

**REDEVELOPMENT AGENCY BOARD OF DIRECTORS
FINDINGS OF FACT AND STATEMENT OF OVERRIDING CONSIDERATIONS**

**REVISED ISLA VISTA MASTER PLAN
August 21, 2007**

I. PROJECT DESCRIPTION

The components of the Revised Isla Vista Master Plan (IVMP) are described in Chapter 2 of the Final EIR and section 2 of the EIR Revision, which are incorporated herein by reference. The key aspects of the project are summarized in this section.

The IVMP comprehensively updates the land use and zoning designations, policies, and development standards specifically applicable within the 320 acre Isla Vista Master Plan area.

The IVMP proposes changes to the Comprehensive Plan and identifies individual projects to support revitalization of Isla Vista. Those changes include:

- Updating zoning to allow mixed use development in downtown Isla Vista and higher density multi-residential development in northern and central areas of the community,
- A program to provide additional density to projects that provide affordable housing, utilize green building design, provision of additional infrastructure and lot consolidation as recommended by the Planning Commission on July 25, 2007,
- Urban design standards to improve the quality of new development, and
- Revising County transportation policies as applied to Isla Vista to facilitate infill projects.

Specific projects identified in the IVMP and evaluated in the draft EIR include: streetscape enhancements in downtown Isla Vista, improvements to Anisq'Oyo' Park, a downtown parking structure, and the Isla Vista Community Center. The IVMP is intended to:

- Resolve public infrastructure problems
- Reduce automobile dependency
- Revitalize the downtown, and
- Develop and up-grade the housing stock for people of all income levels.

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

The IVMP is organized into six chapters:

- Transit and Circulation
- Open Space and Parks
- Downtown Isla Vista
- Estero Neighborhood
- Housing
- Isla Vista / UCSB Interface

Within each chapter, specific goals, policies, development standards, and actions are identified to implement County and RDA programs and projects to guide future private development. Catalyst projects are planned for near-term implementation to help stimulate changes in the community, promote public-private partnerships and encourage re-investment in local properties. Each catalyst project section includes a project description, which provides additional project details regarding the catalyst projects.

The following briefly describes the catalyst projects:

Traffic/Circulation - circulation system improvements such as intersection roundabouts and rotaries, a bike boulevard, additional sidewalks and traffic calming devices, street tree planting, and narrower street widths.

Parking and Transit – proposed parking and transit improvements include: downtown parking structure is identified as to provide parking for downtown businesses and to facilitate the creation of an in lieu parking program; car-sharing program; improve bus stops; recommendations to coordinate with MTD to improve transit service.

Parks and Open Space - The IVMP proposes a redesign and reconfiguration of parks, including Anisq'Oyo' Park and Estero Park to better serve the community. The Plan calls out the need for additional active recreation in the community and improved links between parks, the downtown, and the ocean. Several improvements are proposed for downtown Anisq'Oyo' Park that will define the park as a formal gathering place, provide better access and increase recreational opportunities. Specific changes include: improve connection to the downtown; relocate/improve the amphitheater; enhance environmentally sensitive habitats.

Downtown Isla Vista - The IVMP focuses on downtown revitalization to create a vibrant mixed use area with local businesses meeting residents' commercial needs and high-quality housing being constructed. Streetscape improvements include landscaping, public plazas and art displays, additional bicycle parking, new sidewalks and sidewalk amenities to emphasize the pedestrian environment of downtown. Existing business assistance would include façade improvement programs, low-interest loan programs, and encouraging a business association or creative marketing cooperative.

Estero Neighborhood - The project include plans to help IVRPD improve Estero Park and construct a community center that serves as a long-term home to IVYP, the Teen Center, and an elder care facility. The facility will also offer a home for inter-generational daycare services, neighborhood-scale commercial amenities within the community center, and multi-use rooms available for a variety of community events. Basketball courts, children's play equipment, and picnic facilities would also be improved at Estero Park. Partnerships to establish nearby playfields and affordable housing in addition to exploring the feasibility of a skate board park at Estero Park are also proposed.

Housing – The IVMP may allow the development of up to 1447 new housing units to enhance new housing design and affordability and provide programs to improve the quality of existing housing. This new housing is intended to encourage the production of a variety of housing types for residents of all income levels and for-sale units by focusing on community in-fill sites and mixed use downtown development. The Plan also identifies specific sites which may be considered for affordable housing projects. These sites are:

- El Colegio Road and Embarcadero Del Mar
- El Colegio Road and Camino Pescadero Road
- Camino Pescadero Road and Cervantes Road
- El Colegio Road and Stadium Road
- Inner-block lot at Picasso and Camino Pescadero Roads (potential public parking)
- Partnership to create affordable housing project and playfields at Camino Del Sur Road and Sueno Road (former IVYP site)
- Pardall Gardens – Mixed use, affordable housing
- Cervantes Road and Embarcadero Del Norte
- Segovia and Embarcadero Del Mar
- Union 76 vacant lot

In summary, the IVMP project would allow for residential development, increased downtown commercial and housing opportunities, improved public spaces, and construction of a community center while

protecting valuable coastal open space from encroachment; restoring sensitive habitats in Anisq'Oyo' Park; and improving recreational opportunities for the community.

II. PROCEDURAL HISTORY

The Santa Barbara County Redevelopment Agency Board of Directors ("Board of Directors") finds that the Revised Isla Vista Master Plan was prepared pursuant to the following process:

- A. Land use and development in Isla Vista is regulated by the Santa Barbara County Comprehensive Plan's Land Use Element, which was adopted in 1980 and has been amended periodically since then. The latest update to the Land Use Element was in 2002. California State Planning Law requires that General Plans be kept "current" through periodic amendments; Santa Barbara County performs such updates in part through Community Plans. The Goleta Valley Community Plan has guided land development patterns in the area since its adoption in 1993.

The Coastal Land Use Plan (CLUP) and Goleta Valley Community Plan (GV) will continue to apply to Isla Vista after Master Plan adoption.

- B. In 2000, the Santa Barbara County Board of Supervisors entered into a Memorandum of Understanding with the University of California, Santa Barbara and the Isla Vista Recreation and Park District to jointly fund the Isla Vista Master Plan.
- C. In 2000, the County held an international design competition and, in 2001, a community jury selected Opticos Design, an urban design consultant, to assist in the development of the Master Plan.
- D. In October 2001, the Isla Vista Project Area Committee/General Plan Advisory Committee (IVPAC/GPAC) was formed.
- E. In April 2002, an intensive 8-day Design Workshop was convened for community members and the IVPAC/GPAC to interact with urban planners, architects, economists, designers, and engineers, to discuss the future of Isla Vista.
- F. After more than 30 public meetings between 2001 and 2003, the IV PAC/GPAC provided the Board of Supervisors with a recommendation to initiate environmental review of the Draft IVMP in June 2003. In June 5, 2003, the Initiation Draft Isla Vista Master Plan, a Specific Plan was completed.
- G. In July 2003, the Board of Supervisors adopted Resolution 03-234 to initiate the land use policies and regulations proposed in the Draft IVMP. Staff began preparation of an EIR to analyze the environmental effects of the Draft IVMP, the catalyst projects, and a reasonable range of alternatives.
- H. A Notice of Preparation of an Environmental Impact Report was issued on October 16, 2003, for a 30-day agency and public EIR scoping period.
- I. In January 2005, (Re) Vision Isla Vista: Downtown Design Guidelines was completed.
- J. A Draft Environmental Impact Report (03-EIR-08) was released for public review on May 10, 2006. The public review period closed on July 14, 2006.
- K. Noticed public workshops to review the Draft EIR were held in the Isla Vista community on May 31, 2006 and June 8, 2006.
- L. Public hearings were held by the Santa Barbara County Planning Commission on March 7, 2007, March 19, 2007, April 23, 2007, May 23, 2007, and July 25, 2007 to review the Master Plan and DEIR.

- M. In response to public comments, revisions were made and a Proposed Final EIR was released in March 23, 2007, including written responses to comments received on the draft EIR.
- N. At its public hearing on April 23, 2007 the County Planning Commission recommended that the Board of Supervisors certify EIR No. 03-EIR-08 and adopt the proposed Isla Vista Master Plan and recommended the BOS adopt a program that created incentives for developers to consolidate lots, build using green technology, and cause public infrastructure to be built. The Isla Vista Master Plan has been revised to include Housing Policy 6 which sets forth the Density Incentive Program. ("Revised Isla Vista Master Plan" or "IVMP")
- O. In response to the Planning Commission recommended changes to the proposed project related to the density incentive program, staff prepared a document entitled "Revisions (RV1) to the Proposed Final EIR for the Isla Vista Master Plan 03-EIR-08 (hereinafter "EIR Revision").
- P. On August 21, 2007 the Board of Supervisors adopted the EIR Revision including the findings made therein which became part of the proposed Final EIR for the Revised Isla Vista Master Plan and are now, together identified as 03 EIR-08 RV1. Because the all of the additional density that is possible under the Density Incentive Program less than that studied in relation to Alternative 6 of the EIR, the impacts of the impacts of the original Isla Vista Master Plan combined with the Density Incentive Program will be less than those associated with Alternative 6 and can be ascertained through reference to the Alternative 6 analysis.
- O. The Proposed Project and the Revised Final EIR has been reviewed and considered by the Board of Supervisors and Agency Board of Directors at public hearings held on August 21, 2007.
- P. On August 21, 2007, the Board of Supervisors certified Final EIR No. 03-EIR-08 RV1, approved the Revised Isla Vista Master Plan and directed staff to submit the IVMP to the California Coastal Commission for certification as an amendment to the County's Local Coastal Program.

III. PLANNING FINDINGS: GENERAL

The Board of Directors finds that:

- A. The Santa Barbara County Comprehensive Plan has been amended regularly since its original adoption, particularly the Land Use Element, which was adopted in 1980. However, growth and development under the Plan over time, as well as the changing needs of California, Santa Barbara County and particularly the community of Isla Vista, now warrant a comprehensive review and updating of the Comprehensive Plan for the area of Isla Vista through the preparation and adoption of the Revised Isla Vista Master Plan.
- B. The Revised Isla Vista Master Plan provides for the health, safety, and general welfare of the community of Isla Vista and its residents through the planning for orderly development.
- C. Adoption of the Revised Isla Vista Master Plan is in the best interest of the public, since the new plan more clearly distinguishes between those areas where development is appropriate, while creating a balanced economic commercial core and enhancing public open spaces and community amenities. The new Master Plan serves to guide development to appropriate areas and reduces environmental impacts of future development, thereby reducing permitting and environmental review time and costs.
- D. The Revised Isla Vista Master Plan has been prepared pursuant to good land use planning and zoning practice, and is consistent with state planning and zoning law and the Santa Barbara County Comprehensive Plan and all of its Elements.
- E. Planning for orderly development involves numerous and sometimes competing social, land use, public service, and environmental factors. The Revised Isla Vista Master Plan has been

developed in consideration of the community’s circumstances, needs, and desires including but not limited to competing factors regarding for population growth, providing housing affordable to a variety of residents, encouraging economic revitalization, ensuring availability of public services, providing environmental resource and open space protection, and mitigating environmental impacts as identified in 03-EIR-08 RV1. Various land use mixes and development intensities have been considered and analyzed in order to assess the relative benefits and costs of a range of alternatives. The resultant Plan revises the development potential of some parcels throughout the planning area and in many cases provides for the avoidance and mitigation of adverse effects where determined to be feasible. In doing so, the Plan respects service, resources, and infrastructure capacities while accommodating development to a degree and in a manner that provides the greatest community welfare with the least public and private harm. Therefore, it is hereby found that the redesignation of land use and density of parcels within the planning area is justified and in the public interest considering the community’s resource and infrastructure constraints, and that the Plan provides for the community’s overall benefit, and is consistent with adopted County service and resource policies.

F. The Revised Isla Vista Master Plan is a focused land use document. It is intended to address specific issues for the smaller community of Isla Vista and does not serve as a Comprehensive Plan update for the community. It does not address all areas in the Comprehensive Plan or the Local Coastal Plan. It covers and complementing topics addressed by previously adopted Elements of the Comprehensive Plan, the Local Coastal Plan, and the Coastal Land Use Plan (CLUP). In many cases, existing County policy will continue to apply to new development projects. The EIR identified several consistencies between the draft Revised Isla Vista Master Plan and adopted policies and as discussed below. They are:

1. The IVMP is consistent with the many policies from the Goleta Community Plan, California Coastal Act Findings and Policies, County Coastal Land Use Plan, as these policies govern issues or resource areas that are not affected by the IVMP. Specifically these policies are:
 - a. Goleta Community Plan:
Policy RRC-GV-2; Policy RRC-GV-3; Policy SCH-GV-1; Policy RRC-GV-2; Policy RRC-GV-3; Policy SCH-GV-1; Action CIRC-GV-2.32; Policy CIRC-GV-7; Policy WAT-GV-5; Policy WAT-GV-6, -12; Policy AQ-GV-1; DevStd AQ-GV-1.1; Policy AQ-GV-5; DevStd AQ-GV-5.1; Policy BIO-GV-3; DevStd BIO-GV-19.1; DevStd BIO-GV-19.2; Policy FLD-GV-1; and Policy GEO-GV-3;
 - b. California Coastal Act:
Coastal Act Finding 30007.5; Coastal Act Policy and PRC Section 30253;
 - c. County Coastal Land Use Plan:
CLUP Policy 3-5; CLUP Policy 3-6; CLUP Policy 3-7; CLUP Policy 3-8; CLUP Policy 3-10; CLUP Policy 3-11; CLUP Policy 3-12; CLUP Policy 3-13; CLUP Policy 3-14; CLUP Policy 3-20; CLUP Policy 4-5; CLUP Policy 4-6; CLUP Policy 4-7; CLUP Policy 9-35; and CLUP Policy 9-36.
2. The Draft IVMP is consistent with the Comprehensive General Plan – Land Use Development Policies and Development Criteria as follows:

Requirement	Policy Consistency
Land Use Element – Regional Goals and Policies	
<u>Environment:</u> Environmental constraints on development shall be respected.	Consistent. Environmental constraints on development have been respected through implementation of applicable GCP and IVMP policies and development standards.

