunity to consider despite the inconveniences that it would have on drivers. Street sweeping restrictions can help improve on-street turnover and may discourage some residents from owning or storing a car in Isla Vista, which can help alleviate congestion.

Regular street sweeping in Isla Vista can also enhance quality of life in other ways by providing the opportunity to proactively mitigate waste in the streets and combat issues such as couch and refuse burning that have been problematic in the past. With street sweeping restrictions posted, the resulting increased frequency that cars are required to move will help identify and mitigate common impediments and provide for a more proactive handle on curb and street utilization.

## **Actions**

### **❑ Coordinate with Goleta West Sanitary District and evaluate options**

The Goleta West Sanitary District is the primary stakeholder in determining how to introduce street sweeping parking policies in a way that aligns with their operation. If street sweeping parking regulations are introduced, IVCS D could consider only applying regulations during off-peak seasons (such as during winter and summer breaks) as a starting point, and then expanding them to during the school year. Signage updates and consistent enforcement would be required to support the program, and the parking authority should be prepared to adjust the parking compliance operation to support any street sweeping policies that are adopted.

## **3-B. Consider introducing paid parking**

Paid parking is a dynamic parking management tool that could be considered in the commercial core, certain surface lots or shared parking locations, and/or at Goleta Beach depending on evolving parking utilization needs.

Some communities have found that time limits do not provide enough flexibility for customer or visitor parking, especially in commercial areas where customers may want to patronize multiple businesses. Should IVCS D choose to implement a paid parking program, operating times and locations would need to be determined based on parking utilization data and input from community members to effectively balance parking demand and support the needs of the community. Paid parking is typically only implemented in focused high demand areas, such as a commercial center or in a "Main Street" setting. Many agencies also choose to provide free parking for the first hour or two to incentivize turnover and provide flexibility for parkers.

Paid parking technology also provides unique customer service and incentive opportunities that are not possible with time limits alone. There are several benefits to paid parking, including the ability to offer incentive programs, utilize rates structures to influence driver behavior, and encourage drivers to shift to alternative modes of transportation.

## **Actions**

### **❑ Evaluate ongoing parking data and engage the community to determine next steps**

The IVCS D should continue to monitor parking utilization data and seek community input to determine if/when paid parking should be considered.

### **❑ Draft the paid parking program structure and rate structure**

Paid parking programs do not necessarily need to be designed for revenue generation, but ideally the program could be self-sustaining. The table below summarizes the types of rate structures that may be considered for such a program.

Rate	Description	Considerations
Flat Hourly	A flat hourly rate means that the same rate is charged for each hour of the parking session, regardless of location, time of day, day of week, or any other factor.	A benefit of a flat hourly rate is that it is simple to communicate and understand.
Zone-Based/ Tiered	With a zone-based or tiered rate model, rates are adjusted by zone, and zones are typically created based on parking demand. Higher demand locations are priced at a higher rate to incentivize underutilized locations.	For this type of rate model to be effective, tiered rates must be clearly communicated and easily understood. By offering lower rates in less convenient locations, this rate model encourages longer-term parkers to utilize parking locations that are traditionally less desirable. Conversely, by setting higher rates in prime parking locations, this model encourages higher turnover and shorter visits.
Time of Day/ Week/Year	Rates can differ based upon the time of day, day of week, or year. This rate model is common in scenarios where there are peak and non-peak periods, such as during the lunch or evening rushes, or during the school season vs breaks.	Providing discounted rates during non-peak periods can help mitigate congestion during peak periods by encouraging visits during non-peak times. When parking demand is highest, charging a premium for parking can also help offset operational costs and incentivize the use of mode alternatives. It is important to clearly communicate the rate variations to customers ahead of time for trip planning purposes.

Rate	Description	Considerations
Escalating/ Pay-to-Stay	An escalating or pay-to-stay rate model means that the cost of parking increases as the length of a parking session increases. For example, the cost of the first hour of a parking session could be reduced compared to the subsequent hours.	When utilized strategically, this type of rate model can encourage longer-term parkers to store their cars in more affordable locations, such as off-street lots. However, it still gives visitors the option to park in more convenient spaces if they are willing to pay a premium for it. An escalating rate model is most effective when combined plate-based payments. It is important that a patron cannot “feed” the meter for a lower rate when the initial payment expires.

☐ **Seek Coastal Commission approval**

Paid parking would be subject to Coastal Commission approval in Isla Vista.

☐ **Update parking codes to enable paid parking**

County Codes or the IVCSD parking codes would need to be updated to enable the introduction of paid parking.

Additionally, it is important to define how monies would be allocated. One option is to establish a “Parking Benefit District” where any surplus revenue generated within the commercial core (beyond what is needed to sustain the paid parking operation) is reinvested into improvements within the district. The money could also be leveraged to support mobility programs or other objectives.

☐ **Procure paid parking technology**

For any paid parking implementations, the use of multi-space meters (pay stations) and a mobile payment application are strongly encouraged.

Compared to single-space meters, pay stations have a number of advantages. Pay stations:

- minimize the amount of infrastructure required for ongoing maintenance and collections,
- improve the community aesthetic by minimizing the amount of street furniture,
- have larger screens which can promote additional customized information and features, and
- offer the ability for license plate-based enforcement.

Pay station vendors typically offer robust backend systems with reporting features with usage and maintenance data. Pay stations should wirelessly communicate usage, payment status, meter access, and maintenance alert data in real-time and should be managed through a web-based meter maintenance system that provides robust monitoring and reporting features.

Pay stations normally support seven to 12 on-street parking spaces, but when offered alongside a mobile payment option fewer pay stations are needed. A typical off-street surface lot requires one to three pay stations, depending upon the configuration, number of access points, and whether mobile payment is an option. At a minimum, pay stations should be installed in key locations along pedestrian pathways, and the use of mobile payment can be promoted for convenience. However, it is important in this case to install additional signage so that drivers are aware when they have parked in a paid parking zone and understand how to use the mobile payment system.

In addition to a card payment option, it is recommended that pay stations have a physical cash payment option for those that are unbanked or do not have a cellphone in order to ensure equitability. For the physical cash option, coins are preferred since bill note acceptors are typically the part that most frequently jams or breaks on a pay station. Encouraging credit card and mobile application payments will also reduce the number of coins that need to be collected and extend the amount of time between collections.

A mobile payment solution will allow drivers to pay for parking sessions using their cellphone. Users can download the application and create an account. A smartphone is not required since there is typically the option of calling a phone number to complete their payment. Additionally, a mobile payment solution can be provided by a vendor at no cost upfront to the parking authority. Mobile payment vendors often provide free signage, decals, and outreach materials in order to encourage utilization of the application. The vendor is typically fully funded by the convenience fees charged to the users and by transaction fees. The convenience fee is usually around \$0.35.

#### ☐ **Utilize the “Pay by Plate” configuration**

All paid parking payments should be managed by license plate. This approach is standard for mobile payments, and pay stations can be configured for plate-based payments. This will streamline enforcement since all parking payments could be verified through the use of LPR simultaneously.

#### ☐ **Establish a maintenance and revenue collection plan**

With the potential implementation of pay stations, it will be important to ensure that the pay stations are properly maintained, and that revenue is consistently collected. Ongoing coin collections are needed to prevent pay stations from reaching capacity.

An important consideration is limiting any physical contact with monies. Most pay station vendors offer enclosed canisters or cases to store the monies within the machine so that the containers can be swapped out during collections without requiring staff to physically touch the monies. Reducing access to the monies can mitigate any challenges with shrinkage by enhancing security during collections. Pay stations have software systems that record the



amount of money deposited into each machine, which should be compared to the amount of money collected and counted. The amount counted should also always be verified against the amount recorded by the bank once submitted.

Ongoing preventative maintenance optimizes equipment lifespan and maximizes system uptime. Regular visits to the equipment can also provide better security. There are two types of maintenance to consider:

- Level 1 maintenance includes basic preventive maintenance and responses to service calls, such as addressing jammed credit cards and responding to machine alerts.
- Level 2 maintenance is typically managed by the parking technology vendor.

#### ☐ **Consider options for merchant validations**

Mobile payment vendors typically offer robust merchant validation and incentive programs. Discount and validation programs are all applied and verified by license plate number. Most vendors can create one-time or multi-use codes that can be applied through the mobile application to a parking session to receive free parking time. Many mobile payment vendors can also provide business owners with the ability to validate parking for their customers within their store using a web application on a tablet or computer.

### **3-C. Establish a Congestion Pricing Program**

Isla Vista is facing a unique challenge, with an incredible density of 8,157 people per square mile and intense congestion exceeding 100% occupancy in some areas. As a creative strategy to address its parking and congestion challenges, the parking authority could consider adopting elements of existing congestion tolling programs to influence parking availability, enhance coastal access, minimize traffic, encourage the use of alternative transportation, and reduce air pollution.

There are limited access points into Isla Vista that could possibly make camera-based tolling feasible. While this would require further review and policy changes, it could be a cutting-edge solution to explore in the long run.

The concept of congestion tolling is newer to the United States, but it is one that has already demonstrated effectiveness around the world. Singapore, Stockholm, and London are examples of cities that have implemented some form of toll to disincentivize the quantity of vehicles in designated areas.

#### Case Study: London

London is home to one of the largest congestion tolling programs in Europe. In 2003, they established a Congestion Charging Zone (CCZ) in and around central London, which now covers approximately 8.1 square miles (see Figure 14). This is primarily a commercial area, with some residents living within the boundaries. The City charges a £15 daily fee for actively driving in the zone during operating hours, which are in effect nearly every day of the year. Vehicles are monitored by CCTV and Automated LPR technology. Drivers can set up automatic payments online, purchase a monthly or annual plan, or pay by phone or online after each instance; any vehicles with non-payments after a grace period are referred to a collection agency. Residents living within or in very close proximity to the CCZ are eligible for a 90%

discount, while vehicles meeting low emission and ultra-low-emission standards receive a 100% discount.<sup>5</sup>

This 20-year program has led to impressive results, such as a reduction of congestion by 30%. It also boosted bus travel in central London by 33% and enabled 10% of journeys to switch to walking, cycling, and public transport overall<sup>6</sup>. This program has also inspired several smaller European cities to implement congestion pricing, including those that have less population density than Isla Vista.

**Figure 14. London Congestion Charging Zone**



## **Actions**

### **❑ Evaluate potential program structure in coordination with the community**

The IVCSO should consider adapting the congestion tolling approach primarily to address parking congestion (as opposed to traffic congestion) within Isla Vista. Rather than charging all vehicles that drive into Isla Vista, an approach to consider is only charging a toll to vehicles that remain overnight without registration in Isla Vista to address non-resident overnight and long-term vehicle storage. This could be in the form of a daily fee for each additional day the vehicle remains within Isla Vista. Residents of Isla Vista and anyone only staying for a day or less (e.g., coastal users, employees, short-term visitors, UCSB students/faculty coming for the day, etc.) would not be subject to the toll.

### **❑ Evaluate legal and technology feasibility of desired approach**

Given that congestion pricing is relatively new to the United States, a legal review would be required to evaluate feasibility and confirm what policy updates would be required to move forward.

The technology approach would likely include fixed-mount cameras with LPR technology that could be installed at each vehicle access point into Isla Vista to capture the date of entry and exit per license plate (see Figure 15) to monitor the number of total days a vehicle has remained in Isla Vista for. Vehicles identified as having stayed overnight or for more than one calendar day would then be noticed and required to pay what is essentially a “community-wide parking fee” for the duration of their stay.

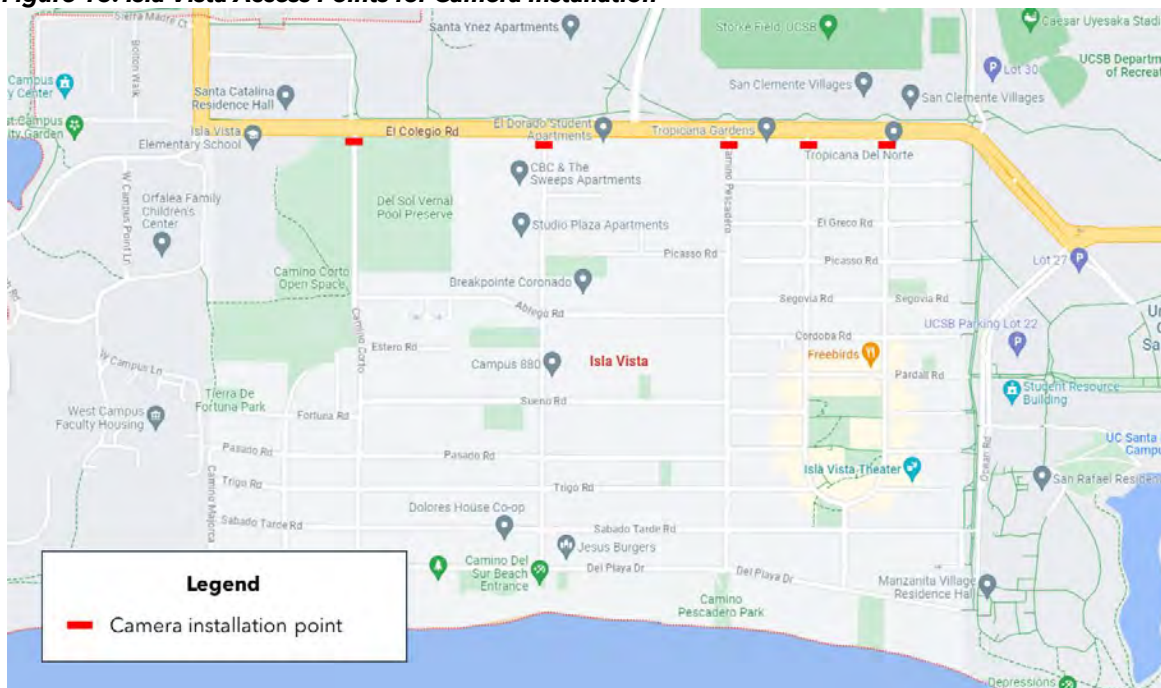
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<sup>5</sup> The CCZ is also within London’s Low-Emission and Ultra-Low Emission Zones, which applies a similar tolling approach to disincentivize vehicles that do not meet stated environmental standards.

<sup>6</sup> <https://tfl.gov.uk/info-for/media/press-releases/2023/february/congestion-charge-marks-20-years-of-keeping-london-moving-sustainably>

Residents should be able to register the license plates of their vehicles registered to an Isla Vista address to receive a 100% discount on this fee, while daytime visitors, including those looking for one-day coastal access would also not be charged. Further details, such as payment terms, technology requirements, and citation management processes, would require further assessment, and such a program would require Coastal Commission approval.

**Figure 15. Isla Vista Access Points for Camera Installation**



This solution is innovative as it combines technology, geography, and financial incentives to change human behavior. There is also the opportunity to create a “park and ride” option outside of the impacted area, with a shuttle to bring long-staying non-residents into Isla Vista. Combining all of these strategies would effectively create more availability parking in the core, improving access for short-term parking, commercial parking, coastal access, visitor parking, and more.

## Summary of Strategies

Initial Strategies		
Strategy	Actions	Estimated Cost
<b>1-A: Establish an IVCS D Compliance Program</b>	<ul style="list-style-type: none"> <li>• Confirm legal authority</li> <li>• Estimate staffing levels and equipment needs</li> <li>• Evaluate funding options</li> <li>• Establish Isla Vista as a Parking District</li> <li>• Ongoing coordination with local law enforcement agencies</li> <li>• Evaluate citation fee amounts and revenue distributions</li> <li>• Establish an LPR data privacy and retention policy</li> <li>• Procure staffing and technology</li> <li>• Enforce current policies and measure impacts</li> <li>• Expand and adjust the parking compliance program as needed to support other strategies</li> </ul>	\$\$\$
<b>1-B: Collect ongoing parking utilization data</b>	<ul style="list-style-type: none"> <li>• Conduct an annual study to determine baseline parking utilization trends</li> <li>• Leverage mobile LPR for ongoing data collection during parking enforcement</li> <li>• Work with a parking data analysis vendor to process the LPR data</li> <li>• Public data reports and make data-driven decisions</li> </ul>	\$\$
<b>1-C: Evaluate options for Camino Majorca</b>	<ul style="list-style-type: none"> <li>• Evaluate options to formalize and regulate parking</li> <li>• Pursue a community engagement process to finalize the scope and design</li> </ul>	\$
<b>1-D: Coordinate with UCSB to further discourage car ownership</b>	<ul style="list-style-type: none"> <li>• Develop education campaign schedule</li> <li>• Determine outreach strategies and work in coordination with UCSB to develop and promote information</li> </ul>	\$

<b>1-E: Coordinate with private property owners to mitigate impacts</b>	<ul style="list-style-type: none"> <li>• Develop a contact list of property providers</li> <li>• Form a property association group that can be leveraged for messaging and coordination</li> <li>• Promote the utilization of car sharing vehicles on private properties</li> </ul>	\$
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Near-term Strategies		
Strategy	Actions	Estimated Cost
<b>2-A: Develop a Residential Permit Parking Program</b>	<ul style="list-style-type: none"> <li>• Collect a year of data to evaluate on-street parking congestion</li> <li>• Ongoing parking data collection</li> <li>• Develop a new proposed RPP program framework</li> <li>• Seek approval from the California Coastal Commission</li> <li>• Launch an education and outreach campaign</li> <li>• Adopt the program and finalize the business rules and operating plan</li> <li>• Procure a parking permit management system</li> <li>• Enable residents to begin applying for and purchasing permits</li> <li>• Make operational adjustments</li> <li>• Install regulatory signage and launch program</li> </ul>	\$\$
<b>2-B: Pursue shared parking agreements</b>	<ul style="list-style-type: none"> <li>• Evaluate potential shared parking agreement locations</li> <li>• Develop a shared parking agreement template</li> <li>• Pursue partnership opportunities and adjust operations as necessary</li> <li>• Evaluate how the compliance and RPP programs in Isla Vista influence parking availability at UCSB</li> </ul>	\$
<b>2-C: Add space delineators near driveways</b>	<ul style="list-style-type: none"> <li>• Determine agency responsibility and funding for markings</li> <li>• Establish a code violation and associated fine amount and begin enforcement</li> </ul>	\$\$\$

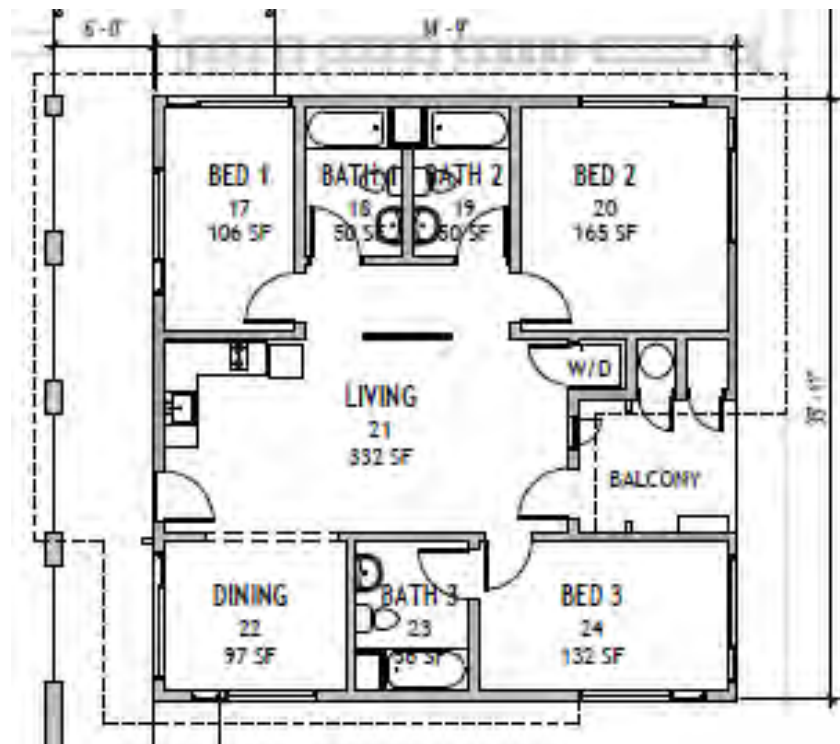
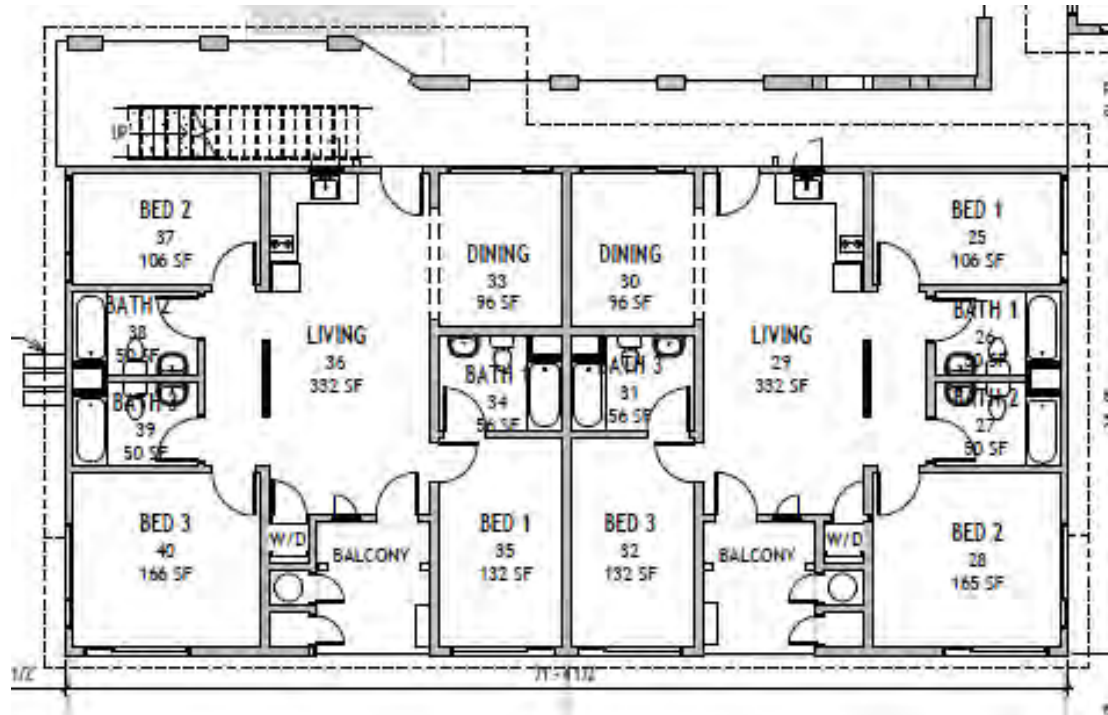
<b>2-D: Eliminate parking on one or both sides of certain blocks where necessary</b>	<ul style="list-style-type: none"> <li>• Coordinate with the County on implementing the daylighting legislation by 2025</li> <li>• Conduct an engineering and safety assessment in coordination with emergency services</li> </ul>	\$\$\$
<b>2-E: Consider potential angled parking conversions</b>	<ul style="list-style-type: none"> <li>• Conduct an engineering feasibility assessment</li> <li>• Evaluate next steps</li> </ul>	\$\$\$
<b>2-F: Evaluate special event parking management</b>	<ul style="list-style-type: none"> <li>• Develop a Special Event Parking Management Plan</li> <li>• Coordinate with the County on any necessary parking enforcement support</li> </ul>	\$
<b>2-G: Identify opportunities to expand car sharing</b>	<ul style="list-style-type: none"> <li>• Develop an incentive program</li> <li>• Monitor car sharing adoption trends and options</li> </ul>	\$\$
<b>2-H: Identify a parking option outside of Isla Vista</b>	<ul style="list-style-type: none"> <li>• Evaluate potential locations</li> <li>• Consider program costs and evaluate funding sources</li> </ul>	\$\$
<b>2-I: Coordinate with Mobility Study enhancements</b>	<ul style="list-style-type: none"> <li>• Coordinate with Mobility Study next steps</li> </ul>	\$\$\$
<b>2-J: Strengthen parking policies in the commercial core to enhance access</b>	<ul style="list-style-type: none"> <li>• Consider a no-reparking policy</li> <li>• Develop an Employee Permit Parking Program</li> <li>• Require "active" loading and unloading</li> <li>• Add more short-term parking</li> <li>• Evaluate time limit operating times</li> <li>• Consider an overnight parking restriction</li> </ul>	\$
<b>2-K: Improve access to parks</b>	<ul style="list-style-type: none"> <li>• Evaluate and address opportunities to enhance park access for visitors and IVRPD service vehicles</li> </ul>	\$
<b>2-L: Install more electric vehicle charging stations</b>	<ul style="list-style-type: none"> <li>• Monitor supply and demand of EV charging</li> <li>• Evaluate the need for Level 3 charging stations</li> <li>• Review available grants and rebates</li> <li>• Introduce an idle fee</li> </ul>	\$\$
<b>2-M. Expand the current Safe Parking Program</b>	<ul style="list-style-type: none"> <li>• Coordinate with the New Beginnings Counseling Center to expand and promote the program.</li> </ul>	\$



Long-term Strategies		
Strategy	Actions	Estimated Cost
<b>3-A: Consider street sweeping parking regulations</b>	<ul style="list-style-type: none"> <li>Coordinate with Goleta West Sanitary District and evaluate options</li> </ul>	\$\$
<b>3-B: Consider introducing paid parking</b>	<ul style="list-style-type: none"> <li>Evaluate ongoing parking data and engage the community to determine next steps</li> <li>Draft the paid parking program structure and rate structure</li> <li>Seek Coastal Commission approval</li> <li>Update parking codes to enable paid parking</li> <li>Procure paid parking technology</li> <li>Utilize the "Pay by Plate" configuration</li> <li>Establish a maintenance and revenue collection plan</li> <li>Consider options for merchant validations</li> </ul>	\$\$
<b>3-C: Establish a Congestion Pricing Program</b>	<ul style="list-style-type: none"> <li>Evaluate potential program structure in coordination with the community</li> <li>Evaluate legal and technology feasibility of desired approach</li> </ul>	\$\$\$\$

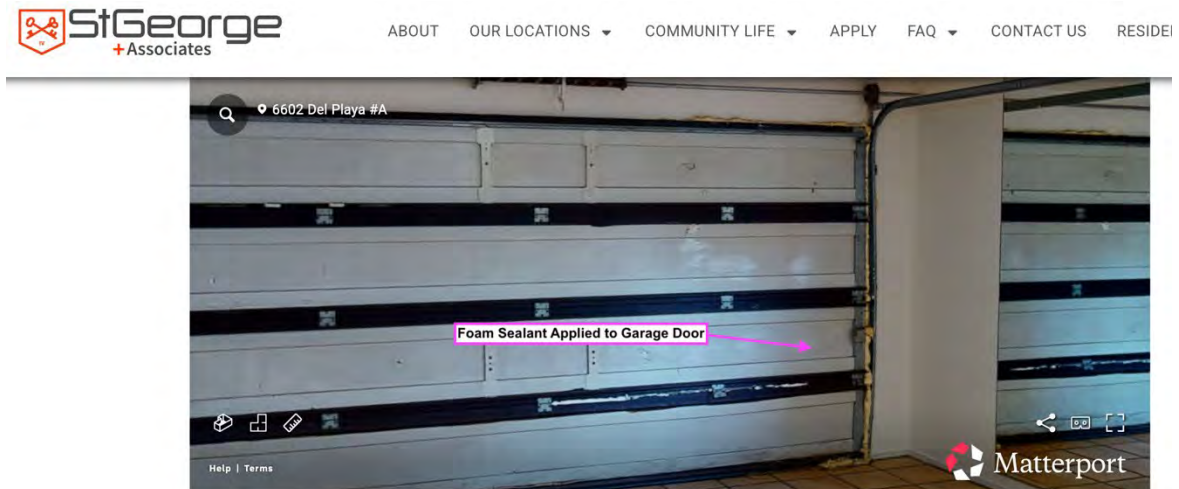
## Exhibit F

Excerpts from 6737 Project Plans, showing “Dining Rooms” that can easily be configured as Bedrooms





## 6602 Del Playa Dr. A



### 6602 Del Playa Drive, - A, Isla Vista, CA 93117

Located in the heart of Del Playa, this expansive downstairs unit is just across the street from Camino Pescadero Park, providing easy beach access for sun-soaked days and ocean fun. This property boasts:

**3 Bedrooms and 3 Bathrooms:** Ideal for friend groups, ensuring everyone has their own comfortable space.

**Large Garage:** Ample parking and storage for all your beach gear and personal belongings.

**Front Yard:** A charming outdoor space perfect for enjoying the sunny California weather.

**In-Unit Laundry:** Convenient washer and dryer facilities so you never have to worry about laundry day.

#### Rent

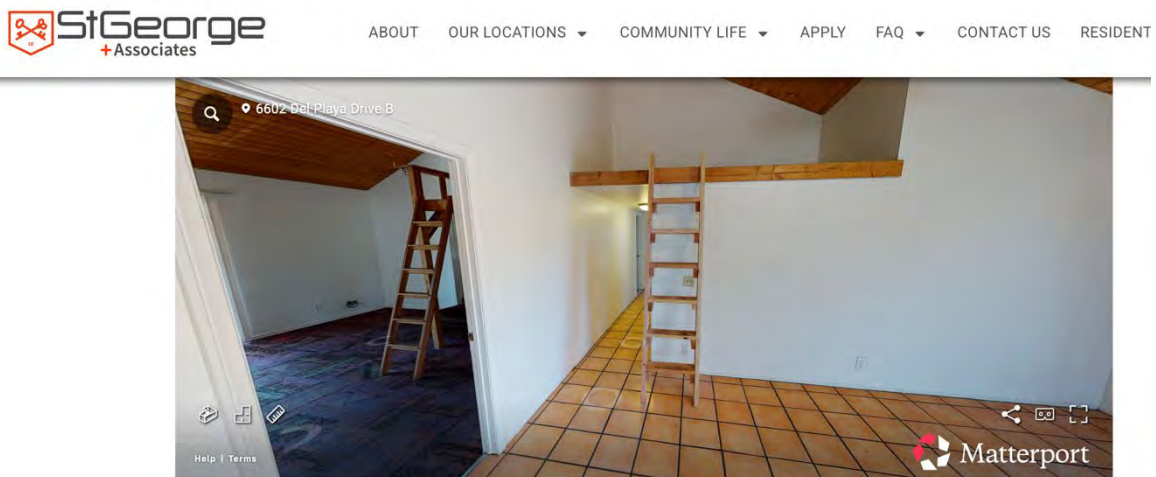
\$11,000

#### Terms

Max Occupancy 10

Security Deposit \$11,000

## 6602 Del Playa Dr. B



### 6602 Del Playa Drive, - B, Isla Vista, CA 93117

Experience the perfect blend of mountain and beach living in this beautiful upstairs unit located on the corner of the 66 block of Del Playa, just steps from the beach. This **3-bedroom, 3-bathroom** home offers:

**Vaulted Ceilings:** Creating an airy and spacious atmosphere throughout the living areas.

**Loft in Living Room:** A unique design feature that enhances the living space and adds character.

**Large Lofts in Each Bedroom:** Providing extra space for relaxation or storage.

#### Rent

\$12,100

#### Terms

Max Occupancy 11

Security Deposit \$12,100

# 6602 Del Playa Dr. B



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## 6602 Del Playa Drive, - B, Isla Vista, CA 93117

Experience the perfect blend of mountain and beach living in this beautiful upstairs unit located on the corner of the 66 block of Del Playa, just steps from the beach. This 3-bedroom, 3-bathroom home offers:

**Vaulted Ceilings:** Creating an airy and spacious atmosphere throughout the living areas.

**Loft in Living Room:** A unique design feature that enhances the living space and adds character.

**Large Lofts in Each Bedroom:** Providing extra space for relaxation or storage.

**Balconies:** Enjoy unobstructed views of the ocean and breathe in the salt air from your private outdoor

### Rent

\$12,100

### Terms

Max Occupancy 11

Security Deposit \$12,100

## 6518 Del Playa Drive - A - St George & Associates

### 6518 Del Playa Drive, - A, Isla Vista, CA 93117

This charming ground-level unit features 3 large bedrooms, plus an additional smaller room with a loft, offering plenty of space for everyone. Located in Isla Vista just steps from UCSB, this beautifully landscaped property with a fenced front yard is perfect for those looking for comfort, convenience, and privacy.

#### Key Features:

- The spacious bedrooms provide ample room to relax, while the smaller room with a loft adds extra sleeping or storage space.
- **Skylights in Living Room:** Enjoy the natural light and airy feel of the living room, thanks to the beautiful skylights that brighten the space.
- **Open-Layout Kitchen & Living Area:** The inviting, open design is perfect for hosting friends or relaxing after a long day.
- **Shared Driveway:** Off-street parking is available via the shared driveway, providing added convenience.
- **Prime Location:** Situated just a short walk from UCSB, the unit offers easy access to campus life and the beach.
- **Beach Access:** Located steps from the beach, this house offers easy access to the ocean for those who love the sand, surf, and stunning views.

This unit offers an excellent location and plenty of space, making it an ideal choice for students or anyone looking to enjoy Isla Vista living. Don't miss out on this incredible opportunity!

#### Rent

\$12,100

#### Terms

- Max Occupancy 13
- Security Deposit \$12,100



## 1031 El Embarcadero - 101 - St George & Associates

### 1031 El Embarcadero, - 101, Isla Vista, CA 93117

Discover the perfect blend of comfort and convenience at this charming blue Spanish-style home, ideally situated just steps from the stunning Isla Vista Beach! Located a short stroll from the lively Del Playa Drive, this property offers an unbeatable beachside living experience.

#### Key Features:

- **Large Garage:** This expansive space offers plenty of room for parking, storage, or any other use your imagination dreams up. Whether it's for storing beach gear, bikes, or creating a personal workshop, the possibilities are endless.
- **In-Unit Washer & Dryer:** Enjoy the convenience of doing laundry from the comfort of your home – no laundromats required!
- **Front Yard & Large Courtyard:** Relax or entertain in your private mini-front yard or the expansive, well-maintained courtyard, perfect for outdoor activities or gatherings.
- **Spacious Layout:** With two bedrooms, modern bathrooms, and authentic tile flooring, this home combines Spanish charm with modern comforts.
- **Beach Access:** You'll be right next to the steps that lead down to the sandy shores, making it effortless to enjoy the beach. This location is ideal for those who love sun, surf, and beachside fun.
- **Prime Location:** Situated on the corner of El Embarcadero and Del Playa, you're just one block away from campus, making this the ideal home for students or anyone seeking convenient access to both the beach and university.
- **Additional Perks:** Reserved off-street parking, communal bike parking, and trash service included.