<p><u>Environment:</u> Economic and population growth shall proceed at a rate that can be sustained by available resources.</p> <p><u>Urbanization:</u> To sustain a healthy economy in the urbanized areas and to allow for continued growth within its resources and within its ability to pay for necessary services, the County shall encourage infill, prevent scattered urban development, and encourage a balance between housing and jobs.</p>	<p>Consistent. Most elements of change identified in the IVMP will occur in reasonably small increments, such that the community will see the effect of each change occur over time. The addition of less or more than 1447 new units over 20 years will result in a 1.2% annual growth rate in the Isla Vista community. Specific projects, the IVMP Catalyst Projects, have been prioritized and will occur as funding becomes available.</p> <p>Consistent. The IVMP calls for development in the already urbanized area of Isla Vista. The commercial development encouraged under the IVMP will allow Isla Vista residents to fulfill their daily needs with services in town, encouraging a balanced, healthy community.</p>
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3. The Revised IVMP is consistent with the Goleta Community Plan (GCP) as follows:

<i>Community Development: Land Use – General</i>	
Requirement	Policy Consistency
<p>Policy G-GV-1: All existing Countywide policies in the CGP and the County CLUP that apply to non-coastal and coastal areas, respectively, as well as the specific policies in the GCP, apply to new development.</p>	<p>Consistent. Each applicable policy is identified and reviewed herein.</p>
<p>Policy G-GV-2: The Development Standards contained within the GCP shall be implemented, as appropriate.</p>	<p>Consistent. All development under the IVMP shall be required to implement each applicable Development Standard of the GCP in order to obtain a coastal development permit, as discussed herein.</p>
<p>Policy LU-GV-2: Future growth and development shall occur in a manner which minimizes construction related impacts on the community.</p>	<p>Consistent. The IVMP encourages incremental growth and, through implementation of the Form-Based Code, ensures appropriate housing types for Isla Vista.</p> <p>All development must strictly adhere to County standards which outline the minimization of construction impacts and can be found in policies set forth in the GCP, CLUP and as mitigation measures in the EIR.</p>
<p>Policy LU-GV-4: Where a site or parcel has more than one land use designation (e.g.: commercial and residential), the design of the site shall be coordinated through the use of similar landscape and design elements (e.g.: access, plant selection, buffer strips, habitat/open space protections, architectural styles, etc.)</p>	<p>Consistent. The IVMP’s Form-Based Code provides a code for cohesive development in the mixed use portion of the downtown and residential neighborhoods. The following IVMP Housing Action shows consistency:</p> <p><u>IVMP Housing Action 1.1:</u> A new Isla Vista Form-Based Regulating Code which regulates</p>

	<p>architectural style, building layout, and parking shall be adopted for Isla Vista that enhances the character of Isla Vista by identifying building types and providing incentives for owners to invest or reinvest in their properties.</p> <p>This policy pertains to specific development projects. All development projects under the IVMP to which this policy is applicable will be required to demonstrate consistency with it in order to be approved by the County.</p>
<p>Community Development – Land Use Residential</p>	
<p>Objective LUR-GV: Considering community-wide resource constraints, retain existing affordable housing stock and encourage the development of the maximum number of affordable housing units during the next ten years to meet the needs of the community's low and moderate income households, consistent with the County's Housing Element.</p>	<p>Consistent. The following Housing Goal of the IVMP is consistent with this GCP objective:</p> <p><u>IVMP Housing Goal:</u> Produce new housing that is well-designed and affordable to all sectors of the Isla Vista community, including families, students, area workers and UCSB faculty and staff, and improve existing housing stock through creative public private partnerships.</p>
<p>Policy LUR-GV-1: Consistent with the Housing Element, the County shall actively encourage the provision of a mix of affordable units on parcels designated for affordable housing, and on other parcels where affordable housing is proposed by private applicants.</p>	<p>Consistent. The IVMP includes policies and programs that encourage the production of affordable housing by designating specific sites for affordable housing. In addition, the IVMP provides direction regarding the allocation of the redevelopment agency's 20% affordable housing set aside.</p> <p><u>Housing Policy 3:</u> The Isla Vista Form-Based Regulating Code will include a variable density component to create a development incentive for smaller units more affordable by design due to their reduced per unit land construction cost.</p>
<p>Policy LUR-GV-2: The County shall actively pursue the goal of providing that 50% of the total new residential development in the Goleta Planning Area be priced in the affordable range per the County's Housing Element and State Law. The provision of 50% affordable units shall remain the target goal until such time as that number is updated in the County's Housing Element.</p>	<p>Consistent. The County Housing Element and CLUP 5-10 impose inclusionary housing requirements in Isla Vista. These programs require a certain number of new affordable housing units in certain types of new development projects. Those programs coupled with California Redevelopment Law that requires 20% of the total tax increment be used to increase the supply of low/moderate income housing, will ensure consistency with this policy.</p>

<p>Policy LUR-GV-3: The County shall encourage the use of appropriate publicly-owned land as potential sites for affordable housing, with a prioritization of units affordable to low-income persons.</p>	<p>Consistent. Most public property in Isla Vista is dedicated to roads or permanent public parks. UCSB is the only public entity with significant amounts of land eligible for the construction of affordable housing. The following action of the IVMP demonstrates consistency with this policy:</p> <p>Action Interface 2.4: The RDA shall encourage UCSB to locate staff/faculty housing on Ocean Road consistent with the intent and nature of diagram on page 4-74. The RDA shall encourage the inclusion of day-care facilities for children of faculty and staff as appropriate. The RDA shall discourage student housing and any commercial development within these structures.</p>
<p>Policy LUR-GV-5: The County shall continue to ensure that the range of housing opportunities in the Goleta Valley remains broad and sufficient enough to meet all housing needs.</p>	<p>Consistent. The following Housing actions of the IVMP demonstrates consistency with this policy:</p> <p><u>Housing Action 2.1:</u> The RDA shall prioritize the expenditure of Redevelopment housing set-aside funds as financially feasible to: 1) to improve very low, low and moderate income housing supply through provision of assistance to rehabilitate the existing housing stock, 2) to facilitate implementation of a mixed use program that includes low, very-low and moderate-income affordable housing, and 3) assist in the development of new very low, low and moderate income affordable for-sale housing projects.</p> <p><u>Housing Action 5.4:</u> The RDA shall coordinate with other County departments to establish new and continue the existing “affordable housing loan program” which promotes the rehabilitation of existing housing stock of all levels of affordability where appropriate.</p>
<p><i>Public Facilities and Services – General</i></p>	
<p>Action G-GV-2.1: New public services and facilities, as outlined in the Capital Improvements Plan, shall be constructed and operational in advance of service and facility demand from new development.</p>	<p>Consistent. The IVMP describes a series of public improvements which will be financed with RDA, County, and other sources of funds. In addition, new development will be required to participate in the GTIP and other County fee programs. All development under the IVMP will be subject to Circulation Element requirements.</p> <p>The incentive program includes the opportunity for a density bonus to be granted if a project causes public infrastructure improvements to be constructed and if the project obtains a development agreement.</p>

<p>Policy G-GV-3: The County shall encourage developers to use innovative measures such as but not limited to payment of development impact fees; direct public service facility improvements; creation of public service facility benefit assessment districts etc., to mitigate the public service impacts from their developments, in addition to standard in-lieu fees.</p>	<p>Consistent. As proposed, the IVMP would require innovative measures to mitigate impacts on public services and public facilities. These measures include but are not limited to, participation in area-wide traffic and circulation improvements and implementation of high priority alternative transportation projects (a bicycle boulevard, car-sharing program, and revised and expanded bus service).</p>
<p>Public Facilities and Services – Fire Protection</p>	
<p>DevStd FIRE-GV-1.3: Two routes of ingress and egress shall be required for any discretionary new development or subdivision of land unless the Fire Department waives the requirement.</p>	<p>Consistent. All development will be required to comply with Fire Department requirements and standards.</p>
<p>Policy FIRE-GV-4: Emergency access shall be a consideration in the siting and design of all new development.</p>	<p>Consistent. All development will be required to comply with Fire Department requirements and standards.</p>
<p>Public Facilities and Services – Parks, Recreation, and Trails/Open Space</p>	
<p>Policy PRT-GV-1: Diverse outdoor and indoor recreational opportunities shall be encouraged to enhance Goleta's recreational resources and to ensure that current and future recreational needs of residents are met.</p>	<p>Consistent. An objective of the IVMP is to improve existing parks and recreation resources, and expand recreational opportunities and beach access. The following IVMP goals, policies, and actions demonstrate consistency with this GCP policy:</p> <p><u>Estero Neighborhood Goal:</u> Create a focal point for western Isla Vista that includes a community center, affordable housing and active recreational opportunities.</p> <p><u>Estero Neighborhood Policy 1:</u> Estero Park shall be expanded and redesigned to provide functional open space and a community focal point.</p> <p><u>Estero Neighborhood Action 1.1:</u> The RDA, IVRPD and UCSB shall assist in the construction of a community center that serves as a community focal point and provides a range of daycare, teen activities, sports facilities, and multi-use rooms, for Isla Vista residents.</p> <p><u>Estero Neighborhood Action 1.2 :</u> The RDA shall seek to establish partnerships to provide affordable housing and public active recreational play-fields near the community center site.</p> <p><u>Estero Neighborhood DevStd 1.4:</u> IVRPD shall improve the basketball courts, Frisbee golf course, children's play equipment, picnic and BBQ facilities and study the feasibility of an on-site skate park at Estero Park.</p> <p><u>Estero Neighborhood Action 1.5:</u> IVRPD should continue to provide community gardens in the</p>

	<p>Estero neighborhood area.</p> <p><u>Estero Neighborhood Action 1.7:</u> The Community Center may accommodate limited commercial amenities (e.g., snack bar) that are ancillary to and support activities that occur at the Community Center as a public service facility.</p> <p><u>Open Space and Parks Goal:</u> Develop a wide variety of public spaces within Isla Vista to provide community focal points for social and entertainment opportunities, open spaces for recreational activities and species preservation, and improving connections to the ocean and mountains while enhancing environmentally sensitive habitats.</p> <p><u>Open Space and Parks Policy 1:</u> The parks system shall be enhanced to meet social and community needs and provide more active recreational places.</p> <p><u>Open Space and Parks Action 1.1:</u> The RDA, working with IVRPD should pursue and create space for active recreational uses, such as sand volleyball or basketball courts on Del Playa Drive, and a skate board park at Estero Park, if feasible</p> <p><u>Open Space and Parks Action 1.2:</u> The RDA should encourage IVRPD in coordination with County Parks Department to maintain parks and open space to provide a safe environment, rehabilitating unusable and potentially overgrown areas.</p> <p><u>Open Space and Parks Action 1.3:</u> IVRPD is encouraged to update their public space classification system to facilitate a wide range of open areas from undeveloped natural lands to formal spaces.</p> <p><u>Open Space and Parks DevStd 1.4:</u> Open space and parks maintenance strategies should be developed to balance an environment conducive to plant growth and human recreational use that reflects the changing relationship between neighborhood centers and edges.</p> <p><u>Open Space and Parks Action 2.5:</u> The RDA shall work with IVRPD to facilitate the creation of a multi-use path at the northern part of Anisq' Oyo' Park to accommodate bikes, pedestrians, and small-wheeled, non-motorized vehicles (e.g. skateboards, rollerblades).</p> <p><u>Downtown Action 2.1:</u> The RDA shall work with</p>
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	IVRPD to improve Anisq'Oyo', Acorn, and Perfect Parks' relationship to the downtown and incorporate an appropriate level of programmable recreational space.
<p>Policy PRT-GV-2: In compliance with applicable requirements, all opportunities for public recreational trails within those general corridors adopted by the Board of Supervisors as part of the Parks, Recreation and Trails (PRT) maps of the County Comprehensive Plan (and this Community Plan) shall be protected, preserved and provided for during and upon the approval of any development, subdivision and/or permit requiring any discretionary review or approval, except as referenced in Agricultural Element Policy IA.</p>	<p>Consistent. The following IVMP actions demonstrate consistency with this policy:</p> <p><u>Streets Action 1.6:</u> The RDA, Public Works and County Parks Department should, where feasible, create pedestrian and bicycle routes to connect established trails and coastal routes along the perimeter of Isla Vista.</p> <p><u>Open Space and Parks Action 4.2:</u> Planning and Development shall update Parks, Recreation and Trails Map #3 for Isla Vista.</p> <p>In addition, no proposed development in the IVMP interferes with a trail identified on the PRT.</p>
<p>Policy PRT-GV-13: Properties with the potential for maximum community use shall be considered a high priority in park acquisition decisions. This includes parcels which are highly visible (e.g., open space lot on heavily used traffic corridor) or are accessible to many people (e.g., park along bike path or at trailhead), or serve people in ways beyond accessibility (e.g., parcel which supports a produce stand).</p>	<p>Consistent. The following IVMP actions demonstrate consistency with this policy:</p> <p><u>Estero Neighborhood Action 1.2 :</u> The RDA shall seek to establish partnerships to provide affordable housing and public active recreational play-fields near the community center site.</p> <p><u>Open Space and Parks Action 1.1:</u> The RDA, working with IVRPD should pursue and create space for active recreational uses, such as sand volleyball or basketball courts on Del Playa Drive, and a skate board park at Estero Park, if feasible</p>
<p>Public Facilities and Services – Resource Recovery</p>	
<p>Policy RRC-GV-1: Opportunities for community wide resource recovery and conservation shall be provided.</p>	<p>Consistent. Curbside recycling is available to both residential and commercial units in the project area.</p>
<p>Public Facilities and Services – Traffic, Circulation and Parking</p>	
<p>Roadways and Intersection Standards for Determination of Project Consistency (APPENDIX A Goleta Community Plan)</p> <p>B. Roadway Standards: A project's consistency with this section shall be determined as follows:</p> <p>a. For roadways where the Estimated Future Volume does not exceed the acceptable capacity, a project would be considered consistent with this section of the community plan if the number of ADTs contributed by the project would not cause an exceedance of</p>	<p>Consistent. The proposed project includes the changes to the Circulation Element and Goleta Community Plan to allow levels of service “D” at project build-out and to exempt projects within the Isla Vita Area from the roadway and intersection standards identified in Appendix A of the GCP and the Circulation Element.</p> <p>These changes are justified given the overall environmental and public service efficiency benefits of infill development and the following factors:</p> <ul style="list-style-type: none"> • Isla Vista is an urban community; • Community transportation goals include promoting pedestrian, bicycle, and bus