Whether you're seeking a beachside retreat or a comfortable year-round home, this Isla Vista gem has everything you need. Act fast – your dream coastal home awaits!

#### Rent

\$11,550

#### Terms

- Max Occupancy 10
- Security Deposit \$11,550



## Isla Vista Beach Housing - St George & Associates

### Isla Vista Beach Housing



Our IV housing is almost completed leased for 2025-2026. If you are looking to stay close to UCSB, check out Campus 880 for more options!

Pricing is LIVE and applications are open. Interested groups/ applicants will need to apply, sign the lease, and pay the deposit to secure the unit!

If you have any questions, please email [leasing@stgeorgesb.com](mailto:leasing@stgeorgesb.com)







\_6516 Del Playa Dr. #2

Max Occupancy:6

Rent:\$6,000

Security Deposit:

6516 Del Playa Dr. #2







6516 Del Playa Rd.

#2

Isla Vista, CA, 93117

Max Occupancy:6

Rent:\$6,000

Security Deposit:

**BRAND NEW DEL PLAYA HOUSE**  
Just Finished this week!  
**3 Bedroom x 3 Bath house**  
**\$6000/ month & #8211; THIS YEAR ONLY!**  
All Large Rooms with private baths  
Beautiful high ceilings throughout  
This is a joint and several lease meaning multiple occupants can split the rent as they see fit.  
6516 Del Playa #2







\_6591 Cordoba Road

Max Occupancy:5

Rent:\$6,000

Security Deposit:\$6,000

6591 Cordoba Road



6591 Cordoba Road

Isla Vista, California, 93117

Max Occupancy:5

Rent:\$6,000

Security Deposit:\$6,000

<p>Discover your ideal home in Isla Vista with these five designed apartments, located just steps from UCSB, popular shops, and dining spots.

Offering a variety of layouts and spacious living areas, these units cater perfectly to student living. Please note that floor plans are subject to change.

- Prime Location**: Right next to UCSB and within walking distance to Isla Vista's vibrant shops, restaurants, and nightlife.
- Modern Features**: Spacious layouts, private balconies, and convenient access to campus and amenities.
- We cover water, trash and landscaping

**Apartment Floor Plans:**

**UNIT 4 STILL AVAILABLE FOR 2025-26 LEASE**

**Unit 1 & Unit 2:** Leased for 2025-26

- Max Occupancy: 5
- Extra-large living rooms, ideal for relaxing or entertaining.
- RENT: \$6,000/month

**Unit 3:** Leased for 2025-26

- Max Occupancy: 5
- Perfect for those seeking a unique layout and extra space.
- Rent: \$6,000/month

**Unit 4 & Unit 5:**

**ONLY UNIT 4 AVAILABLE**

- Max Occupancy: 5
- Rent: \$6,000/month



1031 El Embarcadero – 101

Max Occupancy:10

Rent:\$11,550

Security Deposit:\$11,550

1031 El Embarcadero – 101



1031 El Embarcadero

– 101

Isla Vista, CA, 93117



Max Occupancy:10

Rent:\$11,550

Security Deposit:\$11,550

Discover the perfect blend of comfort and convenience at this charming blue Spanish-style home, ideally situated just steps from the stunning Isla Vista Beach! Located a short stroll from the lively Del Playa Drive, this property offers an unbeatable beachside living experience.

**Key Features:**

- Large Garage:** This expansive space offers plenty of room for parking, storage, or any other use your imagination dreams up. Whether it's for storing beach gear, bikes, or creating a personal workshop, the possibilities are endless.
- In-Unit Washer & Dryer:** Enjoy the convenience of doing laundry from the comfort of your home – no laundromats required!
- Front Yard & Large Courtyard:** Relax or entertain in your private mini-front yard or the expansive, well-maintained courtyard, perfect for outdoor activities or gatherings.
- Spacious Layout:** With two bedrooms, modern bathrooms, and authentic tile flooring, this home combines Spanish charm with modern comforts.
- Beach Access:** You'll be right next to the steps that lead down to the sandy shores, making it effortless to enjoy the beach. This location is ideal for those who love sun, surf, and beachside fun.
- Prime Location:** Situated on the corner of El Embarcadero and Del Playa, you're just one block away from campus, making this the ideal home for students or anyone seeking convenient access to both the beach and university.
- Additional Perks:** Reserved off-street parking, communal bike parking, and trash service included.

Whether you're seeking a beachside retreat or a comfortable year-round home, this Isla Vista gem has everything you need. Act fast – your dream coastal home awaits!



1031 El Embarcadero – 201

Max Occupancy:10

Rent:\$12,650

Security Deposit:\$12,650

1031 El Embarcadero – 201





1031 El Embarcadero #201

Isla Vista, CA, 93117

Max Occupancy:10

Rent:\$12,650

Security Deposit:\$12,650

Discover the perfect blend of comfort and convenience at this charming blue Spanish-style home, ideally situated just steps from the stunning Isla Vista Beach! Located a short stroll from the lively Del Playa Drive, this property offers an unbeatable beachside living experience.

**Key Features:**

- Prime Location:** Situated on the corner of El Embarcadero and Del Playa, you're just one block away from campus, making this the ideal home for students or anyone seeking convenient access to both the beach and university.
- Lofts:** Both bedrooms feature lofts, creating a unique layout that maximizes floor space. This setup is perfect for making the most of your living area and providing a cozy, elevated sleeping experience.
- Private Balcony:** Step out onto your private balcony to enjoy fresh ocean air, relax with a book, or take in the peaceful neighborhood views.
- In-Unit Washer & Dryer:** Enjoy the convenience of doing laundry from the comfort of your home – no laundromats required!
- Front Yard & Large Courtyard:** Relax or entertain in your private mini-front yard or the expansive, well-maintained courtyard, perfect for outdoor activities or gatherings.
- Beach Access:** You'll be right next to the steps that lead down to the sandy shores, making it effortless to enjoy the beach. Perfect for sunbathers, surfers, or anyone looking for a peaceful walk by the ocean.
- Spacious Layout:** With two bedrooms featuring lofted bed spaces, modern bathrooms, and authentic tile flooring, this home combines Spanish charm with modern comforts.
- Additional Perks:** Reserved off-street parking, communal bike parking, and trash service included.

Whether you're seeking a beachside retreat or a comfortable year-round home, this Isla Vista gem has everything you need. Act fast – your dream coastal home awaits!







5400 Hollister Avenue

Max Occupancy:1-6

Rent:\$1,600+

Security Deposit:\$750+

Main house, 1 bedroom, and studio units available!







5400 Hollister Ave

Goleta, CA, 93111

Max Occupancy:1-6

Rent:\$1,600+

Security Deposit:\$750+

<p>Adorable home nestled between Santa Barbara and Isla Vista available for lease, ALL UTILITIES INCLUDED! In-person tours can be scheduled.</p>
 <p><strong>Main Home &#8211; 6 bedroom/ 4 bathroom (8-person occupancy) &#8211; </strong><em>Partially Leased &#8211; Applications are first come first served.</em></p>
 <ul>
 <li><strong>Double Room: \$1,150 &#8211; <span style="color: #339966;">3 BEDSPACES LEFT</span></strong></li>
 <li>XL Single w/ Bath & Private Entrance: \$1,550 <em>LEASED FOR 2025-26</em></li>
 <li>Large Single: <em>LEASED FOR 2025-26</em></li>
 <li>Small Single: \$1,390 <em>LEASED FOR 2025-26</em></li>
 <li>Small Single w/ Private Entrance, shared bath: \$1,390</li>
 </ul>
 <p><strong>Secondary Unit &#8211; 1 bedroom/ 1 bathroom (2 person max occupancy) &#8211; LEASED</strong></p>
 <ul>
 <li style="list-style-type: none;">
 <ul>
 <li>\$3,000/ month</li>
 </ul>
 </li>
 </ul>
 <p><strong>Secondary Studio &#8211; 0 bedroom/ 1 bathroom &#8211; LEASED</strong></p>
 <ul>
 <li style="list-style-type: none;">
 <ul>
 <li>\$2,500/ month</li>
 </ul>
 </li>
 </ul>
 <p>Located off of the convenient Hollister Avenue with easy access to retail options, restaurants, and grocery stores! This brand new home is just a 7 minute drive or 20 minute bike to UCSB. This property includes a large backyard and front yard space, off street parking, and the perfect balance between privacy and convenience.</p>
 <p>All utilities included for each unit with large furnishing options available upon request!</p>
 <p>&nbsp;</p>



6516 Del Playa Drive

Max Occupancy:10

Rent:\$10,000

Security Deposit:\$10,000

6516 Del Playa Drive



6516 Del Playa Drive

Isla Vista, CA, 93117

Max Occupancy:10

Rent:\$10,000

Security Deposit:\$10,000

**Description:** This green fenced-in house in Isla Vista located on Del Playa offers the perfect combination of location and charm. Just steps from UCSB and the beach, this home is ideal for those seeking a convenient and vibrant lifestyle.

**Key Features:**

- 1-Car Garage & Driveway Parking:** Enjoy the convenience of a dedicated garage space and additional parking in the driveway.
- Spacious Bedrooms:** with lofted bed spaces that maximize living area, and two bathrooms for added comfort.
- Newly Remodeled Kitchen:** A stylish, updated kitchen with modern appliances makes
- Beach Access:** Located steps from the beach, this house offers easy access to the ocean for those who love the sand, surf, and stunning views.

This home offers unbeatable value for its prime location near UCSB and the beach. Act quickly – this gem won't last long!



6518 Del Playa Drive – B

Max Occupancy:11



Rent:\$12,100

Security Deposit:\$12,100

6518 Del Playa – B



6518 Del Playa Drive

– B

Isla Vista, CA, 93117

Max Occupancy:11

Rent:\$12,100

Security Deposit:\$12,100

**This beautifully landscaped property offers an ideal location in Isla Vista for UCSB students, situated less than a block from campus. With stunning ocean views and large lofted rooms, this upstairs unit is perfect for a larger group seeking comfort and convenience.**

**Key Features:**

- Each room features tall ceilings, lofted bed spaces for added privacy, and ample closet storage.**
- Balcony with Ocean Views:** Enjoy the fresh ocean breeze and scenic views from your private balcony, perfect for relaxing or studying outdoors.
- Open Layout:** The spacious kitchen and living room area provide an inviting space for gatherings and relaxation.
- Shared Driveway:** The property includes a shared driveway for convenient off-street parking.
- Beach Access:** Located steps from the beach, this house offers easy access to the ocean for those who love the sand, surf, and stunning views.

**With its unbeatable location just steps from UCSB and gorgeous ocean views, this unit provides the perfect balance of space, privacy, and convenience. Don't miss out on this exceptional opportunity for student living!**







6518 Del Playa Drive – A

Max Occupancy:13

Rent:\$12,100

Security Deposit:\$12,100

6518 Del Playa Drive – A



6518 Del Playa Drive

– A

Isla Vista, CA, 93117

Max Occupancy:13

Rent:\$12,100

Security Deposit:\$12,100

**This charming ground-level unit features 3 large bedrooms, plus an additional smaller room with a loft, offering plenty of space for everyone. Located in Isla Vista just steps from UCSB, this beautifully landscaped property with a fenced front yard is perfect for those looking for comfort, convenience, and privacy.**

**Key Features:**

- The spacious bedrooms provide ample room to relax, while the smaller room with a loft adds extra sleeping or storage space.**
- Skylights in Living Room:** Enjoy the natural light and airy feel of the living room, thanks to the beautiful skylights that brighten the space.
- Open-Layout Kitchen & Living Area:** The inviting, open design is perfect for hosting friends or relaxing after a long day.
- Shared Driveway:** Off-street parking is available via the shared driveway, providing added convenience.
- Prime Location:** Situated just a short walk from UCSB, the unit offers easy access to campus life and the beach.
- Beach Access:** Located steps from the beach, this house offers easy access to the ocean for those who love the sand, surf, and stunning views.

**This unit offers an excellent location and plenty of space, making it an ideal choice for students or anyone looking to enjoy Isla Vista living. Don't miss out on this incredible opportunity!**





6518 Del Playa Drive – C

Max Occupancy:10

Rent:\$12.100

Security Deposit:\$12.100

6518 Del Playa Drive – C



6518 Del Playa Drive – C

Isla Vista, California, 93117

Max Occupancy:10

Rent:\$12.100

Security Deposit:\$12.100

**This stunning two-story unit offers three spacious bedrooms and three bathrooms, providing perfect comfort and convenience for all residents. With large lofted bedrooms and ample shared living space, this home is ideal for those seeking a blend of privacy and communal living in Isla Vista.**

**Key Features:**

- Spacious Bedrooms**: Each bedroom is roomy and comfortable, with three bathrooms thoughtfully located within the house for optimal convenience.
- 2-Story Layout**: The two-story design allows for extra space and privacy, making this home perfect for group living.
- 2-Car Garage**: The large two-car garage offers plenty of space for parking or additional storage.
- Open-Layout Kitchen & Living Area**: The inviting open floor plan in the kitchen and living room is perfect for entertaining or enjoying time with housemates.
- Lofted Bedrooms**



500;": Each bedroom includes a loft space, maximizing living space and creating cozy personal retreats.</span></li> <li style="font-weight: 500;" aria-level="1"><b>Prime Location</b></li><span style="font-weight: 500;": Located just a short walk from UCSB, this home is ideally situated for easy access to both campus and the beach. Ocean views from the property add to its charm.</span></li> <li style="font-weight: 500;" aria-level="1"><b>Beach Access:</b></li><span style="font-weight: 500;": Located steps from the beach, this house offers easy access to the ocean for those who love the sand, surf, and stunning views.</span></li> </ul> <p><span style="font-weight: 500;": This beautifully appointed unit is perfect for those looking for a spacious, comfortable home near UCSB. Don't miss your chance to make this exceptional property your own!</span></p></div>



6521 Del Playa Drive

Max Occupancy:6-7

Rent:\$7,800-\$9,100

Security Deposit:\$7,800-\$9,100

6521 Del Playa Drive







6521 Del Playa Drive

Isla Vista, California, 93117

Max Occupancy:6-7

Rent:\$7,800-\$9,100

Security Deposit:\$7,800-\$9,100

<p>With breathtaking ocean views, spacious layouts, and modern amenities, this is the perfect home for groups seeking a blend of comfort and convenience. Each unit includes <strong>in-unit laundry</strong>, <strong>on-site parking</strong>, and is thoughtfully designed to make the most of its prime location.</p>

<p><strong>Property Details & Floor Plans</strong></p> <ul> <li><strong>Apartment 1 (Upstairs Street-Facing Unit)- LEASED</strong> <ul> <li>2 Bedrooms, 2 Full Bathrooms</li> <li>Spacious deck with street views</li> <li>Rent: \$7,800</li> <li>Max occupancy: 6</li> </ul> </li> <li><strong>Apartment 2 (Upstairs Ocean-Facing Unit)- LEASED</strong> <ul> <li>3 Bedrooms, 2 Full Bathrooms</li> <li>Private patio with ocean views</li> <li>Rent: \$7,800</li> <li>Max occupancy: 6</li> </ul> </li> <li><strong>Apartment 3 (Downstairs Ocean-Facing Unit)-LEASED</strong> <ul> <li>3 Bedrooms, 2 Full Bathrooms</li> <li>Large deck with ocean views</li> <li>Rent: \$7,800</li> <li>Max occupancy: 6</li> </ul> </li> <li><strong>Apartment 4 (Upstairs Ocean-Facing Unit)- LEASED </strong> <ul> <li>4 Bedrooms, 2 Full Bathrooms</li> <li>Expansive patio with direct ocean views</li> <li>Rent: \$7,800</li> <li>Max occupancy: 6</li> </ul> </li> <li><strong>Apartment 5 (Downstairs Ocean-Facing Unit)-LEASED</strong> <ul> <li>4 Bedrooms, 2 Full Bathrooms</li> <li>Spacious deck with panoramic ocean views</li> <li>Rent: \$9,100</li> <li>Max occupancy: 7</li> </ul> </li> </ul> <p><strong>Key Features & Amenities</strong></p> <ul> <li><strong>Ocean Views</strong>: Spectacular views from ocean-facing patios and decks.</li> <li><strong>On-Site Parking</strong>: Dedicated parking spaces for tenants.</li> </ul>



6552 Del Playa Drive – 101



Max Occupancy:5

Rent:\$6,300

Security Deposit:\$6,300

6552 Del Playa Drive – 101



6552 Del Playa Drive

– 101

Isla Vista, CA, 93117

Max Occupancy:5

Rent:\$6,300

Security Deposit:\$6,300

**This stunning Spanish-style home is located in the heart of Isla Vista, just a short walk from the beach and UC Santa Barbara. Perfect for small groups, this ground-level unit features two bedrooms and one bathroom, offering cozy living in one of Isla Vista's most desirable areas.**

**Key Features:**

- Spacious Bedrooms**: Ideal for small groups, providing comfort and privacy.
- Modern Amenities**: Enjoy the convenience of an in-unit washer and dryer, dishwasher, and private off-street parking.
- Tile Flooring**: Durable and stylish tile floors enhance the home's authentic Spanish-style design.
- Communal Bike Parking**: For those who prefer biking, there is a communal bike parking area available.
- Beach Access**: Located steps from the beach, this house offers easy access to the ocean for those who love the sand, surf, and stunning views.

**Prime Location on Del Playa & El Embarcadero**: Nestled on the corner of Del Playa Drive and El Embarcadero Road, this home offers easy access to Isla Vista's best attractions. Whether you're heading to the beach, exploring the lively nightlife, or dining at one of the local restaurants, everything is just steps away. With its proximity to UCSB, this home is a fantastic choice for students and young professionals.

**Don't miss your chance to call this amazing Isla Vista Spanish-style home yours! Ideal for beach lovers, students, and those seeking a vibrant lifestyle near UCSB.**





6552 Del Playa Drive – 102

Max Occupancy:5

Rent:\$6,300

Security Deposit:\$6,300

6552 Del Playa Drive – 102



6552 Del Playa Drive

– 102

Isla Vista, CA, 93117

Max Occupancy:5

Rent:\$6,300

Security Deposit:\$6,300

**Discover this delightful Spanish-style home** located in the vibrant heart of **Isla Vista**, just steps away from the beautiful **beach**. Situated at the corner of **Del Playa Drive** and **El Embarcadero**, this **ground-level unit** offers both comfort and convenience for an enjoyable coastal lifestyle.

**Key Features:**

- Bright & Inviting Interior:** The home features **tile flooring** throughout, enhancing the authentic Spanish charm.
- Spacious Bedrooms:** Ideal for small groups, providing comfort and privacy.
- Private Off-Street Parking:** Take advantage of the convenience of private off-street parking for residents and guests.
- Communal Bike Parking:** For those who prefer biking, communal bike parking is available for easy access.
- Beach Access:** Located steps from the beach, this house offers easy access to the ocean for those who love the sand, surf, and



stunning views.

- With its unbeatable location just steps from the beach and close to the excitement of Isla Vista, this home is perfect for students, young professionals, and beach lovers alike. Enjoy the local nightlife, dining options, and the vibrant community atmosphere that Isla Vista is known for.
- Don't miss out on this fantastic opportunity to make this **Spanish-style home** your own!



6552 Del Playa Drive – 103

Max Occupancy:5

Rent:\$6,400

Security Deposit:\$6,400

6552 Del Playa Drive – 103



6552 Del Playa Drive

– 103

Isla Vista, CA, 93117

Max Occupancy:5

Rent:\$6,400

Security Deposit:\$6,400

Welcome to this stunning **two-story Spanish-style home**

500;">" located in the heart of Isla Vista, just steps away from the beautiful beach and a short distance from UC Santa Barbara. Situated at the corner of Del Playa Drive and El Embarcadero, this spacious unit features large rooms and a generous living room, perfect for creating lasting memories with friends.

**Key Features:**

- Large Living Spaces:** Enjoy the expansive layout with large rooms and a bright living room, ideal for entertaining or relaxing.
- Balconies:** Each floor features its own balcony, providing a charming outdoor space to soak up the sun and enjoy ocean breezes.
- Private Off-Street Parking:** Benefit from private off-street parking, providing added convenience for you and your guests.
- Communal Bike Parking:** For biking enthusiasts, communal bike parking is available, making it easy to explore Isla Vista.
- Beach Access:** Located steps from the beach, this house offers easy access to the ocean for those who love the sand, surf, and stunning views.

With its unbeatable location just steps from the beach, close to UCSB, and near local nightlife and dining, this Spanish-style unit is perfect for students and young professionals looking for a vibrant coastal lifestyle. Don't miss out on the opportunity to make this beautiful home your own!



6552 Del Playa Drive – 201

Max Occupancy:5

Rent:\$6,400

Security Deposit:\$6,400

6552 Del Playa Drive – 201







6552 Del Playa Drive

– 201

Isla Vista, CA, 93117

Max Occupancy:5

Rent:\$6,400

Security Deposit:\$6,400

**Welcome to this delightful upstairs Spanish-style home** located in the vibrant heart of **Isla Vista**, just steps away from the beautiful **beach** and a short distance from **UC Santa Barbara**. Situated at the corner of **Del Playa Drive** and **El Embarcadero**, this spacious unit features **large living rooms** and inviting **balconies**, making it the perfect space to create lasting memories with friends.

**Key Features:**

- Expansive Living Space**: Enjoy large living rooms that provide ample space for relaxation and entertainment.
- Balconies**: The unit includes balconies, offering a charming outdoor area to soak in the sun and enjoy ocean views.
- Private Off-Street Parking**: Take advantage of private off-street parking for added convenience.
- Communal Bike Parking**: For biking enthusiasts, communal bike parking is available, making it easy to explore the area.
- Beach Access**: Located steps from the beach, this house offers easy access to the ocean for those who love the sand, surf, and stunning views.

With its prime location just steps from the beach, close to UCSB, and near local nightlife and dining, this **Spanish-style upstairs unit** is ideal for students and young professionals looking for a vibrant coastal lifestyle. Don't miss the chance to make this charming home your own!







6554 Del Playa Drive – 101

Max Occupancy:10

Rent:\$11,550

Security Deposit:\$11,550

6554 Del Playa – 101







6554 Del Playa Drive

– 101

Isla Vista, CA, 93117

Max Occupancy:10

Rent:\$11,550

Security Deposit:\$11,550

This charming **Spanish-style home** is located in the heart of **Isla Vista**, just steps away from the beautiful **beach**. Situated at the corner of **Del Playa Drive** and **El Embarcadero**, this spacious, ground-level unit features tile flooring and a large garage, making it an ideal retreat for groups.

**Key Features:**

- Large Garage:** Enjoy the convenience of a large garage, providing ample space for parking and storage.
- Inviting Living Space:** The layout is designed for creating memories with friends, providing a warm and welcoming atmosphere.
- Private Off-Street Parking:** Benefit from private off-street parking, adding to your convenience.
- Communal Bike Parking:** For biking enthusiasts, communal bike parking is available, making it easy to explore Isla Vista.
- Beach Access:** Located steps from the beach, this house offers easy access to the ocean for those who love the sand, surf, and stunning views.

With its unbeatable location just steps from the beach and close to **UC Santa Barbara**, this **Spanish-style home** is perfect for students, young professionals, and beach lovers alike. Don't miss the chance to make this fantastic property your coastal retreat!



6554 Del Playa Drive – 201

Max Occupancy:10

Rent:\$12,650

Security Deposit:\$12,650

6554 Del Playa Drive – 201







6554 Del Playa Drive

– 201

Isla Vista, CA, 93117

Max Occupancy:10

Rent:\$12,650

Security Deposit:\$12,650

Welcome to this delightful **Spanish-style home** located in the heart of **Isla Vista**, just steps away from the beautiful **beach**. Situated at the corner of **Del Playa Drive** and **El Embarcadero**, this spacious **upstairs unit** is the perfect retreat for creating lasting memories with friends.

**Key Features:**

- Den Space Above Kitchen**: Enjoy the additional den space above the kitchen, providing extra room for relaxation or study.
- Lofts in Each Room**: Each bedroom includes a loft, maximizing living space and providing unique sleeping arrangements.
- Inviting Living Space**: The welcoming layout is perfect for gathering with friends, making it an ideal space for socializing.
- Private Off-Street Parking**: Benefit from private off-street parking for added convenience.
- Communal Bike Parking**: For biking enthusiasts, communal bike parking is available, making it easy to explore the vibrant Isla Vista area.
- Beach Access**: Located steps from the beach, this house offers easy access to the ocean for those who love the sand, surf, and stunning views.

With its unbeatable location just steps from the beach and close to **UC Santa Barbara**, this **Spanish-style upstairs unit** is perfect for students, young professionals, and beach lovers alike. Don't miss the chance to make this charming home your coastal sanctuary!





6556 Del Playa

Max Occupancy:2

Rent:TBD

Security Deposit:TBD

6556 Del Playa Ocean View House







6556 Del Playa #201

Isla Vista, CA, 93117

Max Occupancy:2

Rent:TBD

Security Deposit:TBD

Discover this gorgeous Spanish-style home nestled in the prestigious Del Playa neighborhood of Isla Vista, offering breathtaking ocean views within a highly desirable gated community. This one-bedroom, one-bathroom unit features elegant tile flooring and a range of modern amenities, ensuring a comfortable and stylish living experience.

**Key Features:**

- Spacious Living:** Enjoy a well-designed layout that maximizes space and comfort.
- Modern Amenities:** The unit is equipped with modern conveniences, enhancing your everyday living.
- Access to Courtyard:** Take advantage of the large courtyard and beautifully manicured lawn, perfect for relaxation or outdoor activities.
- Communal Bike Parking:** For cycling enthusiasts, communal bike parking is available, making it easy to explore the surrounding area.
- Beach Access:** Located steps from the beach, this house offers easy access to the ocean for those who love the sand, surf, and stunning views.

Located just moments away from Isla Vista's vibrant lifestyle, this home offers easy access to stunning beaches, exciting nightlife, and delicious dining options, making it a popular destination for students and young professionals alike.

**Important Note:** Applicants for this unit must be approved by the County of Santa Barbara Housing Authority. Don't miss out on the opportunity to make this stunning, one-of-a-kind home your own!



6558 Del Playa Drive – 101

Max Occupancy:10

Rent:\$11,550

Security Deposit:\$11,550

6558 Del Playa Drive – 101





6558 Del Playa Drive

– 101

Isla Vista, CA, 93117

Max Occupancy:10

Rent:\$11,550

Security Deposit:\$11,550

Welcome to this charming **Spanish-style home** located in the desirable neighborhood of **Isla Vista**, just steps away from the stunning beach. This spacious **downstairs unit** features **two bedrooms** and **two bathrooms**, along with a **large garage**, making it the perfect size for groups.

**Key Features:**

- Large Garage:** Enjoy the convenience of a large garage using it anyway your heart desires!
- Modern Amenities:** The home features tile flooring, a dishwasher, and additional private off-street parking.
- Communal Bike Parking:** For those who love biking, communal bike parking is available for easy access to the surrounding area.
- Beach Access:** Located steps from the beach, this house offers easy access to the ocean for those who love the sand, surf, and stunning views.

Located on the corner of **Del Playa** and **El Embarcadero**, this home provides easy access to all that Isla Vista has to offer, including vibrant nightlife, delicious dining options, and beautiful beaches—making it a popular destination for students and young professionals.

This home is the perfect place to create lasting memories with friends and loved ones. With its charming exterior and well-maintained interior, it provides a warm and welcoming atmosphere. Don't miss out on the opportunity to call this amazing Spanish-style home yours!







6558 Del Playa Drive – 201

Max Occupancy:10

Rent:\$12,650

Security Deposit:\$12,650

6558 Del Playa Drive – 201



6558 Del Playa Drive – 201

Isla Vista, CA, 93117

Max Occupancy:10

Rent:\$12,650

Security Deposit:\$12,650

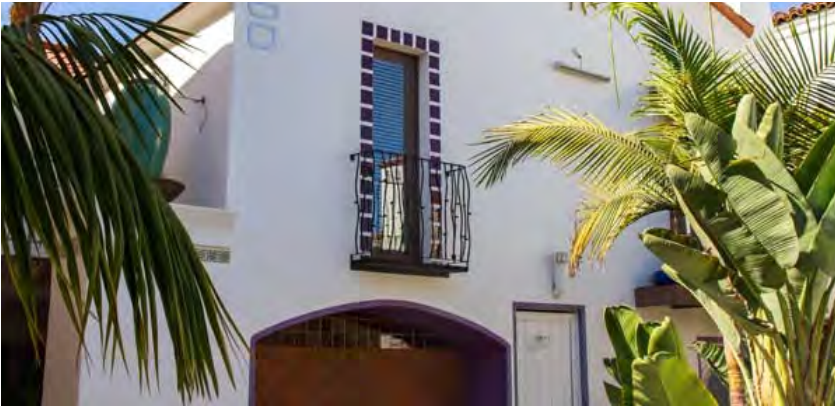
**Welcome to this charming Spanish-style home** located in the heart of **Isla Vista**, just steps away from the beautiful beach. Situated on the corner of **Del Playa** and **El Embarcadero**, this spacious **upstairs unit** features **three bedrooms** and **three bathrooms**, each with cozy **lofts**, providing ample space for relaxation and privacy.

**Key Features:**

- Balconies**: Enjoy your morning coffee or evening sunsets on the private balconies attached to the unit.
- Modern Amenities**: The unit boasts **tile flooring** and a **dishwasher** for added convenience.
- Ideal for Gatherings**: This home is perfect for creating lasting memories with friends, offering a welcoming and spacious living environment.
- Private Off-Street Parking**: Convenient private off-street parking is available.
- Communal Bike Parking**: For those who prefer biking, communal bike parking is provided.
- Beach Access**: Located steps from the beach, this house offers easy access to the ocean for those who love the sand, surf, and stunning views.

With its prime location and comfortable amenities, this home is the perfect blend of beachside living and community vibrancy. Don't miss out on the opportunity to make this spacious Spanish-style upstairs unit your new home!





6560 Del Playa Drive

Max Occupancy:10-17

Rent:\$16,950

Security Deposit:\$16,950

6560 Del Playa Drive



6560 Del Playa Drive

Isla Vista, CA, 93117

Max Occupancy:10-17

Rent:\$16,950

Security Deposit:\$16,950

Welcome to this large two-story Spanish-style home located in the heart of Isla Vista, just steps away from beach access. Situated on the corner of Del Playa and El Embarcadero, this expansive home is ideal for large groups looking to enjoy beachside living.

**Key Features:**

- Modern Amenities:** The home includes tile flooring, a dishwasher, and spacious living areas, perfect for creating lasting memories with friends.
- Outdoor Space:** A charming front lawn offers a great spot for outdoor relaxation and gatherings.
- Private Off-Street Parking:** Convenient private off-street parking is available for residents.
- Communal Bike Parking:** For those who prefer cycling, communal bike parking is provided.



level="1"><b>Beach Access:</b><span style="font-weight: 500;"> Located steps from the beach, this house offers easy access to the ocean for those who love the sand, surf, and stunning views.</span></li> </ul> <p><span style="font-weight: 500;">This large home near the beach is an incredible opportunity that's too great to pass up! Embrace the vibrant Isla Vista lifestyle and make this spacious </span><span style="font-weight: 500;">home your new sanctuary.</span></p>





6560 Del Playa Drive #101

Max Occupancy:10

Rent:\$13,000

Security Deposit:\$13,000

6560 Del Playa Drive #101







6560 Del Playa Drive

#101

Isla Vista, CA, 93117

Max Occupancy:10

Rent:\$13,000

Security Deposit:\$13,000

&nbsp;

Welcome to your dream home at the corner of **Embarcadero** and **Del Playa**, just steps away from the beach. This stunning **brand-new build** is located in a gated community, offering both privacy and the perfect blend of modern amenities with beach living.

**Key Features:**

- Prime Location**: Enjoy the best of Isla Vista's vibrant coastal lifestyle, with beach access just steps away.
- Gated Community**: Experience peace of mind with added security and exclusivity in a sought-after neighborhood.
- Spacious Rooms with Lofts**: This home features most rooms equipped with cozy lofts for additional comfort and space.
- Modern Conveniences**: Enjoy brand-new appliances, including two refrigerators, a dishwasher, and private bathroom options, enhancing your living experience.
- Flexible Leasing**: Ideal for groups or individual tenants, this property accommodates shared living or those seeking housing, with flexible pricing for group leases and individual tenants.
- Beach Access**: Located steps from the beach, this house offers easy access to the ocean for those who love the sand, surf, and stunning views.

Don't miss out on this rare opportunity to live in one of Isla Vista's most coveted locations! Embrace the coastal lifestyle in this exceptional home!



6562 Del Playa Drive – 101

Max Occupancy:10

Rent:\$11,550

Security Deposit:\$11,550

6552 Del Playa Drive – 101





6562 Del Playa Drive

– 101

Isla Vista, CA, 93117

Max Occupancy:10

Rent:\$11,550

Security Deposit:\$11,550

Nestled in the heart of **Isla Vista**, just steps away from the beach, this stunning **Spanish-style home** is located on the corner of **Del Playa** and **El Embarcadero**. This spacious unit features the perfect size for friend groups.

**Key Features:**

- Cute Front Patio**: Enjoy a charming front patio, ideal for setting up a table and chairs to relax and soak in the coastal vibe.
- Modern Amenities**: The home features beautiful **tile flooring** and a range of modern amenities, including a **dishwasher**, **two fridges**, and private off-street parking.
- Bright and Open Living Space**: The living area is filled with natural light, creating a warm and inviting atmosphere. The kitchen features gleaming countertops and top-of-the-line appliances, perfect for culinary enthusiasts.
- Convenient Communal Bike Parking**: For those who prefer to travel by bike, communal bike parking is available.
- Beach Access**: Located steps from the beach, this house offers easy access to the ocean for those who love the sand, surf, and stunning views.

**Isla Vista** is known for its vibrant nightlife, delicious dining options, and beautiful beaches, making it a popular destination for students. This home is the perfect place to create lasting memories with friend groups. Don't miss out on the opportunity to call this amazing **Spanish-style unit** your new home!



6562 Del Playa Drive – 201

Max Occupancy:10

Rent:\$12,650

Security Deposit:\$12,650

6552 Del Playa Drive – 201







6562 Del Playa Drive

– 201

Isla Vista, CA, 93117

Max Occupancy:10

Rent:\$12,650

Security Deposit:\$12,650

**This spacious and stylish Spanish-style home** is located in the desirable neighborhood of **Isla Vista**, just steps away from the beach.

**Key Features:**

- Oceanside Location**: Enjoy the ocean breeze and stunning coastal views from this iconic IV house, situated on the corner of **Del Playa** and **El Embarcadero**.
- Modern Amenities**: The home features beautiful **tile flooring** and a range of modern amenities, including a **dishwasher**, **two fridges**, and private off-street parking.
- Communal Bike Parking**: For those who prefer to travel by bike, communal bike parking is available.
- Beach Access**: Located steps from the beach, this house offers easy access to the ocean for those who love the sand, surf, and stunning views.

Isla Vista is known for its vibrant nightlife, delicious dining options, and beautiful beaches, making it a popular destination for students and young professionals. This home is the perfect place to create lasting memories with friend groups. The charming exterior and well-maintained interior provide a warm and welcoming atmosphere. Don't miss out on the opportunity to call this amazing **Oceanside Spanish-style home** yours!



6563 Del Playa Drive

Max Occupancy:13

Rent:\$19,250

Security Deposit:\$19,250

6563 Del Playa Drive





6563 Del Playa Drive

Isla Vista, CA, 93117

Max Occupancy:13

Rent:\$19,250

Security Deposit:\$19,250

The beautiful **Oceanside Del Playa house** is not only an architectural marvel but also incredibly large and spacious, designed to accommodate friend groups with comfort and style.

**Key Features:**

- Two Stories**: Spacious layout perfect for larger groups.
- Master Bedroom with Balcony**: Enjoy breathtaking ocean views from your private balcony.
- Large Garage**: Ample space for storage or parking.
- Backyard with Ocean View**: A perfect spot for relaxation and enjoying stunning sunsets.
- Designated Parking Space**: Convenient off-street parking for residents.
- Prime Location**: Located in the heart of **Isla Vista**, just steps from the beach and local attractions.

This house is an ideal addition to your college experience, offering easy access to vibrant nightlife, delicious dining options, and beautiful beaches. Don't miss the chance to make this remarkable **Oceanside Del Playa house** your home away from home!



6595 Del Playa Drive

Max Occupancy:12

Rent:\$16,000

Security Deposit:\$16,000

6595 Del Playa Drive



6595 Del Playa

Isla Vista, California, 93117

Max Occupancy:12

Rent:\$16,000

Security Deposit:\$16,000

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6597 Trigo Road

Max Occupancy:1-3

Rent:\$2,950

Security Deposit:\$2,950

6597 Trigo Road







6597 Trigo Road

Isla Vista, CA, 93117

Max Occupancy:1-3

Rent:\$2,950

Security Deposit:\$2,950

**Don't miss out on the opportunity to call one of these stunning 1 bedroom x 1 bathroom apartments your home!** Located in the heart of **Isla Vista**, just two blocks from the beach and a quick 5-minute bike ride to UCSB, these apartments offer the best of both worlds. The convenient location makes it easy to enjoy all that the beautiful **Santa Barbara** area has to offer, whether you prefer to walk, bike, or take the bus.

**Key Features:**

- 10 Units**: Be part of a vibrant community in this well-established apartment complex.
- Private Reserved Parking**: Easy access to your vehicle with dedicated parking spaces.
- Off-Street Parking**: Additional convenience for residents and guests.
- Onsite Laundry Facility**: Enjoy the convenience of laundry just steps from your apartment.
- Well-Maintained Complex**: A clean and inviting environment for residents.

This is a rare opportunity to secure a home in this highly desirable location. Don't wait – apply today and start living the beach life in **Isla Vista**!







6598 Del Playa Drive – A

Max Occupancy:13

Rent:\$14,300

Security Deposit:\$14,300

6598 Del Playa Drive – A



6598 Del Playa Drive

– A

Isla Vista, CA, 93117

Max Occupancy:13

Rent:\$14,300

Security Deposit:\$14,300

**Welcome to the top unit of this stunning house, offering incredible ocean views and a perfect setting for friend groups. Located in a prime spot on Del Playa, this 5 bedroom, 4 bath unit features:**

- Rooms with Lofts**: Enjoy spacious accommodations with lofts in each room, providing extra comfort and storage.
- Balconies**: Each room has its own balcony, perfect for relaxing and soaking in the ocean views.
- Large Living Room**: An expansive living area ideal for entertaining and creating lasting memories.
- Tile Floors**: Stylish and easy-to-maintain flooring throughout the unit.
- In-Unit Washer and Dryer**: Convenient



laundry facilities right in your home.

**Beach Access:** Located steps from the beach, this house offers easy access to the ocean for those who love the sand, surf, and stunning views.

The **front yard** adds a charming touch to this inviting space. This upstairs unit is perfect for larger groups looking to experience the best of **Isla Vista** living. Don't miss out on this incredible opportunity!



6598 Del Playa Drive – B

Max Occupancy:12

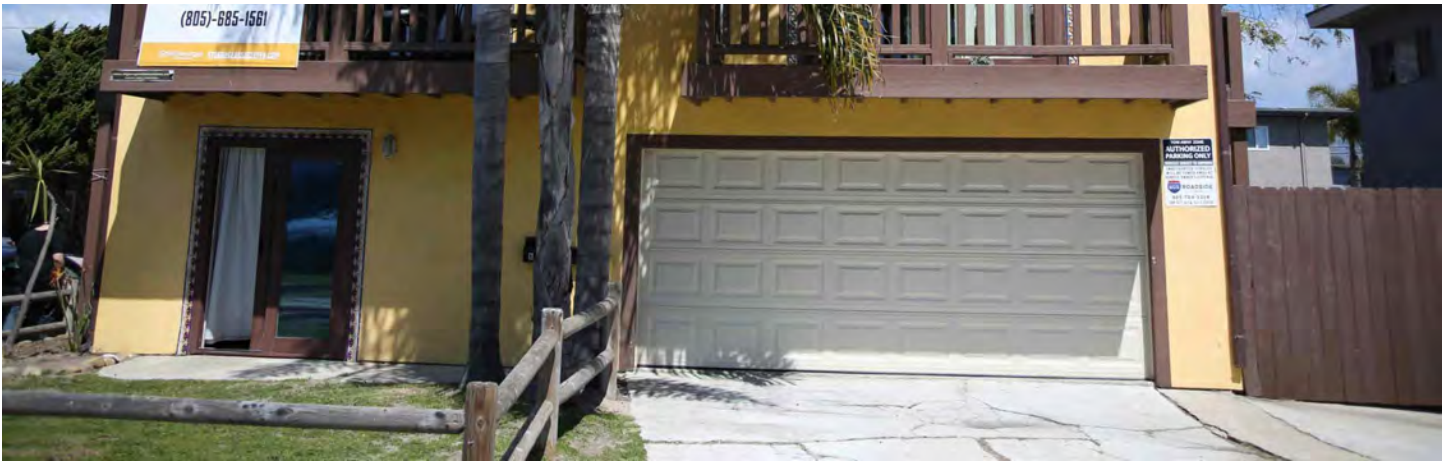
Rent:\$12,375

Security Deposit:\$12,375

6598 Del Playa Drive – B







6598 Del Playa Drive

– B

Isla Vista, CA, 93117

Max Occupancy:12

Rent:\$12,375

Security Deposit:\$12,375

**VIRTUAL TOUR AVAILABLE upon request!**

Welcome to this stunning downstairs unit, perfectly situated with easy access to the beach and the vibrant lifestyle of **Isla Vista**. This beautifully renovated home features:

- 4 Bedrooms and 3 Bathrooms**: Spacious and comfortable rooms designed for larger groups, ensuring everyone has their own space.
- 2023 Renovated Kitchen**: A chef's dream with gleaming countertops and top-of-the-line appliances, perfect for preparing meals and entertaining friends.
- Large Garage**: Ample parking and storage options for all your needs.
- Side Yard Access**: Convenient access from the rooms, providing extra outdoor space for relaxation or activities.
- Front Yard**: A charming outdoor area to enjoy the beautiful California weather.
- Two Refrigerators**: Plenty of storage for your groceries and essentials.
- Tile Flooring**: Stylish and easy-to-maintain flooring throughout the home.
- In-Unit Washer and Dryer**: Enjoy the convenience of laundry facilities right in your unit.
- Beach Access**: Located steps from the beach, this house offers easy access to the ocean for those who love the sand, surf, and stunning views.

This prime location on **Del Playa** puts you just steps away from the beach and all the excitement Isla Vista has to offer. Don't miss out on the opportunity to make this amazing ocean-view home yours. Apply today and start living the beach life in style!







6602 Del Playa Drive – A

Max Occupancy:10

Rent:\$11,000

Security Deposit:\$11,000

6602 Del Playa Drive – A



6602 Del Playa Drive

– A

Isla Vista, CA, 93117

Max Occupancy:10



Rent:\$11,000

Security Deposit:\$11,000

<p><span style="font-weight: 500;">Located in the heart of </span><b>Del Playa</b><span style="font-weight: 500;">, this expansive downstairs unit is just across the street from </span><b>Camino Pescadero Park</b><span style="font-weight: 500;">, providing easy beach access for sun-soaked days and ocean fun. This property boasts:</span></p>
<ul>
<li style="font-weight: 500;" aria-level="1"><b>3 Bedrooms and 3 Bathrooms</b><span style="font-weight: 500;">; Ideal for friend groups, ensuring everyone has their own comfortable space.</span></li>
<li style="font-weight: 500;" aria-level="1"><b>Large Garage</b><span style="font-weight: 500;">; Ample parking and storage for all your beach gear and personal belongings.</span></li>
<li style="font-weight: 500;" aria-level="1"><b>Front Yard</b><span style="font-weight: 500;">; A charming outdoor space perfect for enjoying the sunny California weather.</span></li>
<li style="font-weight: 500;" aria-level="1"><b>In-Unit Laundry</b><span style="font-weight: 500;">; Convenient washer and dryer facilities, so you never have to worry about laundry day.</span></li>
<li style="font-weight: 500;" aria-level="1"><b>Tile Floors</b><span style="font-weight: 500;">; Stylish and easy-to-maintain flooring throughout the home.</span></li>
<li style="font-weight: 500;" aria-level="1"><b>Newly Remodeled Kitchen</b><span style="font-weight: 500;">; A modern kitchen with updated appliances, perfect for cooking and entertaining.</span></li>
<li style="font-weight: 500;" aria-level="1"><b>Shared Driveway</b><span style="font-weight: 500;">; Secure parking options for your convenience.</span></li>
<li style="font-weight: 500;" aria-level="1"><b>Beach Access:</b><span style="font-weight: 500;"> Located steps from the beach, this house offers easy access to the ocean for those who love the sand, surf, and stunning views.</span></li>
</ul>
<p><span style="font-weight: 500;">This unit can accommodate up to </span><b>10 people</b><span style="font-weight: 500;">, making it the perfect Del Playa home for larger groups. Don't miss your chance to live in this prime location with easy access to the beach and all that Isla Vista has to offer! Apply today and start enjoying your new beach lifestyle!</span></p>



6602 Del Playa Drive – B

Max Occupancy:11

Rent:\$12,100

Security Deposit:\$12,100



6602 Del Playa Drive – B



6602 Del Playa Drive

– B

Isla Vista, CA, 93117

Max Occupancy:11

Rent:\$12,100

Security Deposit:\$12,100

**Experience the perfect blend of mountain and beach living in this beautiful upstairs unit located on the corner of the 66 block of Del Playa, just steps from the beach. This 3-bedroom, 3-bathroom home offers:**

- Vaulted Ceilings:** Creating an airy and spacious atmosphere throughout the living areas.
- Loft in Living Room:** A unique design feature that enhances the living space and adds character.
- Large Lofts in Each Bedroom:** Providing extra space for relaxation or storage.
- Balconies:** Enjoy unobstructed views of the ocean and breathe in the salty air from your private outdoor spaces.
- Tile Floors:** Easy to maintain and perfect for beachside living.
- In-Unit Washer and Dryer:** Convenience at your fingertips for laundry day.
- Shared Driveway:** Secure parking options for your convenience.
- Very Large Living Room:** Perfect for gatherings and making lasting memories with friends.
- Newly Remodeled Kitchen:** Featuring modern appliances and ample counter space for all your culinary adventures.
- Beach Access:** Located steps from the beach, this house offers easy access to the ocean for

those who love the sand, surf, and stunning views.

Don't miss out on the chance to call this incredible ocean view home yours! With its prime location and stunning features, this unit is ideal for friend groups looking to enjoy the best of Isla Vista living. Apply today and start your beachside adventure!



6618 Sueno Road – A

Max Occupancy:9

Rent:\$8,750

Security Deposit:\$8,750

6618 Sueno Road – A



6618 Sueno Road

– A

Isla Vista, CA, 93117

Max Occupancy:9

Rent:\$8,750

Security Deposit:\$8,750

Discover your perfect sanctuary in this secluded, fenced-in property located in the heart of Isla Vista. This spacious 4-bedroom, 2-bathroom home



offers:

- Spacious Master Bedroom**: Featuring ample room for comfort and tranquility.
- Private Bathroom**: A great addition for convenience and privacy.
- On-Site Laundry**: Hassle-free laundry days with in-house facilities.
- Shared Driveway**: Provides easy access and parking options.

This house combines spacious living with outdoor enjoyment, making it an ideal home for friend groups looking to create lasting memories in Isla Vista. Don't miss out on this incredible opportunity to call this charming property your own!



6618 Sueno Road – B

Max Occupancy:4

Rent:\$4,250

Security Deposit:\$4,250

6618 Sueno Road – B



6618 Sueno Road

– B

Isla Vista, CA, 93117

Max Occupancy:4



Rent:\$4,250

Security Deposit:\$4,250

Discover your perfect sanctuary in this secluded, fenced-in property located in the heart of Isla Vista. This cozy 2-bedroom, 1-bathroom home offers:

- Spacious Bedrooms: Comfortable spaces for you and your roommate to unwind.
- On-Site Laundry: Hassle-free laundry days with in-house facilities.
- Shared Driveway: Provides easy access and parking options.

This charming house combines cozy living with outdoor enjoyment, making it an ideal home for friend groups looking to create lasting memories in Isla Vista. Don't miss out on this incredible opportunity to call this property your own!



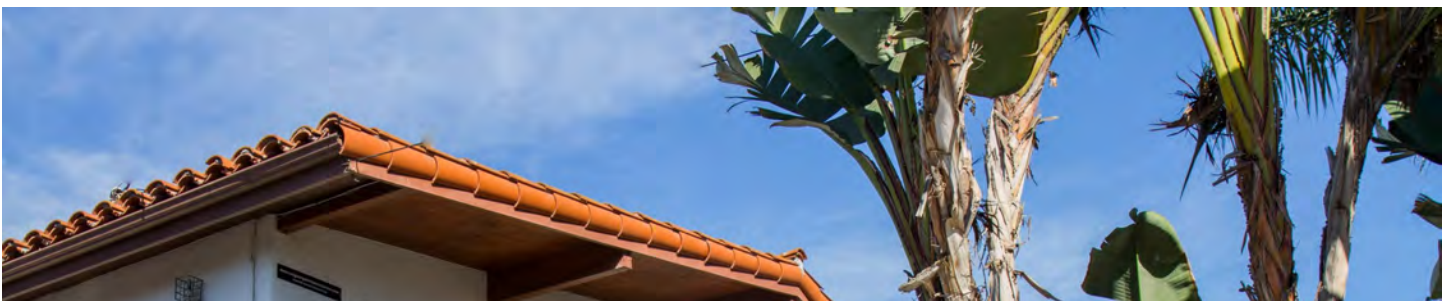
6622 Del Playa Drive – A

Max Occupancy:6

Rent:\$6,300

Security Deposit:\$6,300

6622 Del Playa Drive – A







6622 Del Playa Drive – A

Isla Vista, CA, 93117

Max Occupancy:6

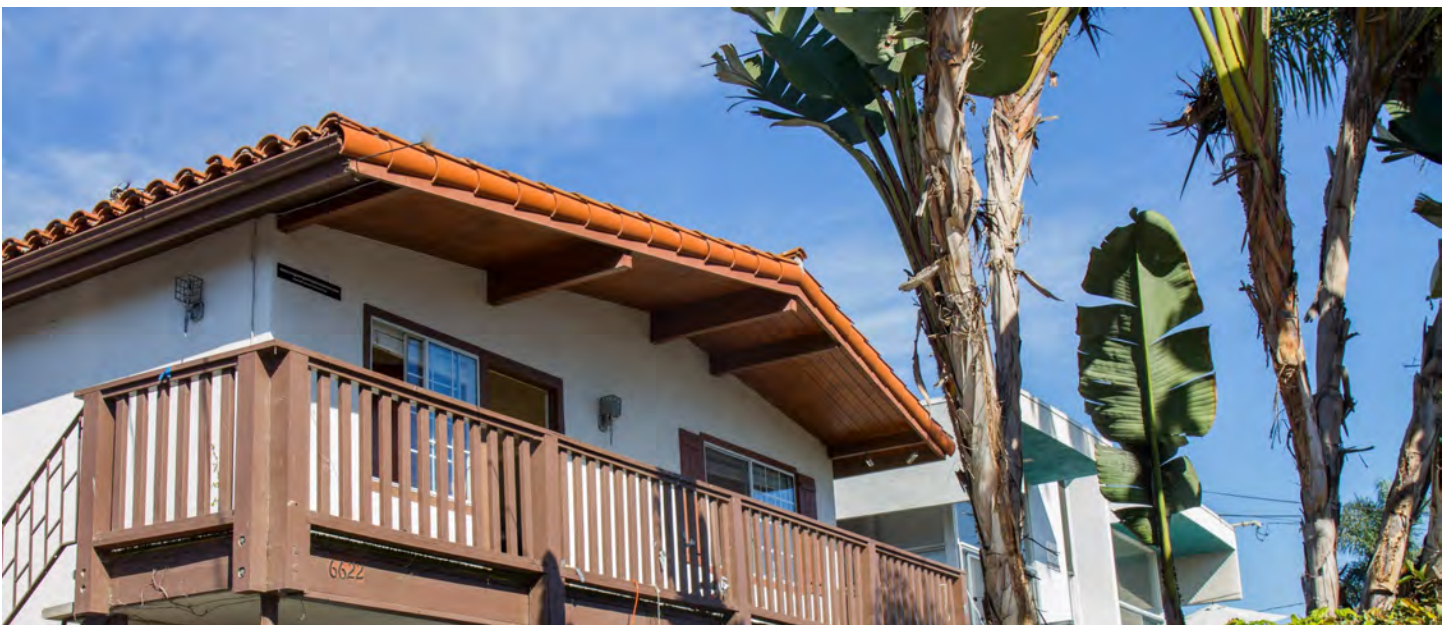
Rent:\$6,300

Security Deposit:\$6,300

**This delightful 3-bedroom, 1-bathroom downstairs unit is the ideal retreat for small groups seeking to experience all that Isla Vista has to offer.**

- Ocean Views:** Take in stunning ocean views from the balcony, creating a picturesque backdrop for your stay.
- Spacious Living Area:** A comfortable beachfront living room that's perfect for socializing or unwinding after a day at the beach.
- Ideal for Groups:** Accommodates 5 to 6 people, making it a great choice for friends looking to create lasting memories together.
- Beach Access:** Located steps from the beach, this house offers easy access to the ocean for those who love the sand, surf, and stunning views.

**Don't miss your chance to call this charming downstairs unit your home and immerse yourself in the vibrant Isla Vista lifestyle!**







6622 Del Playa Drive – B

Max Occupancy:6

Rent:\$6,400

Security Deposit:\$6,400

6622 Del Playa Drive – B



6622 Del Playa Drive

– B

Isla Vista, CA, 93117

Max Occupancy:6

Rent:\$6,400

Security Deposit:\$6,400

**This inviting upstairs unit features 3**



bedrooms and 1 bathroom, making it the perfect retreat for small groups eager to enjoy all that Isla Vista has to offer.

- Tall Ceilings**: Experience an airy and open atmosphere throughout the living space.
- Ocean View Balcony**: Relax on the balcony while taking in breathtaking ocean views, ideal for morning coffee or evening sunsets.
- Ocean View Room**: One of the bedrooms offers a stunning view of the ocean, enhancing your coastal living experience with a balcony!
- Beachfront Living Room**: Enjoy a spacious beachfront living room, perfect for socializing or unwinding after a day at the beach.
- Ideal for Groups**: Accommodates 5 to 6 people, making it a fantastic choice for friends looking to create lasting memories together.
- Beach Access**: Located steps from the beach, this house offers easy access to the ocean for those who love the sand, surf, and stunning views.

Don't miss the chance to call this charming upstairs unit your home and dive into the vibrant Isla Vista lifestyle!



6626 Trigo Road

Max Occupancy:9

Rent:\$9,400

Security Deposit:\$9,400

6626 Trigo Road



6626 Trigo Road

Isla Vista, CA, 93117

Max Occupancy:9

Rent:\$9,400

Security Deposit:\$9,400

This fantastic house is situated right next to a park and in the vibrant heart of Isla Vista! Ideal for groups, this property offers ample space and modern amenities.

- 5 Bedrooms & 2 Bathrooms**: Perfect for accommodating up to 9 people, making it great for friend groups.
- Driveway**: Convenient driveway access for easy parking.
- Modern & Clean Interior**: The inside of the house features a contemporary design that is both inviting and comfortable.

Don't miss out on this incredible opportunity to call this spacious home your own in Isla Vista!





6641 Del Playa Drive

Max Occupancy:17

Rent:\$22,250

Security Deposit:\$22,250

6641 Del Playa Drive







6641 Del Playa Drive

Isla Vista, CA, 93117

Max Occupancy:17

Rent:\$22,250

Security Deposit:\$22,250

**This iconic Del Playa house is a true gem, offering breathtaking ocean views and a prime location in Isla Vista. With 5 bedrooms and 4 bathrooms, this spacious home is perfect for accommodating larger groups of 10 or more.**

- Oceanside Backyard**: Enjoy the stunning ocean views right from your own backyard.
- Lofts in Upstairs Rooms**: Each upstairs bedroom features a loft, providing extra space and a unique touch.
- Balconies**: The master bedroom boasts a private balcony, perfect for taking in panoramic ocean views.
- Driveway for Parking**: Convenient driveway access ensures easy parking for you and your guests.
- In-Unit Washer and Dryer**: Enjoy the convenience of having your own washer and dryer.
- Beach Access**: Just steps away from the beach, experience the best of Isla Vista's coastal lifestyle.
- Bike Parking in Courtyard**: Secure bike parking is available in the courtyard for easy access.
- Close to UCSB**: Enjoy the convenience of being just a bike ride away from UCSB.

**Don't miss your chance to experience the ultimate beach living in this beautiful oceanside home! Make it a central part of your college experience today!**



6643 Del Playa Drive

Max Occupancy:17

Rent:\$22,250

Security Deposit:\$22,250

6643 Del Playa Drive



6643 Del Playa Drive

Isla Vista, CA, 93117

Max Occupancy:17

Rent:\$22,250

Security Deposit:\$22,250

<p>Special pricing available now to individuals or small groups starting at \$999/ person!</p> <p><span style="font-weight: 500;">This stunning oceanside Del Playa house is a true Isla Vista landmark, offering some of the best views and locations in town. With <strong>5 bedrooms and 4 bathrooms</strong>, it's the ideal home for larger groups looking to live the beach lifestyle.</span></p> <ul> <li style="font-weight: 500;" aria-level="1"><b>Restaurant-Style Kitchen Appliances</b><span style="font-weight: 500;">: The kitchen is equipped with high-end, commercial-grade appliances, perfect for cooking up a storm.</span></li> <li style="font-weight: 500;" aria-level="1"><b>Lofts in Upstairs Rooms</b><span style="font-weight: 500;">: The upstairs bedrooms feature lofts, providing extra space and a unique, open feel.</span></li> <li style="font-weight: 500;" aria-level="1"><b>Balcony</b><span style="font-weight: 500;">: The primary oceanside bedroom includes a private balcony with panoramic ocean views, offering a perfect retreat.</span></li> <li style="font-weight: 500;" aria-level="1"><b>Oceanside Backyard</b><span style="font-weight: 500;">: Enjoy your own slice of beach paradise with an oceanside backyard.</span></li> <li style="font-weight: 500;" aria-level="1"><b>Driveway Parking</b><span style="font-weight: 500;">: Convenient parking options with driveway access, perfect for multiple vehicles.</span></li> <li style="font-weight: 500;" aria-level="1"><b>In-Unit Laundry</b></li>



**A stainless steel washer and dryer are included for added convenience.**

**Hardwood Flooring**: Beautiful hardwood floors throughout the house add a touch of elegance.

**Bike Parking in Courtyard**: Secure bike parking in the courtyard for easy access to Isla Vista's bike-friendly lifestyle.

With beach access just steps away, this house offers an unparalleled opportunity to live in one of Isla Vista's most iconic homes. Perfect for large groups, this is a once-in-a-lifetime opportunity to make unforgettable memories by the ocean. Don't miss out!



6721 Sabado Tarde Road

Max Occupancy:9

Rent:\$11,000

Security Deposit:\$11,000

6721 Sabado Tarde Road



6721 Sabado Tarde Road

Isla Vista, CA, 93117

Max Occupancy:9

Rent:\$11,000

Security Deposit:\$11,000



<p><span style="font-weight: 500;">This stunning modern home located in offers breathtaking, unobstructed views of Del Playa and the beach, making it the ideal retreat for those who appreciate the beauty of Isla Vista. The <strong>three-bedroom, two-bathroom</strong> unit features spacious ceilings and a variety of modern amenities, perfect for student groups.</span></p> <p><b>Key Features:</b></p> <ul> <li style="font-weight: 500;" aria-level="1"><b>Newly Remodeled Kitchen</b><span style="font-weight: 500;">: Equipped with modern appliances and plenty of counter space for easy cooking and dining.</span></li> <li style="font-weight: 500;" aria-level="1"><b>On-Site Laundry</b><span style="font-weight: 500;">: Enjoy the convenience of in-unit laundry for hassle-free living.</span></li> <li style="font-weight: 500;" aria-level="1"><b>Shared Parking Lot</b><span style="font-weight: 500;">: Ample shared parking makes it easy to come and go.</span></li> <li style="font-weight: 500;" aria-level="1"><b>Front Yard</b><span style="font-weight: 500;">: A cozy front yard provides the perfect outdoor space for relaxation.</span></li> <li style="font-weight: 500;" aria-level="1"><b>Spacious Bedrooms</b><span style="font-weight: 500;">: Each bedroom offers a comfortable layout with plenty of natural light.</span></li> <li style="font-weight: 500;" aria-level="1"><b>Popular Location</b><span style="font-weight: 500;">: Situated in a prime spot on Del Playa, just steps away from the beach and all of Isla Vista's lively activities.</span></li> </ul> <p><span style="font-weight: 500;">Don't miss out on the opportunity to call this well-maintained, beachside home yours! Apply today and experience the best of Isla Vista living in style!</span></p>



6723 Sabado Tarde Road

Max Occupancy:5-7

Rent:\$7,500

Security Deposit:\$7,500

6723 Sabado Tarde Road



6723 Sabado Tarde Road

– B

Goleta, CA, 93117

Max Occupancy:5-7

Rent:\$7,500

Security Deposit:\$7,500

**PENDING NEW EXCITING RENOVATIONS!** This stunning two-story unit boasts views of Del Playa and the beach, making it an ideal spot for enjoying the beauty of Isla Vista. With modern architecture and spacious ceilings, this home offers a sleek and comfortable living space.

**Key Features:**

- 1 bed x 1 bath** & #8211; **Two-Story Layout**: Featuring a loft in the living room and a loft in the upstairs bedroom, providing extra space and a unique touch.
- Large Sunroom**: The sunroom extends from the kitchen and overlooks Del Playa and the ocean—an ideal space to gather with friends and enjoy the coastal views.
- Spacious Garage**: A large garage offers ample storage and parking, shared with the driveway for easy access.
- Modern Design**: High ceilings and an open layout create a bright and airy atmosphere throughout the home.

Located in the heart of Isla Vista, this unit combines modern amenities with incredible beachside views. Don't miss the chance to live in this unique space! Apply today to secure your spot.



6730 Del Playa Drive

Max Occupancy:12

Rent:16,000

Security Deposit:16,000

6730 Del Playa Drive







6730 Del Playa Drive

Isla Vista, California, 93117

Max Occupancy:12

Rent:16,000

Security Deposit:16,000

Please note that the render provided is for illustrative purposes only. While it reflects the general design intent, it may not be an exact representation of the final construction. Final features, materials, and dimensions may vary.

This upcoming, brand-new two-story mountain-side property offers spacious, modern living just steps from a park and with stunning ocean views, available for the 2025-2026 school year. Designed as a dual-unit home, each unit offers privacy, comfort, and a fresh, open layout tailored for student living.

**Unit 1** features a two-story setup, with a full kitchen, a living room, and a full bath on the ground floor. Upstairs, you'll find five bedrooms, each complete with a loft for extra storage or study space, along with four full bathrooms to accommodate up to 12 residents comfortably. Each room is thoughtfully designed with functionality and comfort in mind.

**Unit 2 LEASED** is also two stories. The first floor includes a full kitchen, living room, full bath, and a bedroom. The second floor offers two additional bedrooms, each with its own full bathroom, creating a comfortable setup for up to 6 people. **RENT :**

**\$7,800/month** Experience the best of mountain-side living while still being able to enjoy ocean views from this ideally located, modern residence. With completion in time for the 2025-2026 school year, this is an opportunity to enjoy a brand-new home designed for convenience, style, and the perfect balance of coastal and community living.







6766 Del Playa Drive

Max Occupancy:6-7

Rent:\$7,800-\$9,400

Security Deposit:\$7,800-\$9,400

6766 Del Playa Drive



6766 Del Playa Drive

Isla Vista, California, 93117

Max Occupancy:6-7

Rent:\$7,800-\$9,400

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Security Deposit:\$7,800-\$9,400

Welcome to 6776 Del Playa Drive, where ocean views meet modern, upgraded living! This property is currently undergoing complete renovations to provide a fresh, updated look and feel. Perfectly located in Isla Vista, this home offers the ideal student living experience steps away from UCSB, the ocean, and local shops. Please note: the pictures below are from before renovations.

**Unit A (Downstairs)**

- Layout**: 4 bedrooms, 3 bathrooms.
- Includes 3 double rooms and 1 single room.
- Brand-new finishes
- On-site parking.

**Occupancy**: Max 7 people.

- Rent**: \$9,400/month.

**Unit B (Upstairs) - LEASED**

- Layout**: 3 bedrooms, 2 bathrooms
- Stunning ocean views.
- All Double rooms
- Completely remodeled interiors with modern upgrades.
- On-site parking.

**Occupancy**: Max 6 people.

- Rent**: \$7,800/month.



6880 Pasado Road

Max Occupancy:11

Rent:\$11,000

Security Deposit:\$11,000

6880 Pasado Road



6880 Pasado Road

Isla Vista, CA, 93117

Max Occupancy:11

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Rent:\$11,000

Security Deposit:\$11,000

**If you're looking for a quieter lifestyle in Isla Vista, this house is perfect for you! Located close to the famous Sands Beach, this property offers a peaceful retreat while still being within reach of all IV has to offer.**

**Key Features:**

- 4 bedroom x 2 bath + large shed**
- Loft in One Room**
- Extra space and privacy with a loft in one of the bedrooms.**
- Large Shed**
- Ample storage with a spacious shed in the backyard.**
- Front & Backyard**
- Enjoy outdoor living with both front and back yards, perfect for gatherings and relaxation.**
- Tall Ceilings**
- The high ceilings throughout create a bright and airy atmosphere.**
- Hot Tub & Tiki Hut**
- Relax in the backyard hot tub or lounge under the tiki hut—ideal for fun hangouts.**
- On-Site Laundry**
- Convenient in-house laundry facilities for easy living.**
- Driveway Parking**
- Plenty of parking space in the driveway, along with off-street options.**
- Close to Surf Spots**
- Perfect for surfers, with easy access to IV's renowned surf spots, Sands and Devs.**

**This spacious home is great for larger groups, with enough room to accommodate up to 11 people. At just \$11,000 a month, this house offers a great value for those looking to make lifelong memories and enjoy the ultimate college experience. Apply today!**



885 Fortuna Lane

Max Occupancy:12

Rent:\$12,500

Security Deposit:\$12,500

885 Fortuna Lane





885 Fortuna Lane

Isla Vista, CA, 93117

Max Occupancy:12

Rent:\$12,500

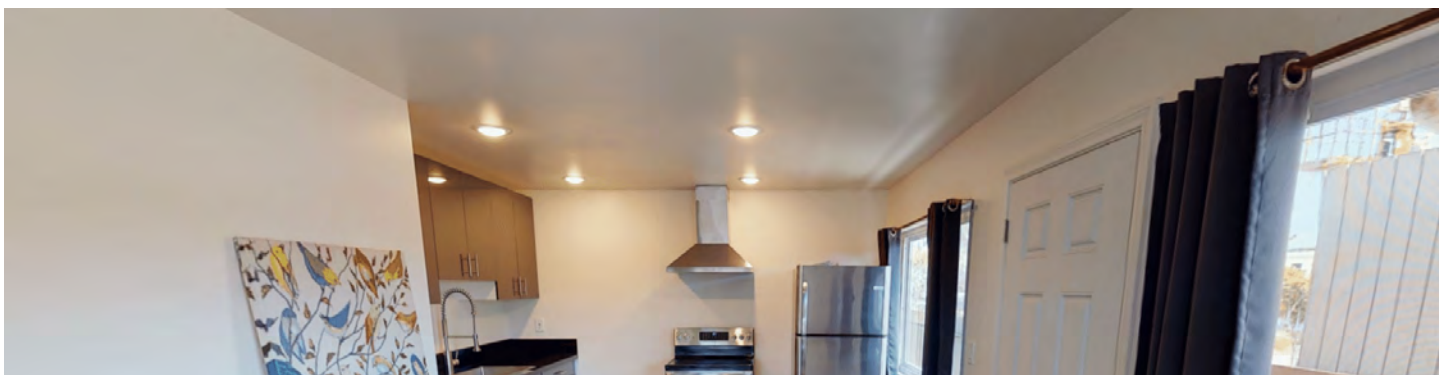
Security Deposit:\$12,500

**This large, secluded home in a quieter corner of Isla Vista is ideal for larger groups looking for space and privacy.**

**Key Features:**

- 5 bed x 3 bath + large garage**
- Driveway Parking**: Ample parking available in the driveway, making it convenient for everyone.
- Close to Famous Surf Spots**: Located near Sands and Devs, this house is perfect for surf enthusiasts.
- Quiet Area**: Set in a more private and peaceful section of Isla Vista, offering a calm retreat from the busier parts of town.