<p>acceptable capacity.</p> <p>b. For roadways where the Estimated Future Volume exceeds the acceptable capacity but does not exceed Design Capacity, a project would be considered consistent with this section of the community plan only if:</p> <ol style="list-style-type: none"> 1) the number of ADTs contributed by the project to the roadway does not exceed 150 ADTs, or 2) if the project provides a substantial contribution to a high priority alternative transportation project (or projects) as identified in the GTIP that: <ol style="list-style-type: none"> a) substantially improves the alternative transportation network, b) has a reasonable relationship to the project, and c) is proportional to the size and extent of the project's impact on Goleta's transportation system. <p>c. For roadways where the Estimated Future Volume exceeds the Design Capacity, a project would be considered consistent with this section of the community plan only if:</p> <ol style="list-style-type: none"> 1) the number of ADTs contributed by the project to the roadway does not exceed 50 ADTs, or 2) if the project constructs or funds operation of a high priority alternative transportation project (or projects) as identified in the GTIP that: <ol style="list-style-type: none"> a) substantially improves the alternative transportation network, b) has a reasonable relationship to the project, and c) is proportional to the size and extent of the project's impact on Goleta's transportation system. <p>C. Intersection Standards:</p> <p>Intersection capacity is stated in the terms of the proportion of the volume of traffic carried (V) to its design capacity (C); with a volume to capacity ratio (V/C) of 1.00 equal to gridlock, a V/C ratio of .90 equal to LOS E, on down to a V/C ratio of .70 equal to LOS C and a V/C ratio of .50 equal to LOS A.</p> <p>a. Projects contributing Peak Hour Trips to</p>	<p>service all of which are unaffected by reduced LOS standards;</p> <ul style="list-style-type: none"> • Isla Vista is served by transit routes with headways of 15 minutes or less during peak hour; • The roadway network is developed and cannot be easily modified or expanded; and, • Community goals to promote infill projects with the exiting urban area. <p>As demonstrated by the traffic study, the proposed project will be consistent with the Circulation Element as it is proposed to be amended.</p>
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intersections that operate at a Estimated Future Level of Service A shall be found consistent with this section of the Community Plan unless the project results in a change in V/C ratio greater than 0.20.

- For intersections operating at an estimated future Level of Service B, no project shall result in a change in V/C ratio greater than 0.15.
- For intersections operating at an estimated future Level of Service C, no project shall result in a change of V/C ratio greater than 0.10.
- For intersections operating at an estimated future Level of Service D, no project shall result in a change of V/C ratio greater than 0.03.
- For intersections operating at an estimated future Level of Service E, no project shall result in a change of V/C ratio greater than 0.02.
- For intersections operating at an estimated future level of Service F, no project shall result in a change of V/C ratio greater than 0.01.

b. Notwithstanding the standards in subdivision a, above, projects that send fewer than 15 peak hour trips to an intersection shall be considered consistent with the Community Plan.

c. In order to make a finding of consistency with the Community Plan where a project's traffic contribution does result in a measurable change in V/C ratio and also results in a finding of inconsistency with the above intersection standards, the project shall be required to either:

- 1) construct intersection improvements that are sufficient to offset the project-associated change in V/C ratio, in excess of the applicable intersection standards above,
- 2) if the project constructs or funds operation of a high priority alternative transportation project (or projects) as identified in the GTIP that:
 - a) substantially improves the alternative transportation network,
 - b) has a reasonable relationship to the project, and

<p>c) is proportional to the size and extent of the project's impact on Goleta's transportation system.</p> <p>3) Provide for a County-approved combination of the above.</p> <p>d. These intersection standards shall also apply to projects which generate Peak Hour Trips to intersections within incorporated cities that are operating at levels of service worse than those allowed by the city's Circulation Element.</p>	
<p>Policy CIRC-GV-2: The County shall develop and maintain a Transportation Improvement Plan which includes roadway, intersection, transit and alternative transportation mode (e.g.: bike ways and pedestrian paths) improvements, with priority given to improvements that will ease congestion on the most constrained roadways and intersections in the planning area. The priority assigned to these improvements shall account for priorities identified in Community Plans, shall be based upon the most recent available traffic data and shall take into account maintenance requirements of existing improvements. The Transportation Improvement Plan shall be an integrated Plan for maintenance and capital improvements of roads and intersections as well as alternative transportation facilities. The Transportation Improvement Plan shall be updated by the Public Works Department and presented to the Planning Commission and the Board of Supervisors for review on an annual basis. The Plan shall contain a list of transportation projects to be undertaken, ranked in relative priority order, and include estimated cost, and if known, delivery year for each project including both funded and unfunded improvements.</p>	<p>Consistent. The IVMP 's Transit and Circulation section specifies improvements to Isla Vista's network of public streets, addresses the area's parking issues and presents options to increase resident access to alternative transportation options.</p>
<p>Action CIRC-GV-2.23: Zoning Ordinance Changes. When funding becomes available, Planning & Development should bring to the Planning Commission and Board of Supervisors recommended changes to the Zoning Ordinance which would 1) allow greater flexibility within commercial and industrial zones, and 2) transit/pedestrian design standards for new residential and commercial development, in order to decrease congestion on Goleta roadways.¹</p>	<p>Consistent. The IVMP's Form-Based Code will address existing zoning regulations which do not currently permit the construction of many of the types of buildings that would optimally support the compact, pedestrian-oriented development envisioned for the future of Isla Vista.</p> <p><u>Housing Action 5.2:</u> The zoning ordinance shall be updated to include the form-Based Code.</p>

¹. Examples of potentially allowed uses could include but are not limited to: child care facilities, restaurants, and retail facilities. Design standards could include through internal streets, concrete paving for bus stops, bus stops that are wheel chair accessible and curb cuts in sidewalks.

Policy CIRC-GV-8: New development shall be sited and designed to provide maximum access to non-motor vehicle forms of transportation, including well designed walkways, paths and trails between new residential development and adjacent and nearby commercial uses and employment centers.

Consistent. The following IVMP goals, policies, actions, and development standards demonstrates the Plan's consistency with this GCP policy:

Streets Goal: Enhance the quality of life in Isla Vista by improving the public circulation systems for pedestrians and bicyclists.

Streets Policy 1: The Isla Vista circulation network should be modified to reduce automobile travel speed for compatibility with cyclists, pedestrians, and small wheeled non-motorized modes of transportation (e.g. skateboarders and roller bladers).

Streets Action 1.6: The RDA, Public Works and County Parks Department should, where feasible, create pedestrian and bicycle routes to connect established trails and coastal routes along the perimeter of Isla Vista.

Streets Policy 2: The use of bicycles as an alternate mode of transportation in Isla Vista shall be encouraged.

Streets Action 2.1: The RDA and Public Works shall research Sueno Road as a bike boulevard using appropriate painting, signs, and physical improvements.

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

Streets Policy 3: Walking shall be encouraged as a viable form of alternative transportation in Isla Vista.

Streets Action 3.1: The RDA shall work with Public Works to implement sidewalk improvements where feasible on north-south streets and in the commercial core.

Streets Action 3.2: The RDA shall encourage Public Works to, where feasible, prioritize completion of sidewalks on the following streets: Camino Pescadero, Pasado Road, Sabado Tarde Road, Pardall Road, Camino Del Sur, Camino Corto, Embarcadero Del Mar, Embarcadero Del Norte, Sueno Road, and Del Playa Drive.

Streets Action 3.4: The RDA, in coordination with Public Works, should establish a streetscape infrastructure improvement program, planting appropriate street trees throughout Isla Vista to enhance pedestrian activity.

Streets Action 3.5: The RDA should encourage Public Works to improve the pedestrian crossing intersection of Abrego Road and Camino Corto, and other major intersections. Improvements may

	<p>include installing lights, narrowing the intersection, raising the pedestrian crosswalk onto a wide speed table and placing reflectors or flashing lights on the pavement.</p> <p><u>Streets Action 3.6:</u> The RDA should encourage Public Works to review and where feasible add pedestrian scale street lighting to north-south streets and primary circulation routes.</p> <p><u>Parking and Transit Goal:</u> Develop an effective, efficient multi-modal transportation system for the Isla Vista community. Reduce automobile impact on the community by minimizing automobile dependence and the rate of bicycle and pedestrian-related collisions in Isla Vista.</p> <p><u>Open Space and Parks Action 2.5:</u> The RDA shall work with IVRPD to facilitate the creation of a multi-use path at the northern part of Anisq' Oyo' Park to accommodate bikes, pedestrians, and small-wheeled, non-motorized vehicles (e.g. skateboards, rollerblades).</p> <p><u>Downtown Action 4.4:</u> The RDA should coordinate work with Public Works to implement a program of downtown infrastructure public improvements including street landscaping, public plazas, additional bicycle parking, new sidewalks and sidewalk amenities.</p> <p><u>Isla Vista/UCSB Interface Goal:</u> Create a physically and visually connected interface between Isla Vista and UCSB that includes enhanced alternative transportation access, efficient land use, and buildings oriented to both the Isla Vista and UCSB communities. Land uses on either side of the interface should enhance each other.</p> <p><u>Interface Policy 2:</u> The Isla Vista bicycle, pedestrian and public transit network, and building pattern should be extended into the UCSB Main Campus at its western edge to create a more gradual interface transition.</p> <p><u>Interface Action 2.2:</u> The RDA shall encourage UCSB to modify the bike and pedestrian tunnel on Pardall Road to reduce concrete massing, shorten travel time in the tunnel, reduce the slope of the tunnel floor and create a more attractive design.</p> <p><u>Interface Action 2.3:</u> The RDA shall encourage UCSB to develop buildings on Ocean Road that face Ocean Road and include pedestrian entrances oriented toward Isla Vista. The RDA shall encourage the retention of pedestrian and bike though-fares at the terminus of IV streets.</p> <p><u>Interface Action 2.5:</u> Planning and Development and the RDA shall encourage UCSB to address</p>
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	<p>landscaping and maintenance issues on UCSB owned property and bicycle and pedestrian pathways in Isla Vista and ensure that those properties integrate into the community.</p> <p><u>Interface Dev Std 3.1:</u> El Colegio Road should be designed as an urban street, sufficiently narrow so that UCSB buildings on the north side of the street are functionally and visually part of the Isla Vista neighborhoods on the south side of the street, yet wide enough to accommodate traffic volumes and safety vehicles. El Colegio should be designed as a 2-lane road with roundabouts that accommodate pedestrians, bicyclists, and public transit.</p>
<p>Policy CIRC-GV-9: The County shall facilitate the use of the bicycle as an alternate mode of transportation and shall provide adequate, safe bike-routes in the Goleta Area to meet the transportation and recreation needs of Goleta cyclists</p>	<p>Consistent. The following goals, policies, actions, and development standards of the IVMP demonstrates the Plan’s consistency with this GCP policy:</p> <p><u>Streets Goal:</u> Enhance the quality of life in Isla Vista by improving the public circulation systems for pedestrians and bicyclists.</p> <p><u>Streets Policy 1:</u> The Isla Vista circulation network should be modified to reduce automobile travel speed for compatibility with cyclists, pedestrians, and small wheeled non-motorized modes of transportation (e.g. skateboarders and roller bladers).</p> <p><u>Streets Action 1.6:</u> The RDA, Public Works and County Parks Department should, where feasible, create pedestrian and bicycle routes to connect established trails and coastal routes along the perimeter of Isla Vista.</p> <p><u>Streets Policy 2:</u> The use of bicycles as an alternate mode of transportation in Isla Vista shall be encouraged.</p> <p><u>Streets Action 2.1:</u> The RDA and Public Works shall research Sueno Road as a bike boulevard using appropriate painting, signs, and physical improvements.</p> <p><u>Streets DevStd 2.2:</u> Commercial development shall include adequate bicycle racks and storage to accommodate both employees and customers. Community parks should also provide sufficient bicycle racks to accommodate park users.</p> <p><u>Streets DevStd 2.3:</u> The Form-Based Regulating Code for Isla Vista shall require that all projects in residential zone districts be required to provide two (2) enclosed or unenclosed permanently maintained and secure bicycle storage spaces for each bedroom and/or studio apartment within the development.</p> <p><u>Parking and Transit Goal:</u> Develop an effective, efficient multi-modal transportation system for the</p>

	<p>Isla Vista community. Reduce automobile impact on the community by minimizing automobile dependence and the rate of bicycle and pedestrian-related collisions in Isla Vista.</p> <p><u>Open Space and Parks Action 2.5:</u> The RDA shall work with IVRPD to facilitate the creation of a multi-use path at the northern part of Anisq' Oyo' Park to accommodate bikes, pedestrians, and small-wheeled, non-motorized vehicles (e.g. skateboards, rollerblades).</p> <p><u>Downtown Action 4.4:</u> The RDA should coordinate work with Public Works to implement a program of downtown infrastructure public improvements including street landscaping, public plazas, additional bicycle parking, new sidewalks and sidewalk amenities.</p> <p><u>Isla Vista/UCSB Interface Goal:</u> Create a physically and visually connected interface between Isla Vista and UCSB that includes enhanced alternative transportation access, efficient land use, and buildings oriented to both the Isla Vista and UCSB communities. Land uses on either side of the interface should enhance each other.</p> <p><u>Interface Policy 2:</u> The Isla Vista bicycle, pedestrian and public transit network, and building pattern should be extended into the UCSB Main Campus at its western edge to create a more gradual interface transition.</p> <p><u>Interface Action 2.2:</u> The RDA shall encourage UCSB to modify the bike and pedestrian tunnel on Pardall Road to reduce concrete massing, shorten travel time in the tunnel, reduce the slope of the tunnel floor and create a more attractive design.</p> <p><u>Interface Action 2.3:</u> The RDA shall encourage UCSB to develop buildings on Ocean Road that face Ocean Road and include pedestrian entrances oriented toward Isla Vista. The RDA shall encourage the retention of pedestrian and bike though-fares at the terminus of IV streets.</p> <p><u>Interface Action 2.5:</u> Planning and Development and the RDA shall encourage UCSB to address landscaping and maintenance issues on UCSB owned property and bicycle and pedestrian pathways in Isla Vista and ensure that those properties integrate into the community.</p> <p><u>Interface Dev Std 3.1:</u> El Colegio Road should be designed as an urban street, sufficiently narrow so that UCSB buildings on the north side of the street are functionally and visually part of the Isla Vista neighborhoods on the south side of the street, yet wide enough to accommodate traffic volumes and safety vehicles. El Colegio should</p>
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	be designed as a 2-lane road with roundabouts that accommodate pedestrians, bicyclists, and public transit.
Policy CIRC-GV-12: Developers shall be encouraged to pursue innovative measures to fully mitigate the transportation impacts associated with their projects.	Consistent. A main objective of the IVMP is to design a community where pedestrian and bicycle traffic is encouraged, and public mass transit is easily accessible and convenient to use. The IVMP provides development standards that require developers to include bicycle racks or secure bicycle storage areas. An in-lieu parking fee is also proposed so developers can contribute toward construction of a downtown parking structure.
Policy CIRC-GV-14: The County shall pursue the purchase of vacant properties for potential use as parking, or bus turnout areas, where the purchase would help to alleviate traffic congestion, better serve commercial development, etc.	Consistent. The IVMP proposes the implementation and construction of at least one parking lot or structure in the downtown area; as well as reconfiguring existing downtown parking areas.
Public Facilities and Services – Water	
Policy WAT-GV-1, -2, -11: For discretionary projects which would result in a net increase in water use, there shall be a sufficient supply of water to serve known existing commitments plus the project.	Consistent. All development under the IVMP would be required to obtain a can-and-will serve letter from the Goleta Water District. In addition, the WSA indicates that available water supplies for the proposed project are available.
Resources and Constraints – Air Quality	
DevStd AQ-GV-1.2: Project construction shall minimize the generation of pollution and fugitive dust during construction.	<p>Consistent. All construction activities will utilize methods to minimize the generation of pollution and fugitive dust. The following applicable mitigation measure can be found in the IVMP Draft EIR.</p> <p><u>Mitigation AIR-1:</u> For development projects, dust generated by project construction shall be kept to a minimum by following the dust control measures listed below:</p> <ul style="list-style-type: none"> • Water trucks or sprinkler systems shall be used during construction to keep all areas of vehicle movement damp enough to prevent dust from leaving the site. At a minimum, such areas shall be watered down in the late morning and after completion of work at the end of the day. The frequency of watering shall be increased when wind speeds exceed 15 miles per hour if soils are not completely wet. If wind speeds increase to the point that the dust control measures cannot prevent dust from leaving the site, construction activities shall be suspended. Reclaimed water shall be used whenever possible. • Vehicle speeds on the construction site

	<p>shall be limited to 15 miles per hours or less.</p> <ul style="list-style-type: none"> • Gravel pads shall be installed at all access points to prevent tracking of mud onto public roads. • Trucks transporting fill material/soil to and from the site shall be tarped from the point of origin. Soil stockpiled for more than two days shall be covered, kept moist, or treated with soil binders to prevent dust generation. • After clearing, grading, earth moving, or excavation is completed, the disturbed area shall be treated by watering, revegetating, or by spreading soil binders until the area is paved or otherwise developed so that dust generation will not occur. • A person or persons shall be designated by the contractor or builder to monitor the dust control program and to order increased watering, as necessary, to prevent transport of dust offsite. Such monitoring responsibilities shall include holiday and weekend periods when work may not be in progress. The contractor shall provide the name and telephone number of such person to the APCD and the County prior to approval of any land use clearance for any project grading or construction activities.
<p>Policy AQ-GV-2: The County shall strive to maintain the consistency of all land use planning with the Air Quality Attainment Plan.</p>	<p>Potentially Consistent. By increasing residential capacity within the GCP area, the project could lead to exceedance of growth projections which were a basis for the emissions forecasting and pollution modeling of the Air Quality Attainment Plan (now known as the Clean Air Plan). However, the IVMP would not necessarily change the rate of population growth and related emissions in the South Coast. Also, various aspects of the IVMP, including the emphasis on alternative transportation and mixed use development, are designed to decrease automotive travel and related emissions. Overall, the IVMP should have no detectable effects on future regional air quality. The Air Quality Supplement was adopted in 1981 to help implement the County's first Air Quality Attainment Plan. Most of its strategies continue to be relevant and potentially effective in meeting state and federal clean air standards. The project contributes toward implement of Policies A through C and Measures A-1 through A-3 & C-1 through C-3, (pp. 16-18), which encourage compact infill development, urban area revitalization, jobs-housing balance, and alternatives to the private automobile.</p>

<p>Policy AQ-GV-3: The County shall implement those land use patterns and transportation programs which will serve to reduce vehicle trips and total vehicle miles traveled.</p>	<p>Consistent. A major focus of the IVMP is to design a community based on a mixed use, sustainable village model, where dependence on the automobile is reduced, people can live close to where they work and shop, pedestrian and bicycle traffic is encouraged, and public mass transit is easily accessible and convenient to use.</p> <p>The following goals of the IVMP demonstrate consistency with this GCP policy:</p> <p><u>Streets Goal:</u> Enhance the quality of life in Isla Vista by improving the public circulation systems for pedestrians and bicyclists.</p> <p><u>Parking and Transit Goal:</u> Develop an effective, efficient multi-modal transportation system for the Isla Vista community. Reduce automobile impact on the community by minimizing automobile dependence and the rate of bicycle and pedestrian-related collisions in Isla Vista.</p> <p><u>Downtown Goal:</u> Create a vibrant mixed use downtown to serve as the center of the community, comprised of complementary local businesses which meet the basic commercial needs of Isla Vista and provide high-quality housing.</p>
<p>Policy AQ-GV-4: The County shall make mixed use development, which would encourage less commuting, a priority of land use planning.</p>	<p>Consistent. A major focus of the IVMP is to design a community based on a mixed use, sustainable village model, where dependence on the automobile is reduced, people can live close to where they work and shop, pedestrian and bicycle traffic is encouraged, and public mass transit is easily accessible and convenient to use.</p> <p>The following IVMP goal demonstrates consistency with this GCP policy:</p> <p><u>Downtown Goal:</u> Create a vibrant mixed use downtown to serve as the center of the community, comprised of complementary local businesses which meet the basic commercial needs of Isla Vista and provide high-quality housing.</p>
<p>Resources and Constraints – Biological Habitats</p>	
<p>Policy BIO-GV-2: Environmentally Sensitive Habitat (ESH) areas and Riparian Corridors within the Goleta Planning Area shall be protected and, where feasible and appropriate, enhanced.</p>	<p>Consistent. The IVMP proposes improvements to wetlands in Anisq'Oyo' Park and at the proposed community center site. The purpose of these improvements is to protect and enhance the function of each wetland.</p> <p>The following IVMP goal and development standard demonstrate the Plan's consistency with</p>

	<p>this GCP policy:</p> <p><u>Open Space and Parks Goal:</u> Develop a wide variety of public spaces within Isla Vista to provide community focal points for social and entertainment opportunities, open spaces for recreational activities and species preservation, and improving connections to the ocean and mountains while enhancing environmentally sensitive habitats.</p> <p><u>Open Space and Parks DevStd 2.4:</u> Plans for Anisq'Oyo' Park wetland shall incorporate increased use of native plants, improved water quality in the pond, possible realignment, and improved stormwater treatment options.</p>
<p>DevStd BIO-GV-2.2: New development within 100 feet of an Environmentally Sensitive Habitat (ESH), shall be required to include setbacks or undeveloped buffer zones from these habitats consistent with those detailed in specific habitat protection policies as part of the proposed development except where setbacks or buffer zones would preclude reasonable use of the parcel. In determining the location, width and extent of setbacks and buffer zones, the Goleta Biological Resources Map and other available data shall be used (e.g., maps, studies, or observations). If the project would result in potential disturbance to the habitat, a restoration plan shall be required. When restoration is not feasible onsite, offsite restoration may be considered.</p>	<p>Consistent. Development proposed along Pardall Road and at the community center site will be consistent with this development standard. The proposed site plan for the community center includes the proper setback from the existing wetland. Redevelopment along the Pardall Road corridor will be designed to minimize impacts to the urban pond in Anisq'Oyo Park.</p>
<p>DevStd BIO-GV-2.4: Landscaping which includes exotic invasive species shall be prohibited in or near Environmentally Sensitive Habitat (ESH) areas, Riparian Corridors and appropriate buffers. The California Native Plant Society publishes a list of invasive species to which the applicant may refer. Landscaping in ESH areas and appropriate buffers shall include compatible native species.</p>	<p>Consistent. Use of exotic invasive species shall be prohibited in or near ESH areas and appropriate buffers. The IVMP encourages the use of native landscaping in both public and private development and offers a Master Plant List highlighting native plants for use in future development.</p>
<p>Policy BIO-GV-16: To the maximum extent feasible, "protected trees" shall be preserved. Protected trees are defined for the purposes of this policy as mature native trees that are healthy and structurally sound and have grown into the natural stature particular to the species.</p> <p>DevStd BIO-GV-16.1: All existing "protected trees" shall be protected from damage or removal by development to the maximum extent feasible.</p>	<p>Consistent. The policies and development standards of the GCP shall be implemented in the IVMP. To address the impact of removing "protected" trees the IVMP's EIR suggests the implementation of the following mitigation measure:</p> <p><u>Mitigation Measure BIO-3:</u> A Tree Protection Plan shall be required for each Downtown catalyst project and park improvement project that has the potential to affect native trees, landscape trees, and/or native vegetation. A tree protection plan shall be prepared and applied to all native</p>

DevStd BIO-GV-16.3: Where trees may be impacted by new development, a Tree Protection Plan may be required where either the project site contains native or other biologically valuable trees (e.g., oaks, willows, sycamores, cottonwoods, cypress, eucalyptus,) or where such trees on adjacent properties have drip lines which reach onto the project site. The requirement for a Tree Protection Plan may be modified or deleted where it can be found that no trees (proposed to be retained) would be potentially damaged by the project activities. This decision shall be based on the location of trees and the project's potential to directly or indirectly damage trees through such activities as grading, brushing, construction, vehicle parking, supply/equipment storage, trenching or the proposed use of the property. The Tree Protection Plan shall be developed at the applicant's expense and should be prepared by a County approved arborist/biologist as determined to be necessary by the County. The plan must be approved by P&D prior to issuance of a CDP or LUP. The plan shall be included on all grading and building plans. The County's standard Tree Protection Plan is included in the Standard Mitigation Measures/Standard Conditions Manual.

Policy BIO-GV-17: Oak trees shall be protected to the maximum extent feasible. All land use development applications shall be processed in such a manner as to avoid damage to native oak trees. Regeneration of oak trees shall be encouraged.

tree removal and other native vegetation potentially affected by proposed activities, including the following:

- a. All construction areas shall be designated. Grading, equipment, personnel and other construction-related activities shall avoid all the critical root zone of all trees not planned for removal. Fencing that designates critical roots zones for avoidance shall be in place for all trees within 25 feet of ground disturbance prior to ground moving activities.
- b. The area within 6 feet of the critical root zone of a tree not designated for removal shall be protected from parking, storing, or operating of construction equipment, storage of construction materials (including rock and soil), and placement of artificial surfaces (pervious or impervious).
- c. If construction activities are necessary near oaks, individual trees and roots shall be protected as feasible. Roots that are at least one inch in diameter shall be cleanly cut. Any construction activity required within three feet of the critical root zone or any trenching required within the critical root zone of any specimen tree shall be done with hand tools.
- d. Only designated trees shall be removed. Any trees which are removed and/or damaged (more than 25% of root zone disturbed) shall be replaced.
- e. Where necessary to remove a tree and feasible to replant, trees shall be boxed and replanted. A drip irrigation system with a timer shall be installed. Trees shall be planted immediately after removal and shall be irrigated and maintained until established (five years). The plantings shall be protected from predation by wild and domestic animals, and from human interference by the use of staked, chain link fencing (or other suitable material) and gopher fencing during the maintenance period
- f. Maintenance of trees shall be accomplished through water-conserving irrigation techniques.