**This house is perfect for those looking to enjoy a relaxed beach lifestyle while still having access to all that Isla Vista has to offer. Don't miss out on this incredible opportunity for spacious living in a prime location!**





939 Embarcadero del Mar – A

Max Occupancy:1-2

Rent:\$3,000

Security Deposit:\$3,000

939 Embarcadero del Mar – A



939 Embarcadero del Mar – A

Isla Vista, CA, 93117

Max Occupancy:1-2

Rent:\$3,000

Security Deposit:\$3,000

**Don't miss out on the chance to live in this newly renovated studio apartment located right above the Isla Vista Market, putting you in the heart of downtown Isla Vista. With just a short two-block walk to campus, this apartment offers the ultimate convenience for students.**

**Key Features:**

- All Utilities Included** (except Wi-Fi), making budgeting hassle-free.
- 1 Reserved Parking Spot** included.
- Modern Amenities**: Stainless steel appliances and a stylish, updated interior.



level="1"><b>Prime Location</b><span style="font-weight: 500;">: Food, shopping, and entertainment are right at your doorstep.</span></li> <li style="font-weight: 500;" aria-level="1"><b>Laundromat Next Door</b><span style="font-weight: 500;"> for easy access to laundry services.</span></li> </ul> <p><span style="font-weight: 500;">This is the perfect place for someone looking for a convenient, centrally-located spot in Isla Vista. Apply today to make this cozy studio your new home!</span></p>



939 Embarcadero del Mar – B

Max Occupancy:10

Rent:\$10,500

Security Deposit:\$10,500

939 Embarcadero del Mar – B





939 Embarcadero del Mar – B

Isla Vista, CA, 93117

Max Occupancy:10

Rent:\$10,500

Security Deposit:\$10,500

**This large and modern apartment offers ultimate convenience, situated right above the Isla Vista Market and just two blocks from campus. Perfect for groups of friends or roommates, it's located in the heart of downtown Isla Vista with food, shopping, and entertainment right at your doorstep.**

**Key Features:**

- All Utilities Included** (except Wi-Fi) for hassle-free budgeting.
- 2 Reserved Parking Spaces** included.
- Modern Amenities**: Stainless steel appliances, stylish and recently renovated interior.
- Prime Location**: Steps away from the IV market and next to a laundromat for easy access to laundry services.

**This is an amazing opportunity to live in the heart of Isla Vista. This apartment is ideal for group living. Apply today to secure your spot and experience beach life in style!**



Casa Abrego: 6639 Abrego Road

Max Occupancy:

Rent:UP TO \$200 OFF

Security Deposit:

Casa Abrego





6639 Abrego Rd.

Isla Vista, CA, 93117

Max Occupancy:

Rent: UP TO \$200 OFF

Security Deposit:

**10-MONTH LEASE – ALL UTILITIES INCLUDED & ALL FEES WAIVED!**

Single with private bath: ~~\$1,750~~ **\$1,600**

Large Single with ensuite shared bath: ~~\$1,600~~ **\$1,500**

Large Double: ~~\$1,275~~ **\$999**

Large Triple with bath & #8211; ~~\$999~~ **\$899**

NEW HOUSES on Abrego Rd. One-of-a-kind furnished units with gorgeous interiors and large private yard. Casa Abrego is seriously one of the most beautiful buildings in all of Isla Vista.

PRIME LOCATION: Just 3 blocks from UCSB and steps from Bus Stop to SBCC

This spot has everything you need for a laid-back, comfortable college living experience. Inside, you'll find fully furnished rooms with shared bathrooms and a modern kitchen and living area. Location-wise, you're just a short walk from UCSB and other campus buildings, with bus stops just a few minutes from the property. Whether you're heading to class, the beach, or downtown, getting around to enjoy all Isla Vista has to offer is easy!

Community Activities/Events: At Beach City, Campus 880, Casa Abrego, San Andres, Weldon, and 1056 Cliff properties, we strive to foster a sense of community and connection among our residents with engaging community events and social gatherings designed to bring everyone together.

## Dashboard Report (Dashboard Report)

Collision Type	PCF	Report Number	Collision Date	Collision Time
PDO, H&R (M)	22107	9760-2020-00022	1/10/2020	00:00:00.0
INJURY,	22517	9760-2020-00027	1/10/2020	12:40:00.0
INJURY,	22350	9760-2020-00058	1/17/2020	22:25:00.0
INJURY,	22350	9760-2020-00080	1/22/2020	20:05:00.0
INJURY,		9760-2020-00087	1/23/2020	17:00:00.0
INJURY,	21804(a)	9760-2020-00119	1/31/2020	18:53:00.0
INJURY,	21200.5	9760-2020-00120	1/31/2020	21:16:00.0
PDO, H&R (M)	23152(a)	9760-2020-00122	2/1/2020	23:38:00.0
PDO, H&R (M)	23152(a)	9760-2020-00123	2/1/2020	23:48:00.0
INJURY,	21200.5	9760-2020-00126	2/2/2020	20:00:00.0
PDO,	22107	9760-2020-00127	2/2/2020	00:30:00.0
INJURY,	22350	9760-2020-00134	2/4/2020	10:51:00.0
INJURY,	21650.1	9760-2020-00136	2/4/2020	21:05:00.0
INJURY,	22350	9760-2020-00151	2/10/2020	22:30:00.0
PDO,		9760-2020-00161	2/16/2020	00:00:00.0
INJURY,		9760-2020-00163	2/17/2020	19:35:00.0
INJURY,	21801(a)	9760-2020-00169	2/19/2020	18:15:00.0
INJURY,	21804(a)	9760-2020-00170	2/17/2020	16:10:00.0
PDO,	21802(b)	9760-2020-00196	2/22/2020	18:50:00.0
PDO,	22350	9760-2020-00197	2/29/2020	22:33:00.0
PDO,	22106	9760-2020-00211	3/3/2020	15:30:00.0
INJURY,	22450(a)	9760-2020-00216	3/4/2020	17:00:00.0
PDO,	22106	9760-2020-00237	2/15/2020	17:30:00.0
PDO,	22350	9760-2020-00238	3/11/2020	14:30:00.0
INJURY,	21221.5	9760-2020-00252	3/14/2020	23:26:00.0
PDO,	22107	9760-2020-00279	3/23/2020	14:55:00.0
PDO, H&R (M)	22106	9760-2020-00342	4/24/2020	00:00:00.0
INJURY,	21804(a)	9760-2020-00382	5/15/2020	21:01:00.0
PDO, H&R (M)	22106	9760-2020-00388	5/18/2020	15:00:00.0



Collision Type	PCF	Report Number	Collision Date	Collision Time
PDO,	23152(a)	9760-2020-00440	6/7/2020	02:55:00.0
PDO,	23152(a)	9760-2020-00463	6/17/2020	00:04:00.0
INJURY, H&R (F)	22350	9760-2020-00466	6/17/2020	21:08:00.0
PDO,	22107	9760-2020-00503	7/4/2020	16:00:00.0
INJURY,	22350	9760-2020-00536	7/20/2020	13:48:00.0
PDO,	22107	9760-2020-00541	7/23/2020	15:55:00.0
INJURY,	22517	9760-2020-00552	7/28/2020	15:00:00.0
PDO, H&R (M)	22107	9760-2020-00581	8/10/2020	09:00:00.0
PDO, H&R (M)	22107	9760-2020-00585	8/13/2020	01:20:00.0
PDO, H&R (M)	22107	9760-2020-00598	8/18/2020	23:40:00.0
PDO,	21804(a)	9760-2020-00600	8/20/2020	12:05:00.0
PDO,	22106	9760-2020-00606	8/21/2020	21:15:00.0
INJURY,	21750	9760-2020-00614	8/23/2020	21:30:00.0
INJURY,		9760-2020-00633	8/31/2020	18:25:00.0
PDO,	22106	9760-2020-00652	8/9/2020	07:30:00.0
PDO,	22106	9760-2020-00688	9/20/2020	01:25:00.0
INJURY,	23152(A)	9760-2020-00713	9/28/2020	06:55:00.0
INJURY,	21453(a)	9760-2020-00717	10/1/2020	18:50:00.0
PDO, H&R (M)	22107	9760-2020-00755	10/11/2020	23:30:00.0
PDO,	22106	9760-2020-00781	10/18/2020	18:30:00.0
PDO, H&R (M)	22107	9760-2020-00785	10/21/2020	00:00:00.0
INJURY,	21453(a)	9760-2020-00788	10/23/2020	20:15:00.0
PDO, H&R (M)	22106	9760-2020-00845	11/12/2020	15:30:00.0
PDO,	21802(a)	9760-2020-00855	11/14/2020	18:06:00.0
PDO,	21802(a)	9760-2020-00892	12/1/2020	12:25:00.0
PDO, H&R (M)	22350(a) VC	9760-2020-00921	12/14/2020	22:30:00.0
INJURY,	22107	9760-2020-00928	12/18/2020	00:40:00.0
PDO, H&R (M)	22350	9760-2020-00972	2/21/2020	18:08:00.0
PDO,	23152(a)	9760-2021-00022	1/9/2021	23:15:00.0
INJURY,	21453(a)	9760-2021-00026	1/9/2021	20:52:00.0
PDO, 9/5	22107	9760-2021-00028	1/10/2021 Soutar Exhibits - 6737 Sueno Appeal	18:30:00.0

Collision Type	PCF	Report Number	Collision Date	Collision Time
PDO,	22107 VC	9760-2021-00122	2/13/2021	20:50:00.0
PDO, H&R (M)	22107	9760-2021-00129	2/15/2021	15:40:00.0
INJURY,	21954(a) VC	9760-2021-00148	2/19/2021	23:45:00.0
PDO,	22106	9760-2021-00178	3/3/2021	21:24:00.0
PDO,	21460(a)	9760-2021-00214	3/12/2021	15:20:00.0
PDO, H&R (M)	22107	9760-2021-00221	3/13/2021	03:50:00.0
INJURY, H&R (F)	21954(a)	9760-2021-00246	3/20/2021	23:00:00.0
PDO,	22106	9760-2021-00255	3/21/2021	00:00:00.0
INJURY,	23152(a)	9760-2021-00256	3/18/2021	01:23:00.0
INJURY,	21802(a)	9760-2021-00257	3/24/2021	18:30:00.0
INJURY,	21804(a)	9760-2021-00280	3/29/2021	15:00:00.0
PDO, H&R (M)	23152(a)	9760-2021-00332	4/12/2021	16:40:00.0
PDO,	23152(a)	9760-2021-00337	4/9/2021	18:20:00.0
PDO,	23152(f)	9760-2021-00372	4/22/2021	13:25:00.0
PDO,	23152(a)	9760-2021-00378	4/24/2021	02:14:00.0
PDO,	22107	9760-2021-00379	4/24/2021	09:31:00.0
INJURY,	22350	9760-2021-00385	4/25/2021	16:00:00.0
PDO, H&R (M)	22106	9760-2021-00398	4/22/2021	23:56:00.0
PDO,	22106	9760-2021-00401	4/23/2021	20:20:00.0
PDO,	21802(a)	9760-2021-00412	5/5/2021	14:00:00.0
PDO,	22107	9760-2021-00415	5/6/2021	04:00:00.0
PDO,	23152(a)	9760-2021-00422	5/9/2021	00:20:00.0
PDO,	VC 22107	9760-2021-10003	5/12/2021	15:40:00.0
PDO,	VC 21802(b)	9760-2021-10020	5/18/2021	15:25:00.0
INJURY,	VC 21221.5	9760-2021-10014	5/16/2021	00:05:00.0
PDO, H&R (M)	VC 22107	9760-2021-10073	6/4/2021	00:00:00.0
PDO, H&R (M)	VC 22106	9760-2021-10090	6/7/2021	20:00:00.0
PDO,	VC 21954(A)	9760-2021-10106	6/12/2021	01:42:00.0
PDO, H&R (M)	VC 22106	9760-2021-10128	6/17/2021	00:00:00.0
PDO, H&R (M)	VC 22106	9760-2021-10121	6/15/2021	00:00:00.0
PDO, H&R (M)	VC 22107	9760-2021-10110	6/12/2021	11:50:00.0

Collision Type	PCF	Report Number	Collision Date	Collision Time
PDO, H&R (M)	UNSAFE BACKING	9760-2021-10123	6/15/2021	19:00:00.0
PDO,	VC 23152(a)	9760-2021-10167	6/29/2021	03:14:00.0
INJURY,	VC 21221.5	9760-2021-10164	6/28/2021	21:50:00.0
PDO, H&R (M)	VC 22106	9760-2021-10177	7/2/2021	15:30:00.0
INJURY,	VC 22107	9760-2021-10181	7/2/2021	10:45:00.0
PDO,	VC 23152(A)	9760-2021-10193	7/8/2021	10:00:00.0
PDO,	VC 22106	9760-2021-10214	7/13/2021	17:00:00.0
PDO,		9760-2021-10292	8/3/2021	22:35:00.0
PDO,	VC 21802(A)	9760-2021-10334	8/16/2021	07:20:00.0
INJURY,	VC 21954(a)	9760-2021-10318	8/10/2021	19:05:00.0
PDO,	VC 22350	9760-2021-10359	8/23/2021	15:40:00.0
INJURY,	VC 21802(b)	9760-2021-10365	8/24/2021	13:15:00.0
PDO,	VC 23152(a)	9760-2021-10341	8/17/2021	02:30:00.0
PDO, H&R (M)	VC 22106	9760-2021-10375	8/24/2021	20:45:00.0
PDO,	VC 22350	9760-2021-10377	8/27/2021	13:30:00.0
PDO, H&R (M)	VC 23152(F)	9760-2021-10417	6/3/2021	03:11:00.0
PDO,	VC 22107	9760-2021-10414	9/8/2021	11:10:00.0
PDO,	VC 22517	9760-2021-10429	9/11/2021	14:16:00.0
PDO, H&R (M)	VC 22350	9760-2021-10446	9/14/2021	22:15:00.0
PDO,	VC 22106	9760-2021-10435	9/13/2021	17:20:00.0
PDO,	VC 22350	9760-2021-10456	9/16/2021	18:05:00.0
PDO,	VC 21802(A)	9760-2021-10452	9/15/2021	12:10:00.0
PDO, H&R (M)	VC 22107	9760-2021-10436	9/13/2021	21:00:00.0
PDO, H&R (M)	VC 22107	9760-2021-10438	9/13/2021	21:01:00.0
PDO,	VC 22350	9760-2021-10462	9/17/2021	14:10:00.0
PDO,	VC 22350	9760-2021-10458	9/16/2021	22:15:00.0
INJURY,		9760-2021-10448	9/14/2021	23:17:00.0
INJURY,	VC 21703	9760-2021-10516	9/27/2021	10:39:00.0
PDO, H&R (M)	VC 22106	9760-2021-10512	9/25/2021	00:00:00.0
PDO, H&R (M)	VC 22350	9760-2021-10510	9/26/2021	09:56:00.0
PDO, 9/5	VC 22106	9760-2021-10519	9/29/2021	15:26:00.0

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Collision Type	PCF	Report Number	Collision Date	Collision Time
PDO,	VC 21804(A)	9760-2021-10517	9/30/2021	23:30:00.0
PDO, H&R (M)	VC 22107	9760-2021-10582	10/13/2021	21:42:00.0
PDO, H&R (M)	VC 22106	9760-2021-10551	10/6/2021	16:45:00.0
PDO, H&R (M)	VC 22106	9760-2021-10559	10/6/2021	00:00:00.0
INJURY,	VC 22450(a)	9760-2021-10565	10/9/2021	19:40:00.0
PDO,	VC 21221.5	9760-2021-10553	10/6/2021	22:42:00.0
PDO,	VC 22350	9760-2021-10571	10/10/2021	17:45:00.0
INJURY,	VC 22107	9760-2021-10569	10/10/2021	15:20:00.0
PDO,	VC 22350	9760-2021-10570	10/10/2021	20:30:00.0
PDO, H&R (M)	VC 22107	9760-2021-10597	10/13/2021	00:01:00.0
INJURY,	VC 22107	9760-2021-10592	10/14/2021	15:50:00.0
PDO, H&R (M)	VC 22107	9760-2021-10577	10/9/2021	17:30:00.0
INJURY,	VC 22450(a)	9760-2021-10585	10/13/2021	17:05:00.0
PDO,	VC 21750(a)	9760-2021-10599	10/17/2021	18:00:00.0
PDO,	VC 22107	9760-2021-10633	10/22/2021	14:00:00.0
PDO,	VC 22106	9760-2021-10634	10/22/2021	15:20:00.0
PDO, H&R (M)	VC 22106	9760-2021-10605	10/16/2021	22:30:00.0
PDO, H&R (M)	VC 22106	9760-2021-10613	10/18/2021	14:00:00.0
PDO,	VC 22107	9760-2021-10656	10/27/2021	11:40:00.0
INJURY, H&R (F)	VC 22107	9760-2021-10636	10/24/2021	02:15:00.0
PDO,	VC 22106	9760-2021-10699	11/5/2021	19:15:00.0
PDO,	VC 22107	9760-2021-10708	11/9/2021	17:30:00.0
PDO, H&R (M)	VC 22107	9760-2021-10721	11/6/2021	18:30:00.0
INJURY,	VC 22450(a)	9760-2021-10716	11/10/2021	22:25:00.0
PDO, H&R (M)	VC 22107	9760-2021-10723	11/13/2021	18:00:00.0
PDO, H&R (M)	VC 22107	9760-2021-10726	11/14/2021	00:00:00.0
INJURY,	VC 22107	9760-2021-10748	11/21/2021	15:10:00.0
INJURY,	VC 21804(a)	9760-2021-10753	11/22/2021	12:00:00.0
INJURY,	VC 21966	9760-2021-10759	11/23/2021	18:45:00.0
INJURY,	VC 22107	9760-2021-10736	11/17/2021	13:18:00.0
PDO, 9/5	VC 21802(a)	9760-2021-10784	12/1/2021 Soutar Exhibits - 6737 Sueno Appeal	16:20:00.0

Collision Type	PCF	Report Number	Collision Date	Collision Time
INJURY,	VC 21801(a)	9760-2021-10747	11/21/2021	10:02:00.0
PDO, H&R (M)	VC 22107	9760-2021-10791	12/2/2021	21:05:00.0
PDO,	VC 22107	9760-2021-10796	12/3/2021	11:30:00.0
PDO, H&R (M)	VC 22350	9760-2021-10789	12/2/2021	02:33:00.0
INJURY,	VC 23152(F)	9760-2021-10786	12/1/2021	17:22:00.0
PDO,	VC 21750(a)	9760-2021-10793	12/3/2021	20:36:00.0
PDO,	VC 22107	9760-2021-10893	12/31/2021	10:10:00.0
INJURY,	VC 21221.5	9760-2022-00010	1/4/2022	23:20:00.0
INJURY,	VC 22350	9760-2022-00022	1/10/2022	15:45:00.0
PDO,	VC 21460(A)	9760-2022-00017	1/7/2022	22:20:00.0
INJURY,	VC 22107	9760-2022-00093	2/3/2022	01:30:00.0
PDO,	VC 22107	9760-2022-00123	2/10/2022	21:15:00.0
PDO, H&R (M)	VC 22107	9760-2022-00117	2/8/2022	00:00:00.0
INJURY,	VC 22350	9760-2022-00115	2/8/2022	23:23:00.0
PDO,	VC 22103	9760-2022-00171	2/21/2022	10:35:00.0
PDO, H&R (M)	VC 22107	9760-2022-00166	2/19/2022	22:00:00.0
PDO,	VC 22107	9760-2022-00165	2/20/2022	06:35:00.0
PDO,	VC 22107	9760-2022-00151	2/18/2022	03:04:00.0
INJURY,	VC 22350	9760-2022-00170	2/21/2022	10:15:00.0
PDO,	VC 21460(a)	9760-2022-00200	3/2/2022	16:25:00.0
PDO, H&R (M)		9760-2022-00207	3/7/2022	00:00:00.0
PDO,	VC 22350	9760-2022-00212	3/8/2022	15:05:00.0
PDO,		9760-2022-00227	3/12/2022	22:30:00.0
INJURY,	VC 22107	9760-2022-00219	3/10/2022	17:26:00.0
PDO,	VC 22106	9760-2022-00229	3/10/2022	10:11:00.0
INJURY, H&R (F)	VC 22450(a)	9760-2022-00237	3/15/2022	16:00:00.0
PDO, H&R (M)	VC 23152(F)	9760-2022-00256	3/20/2022	13:05:00.0
PDO, H&R (M)	VC 21453(a)	9760-2022-00261	3/22/2022	17:34:00.0
INJURY,	VC 22107	9760-2022-00299	3/29/2022	22:23:00.0
PDO, H&R (M)	VC 22107	9760-2022-00309	4/2/2022	18:45:00.0
PDO, H&R (M)	VC 22107	9760-2022-00315	4/3/2022	20:54:00.0

Collision Type	PCF	Report Number	Collision Date	Collision Time
INJURY,	VC 22350	9760-2022-00308	4/2/2022	14:30:00.0
INJURY,	VC 22450(a)	9760-2022-00314	4/4/2022	14:55:00.0
INJURY,	VC 21650	9760-2022-00306	4/1/2022	21:06:00.0
INJURY, H&R (M)	VC 23152(a)	9760-2022-00277	3/24/2022	23:17:00.0
PDO,	VC 22350	9760-2022-00345	4/9/2022	19:50:00.0
PDO,	VC 21804(A)	9760-2022-00363	4/16/2022	01:40:00.0
PDO, H&R (M)		9760-2022-00341	4/8/2022	15:50:00.0
INJURY,	VC 22350	9760-2022-00376	4/18/2022	10:45:00.0
PDO,	VC 23152(A)	9760-2022-00375	4/18/2022	02:15:00.0
INJURY, H&R (M)	VC 21804(a)	9760-2022-00350	4/11/2022	16:50:00.0
PDO,	VC 22450(a)	9760-2022-00378	4/18/2022	18:14:00.0
PDO, H&R (M)	VC 22106	9760-2022-00321	4/4/2022	17:08:00.0
PDO,	VC 21804(a)	9760-2022-00381	4/19/2022	12:25:00.0
PDO, H&R (M)	VC 22107	9760-2022-00377	4/16/2022	00:19:00.0
PDO,	VC 21802(a)	9760-2022-00385	4/20/2022	13:45:00.0
PDO, H&R (M)	VC 22107	9760-2022-00418	4/28/2022	17:00:00.0
PDO,	VC 21453(a)	9760-2022-00426	4/30/2022	14:07:00.0
INJURY, H&R (M)		9760-2022-00401	4/24/2022	16:00:00.0
INJURY,	VC 22107	9760-2022-00399	4/23/2022	15:45:00.0
PDO,	VC 21804(a)	9760-2022-00410	4/27/2022	12:50:00.0
INJURY,	VC 21950(A)	9760-2022-00442	5/5/2022	12:30:00.0
INJURY,	VC 22450(a)	9760-2022-00446	5/5/2022	21:10:00.0
PDO,	VC 22350	9760-2022-00403	4/23/2022	18:30:00.0
PDO,	VC 22107	9760-2022-00475	5/14/2022	00:50:00.0
INJURY,	VC 22350	9760-2022-00457	5/9/2022	18:05:00.0
PDO,	VC 21804(a)	9760-2022-00474	5/13/2022	23:25:00.0
PDO, H&R (M)		9760-2022-00481	5/15/2022	00:00:00.0
PDO,	VC 21804(a)	9760-2022-00494	5/17/2022	17:55:00.0
PDO, H&R (M)	VC 22107	9760-2022-00484	5/16/2022	03:50:00.0
PDO, H&R (M)	VC 22100(a)	9760-2022-00521	5/24/2022	14:00:00.0
INJURY, 9/5	VC 21221.5	9760-2022-00524	5/29/2022	00:05:00.0

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Collision Type	PCF	Report Number	Collision Date	Collision Time
PDO, H&R (M)	VC 22106	9760-2022-00529	6/1/2022	00:00:00.0
INJURY,	VC 21804(A)	9760-2022-00532	6/1/2022	13:45:00.0
PDO,	VC 21804(A)	9760-2022-00533	6/1/2022	14:30:00.0
PDO, H&R (M)	VC 23152(a)	9760-2022-00537	6/1/2022	23:00:00.0
PDO, H&R (M)	VC 22107	9760-2022-00557	6/11/2022	00:00:00.0
INJURY,	VC 22350	9760-2022-00555	6/9/2022	18:45:00.0
INJURY, H&R (F)	VC 21950(a)	9760-2022-00634	7/6/2022	22:00:00.0
INJURY,	VC 22350	9760-2022-00636	7/8/2022	17:02:00.0
INJURY, H&R (F)	VC 22350	9760-2022-00754	8/11/2022	23:24:00.0
INJURY, H&R (F)	VC 22106	9760-2022-00742	8/9/2022	14:30:00.0
PDO, H&R (M)		9760-2022-00767	8/15/2022	00:00:00.0
INJURY,	VC 21801(a)	9760-2022-00763	8/15/2022	07:56:00.0
PDO,	VC 21802(a)	9760-2022-00785	8/21/2022	15:40:00.0
PDO,	VC 23152(a)	9760-2022-00812	8/28/2022	21:25:00.0
PDO,	VC 21453(a)	9760-2022-00822	8/31/2022	13:50:00.0
PDO,	VC 21804(a)	9760-2022-00847	9/7/2022	16:11:00.0
INJURY,	VC 21950(a)	9760-2022-00849	9/8/2022	10:12:00.0
INJURY,	VC 21801(a)	9760-2022-00834	9/3/2022	21:02:00.0
PDO, H&R (M)	VC 22107	9760-2022-00851	9/8/2022	16:00:00.0
PDO,	VC 22103	9760-2022-00843	9/6/2022	14:10:00.0
PDO,	VC 22350	9760-2022-00880	9/18/2022	12:16:00.0
PDO, H&R (M)	VC 22106	9760-2022-00646	4/14/2022	00:00:00.0
PDO, H&R (M)		9760-2022-00909	9/24/2022	00:55:00.0
PDO, H&R (M)	VC 23152(a)	9760-2022-00807	8/27/2022	23:36:00.0
INJURY,	VC 22107	9760-2022-00944	7/7/2022	08:34:00.0
PDO, H&R (M)		9760-2022-00923	9/27/2022	00:00:00.0
INJURY,	VC 22450(a)	9760-2022-00931	9/29/2022	09:25:00.0
INJURY,	VC 21804(A)	9760-2022-00933	9/29/2022	23:40:00.0
INJURY,	VC 21221.5	9760-2022-00928	9/28/2022	23:55:00.0
INJURY,	VC 23152(a)	9760-2022-00940	10/2/2022	02:05:00.0
PDO 9/5	VC 21804(a)	9760-2022-00962	10/10/2022	18:12:00.0

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Collision Type	PCF	Report Number	Collision Date	Collision Time
PDO,	VC 23152(a)	9760-2022-00916	9/25/2022	20:38:00.0
PDO,	VC 23152(F)	9760-2022-00945	10/3/2022	13:45:00.0
PDO, H&R (M)	VC 22107	9760-2022-00956	10/6/2022	00:15:00.0
PDO, H&R (M)		9760-2022-01009	10/22/2022	00:00:00.0
INJURY,	VC 22450(a)	9760-2022-01019	10/24/2022	09:10:00.0
PDO, H&R (M)	VC 22107	9760-2022-01055	10/28/2022	06:00:00.0
PDO, H&R (M)	VC 22107	9760-2022-01058	10/31/2022	15:00:00.0
PDO,	VC 22107	9760-2022-01054	11/1/2022	00:15:00.0
PDO,	VC 22106	9760-2022-01073	11/5/2022	19:57:00.0
PDO,	VC 23152(A)	9760-2022-01059	11/1/2022	18:00:00.0
INJURY,	VC 21460(A)	9760-2022-01079	11/8/2022	21:40:00.0
PDO,	VC 22107	9760-2022-01088	11/10/2022	17:00:00.0
PDO,	VC 22107	9760-2022-01099	11/13/2022	00:45:00.0
PDO,	VC 22107	9760-2022-01098	11/12/2022	12:47:00.0
PDO,	VC 22106	9760-2022-01082	11/9/2022	12:45:00.0
INJURY,	VC 21802(A)	9760-2022-01089	11/10/2022	10:50:00.0
PDO, H&R (M)	VC 22107	9760-2022-01132	11/19/2022	00:00:00.0
INJURY,	VC 22350	9760-2022-01170	11/28/2022	11:10:00.0
PDO,	VC 21804(a)	9760-2022-01173	11/29/2022	12:35:00.0
PDO,	VC 21802(a)	9760-2022-01169	11/27/2022	23:47:00.0
INJURY,	VC 21804(A)	9760-2022-01216	12/8/2022	08:30:00.0
PDO,	VC 22107	9760-2022-01249	12/20/2022	12:17:00.0
INJURY,	VC 22350	9760-2023-00003	1/3/2023	10:40:00.0
INJURY,		9760-2023-00033	1/17/2023	11:35:00.0
PDO,	VC 22107	9760-2023-00032	1/17/2023	20:20:00.0
INJURY,	VC 21801(a)	9760-2023-00051	1/20/2023	13:45:00.0
PDO,	VC 22107	9760-2023-00035	1/14/2023	00:30:00.0
PDO, H&R (M)	VC 22106	9760-2023-00010	1/5/2023	15:33:00.0
PDO, H&R (M)	VC 22107	9760-2023-00113	2/3/2023	00:00:00.0
INJURY, H&R (F)	VC 22350	9760-2023-00041	1/19/2023	00:20:00.0
PDO 9/5	VC 22350	9760-2023-00106	2/3/2023	01:10:00.0

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Collision Type	PCF	Report Number	Collision Date	Collision Time
INJURY,	VC 21803(A)	9760-2023-00117	2/4/2023	00:30:00.0
INJURY,	VC 21801(A)	9760-2023-00122	2/7/2023	15:00:00.0
PDO,	VC 23152(A)	9760-2023-00075	1/27/2023	23:50:00.0
INJURY,	VC 21650	9760-2023-00129	2/9/2023	15:12:00.0
INJURY,	VC 22350	9760-2023-00141	2/10/2023	17:30:00.0
INJURY,	VC 22107	9760-2023-00133	2/10/2023	11:54:00.0
PDO,	VC 22107	9760-2023-00140	1/21/2023	14:12:00.0
PDO, H&R (M)		9760-2023-00162	2/19/2023	17:25:00.0
PDO,	VC 22350	9760-2023-00156	2/16/2023	18:05:00.0
PDO,	VC 23152(a)	9760-2023-00076	1/28/2023	00:40:00.0
INJURY,	VC 23152(a)	9760-2023-00199	2/27/2023	20:15:00.0
PDO,	VC 22350	9760-2023-00201	2/28/2023	17:15:00.0
PDO, H&R (M)	VC 22107	9760-2023-00131	2/10/2023	00:00:00.0
PDO,	VC 22107	9760-2023-00226	3/7/2023	11:45:00.0
PDO,	VC 21801(A)	9760-2023-00233	3/9/2023	09:45:00.0
INJURY,		9760-2023-00260	3/16/2023	11:35:00.0
PDO,	VC 21804(a)	9760-2023-00275	3/21/2023	18:10:00.0
PDO,	VC 21802(A)	9760-2023-00277	3/22/2023	07:45:00.0
PDO,	VC 22107	9760-2023-00317	4/4/2023	08:00:00.0
PDO, H&R (M)	VC 23152(a)	9760-2023-00287	3/25/2023	00:23:00.0
INJURY,	VC 21804(A)	9760-2023-00333	4/7/2023	20:30:00.0
PDO,	VC 22350	9760-2023-00336	4/8/2023	12:29:00.0
INJURY,	VC 22450(a)	9760-2023-00335	4/7/2023	22:20:00.0
INJURY,	VC 21453(a)	9760-2023-00321	4/5/2023	08:00:00.0
PDO, H&R (M)	VC 22107	9760-2023-00354	4/13/2023	17:55:00.0
PDO,	VC 22107	9760-2023-00364	4/16/2023	01:32:00.0
PDO,	VC 21200.5	9760-2023-00399	4/23/2023	22:28:00.0
INJURY,	VC 21801(B)	9760-2023-00376	4/18/2023	21:05:00.0
PDO, H&R (M)	VC 22107	9760-2023-00426	4/30/2023	00:00:00.0
PDO,	VC 21804(a)	9760-2023-00405	4/25/2023	21:30:00.0
PDO, H&R (M)	VC 22107	9760-2023-00439	5/3/2023	00:00:00.0



Collision Type	PCF	Report Number	Collision Date	Collision Time
INJURY,	VC 23152(a)	9760-2023-00424	4/29/2023	11:04:00.0
INJURY,	VC 21804(a)	9760-2023-00478	5/15/2023	07:02:00.0
PDO,	VC 22107	9760-2023-00461	5/10/2023	17:30:00.0
PDO,	VC 22107	9760-2023-00488	5/19/2023	01:25:00.0
INJURY,	VC 22517	9760-2023-00486	5/16/2023	20:56:00.0
PDO, H&R (M)	VC 22350	9760-2023-00495	5/20/2023	13:20:00.0
INJURY,	VC 22450(a)	9760-2023-00512	5/25/2023	16:50:00.0
PDO,	VC 22106	9760-2023-00523	6/1/2023	12:00:00.0
INJURY,	VC 22107	9760-2023-00516	5/28/2023	00:00:00.0
INJURY,	VC 22107	9760-2023-00533	6/4/2023	16:17:00.0
INJURY,	VC 22107	9760-2023-00578	6/18/2023	06:33:00.0
INJURY,	VC 21453(c)	9760-2023-00577	6/17/2023	16:55:00.0
INJURY,	VC 22107	9760-2023-00562	6/13/2023	19:35:00.0
PDO,	VC 22107	9760-2023-00623	6/30/2023	11:00:00.0
PDO,	VC 22106	9760-2023-00627	7/4/2023	21:33:00.0
INJURY,	UNSAFE TURNING MOVEMENT	9760-2023-00727	7/31/2023	11:50:00.0
PDO, H&R (M)	VC 22106	9760-2023-00748	8/9/2023	21:20:00.0
PDO, H&R (M)	VC 22106	9760-2023-00749	8/9/2023	21:21:00.0
INJURY,	VC 21200.5	9760-2023-00759	8/12/2023	00:00:00.0
PDO, H&R (M)	VC 22106	9760-2023-00803	8/24/2023	00:00:00.0
PDO,	VC 22106	9760-2023-00820	8/30/2023	15:50:00.0
INJURY,	VC 21221.5	9760-2023-00853	9/9/2023	00:00:00.0
PDO,	VC 22106	9760-2023-00865	9/13/2023	11:25:00.0
PDO,	UNSAFE BACKING	9760-2023-00906	9/21/2023	07:30:00.0
INJURY,	VC 22107	9760-2023-00879	9/16/2023	11:04:00.0
INJURY,	VC 22350	9760-2023-00908	9/24/2023	02:15:00.0
PDO,	VC 22350	9760-2023-00926	9/30/2023	16:20:00.0
PDO,	VC 22350	9760-2023-00927	9/30/2023	17:20:00.0
PDO, H&R (M)	VC 22350	9760-2023-00939	10/4/2023	19:15:00.0
INJURY,	VC 21801(a)	9760-2023-00946	10/5/2023	17:51:00.0
PDO 9/5	VC 22106	9760-2023-00967	10/12/2023	16:05:00.0