- g. Any unanticipated damage that occurs to trees or sensitive habitats resulting from construction activities shall be mitigated in a manner approved by P&D. This mitigation may include but is not limited to posting of a performance security, tree replacement on a 10:1 ratio, and hiring of an outside consultant biologist to assess the damage and recommend mitigation. The required mitigation shall be implemented immediately under the direction of P&D prior to any further work occurring on site. Any performance securities required for installation and maintenance of replacement trees will be released by P&D after its inspection and approval of such installation.
- h. All trees located within 25 feet of proposed buildings shall be protected from stucco or paint during construction.
- i. A P&D approved arborist shall be onsite throughout all grading and construction activities which may impact trees.
- j. The applicant shall hire a P&D-qualified arborist/biologist to evaluate all proposed native tree and shrub removals within 25 feet of potential ground disturbances. The arborist/biologist report shall present biologically favorable options for access roads, utilities, drainages and structure placement taking into account native tree and shrub species, age, and health with preservation emphasized. All development and potential ground disturbances shall be designed to avoid the maximum number of natives possible.

Plan Requirements: The applicant shall prepare a Tree Preservation Plan that includes appropriate tree protection measures to P&D for review and approval.

Timing: Timing on each measure shall be stated where applicable; where not otherwise stated, all measures must be in place throughout all grading and construction activities.

MONITORING: P&D Permit Compliance shall check all plans for incorporation of recommendations. Permit Compliance shall conduct site inspections throughout all phases of development to ensure compliance with and evaluate all tree protection and replacement

	measures. Release of performance security, if applicable, shall require Permit Compliance staff signature.
<p>Policy BIO-GV-19: Pollution of streams, sloughs, drainage channels, underground water basins, estuaries, the ocean and areas adjacent to such waters shall be minimized.</p>	<p>Consistent. The following actions and development standards of the IVMP demonstrate clear consistency:</p> <p><u>Streets Action 4.1:</u> The RDA, working with County agencies shall study the feasibility of implementing porous material paving requirements for public and private development, except for development on Del Playa Drive.</p> <p><u>Streets Action 4.2:</u> The RDA, working with County agencies should create porous design guidelines based on soil characteristics as applicable to require porous paving material, grasscrete or other material as deemed appropriate by County Departments for residential driveways, public right-of-ways, low-circulation parking lots or other feasible elements of site development.</p> <p><u>Open Space and Parks DevStd 2.4:</u> Enhancement plans for Anisq'Oyo' Park wetland shall incorporate increased use of native plants, improved water quality in the pond, possible realignment, and improved stormwater treatment options.</p> <p><u>Open Space and Parks Action 3.1:</u> The RDA, IVRPD and County Public Works should, where feasible, implement sustainable landscape practices to preserve native species and reduce bluff erosion by utilizing plants which are able to thrive in Isla Vista.</p>
<p>Policy BIO-GV-19.1: Additionally, the County shall take effective measures to control the introduction of fertilizers and pesticides into all coastal waters, including rivers, streams, coastal wetlands and intertidal areas.</p>	<p>Consistent. All projects under the IVMP would utilize BMP's and would be required to prepare a SWQMP if additional pollution would arise due to the development.</p> <p>Bioswales will be used in both the urban pond enhancement in Anisq'Oyo Park and adjacent to the Isla Vista Community Center to assist in naturally filtering water contaminants.</p>
<p>Policy BIO-GV-21: The use of locally occurring native plants propagated from plants in close proximity to the sites to be revegetated in landscaping shall be encouraged, especially in parks, buffers adjacent to native habitats and in designated open space.</p>	<p>Consistent. The following IVMP actions and development standard demonstrates the Plan's consistency with this GCP policy:</p> <p><u>Open Space and Parks Policy 3:</u> Sustainable landscaping shall be applied and native plant use supported on properties designated as open</p>

	<p>space and encouraged on other public land and private property in the interest of promoting natural resources. When selecting trees and plants climate, proposed land use and site-specific geography should be considered.</p> <p><u>Open Space and Parks Action 3.1:</u> The RDA, IVRPD and County Public Works should, where feasible, implement sustainable landscape practices to preserve native species and reduce bluff erosion by utilizing plants which are able to thrive in Isla Vista.</p> <p><u>Open Space and Parks DevStd 3.4:</u> Development is encouraged to use native plants and non-invasive plants reflecting the diversity of plants that are able to thrive in this climate.</p> <p><u>Open Space and Parks Action 3.5:</u> The RDA should encourage IVRPD to establish education programs for Isla Vista residents and homeowners to encourage sustainable or native landscaping on privately owned lands.</p>
<p>Policy BIO-GV-22: Where sensitive plant species and sensitive animal species are found pursuant to the review of a discretionary project, efforts shall be made to preserve the habitat in which they are located to the maximum extent feasible. For the purposes of this policy, sensitive plant species are those species which appear on a list in the County's list of locally rare, rare or endangered plants and the California Native Plant Society's <i>Inventory of Endangered Vascular Plants of California</i>. Sensitive animal species are defined as those animal species identified by the California Department of Fish and Game, the U.S. Fish and Wildlife Service and/or are listed in Tate's <i>The Audubon Blue List</i> (birds).</p>	<p>Consistent. All projects under the IVMP would be required to preserve the habitat of sensitive species, pursuant to discretionary review.</p>
<p>Resources and Constraints – Geology, Topography, and Soils</p>	
<p>Policy GEO-GV-1: All new development on ocean bluff top property shall be sited to avoid areas subject to erosion and designed to avoid reliance on future shoreline and/or bluff protection devices.</p>	<p>Consistent. The hazard to new development posed by the eroding sea cliff south of Del Playa Drive is addressed by County Coastal Land Use Plan (CLUP) policies which require new residential structures to be set back from the cliff edge a distance sufficient to allow the building to be safe from erosion for a period of 75 years. For existing and future bluff top development, recent additions to the County-adopted Uniform Building Code require safety fencing to be placed along the cliff edge.</p> <p>P&D also has a regular inspection program to identify hazardous conditions resulting from the</p>

	<p>ongoing sea cliff retreat that affect existing buildings. Hazardous conditions are abated through engineering measures, including demolition, as required by the County Building Official. The ongoing implementation of CLUP policies, building code standards and inspection procedures adequately address the hazards posed by the existence and ongoing retreat of the coastal sea cliff at Isla Vista.</p> <p>This policy pertains to specific development projects. All development projects under the IVMP to which this policy is applicable will be required to demonstrate consistency with it in order to be approved by the County.</p>
<p>Policy GEO-GV-6: Projects shall be designed and located to minimize the number of persons and amount of property exposed to seismic hazard.</p> <p>DevStd GEO-GV-6.1: New development shall be designed and constructed to withstand a horizontal bedrock acceleration of 0.25g. Critical structures and those on filled areas shall provide for an acceleration of 0.5g. The determination of structural adequacy shall be made by a qualified structural engineer.</p> <p>DevStd GEO-GV-6.2: Expansive and/or liquefiable soils shall be identified, removed, and replaced, if present, with suitable engineered backfill. Expansive soils shall be reused for landscaping only.</p>	<p>Consistent. Seismic shaking hazards are considered potentially significant in the Project Area but are adequately mitigated by the Seismic Zone 4 construction standards incorporated into the adopted Uniform Building Code for Santa Barbara County.</p> <p>These policy and development standards pertain to specific development projects. All development projects under the IVMP to which this policy is applicable will be required to demonstrate consistency with it in order to be approved by the County.</p> <p>Consistent. Although the planning area is underlain by unconsolidated sandy sediments, liquefaction is not anticipated to be a substantial hazard in the areas subject to future development. This conclusion is based on the lack of a shallow water table and the limited thickness of the sandy sediments. The sandy terrace deposits are only about 15 to 20 feet thick and not uniform overlying dense claystone of the Pliocene Sisquoc Formation. Groundwater is only present as perched water that flows along the top of the claystone.</p>
<p><i>Resources and Constraints – History and Archeology</i></p>	
<p>Policy HA-GV-1: Significant cultural, archaeological and historical resources in the Goleta area shall be protected and preserved to the maximum extent feasible.</p>	<p>Consistent. Significant cultural, archaeological and historical resources in Isla Vista shall be protected and preserved to the maximum extent feasible. All development will adhere to applicable policies and development standards regarding historical and archeological resources.</p> <p>This policy pertains to specific development projects. All development projects under the IVMP to which this policy is applicable will be required to demonstrate consistency with it in order to be approved by the County.</p>

<p>DevStd HA-GV-1.3: Any archaeological site and 50-foot buffer area shall be temporarily fenced with chain link or other structurally sound material in the event of proposed construction within 100 feet of a sensitive area</p>	<p>Consistent. No development specified in the Revised IVMP is located near an archeological site. If new development unearthed an unknown archeological resource, DevStd HA-GV.1.5 would apply.</p>
<p>DevStd HA-GV-1.5: In the event that archaeological or paleontological remains are uncovered during construction, excavation shall be temporarily suspended and redirected until the provisions of Public Resources Code section 5097.5, 5097.9 et seq. are satisfied.</p>	<p>Consistent. In the event that archaeological or paleontological remains are uncovered during construction, excavation shall be temporarily suspended and redirected until the provisions of Public Resources Code section 5097.5, 5097.9 et seq. are satisfied.</p>
<p>Resources and Constraints – Noise</p>	
<p>Policy N-GV-1: Interior noise-sensitive uses (e.g., residential and lodging facilities, educational facilities, public meeting places and others specified in the Noise Element) shall be protected to minimize significant noise impacts.</p>	<p>Consistent. Construction equipment that generates noise exceeding 65 dBA at the nearest sensitive receptors shall be located the maximum feasible distance from nearby sensitive uses and shall be shielded with noise attenuation barriers or muffling devices to P&D's satisfaction. Also, construction activity and equipment maintenance within 1,600 feet of sensitive receptors shall be limited to non-holiday weekdays between the hours of 8 AM and 5 PM only.</p> <p>This policy pertains to specific development projects. All development projects under the IVMP to which this policy is applicable will be required to demonstrate consistency with it in order to be approved by the County.</p>
<p>Resources and Constraints – Visual/Aesthetic Resources, Open Space</p>	
<p>DevStd VIS-GV-1.1: Setbacks, landscaping, and structural treatments shall be emphasized along major roadways to help preserve viewsheds and create an aesthetic visual corridor. Parking lots and other impervious surfaces should be placed in side and rear, rather than frontage, areas in all development along roadways.</p>	<p>Consistent. Implementation of standard setbacks in the downtown would provide a linear view corridor along the street, enhancing northerly views towards the scenic Santa Ynez Mountains.</p> <p>The only major roadway in Isla Vista, El Colegio, will have large landscaped setbacks. There are no other major roadways.</p>
<p>Policy VIS-GV-3: Maintenance and expansion of Goleta's tree population shall be a high priority in the Goleta planning area. The County shall encourage projects which expand onsite and offsite provision of appropriate tree plantings, both in terms of quantity and species diversity.</p>	<p>Consistent. Many of the tree species proposed for landscaping and street trees would be native to the California coast, with a majority of the plants native to Santa Barbara County. In addition, the Downtown Design Guidelines includes a tree planting palette that identifies a particular tree for each Isla Vista street.</p> <p>The following IVMP action item demonstrates consistency with this GCP policy:</p> <p><u>Streets Action 3.4:</u> The RDA, in coordination with Public Works, should establish a street infrastructure improvement program, planting appropriate street trees throughout Isla Vista to enhance pedestrian activity.</p>

<p>Policy VIS-GV-6: Outdoor lighting in Goleta shall be designed and placed so as to minimize impacts on neighboring properties and the community in general.</p> <p>DevStd VIS-GV-6.1: All new development with major outdoor lighting facilities should be illuminated with only fully shielded lighting with low glare design.</p>	<p>Consistent. The Isla Vista Downtown Design Guidelines include design principles for new Plan area lighting to ensure consistency with GCP policies and development standards. The guidelines recommend that street lighting be traditional in style, pedestrian-oriented, and designed to minimize light pollution to the greatest extent feasible. In addition, the guidelines suggest that lighting fixtures be finished to withstand the effects of Isla Vista’s coastal environment.</p> <p>This policy and development standard pertains to specific development projects. All development projects under the IVMP to which this policy is applicable will be required to demonstrate consistency with it in order to be approved by the County.</p>
<p>Housing Element</p>	
<p>Policy 1.2: To increase the supply of price restricted affordable housing, the county shall require the provision of units, the donation of land, and/or the payment of fees for specified types of discretionary residential projects. Projects shall comply with the requirements set forth in the Housing Element Implementation Guidelines and the following Development Standards.</p>	<p>Consistent. All development under the IVMP will be subject to all applicable requirements set forth in the Housing Element Implementation Guidelines and CLUP 5-10.</p>
<p>Policy 1.7: The county shall encourage the development of multi-family rental housing as this housing type can be affordable by design.</p> <p>Policy 1.9: The county shall promote moderate to higher density residential or mixed use development on in-fill sites within the urban boundaries of the county to encourage efficient use of land and existing infrastructure.</p> <p>Policy 5.5: The county shall continue to encourage development within existing urban boundaries of the county and the preservation and/or protection of rural land uses outside the urban boundaries.</p>	<p>Consistent. Implementation of the project will result in approximately 150 ac zoned for multi-family housing, all located in in-fill sites within the urban boundary. In addition, the incentive program permits a density bonus for lot consolidation, thereby further encouraging in-fill within the urban boundary.</p>
<p>Policy 1.8: The county shall promote development with a mix of complementary land uses including housing, retail, office, commercial services and civic uses.</p>	<p>Consistent. Implementation of the project will result in a mixed use zoning district in the downtown that includes a mix of uses including housing, retail, office, commercial services and civic uses.</p>