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PDO,	VC 21802(a)	9760-2023-00977	10/14/2023	14:45:00.0
PDO,	VC 21804(a)	9760-2023-00964	10/11/2023	22:10:00.0
INJURY,	VC 22517	9760-2023-00986	10/16/2023	12:50:00.0
INJURY, H&R (F)	VC 22107	9760-2023-00940	10/5/2023	10:55:00.0
INJURY, H&R (F)	VC 21650	9760-2023-00969	10/10/2023	20:20:00.0
INJURY,	VC 22450(a)	9760-2023-01032	11/1/2023	12:50:00.0
INJURY,	VC 21950(a)	9760-2023-01064	11/7/2023	15:50:00.0
PDO, H&R (M)	VC 23152(a)	9760-2023-01046	11/4/2023	16:15:00.0
INJURY,	VC 21221.5	9760-2023-01068	11/10/2023	02:15:00.0
INJURY,	VC 21221.5	9760-2023-01079	11/11/2023	23:05:00.0
PDO, H&R (M)		9760-2023-01080	11/12/2023	00:00:00.0
PDO,	VC 23152(a)	9760-2023-01077	11/11/2023	23:59:00.0
INJURY,	VC 22450(a)	9760-2023-01083	11/12/2023	20:14:00.0
INJURY,	VC 22517	9760-2023-01093	11/14/2023	20:30:00.0
PDO, H&R (M)	VC 22107	9760-2023-01074	11/11/2023	13:00:00.0
PDO, H&R (M)	VC 22107	9760-2023-01081	11/12/2023	14:00:00.0
INJURY,	VC 22106	9760-2023-01108	11/17/2023	15:23:00.0
PDO,	VC 21650.1	9760-2023-01119	11/19/2023	22:30:00.0
INJURY,	VC 21950(a)	9760-2023-01114	11/19/2023	08:20:00.0
PDO, H&R (M)	VC 21460(A)	9760-2023-01069	11/11/2023	00:03:00.0
INJURY, H&R (F)		9760-2023-01128	11/27/2023	19:52:00.0
INJURY,	VC 22450(a)	9760-2023-01131	11/28/2023	17:05:00.0
PDO,	VC 22350	9760-2023-01133	11/29/2023	09:50:00.0
PDO,	VC 22350	9760-2023-01135	11/30/2023	12:40:00.0
INJURY,	VC 21950(a)	9760-2023-01153	11/30/2023	16:58:00.0
PDO,	VC 23152(a)	9760-2023-01078	11/12/2023	00:03:00.0
INJURY,	VC 21801(a)	9760-2023-01154	12/5/2023	09:25:00.0
INJURY,	VC 21221.5	9760-2023-01169	12/8/2023	23:35:00.0
INJURY,	VC 21801(a)	9760-2023-01171	12/9/2023	22:00:00.0
PDO, H&R (M)		9760-2023-01184	12/12/2023	12:55:00.0
INJURY, 9/5	VC 21950(a)	9760-2023-01182	12/12/2023	09:50:00.0

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Collision Type	PCF	Report Number	Collision Date	Collision Time
PDO,	VC 22350	9760-2023-01179	12/12/2023	15:15:00.0
INJURY,	VC 22107	9760-2023-01202	12/18/2023	08:30:00.0
PDO,	VC 22107	9760-2023-01201	12/18/2023	09:25:00.0
PDO,	VC 21658(A)	9760-2023-01233	12/24/2023	12:50:00.0
PDO,	VC 22107	9760-2024-00023	1/8/2024	08:45:00.0
INJURY,	VC 21755(a)	9760-2024-00036	1/11/2024	15:10:00.0
PDO, H&R (M)	VC 23152(a)	9760-2024-00046	1/14/2024	18:15:00.0
INJURY,	VC 21456(B)	9760-2024-00039	1/11/2024	18:50:00.0
INJURY,	VC 21954(a)	9760-2024-00051	1/16/2024	13:40:00.0
INJURY,	VC 21802(A)	9760-2024-00074	1/22/2024	15:00:00.0
PDO, H&R (M)	VC 22107	9760-2024-00084	1/26/2024	13:50:00.0
PDO,	VC 22107	9760-2024-00097	1/29/2024	09:20:00.0
INJURY,	VC 22107	9760-2024-00082	1/25/2024	16:00:00.0
PDO, H&R (F)	VC 22107	9760-2024-00087	1/26/2024	18:00:00.0
INJURY, H&R (F)	VC 22450(a)	9760-2024-00100	1/28/2024	22:10:00.0
PDO,	VC 22350	9760-2024-00130	2/7/2024	18:45:00.0
INJURY, H&R (F)	VC 21950(a)	9760-2024-00128	2/5/2024	18:25:00.0
INJURY,	VC 22107	9760-2024-00143	2/14/2024	15:20:00.0
PDO,	VC 22350	9760-2024-00168	2/19/2024	18:30:00.0
PDO,	VC 21804(a)	9760-2024-00148	2/15/2024	16:48:00.0
PDO,	VC 21804(a)	9760-2024-00170	2/20/2024	12:22:00.0
PDO, H&R (M)	VC 22350	9760-2024-00186	2/26/2024	00:00:00.0
PDO,	VC 22107	9760-2024-00175	2/21/2024	19:43:00.0
PDO, H&R (M)	VC 22350	9760-2024-00152	2/16/2024	14:29:00.0
PDO,	VC 22350	9760-2024-00208	3/2/2024	20:10:00.0
INJURY,	VC 21804(a)	9760-2024-00260	3/18/2024	08:05:00.0
INJURY,	VC 22450(a)	9760-2024-00240	3/12/2024	14:05:00.0
INJURY,	VC 21804(a)	9760-2024-00244	3/14/2024	10:30:00.0
INJURY,	VC 22450(a)	9760-2024-00241	3/13/2024	14:50:00.0
INJURY,	VC 21650.1	9760-2024-00277	3/21/2024	08:00:00.0
INJURY, 9/5	VC 21221.5	9760-2024-00353	4/6/2024	17:55:00.0

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Collision Type	PCF	Report Number	Collision Date	Collision Time
INJURY, H&R (F)	VC 21650	9760-2024-00356	4/6/2024	21:00:00.0
PDO, H&R (M)	VC 22107	9760-2024-00369	4/10/2024	00:00:00.0
PDO,	VC 22106	9760-2024-00400	4/14/2024	20:30:00.0
INJURY,	VC 21200.5	9760-2024-00381	4/11/2024	22:30:00.0
PDO, H&R (M)	VC 22106	9760-2024-00380	4/11/2024	22:03:00.0
PDO, H&R (M)	VC 22107	9760-2024-00421	4/20/2024	00:00:00.0
INJURY,	VC 22350	9760-2024-00407	4/16/2024	14:25:00.0
PDO,	VC 22350	9760-2024-00444	4/26/2024	00:15:00.0
PDO,	VC 22350	9760-2024-00441	4/24/2024	13:00:00.0
INJURY, H&R (F)	VC 21804(a)	9760-2024-00466	5/3/2024	22:00:00.0
INJURY,	VC 21221.5	9760-2024-00497	5/11/2024	00:34:00.0
PDO,	VC 22106	9760-2024-00515	5/17/2024	15:02:00.0
PDO,	VC 22350	9760-2024-00521	5/18/2024	18:40:00.0
PDO, H&R (M)	VC 22106	9760-2024-00561	6/2/2024	00:00:00.0
PDO,	VC 22350	9760-2024-00566	6/3/2024	17:52:00.0
INJURY,	VC 22350	9760-2024-00584	6/7/2024	12:29:00.0
PDO,	VC 21802(A)	9760-2024-00596	6/9/2024	19:45:00.0
PDO,	VC 22350	9760-2024-00592	6/8/2024	12:40:00.0
INJURY,	VC 21221.5	9760-2024-00624	6/16/2024	22:45:00.0
INJURY,	VC 21801(a)	9760-2024-00614	6/14/2024	07:15:00.0
PDO,	VC 21804(a)	9760-2024-00620	6/14/2024	16:35:00.0
PDO,	VC 22106	9760-2024-00621	6/15/2024	10:10:00.0
PDO,	VC 21804(a)	9760-2024-00630	5/30/2024	09:40:00.0
PDO,	VC 23152(a)	9760-2024-00642	6/20/2024	17:05:00.0
PDO,	VC 22106	9760-2024-00682	7/1/2024	21:09:00.0
INJURY, H&R (F)	VC 22107	9760-2024-00697	7/5/2024	13:40:00.0
INJURY, H&R (F)	VC 22107	9760-2024-00702	7/6/2024	16:30:00.0
PDO,	VC 21801(a)	9760-2024-00760	7/25/2024	21:30:00.0
PDO,	VC 22107	9760-2024-00789	8/4/2024	13:50:00.0
PDO,	VC 22101(d)	9760-2024-00828	8/14/2024	16:30:00.0
INJURY, 9/5	VC 22107	9760-2024-00830	8/15/2024	12:50:00.0

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Collision Type	PCF	Report Number	Collision Date	Collision Time
INJURY,	VC 22450(a)	9760-2024-00831	8/15/2024	11:15:00.0
PDO,	VC 22107	9760-2024-00848	8/21/2024	12:14:00.0
INJURY,	VC 21221.5	9760-2024-00836	8/16/2024	10:30:00.0
INJURY,	VC 21804(A)	9760-2024-00873	8/27/2024	13:53:00.0
PDO,	VC 22106	9760-2024-00882	8/28/2024	08:13:00.0
INJURY,	VC 21802(a)	9760-2024-00949	9/19/2024	19:25:00.0
PDO,	VC 22450(a)	9760-2024-00948	9/19/2024	16:43:00.0
PDO,	VC 21802(A)	9760-2024-00964	9/24/2024	14:40:00.0
PDO, H&R (M)	VC 22107	9760-2024-00966	9/24/2024	22:35:00.0
PDO,	VC 21804(a)	9760-2024-00977	9/26/2024	14:30:00.0
INJURY,	VC 22350	9760-2024-00971	9/25/2024	13:00:00.0
INJURY,	VC 22107	9760-2024-00864	8/25/2024	16:10:00.0
PDO,	VC 23152(a)	9760-2024-00985	9/28/2024	00:30:00.0
INJURY,	VC 21802(A)	9760-2024-01000	9/30/2024	11:40:00.0
INJURY,	VC 22350	9760-2024-00982	9/27/2024	14:45:00.0
INJURY,	VC 21804(a)	9760-2024-01002	10/1/2024	12:10:00.0
PDO,		9760-2024-01025	10/7/2024	10:26:00.0
PDO, H&R (M)	VC 22107	9760-2024-01013	10/4/2024	00:00:00.0
INJURY, H&R (M)	VC 21804(A)	9760-2024-01032	10/8/2024	13:05:00.0
INJURY,	VC 21801(a)	9760-2024-01052	10/9/2024	20:15:00.0
PDO, H&R (M)	VC 22107	9760-2024-01113	10/20/2024	00:00:00.0
INJURY,	VC 22350	9760-2024-01081	10/21/2024	16:45:00.0
PDO, H&R (M)	VC 22450(a)	9760-2024-01014	10/4/2024	22:35:00.0
INJURY,	VC 21221.5	9760-2024-01073	10/18/2024	22:30:00.0
PDO, H&R (M)	VC 22107	9760-2024-01050	10/12/2024	17:40:00.0
INJURY, H&R (F)	VC 21801(a)	9760-2024-01023	10/6/2024	20:50:00.0
INJURY,	VC 21802(a)	9760-2024-01126	10/30/2024	21:52:00.0
PDO, H&R (F)	VC 22106	9760-2024-01152	11/5/2024	00:00:00.0
INJURY,	VC 21221.5	9760-2024-01165	11/9/2024	01:22:00.0
INJURY,	VC 21750(a)	9760-2024-01208	11/19/2024	14:00:00.0
PDO, H&R (M)	VC 22107	9760-2024-01200	11/18/2024	12:20:00.0

Collision Type	PCF	Report Number	Collision Date	Collision Time
PDO,	VC 22350	9760-2024-01205	11/19/2024	17:29:00.0
INJURY,	VC 22100(b)	9760-2024-01183	11/14/2024	16:21:00.0
PDO,	VC 22350	9760-2024-01201	11/18/2024	14:05:00.0
PDO,	VC 22106	9760-2024-01217	11/22/2024	07:31:00.0
PDO, H&R (M)	VC 22107	9760-2024-01189	11/17/2024	00:00:00.0
INJURY, H&R (F)	VC 22107	9760-2024-01190	11/12/2024	15:30:00.0
PDO, H&R (M)	VC 22106	9760-2024-01237	11/25/2024	10:15:00.0
INJURY,	VC 22107	9760-2024-01246	11/25/2024	17:29:00.0
PDO,	VC 21460(A)	9760-2024-01262	12/5/2024	18:07:00.0
PDO,	VC 22106	9760-2024-01272	12/6/2024	07:18:00.0
INJURY,	VC 21801(a)	9760-2024-01260	12/4/2024	21:05:00.0
PDO,	VC 22107	9760-2024-01282	12/3/2024	00:00:00.0
INJURY,	VC 22350	9760-2024-01318	12/20/2024	15:30:00.0
PDO, H&R (M)	VC 22106	9760-2024-01327	12/11/2024	09:40:00.0
INJURY,	VC 21650.1	9760-2025-00058	1/17/2025	17:55:00.0
PDO,	VC 22450(a)	9760-2025-00059	1/17/2025	19:20:00.0
PDO,	VC 22350	9760-2025-00118	2/4/2025	17:15:00.0
PDO,	VC 22350	9760-2025-00119	2/4/2025	17:52:00.0
PDO,	VC 21804(A)	9760-2025-00135	2/5/2025	19:10:00.0
INJURY,	VC 22350	9760-2025-00113	2/2/2025	09:05:00.0
PDO, H&R (M)	VC 22107	9760-2025-00154	2/6/2025	00:00:00.0
PDO, H&R (M)	VC 22350	9760-2025-00153	2/8/2025	03:00:00.0
PDO,	VC 22107	9760-2025-00167	2/11/2025	14:16:00.0
PDO,	VC 22350	9760-2025-00133	2/5/2025	17:40:00.0
INJURY,	VC 21221.5	9760-2025-00155	2/8/2025	17:20:00.0
PDO, H&R (M)	VC 22107	9760-2025-00160	2/8/2025	23:55:00.0
INJURY,	VC 21801(a)	9760-2025-00164	2/10/2025	09:50:00.0
PDO,	VC 22100(B)	9760-2025-00168	2/10/2025	19:35:00.0
INJURY, H&R (F)	VC 22107	9760-2025-00200	2/15/2025	11:34:00.0
INJURY, H&R (F)	VC 21804(a)	9760-2025-00204	2/17/2025	04:00:00.0
PDO, 9/5	VC 22106	9760-2025-00225	2/24/2025 Soutar Exhibits - 6737 Sueno Appeal	17:38:00.0



Collision Type	PCF	Report Number	Collision Date	Collision Time
PDO,	VC 22350	9760-2025-00263	3/6/2025	18:26:00.0
PDO,	VC 22350	9760-2025-00307	3/17/2025	12:45:00.0
PDO,	VC 22106	9760-2025-00337	3/29/2025	13:45:00.0
INJURY,	VC 22350	9760-2025-00368	1/11/2025	16:19:00.0
INJURY,	VC 22350	9760-2025-00357	4/3/2025	16:40:00.0
PDO, H&R (M)	VC 22107	9760-2025-00361	4/4/2025	00:00:00.0
PDO,	VC 22350	9760-2025-00425	4/23/2025	16:06:00.0
PDO,	VC 23152(a)	9760-2025-00385	4/10/2025	20:09:00.0
INJURY, H&R (F)	VC 22350	9760-2025-00398	4/14/2025	22:30:00.0
INJURY, H&R (F)		9760-2025-00372	4/8/2025	15:00:00.0
PDO,	VC 22106	9760-2025-00467	4/9/2025	13:05:00.0
INJURY,	VC 21802(a)	9760-2025-00453	4/25/2025	19:30:00.0
INJURY, H&R (M)	VC 22350	9760-2025-00450	4/28/2025	20:44:00.0
PDO, H&R (M)		9760-2025-00466	5/3/2025	00:00:00.0
PDO,	VC 21804(a)	9760-2025-00472	5/4/2025	10:25:00.0
PDO,	VC 23152(a)	9760-2025-00429	4/23/2025	14:25:00.0
INJURY, H&R (F)	VC 22450(a)	9760-2025-00506	5/7/2025	23:45:00.0
PDO,	VC 22107	9760-2025-00484	5/6/2025	23:30:00.0
PDO,	VC 21804(a)	9760-2025-00486	5/7/2025	19:00:00.0
INJURY,	VC 22350	9760-2025-00512	5/13/2025	18:43:00.0
PDO, H&R (M)	VC 22107	9760-2025-00498	5/10/2025	22:54:00.0
INJURY,	VC 21804	9760-2025-00531	4/7/2025	14:30:00.0
PDO,	VC 22350	9760-2025-00552	5/25/2025	12:30:00.0
PDO,	VC 22106	9760-2025-00540	5/20/2025	17:57:00.0
PDO, H&R (M)	VC 22107	9760-2025-00564	5/30/2025	00:00:00.0
PDO, H&R (M)		9760-2025-00549	5/22/2025	21:20:00.0
PDO, H&R (M)		9760-2025-00595	6/8/2025	17:30:00.0
INJURY,	VC 22107	9760-2025-00567	6/1/2025	18:09:00.0
INJURY,	VC 22350	9760-2025-00594	6/8/2025	16:05:00.0
PDO,	VC 22100(A)	9760-2025-00579	6/5/2025	21:27:00.0
INJURY, 9/5	VC 21650	9760-2025-00560	5/28/2025	23:25:00.0

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Collision Type	PCF	Report Number	Collision Date	Collision Time
PDO, H&R (M)	VC 22107	9760-2025-00575	6/4/2025	00:00:00.0
PDO, H&R (M)	VC 22107	9760-2025-00659	6/30/2025	10:05:00.0
PDO, H&R (M)	VC 22350	9760-2025-00668	7/3/2025	09:00:00.0
PDO,	VC 22106	9760-2025-00707	7/16/2025	14:00:00.0
PDO,	VC 22515(a)	9760-2025-00654	6/28/2025	02:14:00.0
PDO, H&R (M)		9760-2025-00719	7/20/2025	18:30:00.0
PDO, H&R (M)	VC 22107	9760-2025-00621	6/13/2025	11:50:00.0
INJURY,	VC 21750(a)	9760-2025-00713	7/17/2025	18:16:00.0
INJURY,	VC 21760(B)	9760-2025-00726	7/22/2025	16:10:00.0
PDO,	VC 22106	9760-2025-00660	6/30/2025	21:00:00.0
INJURY, H&R (F)	VC 22107	9760-2025-00715	7/20/2025	10:55:00.0
PDO,	VC 22106	9760-2025-00769	8/12/2025	14:45:00.0
PDO,	VC 22106	9760-2025-00767	7/27/2025	18:50:00.0
INJURY,	VC 21804(a)	9760-2025-00793	8/24/2025	18:00:00.0
INJURY,	VC 21802(a)	9760-2025-00803	8/15/2025	10:48:00.0
PDO,	VC 22107	9760-2025-00812	8/28/2025	09:05:00.0
INJURY,	VC 21451(a)	9760-2025-00476	5/1/2025	09:35
PDO,	VC 22106	9760-2025-00767	7/27/2025	18:50

## Dashboard Report (Dashboard Report)

Collision Type	NCIC	PCF	Report Number	Collision Date	Collision Time	Beat	Completed Date
INJURY,	9760	22517	9760-2020-00027	1/10/2020	12:40:00.0	005	1/17/2020
INJURY,	9760	22350	9760-2020-00058	1/17/2020	22:25:00.0	005	1/24/2020
INJURY,	9760	22350	9760-2020-00080	1/22/2020	20:05:00.0	005	1/30/2020
INJURY,	9760		9760-2020-00087	1/23/2020	17:00:00.0	005	1/29/2020
INJURY,	9760	21804(a)	9760-2020-00119	1/31/2020	18:53:00.0	005	2/7/2020
INJURY,	9760	21200.5	9760-2020-00120	1/31/2020	21:16:00.0	005	2/10/2020
INJURY,	9760	21200.5	9760-2020-00126	2/2/2020	20:00:00.0	005	2/10/2020
INJURY,	9760	22350	9760-2020-00134	2/4/2020	10:51:00.0	005	2/6/2020
INJURY,	9760	21650.1	9760-2020-00136	2/4/2020	21:05:00.0	005	2/10/2020
INJURY,	9760	22350	9760-2020-00151	2/10/2020	22:30:00.0	005	2/19/2020
INJURY,	9760		9760-2020-00163	2/17/2020	19:35:00.0	005	2/27/2020
INJURY,	9760	21801(a)	9760-2020-00169	2/19/2020	18:15:00.0	005	2/26/2020
INJURY,	9760	21804(a)	9760-2020-00170	2/17/2020	16:10:00.0	005	2/21/2020
INJURY,	9760	22450(a)	9760-2020-00216	3/4/2020	17:00:00.0	005	3/11/2020
INJURY,	9760	21221.5	9760-2020-00252	3/14/2020	23:26:00.0	005	3/18/2020
INJURY,	9760	21804(a)	9760-2020-00382	5/15/2020	21:01:00.0	005	5/22/2020
INJURY, H&R (F)	9760	22350	9760-2020-00466	6/17/2020	21:08:00.0	005	6/18/2020
INJURY,	9760	22350	9760-2020-00536	7/20/2020	13:48:00.0	005	7/23/2020
INJURY,	9760	22517	9760-2020-00552	7/28/2020	15:00:00.0	005	7/31/2020
INJURY,	9760	21750	9760-2020-00614	8/23/2020	21:30:00.0	005	8/30/2020
INJURY,	9760		9760-2020-00633	8/31/2020	18:25:00.0	005	9/1/2020
INJURY,	9760	23152(A)	9760-2020-00713	9/28/2020	06:55:00.0	005	10/5/2020
INJURY,	9760	21453(a)	9760-2020-00717	10/1/2020	18:50:00.0	005	10/5/2020
INJURY,	9760	21453(a)	9760-2020-00788	10/23/2020	20:15:00.0	005	11/2/2020
INJURY,	9760	22107	9760-2020-00928	12/18/2020	00:40:00.0	005	12/22/2020
INJURY,	9760	21453(a)	9760-2021-00026	1/9/2021	20:52:00.0	005	1/12/2021
INJURY,	9760	21954(a) VC	9760-2021-00148	2/19/2021	23:45:00.0	005	3/3/2021
INJURY, H&R (F)	9760	21954(a)	9760-2021-00246	3/20/2021	23:00:00.0	005	3/29/2021
INJURY,	9760	23152(a)	9760-2021-00256	3/18/2021	01:23:00.0	005	3/26/2021



Collision Type	NCIC	PCF	Report Number	Collision Date	Collision Time	Beat	Completed Date
INJURY,	9760	21802(a)	9760-2021-00257	3/24/2021	18:30:00.0	005	4/5/2021
INJURY,	9760	21804(a)	9760-2021-00280	3/29/2021	15:00:00.0	005	3/31/2021
INJURY,	9760	22350	9760-2021-00385	4/25/2021	16:00:00.0	005	5/3/2021
INJURY,	9760	VC 21221.5	9760-2021-10014	5/16/2021	00:05:00.0	005	5/27/2021
INJURY,	9760	VC 21221.5	9760-2021-10164	6/28/2021	21:50:00.0	005	7/1/2021
INJURY,	9760	VC 22107	9760-2021-10181	7/2/2021	10:45:00.0	005	7/15/2021
INJURY,	9760	VC 21954(a)	9760-2021-10318	8/10/2021	19:05:00.0	005	8/19/2021
INJURY,	9760	VC 21802(b)	9760-2021-10365	8/24/2021	13:15:00.0	005	8/26/2021
INJURY,	9760		9760-2021-10448	9/14/2021	23:17:00.0	005	9/28/2021
INJURY,	9760	VC 21703	9760-2021-10516	9/27/2021	10:39:00.0	005	10/5/2021
INJURY,	9760	VC 22450(a)	9760-2021-10565	10/9/2021	19:40:00.0	005	10/18/2021
INJURY,	9760	VC 22107	9760-2021-10569	10/10/2021	15:20:00.0	005	10/19/2021
INJURY,	9760	VC 22107	9760-2021-10592	10/14/2021	15:50:00.0	005	10/21/2021
INJURY,	9760	VC 22450(a)	9760-2021-10585	10/13/2021	17:05:00.0	005	10/22/2021
INJURY, H&R (F)	9760	VC 22107	9760-2021-10636	10/24/2021	02:15:00.0	005	11/4/2021
INJURY,	9760	VC 22450(a)	9760-2021-10716	11/10/2021	22:25:00.0	005	11/16/2021
INJURY,	9760	VC 22107	9760-2021-10748	11/21/2021	15:10:00.0	005	11/23/2021
INJURY,	9760	VC 21804(a)	9760-2021-10753	11/22/2021	12:00:00.0	005	11/24/2021
INJURY,	9760	VC 21966	9760-2021-10759	11/23/2021	18:45:00.0	005	11/24/2021
INJURY,	9760	VC 22107	9760-2021-10736	11/17/2021	13:18:00.0	005	11/29/2021
INJURY,	9760	VC 21801(a)	9760-2021-10747	11/21/2021	10:02:00.0	005	12/3/2021
INJURY,	9760	VC 23152(F)	9760-2021-10786	12/1/2021	17:22:00.0	005	12/9/2021
INJURY,	9760	VC 21221.5	9760-2022-00010	1/4/2022	23:20:00.0	005	1/10/2022
INJURY,	9760	VC 22350	9760-2022-00022	1/10/2022	15:45:00.0	005	1/12/2022
INJURY,	9760	VC 22107	9760-2022-00093	2/3/2022	01:30:00.0	005	2/4/2022
INJURY,	9760	VC 22350	9760-2022-00115	2/8/2022	23:23:00.0	005	2/15/2022
INJURY,	9760	VC 22350	9760-2022-00170	2/21/2022	10:15:00.0	005	3/3/2022
INJURY,	9760	VC 22107	9760-2022-00219	3/10/2022	17:26:00.0	005	3/15/2022
INJURY, H&R (F)	9760	VC 22450(a)	9760-2022-00237	3/15/2022	16:00:00.0	005	3/24/2022
INJURY,	9760	VC 22107	9760-2022-00299	3/29/2022	22:23:00.0	005	4/11/2022
INJURY, 9/5	9760	VC 22350	9760-2022-00308	4/2/2022	14:30:00.0	005	4/11/2022

Collision Type	NCIC	PCF	Report Number	Collision Date	Collision Time	Beat	Completed Date
INJURY,	9760	VC 22450(a)	9760-2022-00314	4/4/2022	14:55:00.0	005	4/11/2022
INJURY,	9760	VC 21650	9760-2022-00306	4/1/2022	21:06:00.0	005	4/12/2022
INJURY, H&R (M)	9760	VC 23152(a)	9760-2022-00277	3/24/2022	23:17:00.0	005	4/12/2022
INJURY,	9760	VC 22350	9760-2022-00376	4/18/2022	10:45:00.0	005	4/19/2022
INJURY, H&R (M)	9760	VC 21804(a)	9760-2022-00350	4/11/2022	16:50:00.0	005	4/21/2022
INJURY, H&R (M)	9760		9760-2022-00401	4/24/2022	16:00:00.0	005	5/4/2022
INJURY,	9760	VC 22107	9760-2022-00399	4/23/2022	15:45:00.0	005	5/5/2022
INJURY,	9760	VC 21950(A)	9760-2022-00442	5/5/2022	12:30:00.0	005	5/10/2022
INJURY,	9760	VC 22450(a)	9760-2022-00446	5/5/2022	21:10:00.0	005	5/17/2022
INJURY,	9760	VC 22350	9760-2022-00457	5/9/2022	18:05:00.0	005	5/19/2022
INJURY,	9760	VC 21221.5	9760-2022-00524	5/29/2022	00:05:00.0	005	6/6/2022
INJURY,	9760	VC 21804(A)	9760-2022-00532	6/1/2022	13:45:00.0	005	6/8/2022
INJURY,	9760	VC 22350	9760-2022-00555	6/9/2022	18:45:00.0	005	6/17/2022
INJURY, H&R (F)	9760	VC 21950(a)	9760-2022-00634	7/6/2022	22:00:00.0	005	7/18/2022
INJURY,	9760	VC 22350	9760-2022-00636	7/8/2022	17:02:00.0	005	7/18/2022
INJURY, H&R (F)	9760	VC 22350	9760-2022-00754	8/11/2022	23:24:00.0	005	8/19/2022
INJURY, H&R (F)	9760	VC 22106	9760-2022-00742	8/9/2022	14:30:00.0	005	8/19/2022
INJURY,	9760	VC 21801(a)	9760-2022-00763	8/15/2022	07:56:00.0	005	8/22/2022
INJURY,	9760	VC 21950(a)	9760-2022-00849	9/8/2022	10:12:00.0	005	9/14/2022
INJURY,	9760	VC 21801(a)	9760-2022-00834	9/3/2022	21:02:00.0	005	9/16/2022
INJURY,	9760	VC 22107	9760-2022-00944	7/7/2022	08:34:00.0	005	10/3/2022
INJURY,	9760	VC 22450(a)	9760-2022-00931	9/29/2022	09:25:00.0	005	10/11/2022
INJURY,	9760	VC 21804(A)	9760-2022-00933	9/29/2022	23:40:00.0	005	10/11/2022
INJURY,	9760	VC 21221.5	9760-2022-00928	9/28/2022	23:55:00.0	005	10/11/2022
INJURY,	9760	VC 23152(a)	9760-2022-00940	10/2/2022	02:05:00.0	005	10/11/2022
INJURY,	9760	VC 22450(a)	9760-2022-01019	10/24/2022	09:10:00.0	005	10/25/2022
INJURY,	9760	VC 21460(A)	9760-2022-01079	11/8/2022	21:40:00.0	005	11/18/2022
INJURY,	9760	VC 21802(A)	9760-2022-01089	11/10/2022	10:50:00.0	005	11/23/2022
INJURY,	9760	VC 22350	9760-2022-01170	11/28/2022	11:10:00.0	005	12/5/2022
INJURY,	9760	VC 21804(A)	9760-2022-01216	12/8/2022	08:30:00.0	005	12/15/2022
INJURY, 9/5	9760	VC 22350	9760-2023-00003	1/3/2023	10:40:00.0	005	1/4/2023

Collision Type	NCIC	PCF	Report Number	Collision Date	Collision Time	Beat	Completed Date
INJURY,	9760		9760-2023-00033	1/17/2023	11:35:00.0	005	1/19/2023
INJURY,	9760	VC 21801(a)	9760-2023-00051	1/20/2023	13:45:00.0	005	1/23/2023
INJURY, H&R (F)	9760	VC 22350	9760-2023-00041	1/19/2023	00:20:00.0	005	2/7/2023
INJURY,	9760	VC 21803(A)	9760-2023-00117	2/4/2023	00:30:00.0	005	2/13/2023
INJURY,	9760	VC 21801(A)	9760-2023-00122	2/7/2023	15:00:00.0	005	2/14/2023
INJURY,	9760	VC 21650	9760-2023-00129	2/9/2023	15:12:00.0	005	2/15/2023
INJURY,	9760	VC 22350	9760-2023-00141	2/10/2023	17:30:00.0	005	2/15/2023
INJURY,	9760	VC 22107	9760-2023-00133	2/10/2023	11:54:00.0	005	2/16/2023
INJURY,	9760	VC 23152(a)	9760-2023-00199	2/27/2023	20:15:00.0	005	3/6/2023
INJURY,	9760		9760-2023-00260	3/16/2023	11:35:00.0	005	3/22/2023
INJURY,	9760	VC 21804(A)	9760-2023-00333	4/7/2023	20:30:00.0	005	4/12/2023
INJURY,	9760	VC 22450(a)	9760-2023-00335	4/7/2023	22:20:00.0	005	4/17/2023
INJURY,	9760	VC 21453(a)	9760-2023-00321	4/5/2023	08:00:00.0	005	4/17/2023
INJURY,	9760	VC 21801(B)	9760-2023-00376	4/18/2023	21:05:00.0	005	4/28/2023
INJURY,	9760	VC 23152(a)	9760-2023-00424	4/29/2023	11:04:00.0	005	5/11/2023
INJURY,	9760	VC 21804(a)	9760-2023-00478	5/15/2023	07:02:00.0	005	5/17/2023
INJURY,	9760	VC 22517	9760-2023-00486	5/16/2023	20:56:00.0	005	5/23/2023
INJURY,	9760	VC 22450(a)	9760-2023-00512	5/25/2023	16:50:00.0	005	6/5/2023
INJURY,	9760	VC 22107	9760-2023-00516	5/28/2023	00:00:00.0	005	6/12/2023
INJURY,	9760	VC 22107	9760-2023-00533	6/4/2023	16:17:00.0	005	6/14/2023
INJURY,	9760	VC 22107	9760-2023-00578	6/18/2023	06:33:00.0	005	6/21/2023
INJURY,	9760	VC 21453(c)	9760-2023-00577	6/17/2023	16:55:00.0	005	6/22/2023
INJURY,	9760	VC 22107	9760-2023-00562	6/13/2023	19:35:00.0	005	6/23/2023
INJURY,	9760	UNSAFE TURNING MOVEMENT	9760-2023-00727	7/31/2023	11:50:00.0	005	8/8/2023
INJURY,	9760	VC 21200.5	9760-2023-00759	8/12/2023	00:00:00.0	005	8/23/2023
INJURY,	9760	VC 21221.5	9760-2023-00853	9/9/2023	00:00:00.0	005	9/18/2023
INJURY,	9760	VC 22107	9760-2023-00879	9/16/2023	11:04:00.0	005	9/26/2023
INJURY,	9760	VC 22350	9760-2023-00908	9/24/2023	02:15:00.0	005	10/2/2023
INJURY,	9760	VC 21801(a)	9760-2023-00946	10/5/2023	17:51:00.0	005	10/16/2023
INJURY,	9760	VC 22517	9760-2023-00986	10/16/2023	12:50:00.0	005	1/3/2024
INJURY, H&R (F)	9760	VC 22107	9760-2023-00940	10/5/2023	10:55:00.0	005	10/20/2023