<p>Policy 1.10: The county shall ensure adequate sites zoned at densities that accommodate the county's "fair share" housing needs for the current planning period (January 2001-July 2008) at all income levels and in all HMAs as defined by the Regional Housing Needs Assessment (RHNA) for Santa Barbara County (adopted December 2002).</p> <p>Action 3: Within one year of the adoption of this Element, the county shall consider adopting zoning ordinance amendments to implement a variable density program to encourage the construction of greater numbers of smaller units.</p> <p>Action 4: The Revised Isla Vista Master Plan will address potential rezones to accommodate current and future housing needs in the Isla Vista Planning Area. The plan has been initiated and is expected to be adopted by the county by Winter 2004.</p>	<p>Consistent. The project includes the identification of more than 10 affordable housing sites within the project area.</p>
<p>Policy 6.8: The county shall support efforts by the County Redevelopment Agency to develop housing programs that provide rehabilitated and new affordable housing in Isla Vista.</p>	<p>Consistent. The project includes the identification of sites and programs by the Redevelopment Agency to provide and rehabilitate and develop new affordable housing in Isla Vista.</p>
<p>Policy 8.1: The county shall give high priority and/or provide exemptions for the development of affordable housing when preparing and amending land use and/or community plans, the zoning ordinance, and growth management plans, particularly with regard to policies and development standards related to the allocation of limited services and resources, including but not limited to water, sewage treatment capacity, and roadway and intersection capacity.</p>	<p>Consistent. The IVMP amends land use plans and County zoning to increase the supply of housing, both for sale and market rate, within Isla Vista.</p>

4. The IVMP is consistent with the California Coastal Act

Incorporated by Reference into the Comprehensive Plan and the GCP	
<i>Land Use and Development Policies</i>	
Requirement	Policy Consistency
Coastal Act Finding 30001.5: The Legislature further finds and declares that the basic goals of	Consistent: The County has sought to balance the economic and social needs of their residents

<p>the state for the coastal zone are to: (a) protect, maintain, and where feasible, enhance and restore the overall quality of the coastal zone environment and its natural and artificial resources; and (b) assure orderly, balanced use and conservation of coastal zone resources, taking into account the social and economic needs of the people of the state.</p>	<p>with the protection of coastal resources. The project would be located away from sensitive coastal resources to minimize environmental impacts while providing much needed housing. Moreover, the project is designed to cluster much needed housing in an urbanized area of Santa Barbara County.</p>
<p>Coastal Act Finding 30006: ...programs for coastal conservation and development should include the widest opportunity for public participation</p>	<p>Consistent: The County has sponsored many public meetings over the last four years to elicit public comment on the proposed IVMP. These comments have been reflected in the project analysis. Additional opportunities for comment exist once the Public Draft EIR is released.</p>
<p>Public Access Policies</p>	
<p>Coastal Act Policies, PRC Sections 30211, 30212, 30210, & 30251: Development shall not interfere with the public's right of access to the sea... (30211) Public access from the nearest public roadway to the shoreline shall be provided in new development projects... (30212) Maximum access... shall be provided consistent with the need to protect public rights, rights of private property owners, and natural resource areas from overuse. (30210) The location and amount of new development should maintain and enhance public access to the coast." (30251) Coastal Act Policy, PRC Section 30212.5: Wherever appropriate and feasible, public facilities, including parking areas or facilities shall be distributed throughout an area.</p>	<p>Consistent. The proposed IVMP does not impact the public's right of access to the sea. The following IVMP policy and action demonstrates consistency with these Coastal Act policies: <u>Open Space and Parks Policy 4:</u> The Community's proximity to the Pacific Ocean should be emphasized. <u>Open Space and Parks Action 4.1:</u> The RDA should coordinate with County agencies to research opportunities to re-open mid-block pedestrian access to the ocean. Consistent. Parks and recreation facilities are located throughout Isla Vista. The IVMP proposes no change to the overall distribution of those facilities.</p>
<p>Coastal Act Policy, PRC Section 30213: Lower cost visitor and recreational facilities shall be protected, encouraged, and, where feasible, provided. Developments providing public recreational opportunities are preferred.</p>	<p>Consistent. Open space, passive, and active recreational sites are protected. The Isla Vista Community Center will offer a centralized location for Isla Vista Youth Projects and the Isla Vista Teen Center. The facility will also offer a home for inter-generational daycare services, neighborhood -scale commercial amenities, and multi-use rooms. An on-site skate park is also planned for the area. Public coastal access point in the community will remain open and free of charge.</p>
<p>Recreation Policies</p>	
<p>Coastal Act Policy, PRC Section 30220: Coastal areas suited for water-oriented recreational activities that cannot readily be provided at inland water areas shall be protected for such uses. Coastal Act Policy, PRC Section 30221: Oceanfront land suitable for recreational use shall be protected for recreational use and</p>	<p>Consistent. No coastal recreation opportunities shall be impacted by implementation of the IVMP. Consistent. The IVMP proposes no change to land use designations on oceanfront property.</p>

<p>development unless present and foreseeable future demand for public or commercial recreational activities that could be accommodated on the property is already adequately provided for in the area.</p>	
<p>Marine Environment</p>	
<p>Coastal Act Policy, PRC Section 30230: Marine resources shall be maintained, enhanced, and where feasible, restored. Special protection shall be given to areas and species of special biological or economic significance...</p> <p>Coastal Act Policy, PRC Section 30231: The biological productivity and the quality of coastal waters, streams, wetlands, estuaries, and lakes appropriate to maintain optimum populations of marine organisms and to protect human health shall be maintained and, where feasible, restored.</p> <p>Coastal Act Policy, PRC Section 30232: Protection against the spillage of crude oil, gas, petroleum products, or hazardous substances shall be provided. Effective containment, cleanup facilities, and cleanup procedures shall be developed so that accidental spills would not occur.</p>	<p>Consistent: Individual projects will be required to control runoff, erosion, and sedimentation during construction and for the life of the project. No groundwater would be used during construction. SWQMP measures to protect and improve surface water quality will be incorporated into each development project during the County's project review process.</p>
<p>Land Resource Policies</p>	
<p>Coastal Act Policy, PRC Section 30240:</p> <p>a) ESH areas shall be protected against any significant disruption of habitat values, and only uses dependent on those resources shall be allowed within those areas.</p> <p>b) Development in areas adjacent to ESH areas and parks and recreation areas shall be sited and designed to prevent impacts which would significantly degrade those areas, and shall be compatible with the continuance of those habitat and recreation areas.</p>	<p>Consistent. Development would not encroach into ESH areas. As previously discussed, enhancements are planned for the man-made ESH urban pond in Anisq'Oyo Park. Those enhancements include: improved up-land habitat, pre-treatment of surface runoff, and re-vegetation with native wetland species.</p>
<p>Coastal Act Policy, PRC Section 30244: Where development would adversely impact archeological or paleontological resources as identified by the State Historic Preservation Officer, reasonable mitigation measures shall be required.</p>	<p>Consistent. There are no plans for development near any known archeological resources. If development unearths previously unknown resources, all GCP policies would apply.</p> <p>This policy pertains to specific development projects. All development projects under the IVMP to which this policy is applicable will be required to demonstrate consistency with it in order to be approved by the County.</p>
<p>Development Policies</p>	

<p>Coastal Act Policy, PRC Section 30251: Permitted development shall be sited and designed to protect views to and along the ocean and scenic coastal areas, to minimize the alteration of natural land forms, to be visually compatible with the character of surrounding areas...</p>	<p>Consistent. The IVMP has many goals and policies designed to link the project area with the ocean, and the Form-Based Regulating Code will be used develop a cohesive plan for new development in the project area.</p> <p>The following IVMP goals and policies demonstrate clear consistency:</p> <p><u>Open Space and Parks Goal:</u> Develop a wide variety of public spaces within Isla Vista to provide community focal points for social and entertainment opportunities, open spaces for recreational activities and species preservation, and improving connections to the ocean and mountains while enhancing environmentally sensitive habitats.</p> <p><u>Open Space and Parks DevStd 2.3:</u> Future park planning for Anisq'Oyo' Park should consider moving the amphitheater to meet the following criteria :reduced noise impact from park events reaching Pardall Road businesses; increased sun exposure and visual link to the ocean through south-facing orientation; and access between Pardall Road and Anisq'Oyo' Park.</p> <p><u>Open Space and Parks Policy 4:</u> The Community's proximity to the Pacific Ocean should be emphasized.</p> <p><u>Downtown Policy 3:</u> Isla Vista's proximity to the Pacific Ocean as a unique quality of the Isla Vista commercial district shall be emphasized by strengthening physical and visual connections.</p> <p><u>Downtown DevStd 3.2:</u> In cooperation with affected property owners and IVRPD the RDA shall assist in the creation of a paseo linking Anisq'Oyo' Park and Pardall Road to frame visual and pedestrian access to the Ocean.</p> <p>This policy pertains to specific development projects. All development projects under the IVMP to which this policy is applicable will be required to demonstrate consistency with it in order to be approved by the County.</p>
<p>Coastal Act Policy, PRC Section 30252: The location and amount of new development should maintain and enhance public access to the coast by:</p> <ol style="list-style-type: none"> 1) facilitating the provision or extension of transit service, 2) providing commercial facilities within or 	<p>Consistent. The IVMP promotes both the use of alternative transportation and mixed use development. One objective of the IVMP is to design a community based on a mixed use, sustainable urban village model, where dependence on the automobile is reduced, people can live close to where they work and</p>

<p>adjoining residential development or in other areas that will minimize the use of coastal access roads,</p> <ol style="list-style-type: none"> 3) providing non-automobile circulation within the development, 4) providing adequate parking facilities or providing substitute means of serving the development with public transportation, 5) assuring the potential for public transit for high intensity uses such as high-rise office buildings, and by 6) assuring that the recreational needs of new residents will not overload nearby coastal recreation areas by correlating the amount of development with local park acquisition and development plans with the provision of onsite recreational facilities to serve the new development. 	<p>shop, pedestrian and bicycle traffic is encouraged, and public mass transit is easily accessible and convenient to use.</p>
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5. The IVMP is consistent with the County Coastal Land Use Plan (CLUP) as follows:

Requirement	Policy Consistency
<p>CLUP Policy 2-4: Within designated urban areas, new development other than that for agricultural purposes shall be serviced by the appropriate public sewer and water district or an existing mutual water company, if such service is available.</p>	<p>Consistent. As discussed previously, a can-and-will-serve letter will be required before approval of all new development.</p>
<p>CLUP Policy 2-5: Water conserving devices shall be used in all developments.</p>	<p>Consistent. This policy pertains to specific development projects. All development projects under the IVMP to which this policy is applicable will be required to demonstrate consistency with it in order to be approved by the County.</p>
<p>CLUP Policy 2-6: Prior to issuance of a development permit, the County shall make the finding, based on information provided by environmental documents, staff analysis, and the applicant, that adequate public or private services and resources (i.e., water, sewer, roads, etc.) are available to serve the proposed development.</p> <p>The applicant shall assume full responsibility for costs incurred in service extensions or improvements that are required as a result of the proposed project. Lack of available public or private services or resources shall be grounds for denial of the project or reduction in the density otherwise indicated in the land use plan.</p> <p>Where an affordable housing project is proposed per the Affordable Housing Overlay regulations, special needs housing or other affordable housing projects that have at least 50% of the total number of units for affordable housing or</p>	<p>Consistent. All development under the IVMP will be subject to this Policy. The EIR analyzes the capacity of existing public services and the impact the project will have on this capacity. According to the analysis, the GWD and the Goleta West Sanitary District can and will serve the project.</p> <p>Individual development projects will be required to provide can and will serve letters prior to project approval. Individual development projects will also have to demonstrate consistency with all applicable circulation element requirements.</p>