Collision Type	NCIC	PCF	Report Number	Collision Date	Collision Time	Beat	Completed Date
INJURY, H&R (F)	9760	VC 21650	9760-2023-00969	10/10/2023	20:20:00.0	005	10/23/2023
INJURY,	9760	VC 22450(a)	9760-2023-01032	11/1/2023	12:50:00.0	005	11/6/2023
INJURY,	9760	VC 21950(a)	9760-2023-01064	11/7/2023	15:50:00.0	005	11/13/2023
INJURY,	9760	VC 21221.5	9760-2023-01068	11/10/2023	02:15:00.0	005	11/14/2023
INJURY,	9760	VC 21221.5	9760-2023-01079	11/11/2023	23:05:00.0	005	11/20/2023
INJURY,	9760	VC 22450(a)	9760-2023-01083	11/12/2023	20:14:00.0	005	11/21/2023
INJURY,	9760	VC 22517	9760-2023-01093	11/14/2023	20:30:00.0	005	11/22/2023
INJURY,	9760	VC 22106	9760-2023-01108	11/17/2023	15:23:00.0	005	11/28/2023
INJURY,	9760	VC 21950(a)	9760-2023-01114	11/19/2023	08:20:00.0	005	1/4/2024
INJURY, H&R (F)	9760		9760-2023-01128	11/27/2023	19:52:00.0	005	12/7/2023
INJURY,	9760	VC 22450(a)	9760-2023-01131	11/28/2023	17:05:00.0	005	12/7/2023
INJURY,	9760	VC 21950(a)	9760-2023-01153	11/30/2023	16:58:00.0	005	12/11/2023
INJURY,	9760	VC 21801(a)	9760-2023-01154	12/5/2023	09:25:00.0	005	12/13/2023
INJURY,	9760	VC 21221.5	9760-2023-01169	12/8/2023	23:35:00.0	005	12/20/2023
INJURY,	9760	VC 21801(a)	9760-2023-01171	12/9/2023	22:00:00.0	005	12/21/2023
INJURY,	9760	VC 21950(a)	9760-2023-01182	12/12/2023	09:50:00.0	005	12/22/2023
INJURY,	9760	VC 22107	9760-2023-01202	12/18/2023	08:30:00.0	005	12/28/2023
INJURY,	9760	VC 21755(a)	9760-2024-00036	1/11/2024	15:10:00.0	005	1/16/2024
INJURY,	9760	VC 21456(B)	9760-2024-00039	1/11/2024	18:50:00.0	005	3/27/2024
INJURY,	9760	VC 21954(a)	9760-2024-00051	1/16/2024	13:40:00.0	005	1/22/2024
INJURY,	9760	VC 21802(A)	9760-2024-00074	1/22/2024	15:00:00.0	005	1/29/2024
INJURY,	9760	VC 22107	9760-2024-00082	1/25/2024	16:00:00.0	005	2/1/2024
INJURY, H&R (F)	9760	VC 22450(a)	9760-2024-00100	1/28/2024	22:10:00.0	005	2/6/2024
INJURY, H&R (F)	9760	VC 21950(a)	9760-2024-00128	2/5/2024	18:25:00.0	005	2/9/2024
INJURY,	9760	VC 22107	9760-2024-00143	2/14/2024	15:20:00.0	005	2/15/2024
INJURY,	9760	VC 21804(a)	9760-2024-00260	3/18/2024	08:05:00.0	005	3/20/2024
INJURY,	9760	VC 22450(a)	9760-2024-00240	3/12/2024	14:05:00.0	005	3/20/2024
INJURY,	9760	VC 21804(a)	9760-2024-00244	3/14/2024	10:30:00.0	005	3/21/2024
INJURY,	9760	VC 22450(a)	9760-2024-00241	3/13/2024	14:50:00.0	005	3/22/2024
INJURY,	9760	VC 21650.1	9760-2024-00277	3/21/2024	08:00:00.0	005	3/25/2024
INJURY,	9760	VC 21221.5	9760-2024-00353	4/6/2024	17:55:00.0	005	4/15/2024

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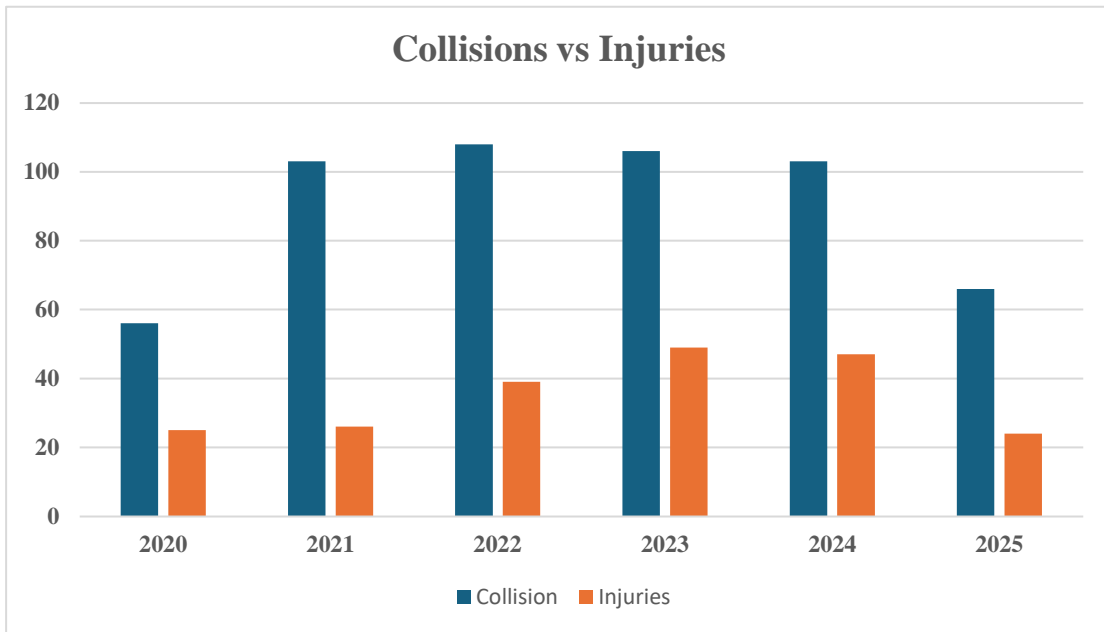
Collision Type	NCIC	PCF	Report Number	Collision Date	Collision Time	Beat	Completed Date
INJURY, H&R (F)	9760	VC 21650	9760-2024-00356	4/6/2024	21:00:00.0	005	4/15/2024
INJURY,	9760	VC 21200.5	9760-2024-00381	4/11/2024	22:30:00.0	005	4/17/2024
INJURY,	9760	VC 22350	9760-2024-00407	4/16/2024	14:25:00.0	005	4/24/2024
INJURY, H&R (F)	9760	VC 21804(a)	9760-2024-00466	5/3/2024	22:00:00.0	005	5/13/2024
INJURY,	9760	VC 21221.5	9760-2024-00497	5/11/2024	00:34:00.0	005	5/20/2024
INJURY,	9760	VC 22350	9760-2024-00584	6/7/2024	12:29:00.0	005	6/12/2024
INJURY,	9760	VC 21221.5	9760-2024-00624	6/16/2024	22:45:00.0	005	6/17/2024
INJURY,	9760	VC 21801(a)	9760-2024-00614	6/14/2024	07:15:00.0	005	6/24/2024
INJURY, H&R (F)	9760	VC 22107	9760-2024-00697	7/5/2024	13:40:00.0	005	7/28/2024
INJURY, H&R (F)	9760	VC 22107	9760-2024-00702	7/6/2024	16:30:00.0	005	7/28/2024
INJURY,	9760	VC 22107	9760-2024-00830	8/15/2024	12:50:00.0	005	8/19/2024
INJURY,	9760	VC 22450(a)	9760-2024-00831	8/15/2024	11:15:00.0	005	8/20/2024
INJURY,	9760	VC 21221.5	9760-2024-00836	8/16/2024	10:30:00.0	005	8/26/2024
INJURY,	9760	VC 21804(A)	9760-2024-00873	8/27/2024	13:53:00.0	005	9/4/2024
INJURY,	9760	VC 21802(a)	9760-2024-00949	9/19/2024	19:25:00.0	005	9/27/2024
INJURY,	9760	VC 22350	9760-2024-00971	9/25/2024	13:00:00.0	005	10/1/2024
INJURY,	9760	VC 22107	9760-2024-00864	8/25/2024	16:10:00.0	005	10/1/2024
INJURY,	9760	VC 21802(A)	9760-2024-01000	9/30/2024	11:40:00.0	005	10/2/2024
INJURY,	9760	VC 22350	9760-2024-00982	9/27/2024	14:45:00.0	005	10/14/2024
INJURY,	9760	VC 21804(a)	9760-2024-01002	10/1/2024	12:10:00.0	005	10/9/2024
INJURY, H&R (M)	9760	VC 21804(A)	9760-2024-01032	10/8/2024	13:05:00.0	005	10/15/2024
INJURY,	9760	VC 21801(a)	9760-2024-01052	10/9/2024	20:15:00.0	005	10/17/2024
INJURY,	9760	VC 22350	9760-2024-01081	10/21/2024	16:45:00.0	005	10/28/2024
INJURY,	9760	VC 21221.5	9760-2024-01073	10/18/2024	22:30:00.0	005	11/4/2024
INJURY, H&R (F)	9760	VC 21801(a)	9760-2024-01023	10/6/2024	20:50:00.0	005	11/4/2024
INJURY,	9760	VC 21802(a)	9760-2024-01126	10/30/2024	21:52:00.0	005	11/12/2024
INJURY,	9760	VC 21221.5	9760-2024-01165	11/9/2024	01:22:00.0	005	11/18/2024
INJURY,	9760	VC 21750(a)	9760-2024-01208	11/19/2024	14:00:00.0	005	11/20/2024
INJURY,	9760	VC 22100(b)	9760-2024-01183	11/14/2024	16:21:00.0	005	6/19/2025
INJURY, H&R (F)	9760	VC 22107	9760-2024-01190	11/12/2024	15:30:00.0	005	11/27/2024
INJURY, 9/5	9760	VC 22107	9760-2024-01246	11/25/2024	17:29:00.0	005	12/5/2024

Collision Type	NCIC	PCF	Report Number	Collision Date	Collision Time	Beat	Completed Date
INJURY,	9760	VC 21801(a)	9760-2024-01260	12/4/2024	21:05:00.0	005	12/16/2024
INJURY,	9760	VC 22350	9760-2024-01318	12/20/2024	15:30:00.0	005	12/26/2024
INJURY,	9760	VC 21650.1	9760-2025-00058	1/17/2025	17:55:00.0	005	1/27/2025
INJURY,	9760	VC 22350	9760-2025-00113	2/2/2025	09:05:00.0	005	2/6/2025
INJURY,	9760	VC 21221.5	9760-2025-00155	2/8/2025	17:20:00.0	005	2/18/2025
INJURY,	9760	VC 21801(a)	9760-2025-00164	2/10/2025	09:50:00.0	005	2/18/2025
INJURY, H&R (F)	9760	VC 22107	9760-2025-00200	2/15/2025	11:34:00.0	005	2/25/2025
INJURY, H&R (F)	9760	VC 21804(a)	9760-2025-00204	2/17/2025	04:00:00.0	005	2/26/2025
INJURY,	9760	VC 22350	9760-2025-00368	1/11/2025	16:19:00.0	005	4/8/2025
INJURY,	9760	VC 22350	9760-2025-00357	4/3/2025	16:40:00.0	005	4/14/2025
INJURY, H&R (F)	9760	VC 22350	9760-2025-00398	4/14/2025	22:30:00.0	005	4/30/2025
INJURY, H&R (F)	9760		9760-2025-00372	4/8/2025	15:00:00.0	005	5/5/2025
INJURY,	9760	VC 21802(a)	9760-2025-00453	4/25/2025	19:30:00.0	005	5/5/2025
INJURY, H&R (M)	9760	VC 22350	9760-2025-00450	4/28/2025	20:44:00.0	005	5/12/2025
INJURY, H&R (F)	9760	VC 22450(a)	9760-2025-00506	5/7/2025	23:45:00.0	005	5/14/2025
INJURY,	9760	VC 22350	9760-2025-00512	5/13/2025	18:43:00.0	005	5/22/2025
INJURY,	9760	VC 21804	9760-2025-00531	4/7/2025	14:30:00.0	005	5/26/2025
INJURY,	9760	VC 22107	9760-2025-00567	6/1/2025	18:09:00.0	005	6/16/2025
INJURY,	9760	VC 22350	9760-2025-00594	6/8/2025	16:05:00.0	005	6/18/2025
INJURY,	9760	VC 21650	9760-2025-00560	5/28/2025	23:25:00.0	005	6/19/2025
INJURY,	9760	VC 21451(a)	9760-2025-00476	5/1/2025	09:35	005	
INJURY,	9760	VC 21750	9760-2025-00713	7/17/2025	18:16	005	
INJURY, H&R (F)	9760	VC 22107	9760-2025-00715	7/20/2025	10:55	005	
INJURY,	9760	VC 21760(B)	9760-2025-00726	7/22/2025	16:10	005	



### California Highway Patrol Incident reports in Isla Vista

Year	Collision	Injuries	
2020	56	25	
2021	103	26	
2022	108	39	
2023	106	49	
2024	103	47	
2025	66	24	Partial Year





BOARD OF SUPERVISORS  
AGENDA LETTER

Agenda Number:

Clerk of the Board of Supervisors  
105 E. Anapamu Street, Suite 407  
Santa Barbara, CA 93101  
(805) 568-2240

Department Name: Sheriff-Coroner  
Department No.: 032  
For Agenda Of: 1st Reading: 12.12.23  
Departmental  
2nd Reading: 1.9.24  
Administrative  
Placement:  
Estimated Time: 30 min on 12.12.23  
Continued Item: No  
If Yes, date from:  
Vote Required: Majority

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**TO:** Board of Supervisors  
**FROM:** Department Bill Brown, Sheriff-Coroner 805-681-4290  
Director  
Contact Info: Garrett Te Slaa, Lieutenant 805-681-4108  
**SUBJECT:** Amendments to Santa Barbara County Code Chapter 6, Article VI Regarding  
Outdoor Festivals and Chapter 36 Regarding Public Nuisances

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**County Counsel Concurrence**

As to form: Yes

Other Concurrence: N/A

As to form: N/A

**Auditor-Controller Concurrence**

As to form: N/A

**Recommended Actions:**

That the Board of Supervisors:

On December 12, 2023:

- a) Receive and file a presentation regarding an Ordinance amending Chapter 6, Article VI of the Santa Barbara County Code regarding Outdoor Festivals and Chapter 36 regarding Public Nuisances;
- b) Consider and approve the Introduction (First Reading) of an Ordinance amending Chapter 6, Article VI of the Santa Barbara County Code regarding Outdoor Festivals and Chapter 36 regarding Public Nuisances;
- c) Read the title of the Ordinance and waive further reading of the Ordinance in full; and
- d) Set a hearing on the Administrative Agenda of January 9, 2024 to consider the adoption (Second Reading) of an Ordinance amending Chapter 6, Article VI of the Santa Barbara County Code regarding Outdoor Festivals and Chapter 36 regarding Public Nuisances.

On January 9, 2024:

- a) Consider and approve the Adoption (Second Reading) of an Ordinance of the Board of Supervisors of the County of Santa Barbara amending Chapter 6, Article VI regarding Outdoor Festivals and Chapter 36 regarding Public Nuisances; and
- a) Determine that the above actions are not a project under the California Environmental Quality Act (CEQA) pursuant to Section 15378(b)(5) of the CEQA guidelines because they consist of administrative activities of government that will not result in direct or indirect physical changes in the environment.

**Summary Text:**

This item is on the Agenda to amend Chapter 6, Article VI and Chapter 36 of the Santa Barbara County Code regarding outdoor festivals and public nuisances. The amendments will update regulations on outdoor festivals and public nuisances.

The proposed revisions to Chapter 6, Article 6, section 6-70.01 of the County Code would extend the moratorium on Outdoor Festivals and similar activity during the unsanctioned “Deltopia” street party event that occurs each Spring in Isla Vista. A proposed addition to Chapter 6, Article 6 would prohibit Outdoor Festivals on any residential property in Isla Vista and would prohibit Outdoor Festivals and similar activity of any size on any residential property in Isla Vista if that event sells alcohol or requires a ticket, fee, or donation for entry to the event.

The proposed revisions to Chapter 36 of the County Code would reclassify some public offenses as more serious public nuisances, providing law enforcement with the capability to declare a social gathering a public nuisance faster under certain circumstances and with probable cause. Bluff, cliff, and rooftop safety would also be addressed through these changes, identifying social gatherings that allow climbing fences or railings onto exposed bluffs or climbing onto a rooftop not designed for such activity to constitute a public nuisance. Pursuant to existing law in Section 36-7, a social gathering declared a public nuisance must immediately be discontinued. Changes to Section 36-8 would classify a violation of 36-6 as a misdemeanor criminal offense and a violation of 36-7 as an infraction.

**Background:**

For years, the County and our community have encountered numerous issues involving unsanctioned street party events around Halloween weekend, and the spring Deltopia event, and the newer issue of commercial parties promoted through social media. These events continue to endanger the public welfare and are a significant drain on public safety resources throughout the county of Santa Barbara. The 2023 Deltopia event was declared a Mass Casualty Incident and led to 60 medical calls for service, and 33 hospital transports in less than 72 hours. That is a 200% and 300% increase respectively over incidents from Deltopia 2022. Tragically, there was an overdose death from fentanyl during the event as well. These events are known to overwhelm our local emergency medical services system, law enforcement, and other public agencies, and they create dangerous situations for citizens and our local environment.

Existing County Code Chapter 6 section 6-70.01(a) has a clause that expires prohibitions on Outdoor Festivals and similar activities during the unsanctioned spring “Deltopia” event. There is a similar prohibition in effect for the dates surrounding Halloween each year.



With the 2023 Deltopia event being a significant drain on emergency services and a serious threat to public safety, regulations over these activities are an important resource for the county public safety agencies in our efforts to keep the community safe. Additionally, the Isla Vista community has seen an influx of large organized commercial parties that occur without proper permits charging attendees a fee for admission and/or selling alcohol in violation of existing state laws. These parties, herein referred to as “commercial parties,” create a public nuisance including unreasonable disturbances that are convened without proper parking, venue security, restroom facilities, precautions against underage drinking, and other standard requirements for an organized event. Additionally, these events host large, over-capacity crowds that stress residential properties that are not designed for such events. Many of these types of parties occur on bluff-facing properties where bluff falls, erosion, and excessive weight are a regular concern. These commercial parties on residential property are in violation of existing local zoning laws pursuant to Chapter 35 Article 2, but the penalties are either administrative violations, or there is no consistent procedural mechanism for criminal enforcement and appeal.

Chapter 36 of the County Code addresses, in part, the public nuisance that is created by reason of the conduct of the persons in attendance at a social gathering or party. Existing law in Section 36-6(a) includes a list of violent and felonious behavior that must be observed at least three times before a social gathering can be declared a public nuisance. The proposed amendments would move the serious and violent offenses to subsection (b) so that only one of these serious and violent offenses is needed to declare a social gathering or party a public nuisance. Additional criminal offenses are also proposed to be added to subsection (b).

It is also proposed in this amended language that any social gathering or party that allows attendees to climb onto and remain on any rooftop, or climb onto, or over any bluff facing fence or railing are also deemed to be a public nuisance and subject to the provisions of Section 36-7.

Additional changes to subsection (c) would identify any commercial party, party selling alcohol without a state Alcoholic Beverage Control (ABC) license, or any social gathering or party that substantially obstructs a public right-of-way as a public nuisance and subject to the provisions of Section 36-7 and 36-8.

Lastly, penalties for a violation of 36-6 and 36-7 are modernized to reflect the severity of the issues involved and also provide for enhanced penalties to discourage such illegal conduct. It is proposed to amend the penalties to elevate violations to a misdemeanor for repeated or continued violations.

**Fiscal and Facilities Impacts:**

There are no fiscal impacts associated with the recommended actions.

**Staffing Impacts:** N/A

**Special Instructions:**

The Sheriff's Office published the Notice of Public Hearing 5 and 10 days before the hearing date in the *Santa Barbara Independent* and the *Santa Maria Times* in accordance with Government Code section 6062. After the Ordinance is passed the Clerk of the Board shall publish a summary of the ordinance in the *Santa Barbara Independent* and *Santa Maria Times* within 15 days of the adoption of the ordinance in accordance with Government Code section 25124.

**Attachments:**

Attachment A – Ordinance Amending Chapter 6, Section 6-70, 6-70.01 and 6-70.02 with deletions and additions highlighted.

Attachment B – Ordinance Amending Chapter 6, Section 6-70, 6-70.01 and 6-70.02 with changes incorporated.

Attachment C – Ordinance Amending Chapter 36 Section 36-6, 36-7 and 36-8 with deletions and additions highlighted.

Attachment D – Ordinance Amending Chapter 36 Section 36-6, 36-7 and 36-8 with changes incorporated.

Attachment E – PowerPoint Presentation

**Authored by:**

Lieutenant Garrett Te Slaa, Santa Barbara Sheriff's Office, 805-681-4108



BOARD OF SUPERVISORS  
AGENDA LETTER

Agenda Number:

Clerk of the Board of Supervisors  
105 E. Anapamu Street, Suite 407  
Santa Barbara, CA 93101  
(805) 568-2240

Department Name: Public Works  
Department No.: 054  
For Agenda Of: April 23, 2024  
Placement: Administrative  
Estimated Time: N/A  
Continued Item: No  
If Yes, date from:  
Vote Required: 4/5 Vote

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**TO:** Board of Supervisors  
**FROM:** Department Chris Sneddon, Public Works Director, 568-3010  
Director  
Contact Info: Mostafa Estaji, Interim Deputy Director, Transportation, 568-3064  
**SUBJECT:** Agreement for Services of Independent Contractor for Isla Vista Bike and Pedestrian Improvements Project, County Project No. 862434; Second Supervisorial District

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**County Counsel Concurrence**

As to form: Yes

Other Concurrence: Risk Management, CEO Budget Office

As to form: Yes

**Auditor-Controller Concurrence**

As to form: Yes

**Recommended Actions:**

That the Board of Supervisors:

- Approve and authorize the Chair to execute the Agreement for Services of Independent Contractor with GHD Inc. (not a local vendor), for an Agreement amount up to \$1,080,000, which includes a contingency amount of \$98,509, to provide professional design and engineering services for the Isla Vista Bike and Pedestrian Improvements Project;
- Approve and authorize the Director of Public Works, or designee, to, in accordance with the Agreement: extend the period of performance for up to one additional year (§ 4.B); make immaterial amendments (§ 34); and, suspend performance (§ 46.); and
- Approve a Budget Revision Request No. 0009617 to establish appropriations of \$171,100 in Public Works Roads-Capital Infrastructure for Services and Supplies funded by unanticipated revenue from Intergovernmental Revenue-State ATP Grant (\$135,100) and an operating transfer from Public Works Roads-Measure A (\$36,000). Establish appropriations of \$36,000 in the Public Works Roads-Measure A for Other Financing Uses funded by a release of Restricted Measure A South Fund Balance; and
- Determine the above actions are not a project under the California Environmental Quality Act guidelines pursuant to Section 15378(b)(5) because it consists of organizational or administrative activities of governments that will not result in direct or indirect physical changes in the environment.

**Summary Text:**



This item is on the agenda to execute an Agreement for Services of Independent Contractor (“Agreement”) for design and engineering services for the Isla Vista Bike and Pedestrian Improvements Project (“Project”) with GHD Inc., an engineering and construction firm for an amount not to exceed \$1,080,000. A Request for Proposals (RFP) was issued for professional design services on November 16, 2023. Public Works received one proposal and evaluated it based upon the selection criteria defined in the RFP. Staff determined that GHD met the required qualifications and experience. Therefore, Public Works recommends awarding this contract to GHD based upon staff’s findings from the review of the proposals.

Approval of this Agreement would allow the contractor, GHD, to assist Public Works in completing the Project Approval and Environmental Document (PA&ED), Plans, Specifications, and Estimate (PS&E), and Right-of-Way (ROW) phases of project development.

**Background:**

Public Works was awarded \$7.1 million in competitive grant funding through the State’s Active Transportation Program (ATP) Cycle 6 to plan, design, and construct the Isla Vista Bike and Pedestrian Improvements Project. The Project helps implement long-standing community desires for enhanced bike and pedestrian infrastructure in Isla Vista. The Project facilitates the high demand for walking and biking in the community by strengthening north-south and east-west routes and **reducing conflict points with vehicles.**

**The Project includes sidewalk infill and curb extensions on select streets and various safety countermeasures, such as green paint, protected bike lanes, bike boulevards, and Rectangular Rapid Flashing Beacons to help address existing conflict points with a demonstrated collision history in Isla Vista.** The Project includes a 20 percent local match, bringing the total Project cost to approximately \$8.9 million programmed from FY 23/24 through FY 26/27. GHD will assist Public Works in the development of all bid-ready designs and engineering plans through FY 26/27 to ensure the Project is delivered on schedule with grant requirements.

**Fiscal and Facilities Impacts:**

Budgeted: Budget Revision Included

**Fiscal Analysis:**

<b><u>Funding Sources</u></b>	<b><u>Current FY Costs:</u></b>	<b><u>GHD Total Contract Cost:</u></b>	<b><u>Total One-Time Project Cost</u></b>
SB1 Active Transportation			
Program Cycle 6 Grant	\$ 135,100.00	\$ 785,600.00	\$ 7,100,000.00
Measure A Grant		\$ 49,000.00	\$ 282,000.00
CSA 31			\$ 250,000.00
Measure A	\$ 36,000.00	\$ 245,400.00	\$ 1,258,000.00
<b>Total</b>	<b>\$ 171,100.00</b>	<b>\$ 1,080,000.00</b>	<b>\$ 8,890,000.00</b>

Narrative: The total Project costs, including contingencies, is funded by a \$7.1 million ATP grant from State and local matching funds, which includes a Measure A grant, CSA 31, and Measure A funds. Approval of the Budget Journal Entry 009617 will establish appropriations in the 2023-24 Adopted Budget in the amount of \$171,100 in Public Works Roads-Capital Infrastructure for Services and

Supplies funded by unanticipated revenue from Intergovernmental Revenue-State ATP Grant (\$135,100) and an operating transfer from Public Works Roads-Measure A (\$36,000). Funds for this project will be budgeted in Dept. 054, Fund 0017, Org Unit 0600, Program 2830, and Account 7460.

**Special Instructions:**

Please forward the following items to Yanette Luna in the Public Works Department, Transportation Division, 123 E. Anapamu Street, 805.568.3094:

- A certified, stamped Minute Order approving these recommendations
- One duplicate original executed amendment signature page, one complete original to remain with Clerk of the Board

**Attachments:**

Attachment A: Agreement for Services of Independent Contractor between County of Santa Barbara and GHD Inc. for the Isla Vista Bike and Pedestrian Improvements Project, County Project No. 862434.

Attachment B: BJE 0009617

**Authored by:**

Mark Friedlander, Mobility Manager, (805) 568-3576

BILL NUMBER: AB 3      CHAPTERED  
BILL TEXT

CHAPTER 548  
FILED WITH SECRETARY OF STATE OCTOBER 7, 2015  
APPROVED BY GOVERNOR OCTOBER 7, 2015  
PASSED THE SENATE SEPTEMBER 11, 2015  
PASSED THE ASSEMBLY SEPTEMBER 11, 2015  
AMENDED IN SENATE SEPTEMBER 9, 2015  
AMENDED IN SENATE SEPTEMBER 4, 2015  
AMENDED IN SENATE AUGUST 17, 2015  
AMENDED IN SENATE JULY 1, 2015  
AMENDED IN ASSEMBLY MAY 5, 2015  
AMENDED IN ASSEMBLY APRIL 27, 2015  
AMENDED IN ASSEMBLY MARCH 26, 2015

INTRODUCED BY Assembly Member Williams

DECEMBER 1, 2014

An act to add Part 4 (commencing with Section 61250) to Division 3 of Title 6 of the Government Code, relating to local government.

#### LEGISLATIVE COUNSEL'S DIGEST

AB 3, Williams. Isla Vista Community Services District.

The Community Services District Law authorizes the establishment of community services districts and specifies the powers of those districts including, among others, the power to acquire, construct, improve, maintain, and operate community facilities, as specified. Existing law authorizes the formation of the Isla Vista College Community Services District within the unincorporated area of Santa Barbara County known as Isla Vista for the performance of various services, including, but not limited, to public parks, police protection, and transportation facilities.

This bill would authorize the establishment of the Isla Vista Community Services District by requiring the Board of Supervisors of the County of Santa Barbara to submit a resolution of application to the Santa Barbara County Local Agency Formation Commission, and, upon direction by the commission, place the questions of whether the district should be established and whether a utility user tax should be imposed on the ballot at the next countywide election following the completion of the review by the commission. By imposing new duties on the County of Santa Barbara, this bill would impose a state-mandated local program. The bill would provide that if a utility user tax is not passed by the voters of the district on or before January 1, 2023, the district would be dissolved. The bill would set forth the board of directors of the district and would specify the services that district would be authorized to provide, including, among others, the power to create a tenant mediation program and to exercise the powers of a parking district.

This bill would make legislative findings and declarations as to the necessity of a special statute for the Isla Vista Community Services District.

The California Constitution requires the state to reimburse local agencies and school districts for certain costs mandated by the state. Statutory provisions establish procedures for making that reimbursement.

This bill would provide that, if the Commission on State Mandates determines that the bill contains costs mandated by the state, reimbursement for those costs shall be made pursuant to these statutory provisions.

THE PEOPLE OF THE STATE OF CALIFORNIA DO ENACT AS FOLLOWS:

SECTION 1. The Legislature finds and declares all of the following:

(a) The Isla Vista community encompasses a population of approximately 15,000 residents situated within approximately a half square mile of land in Santa Barbara County. It is adjacent to the University of California, Santa Barbara (UCSB) campus and its student population, of which approximately 8,000 students reside in university owned housing. Including university property, the area totals about 1,200 acres. Isla Vista represents one of the largest urban communities in California not governed as a city.

(b) Isla Vista faces various challenges in local governance. As a university community, Isla Vista must accommodate the service needs associated with its transient student population and a predominantly renter-oriented community while balancing the needs of local homeowners and long-term residents. Isla Vista's situation is complicated by its unincorporated status, which limits its local



participation in managing public services and providing needed public improvements.

(c) As an unincorporated area, various county agencies provide services to the residents and businesses of Isla Vista. Since these agencies must provide services throughout the whole county, Isla Vista must compete for attention and funding for the services they need. Isla Vista is represented at the county level by one of five supervisors and is situated in the largest and most diverse geographic supervisorial district in the county.

(d) The Isla Vista Recreation and Park District is the only local district providing limited services exclusively to Isla Vista. Due to its stewardship of protected wetlands and the coastline, as well as the dwindling amount of available open space, the Isla Vista Recreation and Park District should remain an independent district.

(e) There have been multiple attempts at achieving cityhood for Isla Vista; however, cityhood has been denied for a variety of reasons, including financial and political feasibility. In 2003, the Santa Barbara County Grand Jury found that establishing a community services district would be the best governance option to expand and improve services to Isla Vista; however, no action was taken by the community at that time.

(f) Over the last year, the Isla Vista community has been faced with many challenges due to tragic events, including multiple injuries from students falling off cliffs, multiple violent sexual assaults, riots, a mass murder, and homicides that have brought focus to the unique needs of Isla Vista that can only be addressed by direct, local governance. Following these events, a local coalition was formed to determine the best direction for Isla Vista self-governance and the community services district has garnered much local support.

(g) Additionally, following these events, many trustees on the UC Santa Barbara Foundation Board expressed a strong desire to support the chancellor and the university in efforts to create change in Isla Vista, to ensure a safer and more enhanced community for students. The UC Santa Barbara Foundation Trustees' Advisory Committee on Isla Vista Strategies was formed to analyze the conditions and dynamics of Isla Vista and develop mid- and long-term recommendations to establish a viable, safe, and supportive environment. Among their recommendations is that the State of California create a Community Services District/Municipal Improvement District in Isla Vista with potential powers of infrastructure, utilities, garbage, police services, parks, recreation, cultural facilities, fire, security, and roads.

SEC. 2. Part 4 (commencing with Section 61250) is added to Division 3 of Title 6 of the Government Code, to read:

#### PART 4. Isla Vista Community Services District

61250. (a) Notwithstanding Chapter 2 (commencing with Section 61010) of Part 1, the Isla Vista Community Services District may be established in accordance with this part. All other provisions of this division shall apply to the Isla Vista Community Services District upon its establishment, except as provided in this part.

(b) (1) On or before January 5, 2016, the Board of Supervisors of the County of Santa Barbara shall file a resolution of application with the Santa Barbara County Local Agency Formation Commission, pursuant to subdivision (a) of Section 56654, to initiate a comprehensive review and recommendation of the formation of the district by the Santa Barbara County Local Agency Formation Commission. The board of supervisors shall pay any fees associated with the resolution of application.

(2) The Santa Barbara County Local Agency Formation Commission shall complete the review no later than 150 days following receipt of the completed resolution of application. Notwithstanding any other law, the Santa Barbara County Local Agency Formation Commission shall not have the power to disapprove the resolution of application.

(3) Notwithstanding any other law, the resolution of application filed by the board of supervisors pursuant to this subdivision shall not be subject to any protest proceedings.

(c) (1) The Santa Barbara County Local Agency Formation Commission shall order the formation of the district subject to a vote of the registered voters residing within the boundaries of the district, as those boundaries are set forth in subdivision (f), at an election following the completion of the review pursuant to subdivision (b). If a majority of voters within the boundaries of the district, as specified in subdivision (f), vote in favor of the district, the district shall be formed in accordance with this part.

(2) (A) The Santa Barbara Local Agency Formation Commission shall determine the appropriate rate of taxation for a utility user tax, applicable utilities to be taxed, and which services the district will be initially authorized to provide, pursuant to subdivision (d) and paragraph (5) of subdivision (g). The rate shall be no lower than 5 percent and no higher than 8 percent of the total cost of an individual's service charge for the utility being taxed.

(B) The utility user tax shall only be applied to electricity, garbage disposal, gas, sewage, or water services.

(3) If the voters of the district do not vote to impose a utility user tax within the district on or before January 1, 2023, regardless of whether the establishment of the district is approved by the voters of the district, the district shall be dissolved as of that date.

(4) The Santa Barbara Local Agency Formation Commission shall direct the Santa Barbara County Board of Supervisors to direct county officials to conduct the necessary elections on behalf of the proposed district and place the items on the ballot including district approval, candidates for the district's board, and the utility user tax pursuant to subparagraph (A) of paragraph (2) at the next countywide election, as provided in subdivision (f) of Section 61014.

(d) (1) The initial utility user tax imposed by the district shall only be used to fund the following services and powers of the district:

(A) Finance the operations of municipal advisory councils formed pursuant to Section 31010.

(B) Create a tenant mediation program.

(C) Finance the operations of area planning commissions formed pursuant to Section 65101.

(D) Exercise the powers of a parking district, in the same manner as a parking district formed pursuant to the Parking District Law of 1951 (Part 4 (commencing with Section 35100) of Division 18 of the Streets and Highways Code).

(E) Contract with the County of Santa Barbara or the Regents of the University of California, or both, for additional police protection services to supplement the level of police protection services already provided by either the County of Santa Barbara or the Regents of the University of California within the area of the district.

(F) Acquire, construct, improve, maintain, and operate community facilities, including, but not limited to, community centers, libraries, theaters, museums, cultural facilities, and child care facilities.

(G) Acquire, construct, improve, and maintain sidewalks, lighting, gutters, and trees to supplement the level of service already provided by either the County of Santa Barbara or County Service Area 31. The district shall not acquire, construct, improve, or maintain any work owned by another public agency unless that other public agency gives its written consent.

(H) Abate graffiti.

(2) This subdivision shall not be construed to limit the services that may be funded by a tax imposed at a later date.

(e) (1) Notwithstanding Chapter 1 (commencing with Section 61020), Chapter 2 (commencing with Section 61025), and Chapter 3 (commencing with Section 61040) of Part 2, the board of directors of the district shall be composed as follows:

(A) Five members elected at large from within the district as follows:

(i) Four members shall be elected for terms of four years. For the first election of the board of directors of the district, two members shall be elected for a term of two years and two members shall be elected for a term of four years.

(ii) One member shall be elected for a term of two years.

(B) One member appointed by the Board of Supervisors of the County of Santa Barbara for a term of two years for the first appointment following the creation of the district, and for a term of four years thereafter.

(C) One member appointed by the Chancellor of the University of California, Santa Barbara for a term of four years.

(2) (A) There shall be no limit on the number of terms any individual may serve on the board of directors of the district, whether that individual is appointed or elected.

(B) The qualification of candidates for the initial board of directors shall be conducted pursuant to the Uniform District Election Law (Part 4 (commencing with Section 10500) of the Elections Code).

(f) The boundaries of the district shall be contiguous with the area known as County Service Area No. 31 within the County of Santa Barbara and shall exclude any property owned by the Regents of the University of California within those boundaries.

(g) The district may, within its boundaries, do any of the following:

(1) Create a tenant mediation program.

(2) Exercise the powers of a parking district, in the same manner as a parking district formed pursuant to the Parking District Law of 1951 (Part 4 (commencing with Section 35100) of Division 18 of the Streets and Highways Code).

(3) Contract with the County of Santa Barbara or the Regents of the University of California, or both, for additional police protection services to supplement the level of police protection services already provided by either the County of Santa Barbara or

the Regents of the University of California within the area of the district.

(4) Acquire, construct, improve, and maintain sidewalks, lighting, gutters, and trees to supplement the level of service provided by either the County of Santa Barbara or County Service Area 31. The district shall not acquire, construct, improve, or maintain any work owned by another public agency unless that other public agency gives its written consent.

(5) Levy a utility user tax proposed by resolution of the board of directors of the district and pursuant to approval by a two-thirds vote in accordance with Section 2 of Article XIII C of the California Constitution on the utilities of gas, water, electricity, sewer, or garbage disposal services. A utility user tax imposed by the district shall not apply to any utility provided by a telecommunications service provider.

(6) Contract with the County of Santa Barbara, the Santa Barbara County Department of Planning and Development's Code Enforcement Program, or both, to provide Code Enforcement services to supplement the level of service provided by either the County of Santa Barbara or the Santa Barbara County Department of Planning and Development's Code Enforcement Program, or both. This includes, but is not limited to, contracting for dedicated Zoning Enforcement services pursuant to Chapter 35 of the Santa Barbara County Code, or contracting for dedicated Building Enforcement services pursuant to Chapters 10 and 14 of the Santa Barbara County Code. These contracted services may be proactive or reactive in their enforcement, as specified by the individual contract.

(h) Following the creation of the district, the district may petition the Santa Barbara Local Agency Formation Commission pursuant to the Cortese-Knox-Hertzberg Local Government Reorganization Act of 2000 (Division 3 (commencing with Section 56000) of Title 5) to exercise new or different functions or classes of services listed in Section 61100, except those powers specified in subdivisions (e) and (f) of that section, in addition to those functions or services that were authorized at the time the district was created.

(i) The services provided by the district shall not supplant the level of services provided by the County of Santa Barbara, the Isla Vista Recreation and Park District, the University of California, Santa Barbara, or any other service provider.

(j) The district does not possess, and shall not exercise, the power of eminent domain.

(k) As used in this part, the term "district" means the Isla Vista Community Services District formed pursuant to this part.

(l) The Cortese-Knox-Hertzberg Local Government Reorganization Act of 2000 (Division 3 (commencing with Section 56000) of Title 5) shall not apply to the formation of the district pursuant to subdivisions (b) and (c), to the selection of functions or services that may be provided pursuant to subdivision (d), or to the selection of functions or services to be provided pursuant to subdivision (g) upon establishment of the district, except as specified in this part. The act shall apply to any other change of organization or reorganization as defined in that act, following the establishment of the district, including, but not limited to, the exercise of new or different functions or classes of services authorized pursuant to subdivision (g) or (h) that were not selected upon establishment of the district.

SEC. 3. The Legislature finds and declares that a special law is necessary and that a general law cannot be made applicable within the meaning of Section 16 of Article IV of the California Constitution because of the unique community needs in the Isla Vista area that would be served by the Isla Vista Community Services District.

SEC. 4. If the Commission on State Mandates determines that this act contains costs mandated by the state, reimbursement to local agencies and school districts for those costs shall be made pursuant to Part 7 (commencing with Section 17500) of Division 4 of Title 2 of the Government Code.



# Transportation Injury Mapping System

Home About ▾ Statewide Summary ▾ Tools ▾ Help Donate

## ATP Maps & Summary Data

Help Print

The tool is designed to support the California Active Transportation Program (ATP), as well as active transportation users and practitioners throughout California. The tool utilizes interactive crash maps to allow users to track and document pedestrian and bicycle crashes and generate data summaries within specified project and/or community limits.

**Note:** First-time users of this tool are encouraged to view/print the [step-by-step help instructions](#) and follow along with them as they complete the steps within the tool.

Step 1: Select the County/City, Bike/Ped, Severity, and Years

County: 
City: 
☒ Include 1 mile buffer outside of selected County/City

Include State Highway Related Crashes: ☐ Yes

Involved With: ☒ Pedestrian ☒ Bicycle

Crash Severity: ☒ Fatal ☒ Severe Injury ☒ Other Visible Injury ☒ Complaint of Pain

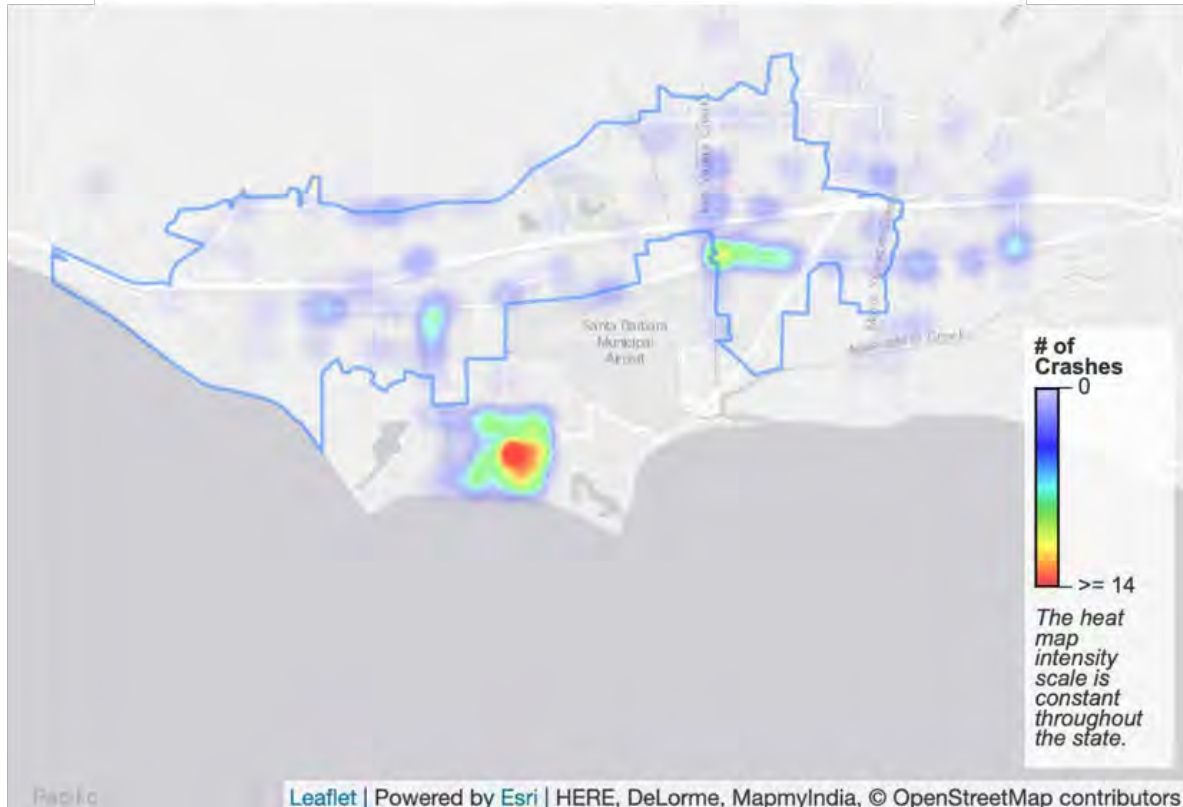
Choose start/end year: 2013 2014 2015 2016 2017 2018 2019 2020 2021 2022 2023 A 2024 A 2025 AB

A - 2023 - 2025 data is provisional and subject to change.  
B - 2025 data is only available up to quarter 1.

Crash Summary for initial parameters defined above:

Number of Crashes by Crash Severity

Involved With	Fatal	Severe Injury	Visible Injury	Complaint of Pain	Total
Bicycle	2	47	161	65	275
Pedestrian	4	19	48	30	101



**CALIFORNIA COASTAL COMMISSION**

SOUTH CENTRAL COAST DISTRICT OFFICE  
89 SOUTH CALIFORNIA STREET, SUITE 200  
VENTURA, CA 93001  
(805) 585-1800



# Th12a

**DATE:** November 21, 2024

**TO:** Commissioners and Interested Persons

**FROM:** Steve Hudson, District Director  
Barbara Carey, District Manager  
Deanna Christensen, District Supervisor  
Denise Gonzalez, Coastal Program Analyst

**SUBJECT:** County of Santa Barbara Local Coastal Program Amendment No. LCP-4-STB-24-0027-1-Part A (Housing Bill Implementation Ordinance) for December 12, 2024 Commission Meeting

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## SUMMARY OF STAFF RECOMMENDATION

The County of Santa Barbara is requesting an amendment to the Implementation Plan/Coastal Zoning Ordinance (IP/CZO) component of its certified Local Coastal Program (LCP) to repeal and replace existing Section 35-144C (Density Bonus Program) to update the requirements, development standards, and increase the allowable density bonus housing units available for qualifying projects in order to be consistent with recent changes to the State Density Bonus Law. The amendment also incorporates and updates provisions relating to transitional and supportive housing, low barrier navigation centers, and objective design standards for multiple-unit and mixed-use housing laws to comply with recent changes to state housing laws. Staff recommends that the Commission, after public hearing, reject proposed Santa Barbara County Local Coastal Program (LCP) Amendment No. LCP-4-STB-24-0027-1-Part A as submitted, and approve the amendment only if modified pursuant to **two suggested modifications**. The suggested modifications are necessary to ensure that the proposed Implementation Plan/Coastal Zoning Ordinance (IP/CZO) amendment is consistent with and adequate to carry out the policies of the County's certified Land Use Plan (LUP) including the Chapter 3 policies of the Coastal Act which have been incorporated in their entirety in the certified County LUP as guiding policies pursuant to Policy 1-1 of the LUP. The motions and resolutions for Commission action can be found starting on page 6 of this staff report.

Specifically, the amendment proposes to re-organize and amend existing Section 35-144C (Density Bonus Program) to update the requirements, development standards, and increase the allowable density bonus housing units available for qualifying projects in order to be consistent with recent changes to the State Density Bonus Law as a means to expand the types of projects eligible for a

density bonus and the number of bonuses and concessions allowed. The proposed changes specify that any density bonus project, including the incentives or concessions and waivers or reductions in development standards, must be found consistent with all applicable policies and provisions of the LCP.

The proposed amendment also includes revisions and adds new standards for the permitting and development of transitional and supportive housing and low barrier navigation centers to align with state law. The Commission and the County are tasked with encouraging affordable housing that serves diverse communities while ensuring that coastal resources and public access are protected. The development of such housing would require a coastal development permit and must be found consistent with all applicable policies and provisions of the LCP.

The revisions have been made to comply with State requirements and do not affect the consistency of the IP/CZO or its ability to carry out any of the policies or provisions of the Land Use Plan (LUP). Therefore, the proposed changes to the state density bonus program, transitional and supportive housing, and low barrier navigation centers of the IP/CZO are consistent with and adequate to carry out the policies of the LUP.

Various state housing laws require that qualifying multifamily and mixed-used residential housing projects be subject only to established objective design standards of the LCP. Objective design standards are typically measurable and demonstrable and use language such as “shall” and “must.” Subjective design guidelines are typically open to interpretation and not measurable and use words such as “should” or “may.” To comply with state law, the County proposes creating a new section (Section 35-144B Multiple-Unit and Mixed-Use Housing Objective Design Standards) that establishes “objective” design standards for multiple-unit and mixed-use housing projects where state housing law restricts County review of such projects to objective standards. The amendment specifies objective and/or numeric standards for various site planning topics, including required landscaping, lighting, parking screening, building materials, roof form, public/active frontages, and similar design issues for multifamily and mixed-use residential structures. The amendment also clarifies that in addition to the objective “design” standards established in Section 35-144B, multiple-unit residential and mixed-use development projects subject to only complying with “objective” standards under applicable state housing law, shall also comply with all other applicable “objective” development standards and policies of the LCP. However, the proposed amendment only includes an updated set of objective “design” standards (criteria such as site layout, architectural elements, pedestrian connections, and landscaping) and does not include an updated set of all “objective” development standards (building height, setbacks, density, floor-area ratio (FAR), open space, etc.). As proposed, the County’s language removes the ability to apply subjective development standards to all qualifying housing projects and thus does not sufficiently protect coastal resources.

Historically, zoning codes and design guidelines were developed to be flexible and allow interpretation on a case-by-case basis. The State determined that subjective design standards and guidelines could negatively impact housing development



amidst a growing housing crisis in California, which is particularly acute in coastal communities, including the County of Santa Barbara. However, the Commission is concerned about using only objective standards for multiple-unit and mixed-use housing projects located within the coastal zone, as the provisions set forth in the LUP and IP/CZO are both subjective and objective. An example of such subjective analysis includes the protection of public views. While an objective analysis may require multi-family housing projects to comply with a certain setback, this minimum setback alone, may not adequately protect public views as is required by the LUP. Furthermore, several IP/CZO provisions contain both objective and subjective components, and it's unclear whether those provisions would apply to such projects.

As proposed, the County's language lacks coastal resource protection and hazard minimization development standards that are objective standards and lacks clarity regarding which components of provisions that contain both objective and subjective components would apply, and thus the proposed amendment does not sufficiently protect coastal resources. To address these two issues, staff is recommending **Suggested Modification One (1) and Two (2)** to clarify that where compliance with only the objective standards of the LCP is required under state housing law and where an applicable coastal resource protection policy contains objective and subjective components, the objective portion(s) shall apply so that adverse impacts to coastal resources shall be avoided. Additionally, staff is recommending **Suggested Modification Two (2)** to require the County to submit an LCP amendment within three years from the certification date of the subject amendment to incorporate coastal resource protection and hazard minimization development standards that are objective standards to ensure that qualifying projects subject to only the objective standards of the LCP under state housing laws are consistent with the Coastal Act to the maximum extent feasible.

For the reasons described in this report, staff recommends that the Commission find that the IP/CZO amendment, only if modified as suggested, conforms with and is adequate to carry out the policies of the certified Land Use Plan. The suggested modifications were developed in cooperation with County staff, and County staff have indicated that they are supportive of the suggested modifications.

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### [Exhibits](#)

[Exhibit 1 – Santa Barbara County Ordinance No 5204 containing the Proposed Coastal Zoning Ordinance Amendment Text](#)

## **I. PROCEDURAL OVERVIEW**

### **A. Standard of Review**

The Coastal Act provides:

The local government shall submit to the Commission the zoning ordinances, zoning district maps, and, where necessary, other implementing actions that are required pursuant to this chapter. (Section 30513)

...The Commission may only reject ordinances, zoning district maps, or other implementing action on the grounds that they do not conform with, or are inadequate to carry out, the provisions of the certified land use plan. If the Commission rejects the zoning ordinances, zoning district maps, or other implementing actions, it shall give written notice of the rejection, specifying the provisions of the land use plan with which the rejected zoning ordinances do not conform, or which it finds will not be adequately carried out, together with its reasons for the action taken. (Section 30513)

The Commission may suggest modifications... (Section 30513)

Any proposed amendments to a certified local coastal program shall be submitted to, and processed by, the commission in accordance with the applicable procedures and time limits specified in Sections 30512 and 30513... (Section 30514(b))

Pursuant to Section 30512(c), the standard of review for the proposed amendment to the County's certified IP/CZO, pursuant to Sections 30513 and 30514(b) of the Coastal Act, is whether the proposed amendment is in conformance with, and adequate to carry out, the provisions of the Land Use Plan (LUP) portion of the County's certified LCP. All Chapter 3 policies of the Coastal Act have been incorporated in their entirety in the certified County of Santa Barbara LUP as guiding policies pursuant to Policy 1-1 of the LUP.

### **B. Procedural Requirements**

If the Commission certifies the LCP amendment as submitted, no further Board of Supervisors action will be necessary pursuant to Section 13544(b)(2) of Title 14 of the California Code of Regulations. Should the Commission deny the LCP Amendment, as submitted, without suggested modifications, no further action is required by either the Commission or the Board of Supervisors, and the LCP amendment is not effective, pursuant to Section 13542(f). Should the Commission deny the LCP Amendment, as submitted, but then approve it with suggested modifications, then the Board of Supervisors may consider accepting the suggested modifications and submitting them by resolution to the Executive Director for a determination that the Board of Supervisors' acceptance is consistent with the Commission's action. In that scenario, pursuant to Section 13544(c) of Title 14 of the California Code of Regulations, the modified LCP Amendment will become final at the subsequent Commission meeting when staff provides notice of the Executive Director's Determination that the Board of Supervisors' action in accepting the suggested



modifications approved by the Commission for this LCP Amendment is legally adequate. If the Board of Supervisors does not accept the suggested modifications within six months of the Commission's action, then the LCP amendment remains uncertified and not effective.

### **C. Public Participation**

Section 30503 of the Coastal Act requires the provision of maximum opportunities for public input in preparation, approval, certification and amendment of any LCP. The County held a series of public hearings on this amendment. The hearings were duly noticed consistent with the provisions of Section 13515 of Title 14 of the California Code of Regulations. Notice of the Coastal Commission's consideration of the subject amendment has been distributed to all known interested parties.

## **II. STAFF RECOMMENDATION, MOTIONS, AND RESOLUTIONS FOR THE IMPLEMENTATION PLAN/COASTAL ZONING ORDINANCE (IP/CZO) AMENDMENT**

Following public hearing, staff recommends the Commission adopt the following resolutions and findings. The appropriate motion to introduce each resolution and a staff recommendation is provided.

### **A. DENIAL OF THE IMPLEMENTATION PLAN/COASTAL ZONING ORDINANCE AMENDMENT AS SUBMITTED**

#### MOTION I:

**I move that the Commission reject County of Santa Barbara Implementation Plan/Coastal Zoning Ordinance Amendment No. LCP-4-STB-24-0027-1-Part A as submitted.**

#### STAFF RECOMMENDATION OF REJECTION:

Staff recommends a **YES** vote. Passage of this motion will result in denial of the Implementation Plan/Coastal Zoning Ordinance Amendment as submitted and adoption of the following resolution and findings. The motion passes only by an affirmative vote of a majority of the Commissioners present.

#### RESOLUTION TO DENY AS SUBMITTED:

The Commission hereby **denies** certification of the Implementation Plan/Coastal Zoning Ordinance Amendment No. LCP-4-STB-24-0027-1-Part A as submitted by the County of Santa Barbara, and adopts the findings set forth below on grounds that the Implementation Plan Amendment, as submitted, does not conform with, and is inadequate to carry out, the provisions of the certified Land Use Plan. Certification of the Implementation Plan amendment would not meet the requirements of the California Environmental Quality Act,

as there are feasible alternatives and mitigation measures that would substantially lessen the significant adverse impacts on the environment that will result from certification of the Implementation Plan Amendment as submitted.

## **B. CERTIFICATION OF THE IMPLEMENTATION PLAN/COASTAL ZONING ORDINANCE AMENDMENT IF MODIFIED**

### MOTION II:

**I move that the Commission certify County of Santa Barbara Implementation Plan/Coastal Zoning Ordinance Amendment No. LCP-4-STB-24-0027-1-Part A if it is modified as suggested in this staff report.**

### STAFF RECOMMENDATION TO CERTIFY WITH SUGGESTED MODIFICATIONS:

Staff recommends a **YES** vote. Passage of this motion will result in certification of the amendment with suggested modifications and adoption of the following resolution and findings. The motion passes only by an affirmative vote of a majority of the Commissioners present.

### RESOLUTION TO CERTIFY WITH SUGGESTED MODIFICATIONS:

The Commission hereby **certifies** the County of Santa Barbara Implementation Plan\Coastal Zoning Ordinance Amendment No. LCP-4-STB-24-0027-1-Part A, if modified as suggested, and adopts the findings set forth below on grounds that the Implementation Plan Amendment with the suggested modifications conforms with, and is adequate to carry out, the provisions of the certified Land Use Plan. Certification of the Implementation Plan Amendment, if modified as suggested, complies with the California Environmental Quality Act, because either 1) feasible mitigation measures and/or alternatives have been incorporated to substantially lessen any significant adverse effects of the Implementation Plan Amendment on the environment, or 2) there are no further feasible alternatives or mitigation measures that would substantially lessen any significant adverse impacts which the land use plan amendment may have on the environment.

## **III. SUGGESTED MODIFICATIONS**

Staff recommends the Commission certify the proposed IP/CZO amendment, with two (2) suggested modifications as shown below. Existing language of the certified Implementation Plan/Coastal Zoning Ordinance is shown in straight type. Language proposed to be added by the County of Santa Barbara in this amendment is shown underlined. Language proposed to be deleted by the County of Santa Barbara in this amendment is shown as ~~strikethrough~~. Language recommended by Commission staff to be inserted is shown in double underline. Language recommended by Commission staff to be deleted is shown in ~~double-strikethrough~~.

### **Suggested Modification No. 1**

Section 35-144B.1.C shall be modified as follows:

- C. Consistency with All Objective Standards. In addition to the objective design standards established in this Section, multiple-unit residential and mixed-use development projects shall also comply with all other applicable objective standards and policies, including and all applicable policies and provisions of the Local Coastal Program, and all adopted design guidelines, per the Coastal Zoning Ordinance and the County's Comprehensive Plan.
1. Exception. Applicants may request concessions, incentives, or waivers of development standards pursuant to Section 35-144C (Density Bonus Program).
  2. Conflicting Standards. If there is any conflict between the objective standards set forth in this Section and any existing County or State objective standards, the more restrictive objective standards shall apply.
  3. Coastal Resource Protection. Where compliance with only the objective standards of this Local Coastal Program is required under state housing law for a proposed multi-unit or mixed-use housing development project and where an applicable coastal resource protection policy or provision of this Local Coastal Program contains objective and subjective components, the objective portion(s) shall apply such that adverse impacts to coastal resources shall be avoided.

## **Suggested Modification No. 2**

Section 35-59 shall be modified as follows:

Section 35-59. General.

The policies in this DIVISION 3 are part of the Santa Barbara County Coastal Land Use Plan (LUP) and hereby incorporated into this Article. These policies shall serve as development standards for all developments subject to the provisions of this Article. Where compliance with only the objective standards of this Local Coastal Program is required under state housing law for a proposed multi-unit or mixed-use housing development project and where an applicable coastal resource protection policy or provision of this Local Coastal Program contains objective and subjective components, the objective portion(s) shall apply such that adverse impacts to coastal resources shall be avoided. Within three years of [DATE OF ORDINANCE EFFECTIVE DATE], the County will apply for a Local Coastal Program amendment to incorporate coastal resource protection and hazard minimization development standards that are objective standards to ensure that qualifying projects subject to only the objective standards of this Local Coastal Program under state housing laws are consistent with the Coastal Act. The Local Coastal Program amendment to incorporate such standards shall be developed in coordination with Coastal Commission staff.

...

## **IV. FINDINGS FOR DENIAL AS SUBMITTED AND APPROVAL OF THE AMENDMENT, IF MODIFIED AS SUGGESTED**

The following findings support the Commission's denial of the proposed Implementation Plan/Coastal Zoning Ordinance (IP/CZO) Amendment as submitted and approval of the IP/CZO Amendment if modified as suggested in Section III (Suggested Modifications) above. The Commission hereby finds and declares as follows:

### **A. Amendment Description**

The County of Santa Barbara is requesting an amendment to the Implementation Plan/Coastal Zoning Ordinance (IP/CZO) component of its certified Local Coastal Program (LCP) to comply with recent state housing legislation to reduce barriers to housing development. Specifically, the amendment proposes to re-organize and amend existing Section 35-144C (Density Bonus Program) to update the requirements, development standards, and increase the allowable density bonus housing units available for qualifying projects in order to be consistent with recent changes to the State Density Bonus Law (California Government Code Sections 65915-65918). The amendment also incorporates and updates provisions relating to transitional and supportive housing (California Government Code Sections 65650-65656, and 65583(c)(3)), low barrier navigation centers (California Government Code Sections 65660-65668), and objective design standards for multiple-unit and mixed use housing to comply with state housing laws (California Government Code Section 65583.2).

### **State Density Bonus Law**

Density bonuses incentivize developers to build housing by waiving certain development standards for projects that provide a certain percentage of housing for moderate and lower-income households or certain demographics such as seniors. The State Density Bonus Law (SDBL; Government Code Section 65915-65918) allows developers to build a residential or mixed-use housing project at higher density than is permitted by the underlying zoning when the project includes a certain percentage of affordable housing, senior housing, common interest development, transitional housing, or student housing. In addition, SDBL requires a city or county to provide a certain number of "incentives" or "concessions" to any project that qualifies for a density bonus, depending on the percentage of affordable units provided. Incentives/concessions are defined jointly to include reductions in height, setback, square footage, and parking requirements; approval of mixed-use zoning; or any other proposal that would enhance the project's financial viability. A developer is also entitled to have any development standard waived or reduced in order to accommodate any density bonus or incentive/concession allowed by DBL. Waivable development standards include lot coverage, open space requirements, public amenities, setbacks, and architectural design standards.

The County proposes to repeal and replace Section 35-144C (Density Bonus Program) to update development standards and requirements to comply with recent changes to the State's Density Bonus Law (AB 1763, AB 2345, AB 634, AB 682, AB 1287, AB 323, and



Senate Bill (SB) 728 and SB 290). The intent of recent changes to SDBL is to expand the types of projects eligible for a density bonus and the number of bonuses and concessions. State Density Bonus Law changes included the following (highly summarized):

AB 1763 (2019):

- Increases the maximum density bonus up to 80 percent for housing projects with 100 percent low-income units.
- Allows a height increase up to three stories or 33 feet if the project is located within a half mile of a major transit stop.
- Eliminates parking requirements for 100 percent lower income special needs or supportive housing.

AB 2345 (2020):

- Increases the maximum density bonus granted up to 50 percent if a developer either provides 15 percent of all units for very-low income, 24 percent of units for low-income, or 44 percent of units for moderate-income levels.
- Decreases the parking ratio requirement for 2- to 3-bedroom units from two parking spaces to 1.5 parking spaces.

AB 634 (2021):

- Allows extending affordability periods beyond 55 years for affordable units not financed with low-income housing tax credits.

SB 728 (2021):

- Allows a qualified nonprofit housing organization receiving a property tax welfare exemption to purchase for-sale units pursuant to a recorded contract and following listed requirements.

SB 290 (2021):

- Allows one concession or incentive for projects providing 20 percent of the total units for lower-income students in a student housing development.
- Allows housing developments including at least 40 percent moderate income units and located within a one-half mile of a major transit stop to be eligible for a parking ratio of 0.5 spaces per bedroom.

AB 682 (2022):

- Allows “shared housing” to qualify for certain incentives and concessions.

AB 1287 (2023):

- Requires local governments to grant four incentives or concessions for projects that include at least 16 percent of very low income for-sale units or at least 45 percent of moderate income for-sale units.
- Increases the amount of incentives or concessions from 4 to 5 for a project with 100 percent lower-income units.

AB 323 (2023):

- Revises criteria and conditions for the purchase of units by a qualified nonprofit corporation.

To comply with recent changes to SDBL, the County proposes to expand the provisions of eligibility, density bonus criteria, incentives and concessions, waivers and reductions in development standards, parking ratios, additional density bonuses, condominium projects, and processing procedures for applicable projects. The County is also proposing to extend the affordability period from 55 years to 90 years to promote the continued availability of affordable housing units, as allowed pursuant to AB 634. Specifically, AB 634 enables jurisdictions the discretion to extend affordability periods beyond 55 years for affordable rental and for-sale units not financed with low-income housing tax credits. The amendment further specifies that any density bonus project, including incentives or concessions and waivers or reductions in development standards, must be found consistent with all applicable policies and provisions of the LCP and will not create adverse impacts on coastal resources.

### **By Right Supportive Housing**

Assembly Bill 2162 requires supportive housing to be allowed as a use “by right” (i.e. ministerially approved) in zones where multifamily and mixed-uses are permitted if the project meets specified criteria to promote the development of transitional and supportive housing, which are housing types designed to help individuals with low incomes and one or more disabilities find stable housing (Government Code Sections 65650 through 65656, and 65583(c)(3)).

The amendment proposes to eliminate the existing Transitional and Supportive Housing standards and provisions under Section 35-143 Community Care Facilities, and to create a new stand-alone section (Section 35-144V Transitional and Supportive Housing) that incorporates updated and new standards for transitional and supportive housing to comply with state law. The proposed amendment also establishes the criteria and requirements for supportive housing to be considered ministerially (i.e., “by right”) without discretionary review in zones permitting multifamily and mixed uses provided that the project, subject to a Coastal Development Permit, is found consistent with all applicable policies and provisions of the Local Coastal Program. Further, the amendment specifies that supportive housing projects that qualify for ministerial review shall only be subject to objective development standards and policies that apply to other multifamily development within the same zone, and the objective standards proposed under Section 35-144B (Multiple-Unit

and Mixed-Use Housing Objective Design Standards) provided that the project is found consistent with all applicable policies and provisions of the Local Coastal Program. Lastly, transitional and supportive housing that does not meet the criteria to be processed ministerially shall be allowed in any dwelling permitted in a specific zone and subject to the same development standards that apply to the same type of dwelling that will be used for transitional or supportive housing in the same zone.

### **Low Barrier Navigation Centers**

The proposed amendment adds new provisions regarding the permitting and development of Low Barrier Navigation Centers (LBNC) to comply with Assembly Bill (AB) 101, codified in Government Code Sections 65660 through 65668. The passage of AB 101 established qualifying Low Barrier Navigation Centers as a use by right in areas zoned for mixed uses and nonresidential zones permitting multifamily uses. The intent of AB 101 is to promote LBNCs, which help reduce barriers for the homeless population by using best practices to provide residents with shelter and access to the services necessary for them to obtain permanent housing. Currently, LBNCs are not specifically addressed in the County's LCP. The proposed amendment adds a new standalone section (Section 35-144I Low Barrier Navigation Centers) that incorporates new provisions and development standards and establishes streamlined permit procedures for LBNC developments to comply with state law. Furthermore, the amendment specifies that the development of LBNCs, subject to a Coastal Development Permit and consistency with all applicable policies and provisions of the LCP, are allowed within zones that allow mixed-use and nonresidential zones that permit multifamily uses. In the County's IP/CZO, the zones that would allow LBNCs are as follows: Limited Commercial (C-1), Retail Commercial (C-2), Highway Commercial (CH), Resort/Visitor Servicing Commercial (CV), and Professional and Institutional (PI) zones.