<p>30% of the total number of units affordable at the very low income level are to be served by entities that require can-and-will-serve letters, such projects shall be presumed to be consistent with the water and sewer service requirements of this policy if the project has, or is conditioned to obtain all necessary can-and-will-serve letters at the time of final map recordation, or if no map, prior to issuance of land use permits.</p>	
<p>CLUP Policy 2-11: All development, including agriculture, adjacent to areas designated on the land use plan or resource maps as environmentally sensitive habitat area shall be regulated to avoid adverse impacts on habitat resources. Regulatory measures include, but are not limited to, setbacks, buffer zones, grading controls, noise restrictions, maintenance of natural vegetation, and control of runoff.</p>	<p>Consistent. The project is located in an urban area with few environmental constraints. Many known environmentally sensitive habitat areas are located on public property and not proposed for development. Environmentally-sensitive habitat areas throughout the project area are subject to existing County setback and buffer policies.</p> <p>Other habitat areas are identified in this EIR and impacts to those areas are specifically described in this document. By implementing those mitigation measures in terms of setbacks, noise restrictions, fencing, and control of runoff as identified in this EIR, sensitive habitats would be protected.</p>
<p>CLUP Policy 2-12: The densities specified in the land use plan are maximums. They shall be reduced if it is determined that a reduction is warranted by site-specific conditions, such as topography, geology, flood hazards, ESH areas, or steep slopes. The densities may also be increased for an affordable housing project if it is consistent with all applicable policies and provisions of the Local Coastal Program.</p>	<p>Consistent. The project proposes new land use designations for this urban community. Individual projects subject to these new land use designations will be reviewed and analyzed on a site-specific basis to determine if a reduction in assigned land use densities is warranted.</p>
<p>CLUP 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:</p> <p>a. Residential units in multiple residential projects shall be designed to maximize living space and reduce overcrowding 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.</p> <p>b. Projects shall be designed to include architectural and aesthetic amenities to improve the overall appearance and quality of development in the community.</p>	<p>Consistent. Implementation of the Form-Based Regulating Code, will provide Isla Vista with a cohesive plan for residential projects which will :</p> <p>a) Maximize living space and reduce overcrowding</p> <p>and</p> <p>b) Include architectural and aesthetic amenities which will improve the overall appearance and quality of development in Isla Vista.</p> <p>This policy pertains to specific development projects. All development projects under the IVMP to which this policy is applicable will be required to demonstrate consistency with it in order to be approved by the County.</p>
<p>CLUP Policy 2-23: The County shall work with property owners in Isla Vista to identify vacant sites for the potential development of parking to</p>	<p>Consistent. The following IVMP policies and actions demonstrate consistency with this CLUP policy:</p>

<p>serve existing residential units. The County may also explore the possibility of acquiring or developing public parking.</p>	<p><u>Parking and Transit Policy 1:</u> In residential neighborhoods, residents should have priority use of existing on-street parking spaces. Parking should not be provided in amounts and locations that encourage residents to unnecessarily bring automobiles into the community. The full economic costs of automobile ownership should be internalized to users and not subsidized by the public.</p> <p><u>Parking and Transit Action 1.2:</u> The RDA shall research options for remote and community parking lots for vehicle storage.</p> <p><u>Parking and Transit Action 2.5:</u> The RDA shall send letters to the owners of the parking lots identified as potential public lots asking if they would be interested in participating in a public parking program. Where an owner expresses interest, the RDA shall coordinate with Planning and Development for permit requirements and procedures, while working with the owner to provide public parking spaces as quickly as possible.</p>
<p>CLUP Policy 3-4: In areas of new development, above-ground structures shall be set back a sufficient distance from the bluff edge to be safe from the threat of bluff erosion for a minimum of 75 years, unless such standard will make a lot unbuildable, in which case a standard of 50 years shall be used. The County shall determine the required setback. A geologic report shall be required by the County in order to make this determination. At a minimum, such geologic report shall be prepared in conformance with the Coastal Commission's adopted <u>Statewide Interpretive Guidelines</u> regarding "Geologic Stability of Bluff top Development."</p>	<p>Consistent. This policy pertains to specific development projects. All development projects under the IVMP to which this policy is applicable will be required to demonstrate consistency with it in order to be approved by the County.</p>
<p>CLUP Policy 3-16: Sediment basins (including debris basins, desilting basins, or silt traps) shall be installed on the project site in conjunction with the initial grading operations and maintained throughout the development process to remove sediment from runoff waters. All sediment shall be retained onsite unless removed to an appropriate dumping location.</p>	<p>Consistent. Development would be required to submit a SWPPP or Erosion and Sediment Control Plan which would contain BMPs to be implemented during grading and construction to minimize water quality degradation through erosion control, spill prevention and containment measures, and good housekeeping practices. Measures may include but are not limited to:</p> <ul style="list-style-type: none"> • Use of sediment basins, gravel bags, silt fences, geo-bags or gravel and geotextile fabric, berms, erosion control blankets, coir rolls, jute net and straw bales to reduce erosion and siltation into adjacent water bodies or storm drains.

	<ul style="list-style-type: none"> • Construction entrances and exits shall be stabilized using gravel beds, rumble plates, or other measures to prevent sediment from being tracked off site. Any sediment or other materials tracked off site shall be removed the same day as they are tracked using dry cleaning methods. • Graded areas shall be revegetated as promptly as possible with deep rooted, native, drought-tolerant species to minimize slope failure and erosion potential. Geotextile binding fabrics shall be used if necessary to hold slope soils until vegetation is established. • Grading on slopes steeper than 5:1 shall be designed to minimize surface water runoff. • Storm drain inlets shall be protected from sediment-laden waters by use of inlet protection devices such as gravel bag barriers, filter fabric fences, block and gravel filters, and excavated inlet sediment traps. Sediment control measures shall be maintained for the duration of the grading period and until graded areas have been stabilized by structures, long-term erosion control measures or landscaping.
<p>CLUP Policy 3-17: Temporary vegetation, seeding, mulching, or other suitable stabilization method shall be used to protect soils subject to erosion that have been disturbed during grading or development. All cut and fill slopes shall be stabilized immediately with planting of native grasses and shrubs, appropriate nonnative plants, or with accepted landscaping practices.</p>	<p>Consistent. This policy pertains to specific development projects. All development projects under the IVMP to which this policy is applicable will be required to demonstrate consistency with it in order to be approved by the County.</p>
<p>CLUP Policy 3-18: Provisions shall be made to conduct surface water to storm drains or suitable watercourses to prevent erosion. Drainage devices shall be designed to accommodate increased runoff resulting from modified soil and surface conditions as result of development. Water runoff shall be retained onsite whenever possible to facilitate groundwater recharge.</p>	<p>Consistent: Catalyst projects in the IVMP including the Community Center and Anisq'Oyo' Park improvements include the use of bio-swaales to reduce runoff and facilitate groundwater recharge.</p> <p>This policy pertains to specific development projects. All development projects under the IVMP to which this policy is applicable will be required to demonstrate consistency with it in order to be approved by the County.</p>
<p>CLUP Policy 3-19: Degradation of the water quality of groundwater basins, nearby streams, or wetlands shall not result from development of the site. Pollutants, such as chemicals, fuels, lubricants, raw sewage, and other harmful waste,</p>	<p>Consistent. This policy pertains to specific development projects. All development projects under the IVMP to which this policy is applicable will be required to demonstrate consistency with it in order to be approved by the County.</p>

<p>shall not be discharged into or alongside coastal streams or wetlands either during or after construction.</p>	
<p>CLUP Policy 4-4: In urban areas, new structures shall be in conformance with the scale and character of the existing community. Clustered development, varied circulation patterns, and diverse housing types shall be encouraged.</p>	<p>Consistent. The project includes a new Form-Based Code and zoning district for Isla Vista that strictly regulates the scale of new development.</p> <p>This policy pertains to specific development projects. All development projects under the IVMP to which this policy is applicable will be required to demonstrate consistency with it in order to be approved by the County.</p>
<p>CLUP Policy 5-5: In large residential developments of 20 units or more, housing opportunities representative of all socioeconomic sectors of the community shall be preferred. Such developments would include a range of apartment sizes (studios, one, two, three, and four bedroom units) and a mix of housing types (apartments, condominiums, and single family detached) to provide for balanced housing opportunities, where feasible.</p>	<p>Consistent. The following Housing Goal of the IVMP is consistent with this CLUP policy:</p> <p><u>IVMP Housing Goal:</u> Produce new housing that is well-designed and affordable to all sectors of the Isla Vista community, including families, students, area workers and UCSB faculty and staff, and improve existing housing stock through creative public private partnerships.</p> <p>This policy pertains to specific development projects. All development projects under the IVMP to which this policy is applicable will be required to demonstrate consistency with it in order to be approved by the County.</p>
<p>CLUP Policy 5-8: To provide for a balanced housing mix that will accommodate all economic segments of the community, review and approval of new development in the coastal zone, shall include an assessment of its growth-inducing impacts on housing needs. The provision of adequate housing should be a necessary corollary to new growth-inducing developments.</p>	<p>Consistent: The IVMP includes allowances for 51,485 square feet of new commercial development and 1,447 new residential housing units. This ratio assures adequate housing based on the project and its growth inducing impacts.</p>
<p>CLUP Policy 5-9: In the areas designated for commercial uses on the land use plan maps, residential development shall be a permitted secondary use subject to required permits, and existing residential uses shall be considered permitted uses rather than legal non-conforming uses.</p>	<p>Consistent: The new zoning district for downtown Isla Vista is established as a mixed use district, allowing both commercial and residential development.</p>
<p>CLUP Policy 5-10: Because of Isla Vista's location adjacent to the University of California and the critical need to provide affordable housing opportunities for the student population, which forms the majority of the community's residents, the following requirements shall be met in new residential developments of five units or more:</p> <p>a. Twenty-five percent of the total units in the project shall be affordable to persons of low or moderate income, depending on the size of the</p>	<p>Consistent. Individual projects will be subject to CLUP 5-10 unless or until 5-10 is revised</p>

<p>unit as follows:</p> <table border="0"> <thead> <tr> <th><u>Size of Unit</u></th> <th><u>Max. Affordable Sales Price or Rent</u></th> </tr> </thead> <tbody> <tr> <td>Studio</td> <td>Low</td> </tr> <tr> <td>1-bdr</td> <td>Low</td> </tr> <tr> <td>2-bdr</td> <td>Moderate</td> </tr> <tr> <td>3-bdr</td> <td>Moderate</td> </tr> </tbody> </table> <p>b. Affordable units required pursuant to this policy shall be provided on site and maintained as affordable units for a period of twenty-five years, consistent with Policy 5-5(c). <i>[note that reference to 5.5c obsolete based upon deletion of old Policy 5.5 with the 1993 Housing Element; will be fixed in 1995.]</i></p>	<u>Size of Unit</u>	<u>Max. Affordable Sales Price or Rent</u>	Studio	Low	1-bdr	Low	2-bdr	Moderate	3-bdr	Moderate	
<u>Size of Unit</u>	<u>Max. Affordable Sales Price or Rent</u>										
Studio	Low										
1-bdr	Low										
2-bdr	Moderate										
3-bdr	Moderate										
<p>Policy 5-3: Demolition of existing low and moderate income housing of four or more units shall not be permitted unless:</p> <p>a. demolition is necessary for health and safety reasons; or</p> <p>b. the units are beyond reasonable repair (i.e., the costs of rehabilitation exceed 50 percent of the value of the unit in its present deteriorated condition); or</p> <p>c. demolition of such units will provide new housing opportunities because the land use plan designation and zoning would permit an increase in the number of housing units on the same parcel.</p> <p>Where such demolition is permitted under a or b, all affordable units shall be replaced on a one-for-two basis. Where permitted under c, replacement shall be on a one-for-one basis. Replacement of affordable units shall be within the same planning area. Such affordable replacement units may be rental or sale units, subject to controls to assure continued affordability.</p> <p>This policy concerning demolition and replacement shall not be required when units are demolished pursuant to an abatement order from the County in accordance with PRC Section 30005.</p>	<p>Consistent: CRL requires the replacement of any affordable housing that is eliminated by the Agency. All development will also be subject to Policy 5-3.</p>										
<p>CLUP Policy 7-2: For all development between the first public road and the ocean granting of an easement to allow vertical access to the mean high tide line shall be mandatory unless:</p> <p>(a) Another more suitable public access corridor is available or proposed by the land use plan within a reasonable distance of the site measured along the</p>	<p>Consistent. This policy pertains to specific development projects. All development projects under the IVMP to which this policy is applicable will be required to demonstrate consistency with it in order to be approved by the County.</p>										

<p>shoreline, or</p> <p>(b) Access at the site would result in unmitigable adverse impacts on areas designated as "Habitat Areas" by the land use plan, or</p> <p>(c) Findings are made, consistent with Section 30212 of the Act, that access is inconsistent with public safety, military security needs, or that agriculture would be adversely affected, or</p> <p>(d) The parcel is too narrow to allow for an adequate vertical access corridor without adversely affecting the privacy of the property owner. In no case, however, shall development interfere with the public's right of access to the sea where acquired through use unless an equivalent access to the same beach area is guaranteed.</p> <p>The County may also require the applicant to improve the access corridor and provide bike racks, signs, parking, etc</p>	
<p>CLUP 7-3: For all new development between the first public road and the ocean, granting of lateral easements to allow for public access along the shoreline shall be mandatory. In coastal areas, where the bluffs exceed five feet in height, all beach seaward of the base of the bluff shall be dedicated. In coastal areas where the bluffs are less than five feet, the area to be dedicated shall be determined by the County, based on findings reflecting historic use, existing and future public recreational needs, and coastal resource protection. At a minimum, the dedicated easement shall be adequate to allow for lateral access during periods of high tide. In no case shall the dedicated easement be required to be closer than 10 feet to a residential structure. In addition, all fences, no trespassing signs, and other obstructions that may limit public lateral access shall be removed as a condition of development approval.</p>	<p>Consistent. This policy pertains to specific development projects. All development projects under the IVMP to which this policy is applicable will be required to demonstrate consistency with it in order to be approved by the County.</p>
<p>CLUP Policy 7-25: Easements of trails shall be required as a condition of project approval for that portion of the trail crossing the parcel upon which the project is proposed.</p>	<p>Consistent. This policy pertains to specific development projects. All development projects under the IVMP to which this policy is applicable will be required to demonstrate consistency with it in order to be approved by the County.</p>
<p>CLUP Policy 9-1: Prior to issuance of a development permit, all projects sites with an ESH Area overlay designation or within 250 feet of such a designation (or projects affecting an ESH Area) shall be found to be in conformity with the applicable habitat protection policies of the land use plan.</p> <p>All development plans, grading plans, etc., shall</p>	<p>Consistent: This policy pertains to specific development projects. All development projects under the IVMP to which this policy is applicable will be required to demonstrate consistency with it in order to be approved by the County.</p>