Furthermore, AB 101 established that as a use by right, LBNCs shall only be subject to ministerial review. The County must meet specific requirements when reviewing applications for LBNCs, such as the County shall not require Board of Architectural Review and shall only subject LBNCs to "objective" design standards. The proposed amendment codifies the requirements of AB 101 (LBNCs) by adding a new section (Section 35-144I) to the County IP/CZO. The complete text of the proposed IP/CZO Section 35-144I is included as Exhibit 1.

### **Objective Design Standards for Multiple-Unit and Mixed-Use Housing**

Various state housing laws, including the Housing Accountability Act (Government Code Section 65589.5), By-Right Supportive Housing (AB 2162; Government Code Section 65660 through 65656, and 65583(c)(3)), Low Barrier Navigation Center (AB 101; Government Code Section 65660 through 65668), and Streamlined Ministerial Approval Process (SB 423; Government Code Section 65913.4) which is in effect in the coastal zone beginning January 1, 2025, require that qualifying housing projects be subject only to established objective design standards. Objective design standards are typically measurable and demonstrable and use language such as "shall" and "must." Subjective design guidelines are typically open to interpretation and not measurable and use words

such as “should” or “may.” The intent of objective design standards is to provide specific standards that will make clear to developers, design professionals, applicants, county staff, decision-makers, and the public what will be used in the review of project submittals.

To comply with state law, the County proposes creating a new section (Section 35-144B Multiple-Unit and Mixed-Use Housing Objective Design Standards) that establishes “objective” design standards for multiple-unit and mixed-use housing projects where state housing law restricts County review of such projects to objective standards. Specifically, these objective design standards would apply to qualifying multiple-unit and mixed-use residential development in all zones, including such development that constitutes a “housing development project” under the Housing Accountability Act, supportive housing projects under AB 2162, low barrier navigation centers under AB 101, and any other multiple-unit residential or mixed-use development project for which the County may require compliance with “objective” design standards under applicable state housing law. These objective design standards would not apply to single-family residences, accessory dwelling units (ADUs), or commercial and industrial projects without residential components.

More specifically, the proposed changes related to objective design standards are intended to encourage multifamily and mixed-use housing production by creating clear standards applicable to all such projects by quantifying and standardizing some of the IP/CZO existing subjective requirements. Similar to other LCPs, the County’s existing IP/CZO includes a set of objective site design standards that all development must meet depending on the type of project and its zoning designation/location, including for height, setback, floor area ratio, density, and parking. These objective standards are then augmented with a series of other more subjective ones, including overall aesthetics and performance standards for neighborhood compatibility and community design. The proposed amendment does not change any existing objective IP standard related to these basic site planning requirements, but rather further fleshes out some of the more subjective ones with the goal of providing more certainty and clarity for all parties involved on how to effectively implement such requirements.

The amendment specifies objective and/or numeric standards for a variety of site planning topics, including required landscaping, lighting, parking screening, building materials, roof form, public/active frontages, and similar design issues for multifamily and mixed-use residential structures. For example, while the existing IP/CZO broadly regulates landscaping, the proposed amendment requires a landscape buffer of a minimum width of five feet between all ground-level restricted open spaces and pedestrian walkways. Similarly, with respect to building materials and other design techniques, the amendment specifies that the use of two or more accent materials (e.g., tile, brick, glass, concrete, plaster, etc.) shall be incorporated to highlight building features. The intent is to have these existing subjective standards the City typically uses to evaluate projects become more objective ones, for which the ultimate goal is to make as many design standards as possible more readily discernible to developers and the general public, which would in turn help facilitate more streamlined review and processing. Projects that fully utilize these objective design standards would then be eligible for administrative review and not subject to a public hearing.



The proposed amendment also clarifies that in addition to the objective “design” standards established in Section 35-144B, multiple-unit residential and mixed-use development projects subject to only complying with “objective” standards under applicable state housing law, shall also comply with all other applicable “objective” development standards and policies of the Local Coastal Program. However, the proposed amendment only includes an updated set of objective “design” standards (criteria such as site layout, architectural elements, pedestrian connections, and landscaping) and does not include an updated set of all “objective” development standards (building height, setbacks, density, floor-area ratio (FAR), open space, etc.) of the LCP that would apply to these types of housing projects.

### **Housing Definitions**

The County also proposes to amend IP/CZO Section 35-58 (Definitions) to add the new definitions of “Density Bonus Program,” “Housing Development,” and “Low Barrier Navigation Center” and revise the definition of “Special Care Home.”

The County of Santa Barbara submitted the subject LCP Amendment to the Commission on July 10, 2024. The amendment submittal was deemed complete by Commission staff and filed on September 12, 2024. At its October 11, 2024, Commission meeting, the Commission extended the 60-day time limit to act on the LCP amendment for a period not to exceed one year.

Commission and County staff have coordinated and met to discuss the proposed amendment. The suggested modifications were developed in cooperation with County staff, and County staff have indicated that they are supportive of the suggested modifications.

The full text of the County's proposed changes to the IP/CZO is included as Exhibit 1 of this report.

## **B. Consistency Analysis**

Pursuant to Section 30513 and 30514 of the Coastal Act, the standard of review for the proposed amendment to the Implementation Plan/Coastal Zoning Ordinance (IP/CZO) portion of the certified LCP is whether the proposed amendment would be in conformance with, and adequate to carry out, the provisions of the certified Land Use Plan (LUP) component of the certified LCP, including the Chapter 3 policies of the Coastal Act which have been incorporated in their entirety in the certified County LUP as guiding policies pursuant to Policy 1-1 of the LUP.

### **1. Multiple Unit and Mixed-Use Housing Objective Design Standards**

The County's LUP contains a number of policies aimed at the protection of a range of housing opportunities (LUP Policies 5-1 through 5-10). In order to ensure that new development is sited in areas able to accommodate it and where it will not have significant cumulative impacts on coastal resources, as required by Section 30250 of the Coastal Act

(incorporated by reference into the certified LUP), the siting and design of new development must adhere to the requirements of other applicable policies of the certified LUP. Such policies include, but are not limited to, policies and provisions regarding coastal protection and the protection of agricultural productivity, bluff top development, environmentally sensitive habitat areas, public access, visual resources, and shoreline processes and development.

As described above, various state housing laws require that qualifying housing projects be subject only to established objective design standards. Objective standards generally mean “standards that involve no personal or subjective judgment by a public official and are uniformly verifiable by reference to an external and uniform benchmark or criterion available and knowable by both the development applicant or proponent and the public official before submittal” (Government Code Section 65913.4(a)(5)). Objective design standards are intended to provide clear design direction that respects existing neighborhood compatibility and privacy and can be implemented without subjective decision making. Standards that identify specific height limitations, setbacks, floor area ratios (FAR), minimum and maximum density, and maximum lot coverage are all examples of objective standards. In contrast, policies with terms such as “minimize,” “consider,” “reduce,” etc., that are not accompanied by objective criteria are typically subjective standards.

Historically, zoning codes and design guidelines were developed to be flexible and allow interpretation on a case-by-case basis. The State determined that subjective design standards and guidelines could negatively impact housing development amidst a growing housing crisis in California, which is particularly acute in coastal communities, including the County of Santa Barbara. Accordingly, recent state housing laws require local agencies to develop more objective design standards to provide more clarity on design issues in the housing review process. Other local governments have adopted similar objective design standards in the coastal zone in an effort to respond to state housing law and ensure that new development is compatible with local jurisdictions’ community vision and Coastal Act requirements.

To comply with state law, the County proposes creating a new Section 35-144B (Multiple-Unit and Mixed-Use Housing Objective Design Standards) that establishes “objective” design standards for multiple-unit and mixed-use housing projects where state housing law restricts County review of such projects to objective standards. These objective design standards include requirements for building design (building form, massing, articulation, windows, materials and colors, parking structures, and garages and carports), site design (building placement and orientation, vehicular parking and access, pedestrian circulation and access, common open space, and landscaping), utilitarian elements (bicycle parking, security, trash/recycling enclosures, fences and walls, lighting, and screening of mechanical equipment), mixed-use standards (ground floor height, ground floor transparency, street-facing setbacks and entrances), and established definitions related to the objective standards under Section 35-144B. The proposed amendment also clarifies that in addition to the objective “design” standards established in Section 35-144B, multiple-unit residential and mixed-use development projects subject to only complying with “objective” standards under applicable state housing law, shall also comply with all other

applicable “objective” standards and policies of the Local Coastal Program. Therefore, all existing “objective” development standards in the LCP will continue to apply and remain unchanged; however, the ability for local decision makers to impose subjective design or development standards is removed from the IP/CZO via the proposed amendment.

The Commission and the City are tasked with encouraging affordable housing while ensuring that coastal resources and public access are protected. The intent of the proposed amendment is to make the certified LCP consistent with state law by removing subjective design standards that could potentially discourage the creation of new affordable housing. However, the Commission is concerned about the use of only objective standards for multiple-unit and mixed-use housing projects located within the coastal zone, as the policies and provisions set forth in the LUP and IP/CZO contain both subjective and objective standards. An example of such subjective analysis includes the protection of public views. While an objective analysis may require multi-family housing projects to comply with a certain setback or maximum height standard, this minimum setback or maximum height alone, may not adequately protect public views as is required by the LUP. Furthermore, several IP/CZO provisions contain both objective and subjective components, and it’s unclear whether those provisions would apply to such projects. An example of such provision is the development standards for stream habitats, which state that the minimum development buffer from streams in rural areas shall be presumptively 100 feet. However, these buffers may be adjusted upwards or downward on a case-by-case basis, depending on site specific evidence.

As proposed, the County’s language lacks clarity regarding which components of provisions that contain both objective and subjective components would apply and thus does not sufficiently protect coastal resources. Therefore, **Suggested Modification One (1) and Two (2)** are necessary to clarify where compliance with only the objective standards of the LCP is required under state housing law for a proposed housing development project and where an applicable coastal resource protection policy contains objective and subjective components, the objective portion(s) shall apply so that adverse impacts to coastal resources will be avoided.

While the County is proposing the addition of “objective” design standards as part of this subject amendment, the County is not proposing to incorporate coastal resource protection and hazard minimization development standards that are objective standards to ensure that qualifying projects subject to only the objective standards of the LCP under state housing law are consistent with the Coastal Act. As proposed, the County’s language removes the ability to apply subjective development standards to all qualifying housing projects and thus does not sufficiently protect coastal resources. For example, Coastal Act Section 30253 requires new development to minimize risks to life and property in areas of high geologic, flood, and fire hazard, and assure stability and structural integrity, and neither create nor contribute significantly to erosion, geologic instability, or destruction of the site or surrounding area. This is not solely an objective standard. However, in certain areas and circumstances, this policy can be translated into objective standards that, for example, map and identify hazardous areas, require an acknowledgement that development in these areas may be subject to hazards, and require appropriate design, siting, and other

requirements to minimize risks.

Therefore, in order to ensure that future housing projects are protective of coastal resources, **Suggested Modification Two (2)** requires the County to submit a Local Coastal Program amendment within three years from the certification date of the subject amendment to incorporate coastal resource protection and hazard minimization development standards that are objective standards to ensure that qualifying projects subject to only the objective standards of the LCP under state housing laws are consistent with the Coastal Act. **Suggested Modification Two (2)** further requires that the LCP amendment to incorporate such standards shall be developed in coordination with Coastal Commission staff.

Lastly, the incorporation of coastal resource protection and hazard minimization development standards that are objective standards to ensure that qualifying projects subject to only the objective standards of the LCP under state housing laws are consistent with the Coastal Act is also consistent with recent guidance contained in the Commission's November 12, 2024 "Memorandum on Streamlined Ministerial Approval Process in the Coastal Zone (Government Code Section 65913.4)" to Planning Directors of Coastal Cities and Counties.<sup>1</sup> The Commission recommends that local governments develop objective standards that apply generally to multifamily and affordable housing projects where other state housing laws only allow local governments to apply objective standards in order to ensure Coastal Act compliance for these types of projects.

Therefore, for the reasons discussed above, the Commission finds that only if modified as suggested will the IP/CZO amendment regarding objective design standards conform with and be adequate to carry out the applicable policies of the certified Land Use Plan.

## 2. Density Bonus Program

The County's LUP contains a number of policies aimed at the protection of a range of housing opportunities (LUP Policies 5-1 through 5-10). In addition, LUP Policy 2-12 provides that the residential densities specified in the land use plan may be increased for affordable housing projects provided such projects are found consistent with all applicable policies and provisions of the LCP. Existing Section 35-144C (Density Bonus for Affordable Housing Project) of the County's IP/CZO includes density bonus regulations for affordable housing projects that implement Policy 2-12. The County proposes to repeal and replace existing Section 35-144C (Density Bonus for Affordable Housing Project) to update development standards and requirements to comply with recent changes to the State's Density Bonus Law (SDBL). The intent of recent changes to SDBL is to expand the types of projects eligible for a density bonus and the number of bonuses and concessions. The proposed amendment includes detailed criteria to determine if a proposed project qualifies for a density bonus, the types of incentives or concessions permitted, and processing.

The key issues raised with regard to density bonuses and incentives are the potential

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<sup>1</sup> [https://documents.coastal.ca.gov/assets/rflg/SB\\_423\\_Memo.pdf](https://documents.coastal.ca.gov/assets/rflg/SB_423_Memo.pdf)



impacts to coastal resources should incentives include a reduction in development standards or other requirements in a manner inconsistent with the resource protection policies of the LUP. The Commission has, in general, found that the allowance for density bonuses can be an effective tool to provide for affordable housing when such housing can be accommodated in a manner otherwise consistent with the resource protection policies of the Coastal Act or a local government's certified LCP.

In this case, the proposed Section 35-144C specifies that any density bonus project, including the incentives, concessions, waivers or reductions, must be found consistent with all applicable policies and provisions of the LCP and will not create adverse impacts on coastal resources. The proposed amendment would not affect the consistency of the IP/CZO with the above-referenced LUP policies or its ability to carry out any of the other provisions of the LUP. Therefore, the Commission finds that the proposed amendment to the density bonus provisions of the IP/CZO is consistent with and adequate to carry out the policies of the County's LUP.

### 3. By-Right Supportive Housing/Low Barrier Navigation Centers/Housing Definitions

The Commission and the County are tasked with encouraging affordable, diverse housing while ensuring that coastal resources and public access are protected. The intent of the proposed amendment is to make the certified LCP consistent with state law by expanding definitions of temporary and alternative housing types and specifying where such housing may be located. Specifically, the proposed amendment would revise and incorporate the permitting and development standards for transitional housing, supportive housing, and low barrier navigation centers to align them with state law. The amendment also includes three new housing-related definitions: Density Bonus Program, Housing Development, and Low Barrier Navigation Center, and revises one existing definition: Special Care Home.

Development of such housing would require a coastal development permit. Transitional and supportive housing would be subject to the same permit requirements as other residential uses in the certain zone districts that already allow and provide for housing opportunities (except for those transitional and supportive housing projects that qualify for streamlined ministerial review). Low barrier navigation centers are only allowed within nonresidential zones permitting two-family or multifamily uses. Furthermore, all required provisions of the Local Coastal Program will still apply, including the policies and provisions requiring avoidance or minimization of adverse impacts to coastal resources, as applicable. The proposed revisions have been made to comply with State requirements and do not affect the consistency of the IP/CZO or its ability to carry out any of the policies or provisions of the Land Use Plan (LUP). Therefore, the Commission finds that the proposed amendment to add supportive housing and low barrier navigation centers provisions to the IP/CZO is consistent with and adequate to carry out the policies of the LUP.

## **C. California Environmental Quality Act**

Section 21080.9 of the California Public Resources Code—within the California Environmental Quality Act (CEQA)—exempts a local government from the requirement of

preparing an environmental impact report (EIR) in connection with its activities and approvals necessary for the preparation and adoption of a local coastal program. Instead, the CEQA responsibilities are assigned to the Coastal Commission; however, the Commission's LCP review and approval program has been found by the Resources Agency to be functionally equivalent to the EIR process. Thus, under CEQA Section 21080.5, the Commission is relieved of the responsibility to prepare an EIR for each LCP action.

Nevertheless, the Commission is required, in approving an LCP submittal, to find that the approval of the proposed LCP, as amended, does conform with CEQA provisions, including the requirement in CEQA section 21080.5(d)(2)(A) that the amended LCP will not be approved or adopted as proposed if there are feasible alternatives or feasible mitigation measures available which would substantially lessen any significant adverse impact which the activity may have on the environment. 14 C.C.R. §§ 13540(f) and 13555(b).

As discussed above, the County's IP/CZO amendment as originally submitted does not conform with, and is not adequate to carry out, the policies of the Land Use Plan (LUP). The Commission has, therefore, suggested modifications to the proposed IP/CZO to include all feasible measures to ensure that potentially significant environmental impacts of new development are minimized to the maximum extent feasible consistent with the requirements of the Coastal Act and CEQA. For the reasons discussed in this report, the LCP amendment, as suggested to be modified, conforms with and is adequate to carry out the coastal resources protection policies of the certified LUP. These modifications represent the Commission's analysis and thoughtful consideration of all significant environmental issues raised in public comments received, including with regard to potential direct and cumulative impacts of the proposed IP/CZO amendment, as well as potential alternatives to the proposed amendment. As discussed in the preceding sections, the Commission's suggested modifications represent the most environmentally protective alternative to bring the proposed IP/CZO amendment into conformity with the LUP consistent with the requirements of the Coastal Act. Therefore, the Commission finds that the proposed LCP amendment, as suggested to be modified, is consistent with CEQA.

# LAW OFFICE OF MARC CHYTILO, APC

A PROFESSIONAL CORPORATION

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## ENVIRONMENTAL LAW

September 5, 2025

Chair Laura Capps  
Santa Barbara County Board of Supervisors  
105 East Anapamu Street, 4th Floor  
Santa Barbara, CA 93101

Re: **Item # 4, September 9, 2025: Soutar Appeal of 6737 Sueno Road Project**

Dear Chair Capps and Members of the Board:

Please accept the following on behalf of Pegeen and Jon Soutar, appellants in this matter. The Soutars have decades of substantive community involvement in Isla Vista, including service on elected and appointed bodies and extensive volunteer service to Isla Vista. While generations of students and community members have come and gone from Isla Vista, the Soutars and a handful of other residents have stayed and present over 40 years of institutional knowledge of the community. They bring this appeal to alert your Board and the County of a serious public safety hazard that is materially worsening with over 40 new residential projects and ADUs that have recently been approved or are in the planning pipeline that will add approximately 450 new bedrooms to Isla Vista, and hundreds of new cars, at the same time that the County is substantially reducing street parking. While Isla Vista is a community that both needs and generally can serve higher density residential development, existing parking conditions are out-of-control during significant times of the year due to flagrant indifferences to parking rules and requirements and a severe imbalance between the number of parking spaces and the number of cars. While many students park and leave their cars for weeks at a time, working residents must find parking on a daily basis, especially those that drive to and from work due to early and late work start and stop hours when transit service is not running, persistent bus overcrowding and ineffective public transit, and unsafe conditions for pedestrians walking considerable distances from transit stops to homes late at night. The parking space-car imbalance leads to extensive cruising, double parking, and unsafe parking behavior in front of hydrants, on corners and blocking crosswalks, jeopardizing public safety in Isla Vista and often forcing pedestrians into traffic lanes. The 6737 Sueno Project ("Project") and dozens of similar projects will substantially worsen this imbalance and exacerbate safety risks to the Isla Vista community.

We ask that your Board acknowledge that the Project, along with other projects identified herein, will create potentially significant cumulative safety impacts to pedestrians and bicyclists in Isla Vista due to an exacerbated parking shortfall and the unique pressure on Isla Vista's roadways, sidewalks and bike paths. **Options to address this include** directing the Project to undertake environmental review (required by law and for enhanced planning); imposing additional conditions to lessen this particular project's impacts (reduce project size and scale, eliminate "dining rooms" prone to conversion to bedrooms, require the applicant to provide a shared car for residents (ideally at each of their rentals with 10 or more residents and inadequate parking),

prioritize parking spaces for low income tenants that need them) while directing staff to propose more comprehensive solutions to IV's safety issues (fund CSD parking enforcement, fund, support and require implementation of all elements of the IVCSD Parking Action Plan, in particular an IV permit parking program, work with UCSB to allow affordable storage of IV-resident student cars in campus garages, enhance transit services and nighttime safety, etc).

Legally, the County must both recognize the Project and cumulative adverse impacts of increased hazards due to the conflicts between pedestrians/bikes and cars that are both parked in an unsafe manner and cars cruising and seeking parking (CEQA Appendix G, XVII(c), resulting in inadequate emergency access (id., XVII(d)), physically interfering with emergency response (id., IX(f)), and resulting in cumulative impacts (id., XXI(b) and Public Resource Code § 21159.25(c)(1). The Project's inconsistency with applicable Local Coastal Plan and General Plan policies (see LCP 2-22, below) is an independent trigger for environmental review. Public Resource Code § 21159.25(b)(1).

### **1. Project Setting, Cumulative Projects List and Impacts**

Like all projects, the County must consider the Project in its context of the setting, and in light of other projects, both to consider if the Project may have cumulative impacts from successive projects of the same type and place over time (§ 21159.25(c)(1)) and to recognize that the reasonable possibility that the Project will have a significant effect on the environment due to the unusual circumstances present in Isla Vista (§ 21159.25(c)(2)).

#### **a. Other Residential Projects**

Exhibit A is the list of **recent and pending residential projects in Isla Vista**, which propose to add approximately 450 new student bedrooms (each typically accommodating 2 or more students), the majority of which will bring additional cars to Isla Vista to work and pay the excessive rents.

#### **b. IV is overparked and people cruise to find parking**

Exhibit B is a **map of Isla Vista's parking capacity, showing that Isla Vista is at 103% of capacity**. This indicates there are no available spaces for these new cars to park. Like freeway gridlock, congested areas experience a tipping point when just a few additional cars causes gridlock. See Exhibit C, Cruising for Parking.

The IVCSD's Existing Conditions Assessment (Exhibit D) and Parking Action Plan (Exhibit E) document the extent of IV's parking problem. The Action Plan states: "Offsetting car ownership within the community is important **as there is already an extreme level of parking congestion in Isla Vista that often exceeds 100% due to illegal parking, which raises multiple safety and accessibility concerns**". Additionally, the community must anticipate the impacts of statewide legislation that could put further pressure on the already limited amount of parking



supply including the elimination of on-street parking within 20 feet of intersections, the ability to build housing with little to no on-site parking supply, and the ongoing ability to convert garages into ADUs. UCSB will also be constructing additional housing supply without parking to meet the high level of anticipated housing demand, and as a result, demand for parking in Isla Vista is expected to continue increasing as residents of UCSB housing, adjacent to Isla Vista, who choose to not purchase a campus permit would likely end up parking in Isla Vista.” (emphasis added.) See Exhibits D & E.

It is incontrovertible that Isla Vista routinely experiences an often extreme shortfall in parking for residents and UCSB students during extended periods of the year.

c. Evidence of Creative Use of Non-Bedroom Space for Additional Rentable Bedrooms That May Be Not Included in the Project Description

The Project includes a number of 3 bedroom units, many of which have a walled dining room of equal size. See Exhibit F, excerpts of Project Plans. They may not be designated as bedrooms on the plans, but there’s a high probability they could be rented as such.

The applicant routinely advertises Isla Vista rental units that both include lofts as separate sleeping spaces that are within a units allowed lease occupancy. See Exhibit G (6602 Del Playa Dr. Unit B). These images from the listing website show a garage door sealed with foam sealant, which would appear to indicate this garage was not available for parking and could be repurposed to other uses.

d. Evidence of Multiple Occupants per Bedroom

The applicant’s 6602 Del Playa Dr listing identifies the maximum lease occupancy for these 3 bedroom units as 10 and 11 occupants. This occupancy would require at least 3 occupants per room. Exhibit G. The website listing for 6518 Del Playa lists 3 bedrooms, another small room, and a loft, with maximum occupancy of 13. Exhibit H. The listing for Unit 101 at 1031 Embarcadero lists two bedrooms, and a maximum occupancy of 10. Exhibit I.

Exhibit J contains all of the applicant’s Isla Vista rental property listings, and in every unit where the number of bedrooms and occupancy is listed, each bedroom is allowed to have at least 2 occupants, and often more.

This evidence underscores the need for the County’s Isla Vista rental inspection program, but more directly establishes that the applicant routinely leases with the expectation of at least 2, if not more occupants per bedroom. It would appear that the County should identify maximum occupancy for Isla Vista rental units at the time of permitting. The 6737 Sueno Project applicant must clarify exactly how many occupants are present in each of their units, for this project and for all other rental properties they operate in Isla Vista.

e. Safety Issues

Isla Vista already experiences an extremely high frequency of pedestrian-vehicle accidents and injuries. See Exhibits K and L, summaries of such Isla Vista accidents and injuries from the California Highway Patrol and SB Sheriff's office. Exhibit M is the CHP data in chart format.

County has recognized that activities in Isla Vista create particular public health and safety challenges, and your Board has adopted ordinances based on evidence of these unsafe conditions, including the declaration of a Mass Casualty Event at the 2023 Deltopia Event. See Exhibit N (BOS Deltopia Resolution).

Board of Supervisors Letter dated April 23, 2024 authorized various improvements to reduce "conflict points" between pedestrian routes and vehicles. Exhibit O

AB 3(2015) authorized formation of the Community Service District and imbued the CSD with the authority to create a parking district to bring additional tools to manage Isla Vista's parking dilemmas. Notably, AB 3 also provided funding for an area Planning Commission to allow Isla Vista development to be more carefully overseen, much like the Montecito Planning Commission, which would provide a more effective body to address Isla Vista-specific issues. Exhibit P AB 3.

These facts and documents are the predicate for the following legal analysis.

**1. Local Coastal Plan Policy 2-22 sets an objective standard of 80 square feet of bedroom per occupant with which the Project conflicts**

Whether LCP 2-22 is an objective standard is central to the County's authority and discretion to: 1) require CEQA review (because the Public Resource Code § 21159.25 exemption is unavailable for projects that do not comply with LCP policies); and 2) impose conditions on the project, including reducing the project size or denying it outright. HAA, Gov. Code § 65568.5(f)(1).

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LCP Policy 2-22 provides

### **Isla Vista Development Policies**

[IV. Planning and Zoning Study, 11/88]

**Policy 2-22:** To improve the overall appearance and quality of development in the community of Isla Vista, new development shall adhere to the following standards to the maximum extent feasible:

- a. Residential units in multiple residential projects shall be designed to maximize living space and reduce overcrowding of units, in recognition of the double occupancy per bedroom and rental patterns that have become characteristic of the community. **A standard of 80 square feet of bedroom area per intended occupant shall be implemented.**
- b. Projects shall be designed to include architectural and aesthetic amenities to improve the overall appearance and quality of development in the community.<sup>9</sup>

**Policy 2-23:** The County shall work with property owners in Isla Vista to identify vacant sites for the potential development of parking to serve existing residential units. The County may also explore the possibility of acquiring or developing public parking.<sup>10</sup>

The Coastal Commission's recent review of the County's revisions to 35- 144C make crystal clear that the County must apply all objective standards in LCP policies, even when other aspects of a policy might be subjective.

The Coastal Commission Staff Report reasoned:

As proposed, the County's language lacks clarity regarding which components of provisions that contain both objective and subjective components would apply and thus does not sufficiently protect coastal resources. Therefore, **Suggested Modification One (1) and Two (2)** are necessary to clarify where compliance with only the objective standards of the LCP is required under state housing law for a proposed housing development project and where an applicable coastal resource protection policy contains objective and subjective components, the objective portion(s) shall apply so that adverse impacts to coastal resources will be avoided.

LCP-4\_STB-24-0027-Part A at p. 16. Th12a, November 21, 2024. See generally Exhibit R.

The applicable part of the County LCP's Isla Vista Development Policy 2-22 is clearly objective and applies to the project: "**A standard of 80 square feet of bedroom area per intended occupant shall be implemented.**" The Coastal Commission rejected the County's effort to invalidate the entirety of LCP policies like 2-22, and clearly mandates adherence to objective elements thereof.

Courts are directed by the HAA to employ a ‘reasonable person’ standard in evaluating whether a project is consistent with applicable Development Standards and Local Coastal Plan requirements. The test is “whether there is ‘substantial evidence that would allow a reasonable person to conclude that the housing development project’ complies with pertinent standards.” (*California Renters Legal Advocacy & Education Fund v. City of San Mateo* (2012) 68 Cal.App.5th 820, 837.) “The effect of [HAA] subdivision (f)(4) is simply to hold local governments to a standard of objectivity in their decisionmaking, such that if a reasonable person could find a housing development in compliance, it will be so deemed. If a municipality wishes to enforce limitations on housing developments, it must promulgate standards that are not so malleable that reasonable minds could differ on whether they are met. In short, the HAA does not wrest control from local governments so much as require them to proceed by way of clear rules adopted in advance, rather than by ad hoc decisions to accept or reject proposed housing.” (Id. at pp. 850–851; see Gov. Code, § 65589.5, subd. (f)(4). See *Bankers Hill 150 v. City of San Diego* (2022) 74 Cal.App.5th 755, 777.

Under this standard, the County has authority, and a duty, to apply LCP Policy 2-22 as it is written – to require 80 square feet of bedroom space per occupant.

The Staff Report contends that the project bedrooms are each in excess of 80 square feet (Project Staff Report at page 7), but this overlooks the generally known fact that bedrooms in Isla Vista typically have at least 2 occupants, and apparently, as many as 5 occupants per bedroom (Exhibit I). See generally Exhibits F-J. The applicant must identify an occupant count per bedroom to demonstrate compliance with the 80 sq ft/bedroom/occupant standard.

**2. The Project will cause a specific adverse effect on public safety, directly and in combination with other similar projects**

The HAA Provides: “As used in this paragraph, a “specific, adverse impact” means a significant, quantifiable, direct, and unavoidable impact, based on objective, identified written public health or safety standards, policies, or conditions as they existed on the date the application was deemed complete.”

The unsafe and chaotic conditions of Isla Vista’s roadways were well documented in writing as of the date of application completeness. This project and other recently approved or pending projects will add 450 additional bedrooms, each with double, and some possibly with triple occupancy. Exhibits K – O show the elevated level of law enforcement reporting in Isla Vista. Exhibit Q is a heat map of transportation injuries in the South Coast, demonstrating that Isla Vista experiences the highest number of such accidents by a large factor. Board of Supervisors’ Staff Reports on various Isla Vista incidents, facilities improvements, and the IVCSD’s conditions reports all support the nexus of parking congestion to Isla Vista’s circulation and access deficiencies to public safety risks. Adding 450 new bedrooms, along with untold “off the books” sleeping rooms will further exacerbate these impacts.



### **3. Cumulative impacts trigger CEQA review**

The CEQA findings make plain that evidence of cumulative impacts from the project, considered in conjunction with “successive projects of the same type in the same place, over time is significant.” County Attachment C-8. As described above, approximately 450 additional bedrooms have recently or are currently being proposed to be added to Isla Vista. See Exhibits B & C, and others. Depending on the authority, many have reduced parking, and increased densities, and thus add to parking shortfalls in Isla Vista. These projects add more pedestrians and bicyclists to the same streets that persons seeking parking cruise in a search for a parking spot. The lack of adequate sight lines through tightly parked cars, on curves that include parked cars, and in blocked or infringed-upon crosswalks is an unsafe condition that jeopardizes the safety of residents.

As noted above, these conditions and additional projects create potentially significant impacts in the form of hazards to pedestrian and bicyclist safety, impaired first responder access, emergency evacuation egress and conflicts with applicable General Plan and Local Coastal Plan policies. These each constitute a CEQA cumulative impact that disqualifies the Project from its CEQA exemption and requires that the County conduct environmental review on the Project before proceeding to approval.

### **Conclusion**

While Isla Vista remains a place where additional housing is appropriate, recent County decisions and developer conduct have created a “Wild West” gold rush to cram irresponsible densities of housing into the fragile Isla Vista community. We recognize the benefits of the affordable housing elements the Project provides, and acknowledge the opportunities for increased density that state law currently affords developers. These laws and rules have the potential to tip a community into an unsafe and unsustainable conditions, and the parking that is the primary impact identified in this appeal is but one indicator of how excess can create irrevocable adverse impacts on a community and neighborhood. Policy 2-22 was adopted by your Board as a tool to manage abuse of the vulnerable student population, and constitutes an objective standard that cannot be ignored.

We request that your Board grant this appeal to require this applicant and Project to undergo a reasonable review process to ensure this and other housing projects can proceed without causing irrevocable adverse safety effects on Isla Vista’s residents, workers, and First Responders.

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Respectfully Submitted,

LAW OFFICE OF MARC CHYTILO, APC



Marc Chytilo  
For Pegeen and Jon Soutar

**Exhibit List – Soutar Appeal 6737 Sueno**

- |           |   |
|-----------|---|
| Exhibit A | Current and Proposed Development in Isla Vista - Cumulative residential project list, as of August 11, 2025         |
| Exhibit B | Map showing Isla Vista parking capacity and proposed residential developments                                       |
| Exhibit C | Article, Donald Shoup, Cruising for Parking   |
| Exhibit D | Isla Vista Community Services District, Existing Conditions Assessment, Isla Vista Parking Study, November 15, 2024 |
| Exhibit E | Isla Vista Community Services District, Isla Vista Parking Action Plan, Isla Vista Parking Study, November 15, 2024 |
| Exhibit F | Excerpts from 6737 Plans showing Dining rooms configured similarly to bedrooms                                      |
| Exhibit G | Images and Listing Information for St George & Assocs. 6602 Del Playa Dr Units A & B Occupancy and images           |
| Exhibit H | Listing Information for St George & Assocs. 6518 Del Playa Dr   |
| Exhibit I | Listing Information for St George & Assocs. 1031 Embarcadero  |
| Exhibit J | All St George Isla Vista rentals  |
| Exhibit K | CHP Isla Vista Incident Dashboard Reports 2020-2025   |
| Exhibit L | Santa Barbara County Sheriff Isla Vista Incident Reports 2020-2025  |

- Exhibit M      CHP 2020-2025 Isla Vista Incident Data in Chart form
- Exhibit N      BOS SR Deltopia Ordinance 12-12-23
- Exhibit O      Board of Supervisors approval of Isla Vista pedestrian circulation improvements,  
4/23/24
- Exhibit P      AB 3 (2015) Chaptered
- Exhibit Q      South Coast Accident Heat Map of Transportation Injuries
- Exhibit R      Coastal Commission Staff Report, LCP-4 STB-24-0027-Part A. Th12a,  
November 21, 2024