<p>show the precise location of the ESH areas potentially affected by the proposed project. Projects which could adversely impact an ESH may be subject to a site inspection by a qualified biologist to be selected jointly by the County and the applicant.</p>	
<p>Coastal Plan Policy 9-9: A buffer strip, a minimum of 100 feet in width, shall be maintained in natural condition along the periphery of all wetlands. No permanent structures shall be permitted within the wetland or buffer area except structures of a minor nature, i.e., fences, or structures necessary to support the uses in Policy 9-10.</p> <p>The upland limit of a wetland shall be defined as: 1) the boundary between land with predominantly hydrophytic cover and land with predominantly mesophytic or xerophytic cover; or 2) the boundary between soil that is predominantly hydric and soil that is predominantly nonhydric; or 3) in the case of wetlands without vegetation or soils, the boundary between land that is flooded or saturated at some time during years of normal precipitation and land that is not.</p> <p>Where feasible, the outer boundary of the wetland buffer zone should be established at prominent and essentially permanent topographic or man-made features (such as bluffs, roads, etc.). In no case, however, shall such a boundary be closer than 100 feet from the upland extent of the wetland area, nor provide for a lesser degree of environmental protection than that otherwise required by the plan. The boundary definition shall not be construed to prohibit public trails within 100 feet of a wetland.</p>	<p>Consistent: This policy pertains to specific development projects. All development projects under the IVMP to which this policy is applicable will be required to demonstrate consistency with it in order to be approved by the County.</p> <p>The IVMP includes a new policy for the downtown area of Isla Vista which provides increased flexibility wetland buffer activities. Current uses within 100 feet of the pond include walking paths, an amphitheater, lawn area, children's play equipment, a public restroom, public streets and sidewalks, and private development. There are limited areas around the pond that provide any transition zone between the wetland and urban/park uses. Implementation of the IVMP will result in improved conditions for the wetland through additional pre-treatment of storm runoff prior to it entering the wetland, increased wetland transition zones, and overall habitat enhancement. The project includes a new policy, specific to downtown Isla Vista, which allows the County to adjust the 100-foot wetland buffer provided certain conditions are met. The project will result in a net benefit to the wetland, therefore the redevelopment of existing developed sites within the downtown will not result in impacts to the wetland</p>
<p>Coastal Plan Policy 9-13: No unauthorized vehicle traffic shall be permitted in wetlands and pedestrian traffic shall be regulated and incidental to the permitted uses.</p>	<p>Consistent: This policy pertains to specific development projects and management of wetlands. All development projects under the IVMP to which this policy is applicable will be required to demonstrate consistency with it in order to be approved by the County. Further, the IVMP will not change existing County wetland enforcement and management protocols.</p>
<p>Coastal Plan Policy 9-14: New development adjacent to or in close proximity to wetlands shall be compatible with the continuance of the habitat area and shall not result in a reduction in the biological productivity or water quality of the wetland due to runoff (carrying additional sediment or contaminants), noise, thermal pollution, or other disturbances.</p>	<p>Consistent: This policy pertains to specific development projects. All development projects under the IVMP to which this policy is applicable will be required to demonstrate consistency with it in order to be approved by the County.</p> <p>All development near the AO Park wetland will include necessary BMPs to improve water quality and reduce sediment loading into the wetland. In addition, the IVMP includes treatment of existing storm water prior to it entering the wetland,</p>

	resulting in an overall benefit to water quality and the wetland habitat.
Coastal Plan Policy 9-18: Development shall be sited and designed to protect native grassland areas.	
CLUP Policy 9-21: Development shall be sited and designed to avoid vernal pool sites as depicted on the resource maps.	Consistent. There shall be no development in designated vernal pool areas under the IVMP.
Coastal Plan Policy 9-35: Oak trees, because they are particularly sensitive to environmental conditions, shall be protected. All land use activities, including cultivated agriculture and grazing, should be carried out in such a manner as to avoid damage to native oak trees. Regeneration of oak trees on grazing lands should be encouraged.	Consistent: This policy pertains to specific development projects. All development projects under the IVMP to which this policy is applicable will be required to demonstrate consistency with it in order to be approved by the County.
Coastal Plan Policy 9-36: When sites are graded or developed, areas with significant amounts of native vegetation shall be preserved. All development shall be sited, designed, and constructed to minimize impacts of grading, paving, construction of roads or structures, runoff, and erosion on native vegetation. In particular, grading and paving shall not adversely affect root zone aeration and stability of native trees.	Consistent: This policy pertains to specific development projects. All development projects under the IVMP to which this policy is applicable will be required to demonstrate consistency with it in order to be approved by the County.

6. Individual development projects in Isla Vista will continue to be subject to the inclusionary housing policies set forth in CLUP 5-10 and to all applicable provisions of the Housing Element and Housing Element Implementation Guideline (HEIG). If in the future the inclusionary program is changed in the Master Plan area, the Housing Element, HEIG, and CLUP will be revised as necessary. Generally, both the Goleta Community Plan and the Revised Isla Vista Master Plan assist in achieving and implementing the Housing Element's Policies, Actions, and Development Standards, particularly those regarding Goal 1: Enhance Diversity and Quantity of Housing Supply, Goal 2: Expand Housing for Special Needs Groups, Goal 5: Quality Housing Design Goal 7: Cooperative Relations, Goal 8: Efficient Government, Goal 9: Cultivate Financial Resources. However, the IVMP would change the mix of potential housing types within the area by designating 10 affordable housing sites, increasing mixed use opportunities in the downtown, and increasing residential zoning densities in most of the community. This represents an overall increase in both total potential housing stock and affordable housing within the area, consistent with the basic goals of the Housing Element.
7. The Santa Barbara County Association of Governments (SBCAG) is the local "council of government," that produces planning documents of regional scope, many of which is mandated by various state statutes and contains policies that pertain to the SBCAG member agencies. Such plans and studies include the Inter-Regional Partnership for Jobs, Housing and Mobility, Congestion Management Plan (CMP), and Regional Growth Forecast.
 - a. In 2004 SBCAG published the Inter-Regional Partnership for Jobs, Housing and Mobility. That document outlines a program that is intended to improve the regional jobs/housing balance and ensure that housing development and job creation are closely linked. In terms of the Inter-Regional Partnership for Jobs, Housing and Mobility, the IVMP would have a positive effect on the area's jobs-housing balance because it increases residential development capacity more than it changes potential nonresidential buildout. In addition,

Isla Vista is directly adjacent to the County's largest employer, UCSB. By providing additional housing near a regional job-center, the community improves its job-housing balance, thereby limiting demand on area infrastructure such as roadways and environmental impacts from new development.

- b. The proposed project is consistent with the CMP. All roadways and intersections that are covered in the CMP and that will be affected by the IVMP will remain within acceptable levels.
 - c. The relationship between the Regional Growth Forecast and the IVMP is addressed in the preceding consistency discussions regarding air quality policies and in the Clean Air Plan discussed below.
- G. The Clean Air Plan 2004 has been developed for Santa Barbara County as required by both the 1988 California Clean Air Act and the 1990 Federal Clean Air Act Amendments. The California Clean Air Act requires that the County report its progress in meeting state mandates and revise its 1991 Air Quality Attainment Plan to reflect changing conditions on a triennial basis (Sections 40924 and 40925 of the California Health and Safety Code. The Revised Isla Vista Master Plan EIR identifies a potential inconsistency with the Clean Air Plan (CAP) 2004. Consistency with the CAP means that direct and indirect emissions associated with any project are accounted for in the CAP's emissions growth assumptions and the project is consistent with policies adopted in the CAP. The CAP is based on land use and population projections provided by the Santa Barbara County Association of Governments and Air Resources Board (ARB) on-road emissions forecasts as a basis for vehicle emission forecasting. Any plan or amendment that would provide for population growth above that forecasted in the most recently adopted CAP is inconsistent with the CAP.

However, the CAP is updated every three years; the next update is scheduled to occur in 2007. In the CAP update processes, the population projections will be provided by SBCAG. Upon adoption of the IVMP, the IVMP population forecast will be forwarded to SBCAG for inclusion in its projections. At that time, the IVMP will become compliant with the CAP.

- H. The Board of Directors finds that catalyst project site-specific impacts have been mitigated to the maximum extent feasible, and that any residual significant effects are acceptable in view of the overriding considerations discussed in Section VIII of these Findings. The Board of Directors further finds that the catalyst project site-specific facts and reasons found in Sections V and VI address project-level analysis to the extent feasible based on current conditions and available information, and that subsequent development of the catalyst projects may be subject to additional CEQA analysis as mandated through CEQA Section 21166 and Guidelines Sections 15162 or 15163.

IV. CEQA FINDINGS: GENERAL

- A. With the exception of the site-specific environmental review performed at varying levels of detail for the catalyst projects, the Environmental Impact Report (EIR) for this project has been prepared as a Program EIR pursuant to CEQA Guidelines Section 15168. The degree of specificity in the EIR corresponds to the specificity of the general or program level policies of the Plan and to the effects that may be expected to follow from the adoption of the Plan. The EIR is not as detailed as an EIR on specific development projects or implementation programs that might follow. The analysis of the catalyst projects in the EIR serve as a "project EIR" for the purpose of analyzing individual public and private projects that are identified in the IVMP, as required by CEQA Guidelines Section 15180.
- B. The California Environmental Quality Act requires analysis not only of potential direct impacts, but also of potential indirect or secondary effects, which the proposed project may reasonably foreseeably cause, even though later in time or farther removed in distance. In light of these principles, the EIR discusses and classifies the potential indirect, secondary effects arising from the

proposed Plan specifically and from cumulative and regional development which may subsequently occur during the life of the Plan.

- C. The Plan mitigates the environmental impacts to the maximum extent feasible as discussed in the findings made below. Where feasible, changes and alterations have been incorporated into the Plan that are intended to avoid or substantially lessen the significant environmental effects identified in the EIR.
- D. The EIR identified numerous mitigation measures designed to reduce potentially significant impacts which might occur from development under the Plan. During the process of incorporating these mitigation measures into the Plan, some changes have been made to them. The changes made fall into four basic categories:
 - 1. The mitigation measure has been directly incorporated in a goal, policy, action, program, or development standard within the Plan;
 - 2. The mitigation measure has been subsumed into or is covered by another goal, policy, action, program, or development standard in the Plan;
 - 3. The intent of the mitigation measure was already covered by existing policies or practices, including but not limited to those of the County, APCD, the City of Goleta, and UCSB; or
 - 4. The mitigation measure was not included in the Plan because it was considered to be infeasible, unworkable, or of little value in achieving the goals of the Plan.

These modifications to the Mitigation Measures did not reduce the effectiveness of the mitigation; rather they helped to clarify, reduce redundancies, and/or increase the efficacy of the measures.

- E. The Redevelopment Agency Board of has examined the Proposed Final EIR dated March 2007 and the EIR Revisions Memo dated August 8, 2007 and finds that these documents have been prepared in compliance with the requirements of CEQA and hereby certifies that these documents together with staff reports and other related documents in the public record constitute a complete, accurate, adequate, and good faith effort at full disclosure under CEQA, and reflect the independent judgment of Board of Directors.
- F. The documents and other materials which constitute the record of proceedings upon which this decision is based are in the custody of the Clerk of the Board of Supervisors at 105 East Anapamu Street, Santa Barbara, California 93101.
- G. A Mitigation Monitoring and Reporting Plan for the Revised Isla Vista Master Plan has been adopted pursuant to the requirements of Public Resources Code Section 21081.6, to ensure implementation of the adopted mitigation measures to reduce significant effects on the environment, and is included in the EIR Revision Memo dated August 8, 2007.
- H. The Board of Directors has considered the Final EIR (03-EIR-08 RV1) in conjunction with the proposed second redevelopment plan amendment for the Isla Vista Redevelopment Project Area and the Revised Isla Vista Master Plan. The Agency Board of Directors is a responsible agency operating under CEQA Guideline Section 15096.
- I. The Final EIR also provides information regarding the potential environmental impacts of proposed legislative amendments to the Santa Barbara County Local Coastal Program. Because CEQA does not apply to activities and approvals by local governments necessary for the preparation and adoption of local coastal program amendments, the certification of the Final EIR pursuant to State CEQA Guideline Section 15090 does not include findings for the proposed local coastal program

amendments. (See California Public Resources Code Section 21080.9 and CEQA Guideline Section 15265.)

- J. The Final EIR has been prepared pursuant to 21090(a) and constitutes a project EIR for the individual project analyzed in it including but not limited to the catalyst projects, the community center and the infrastructure projects. California Public Resources, Section 21090(b) shall determine whether subsequent environmental review is necessary for such projects.

V. FINDINGS THAT CLASS I SIGNIFICANT UNAVOIDABLE IMPACTS ARE MITIGATED TO THE MAXIMUM EXTENT FEASIBLE

The EIR for this project identifies numerous potentially significant environmental impacts that cannot be fully mitigated and are therefore considered unavoidable. Those impacts are related to: Land Use and Population, Air Quality, Hazards and Hazardous Materials, Noise, Public Services and Utilities, Traffic and Circulation, Aesthetics and Visual Resources, and Solid Waste. To the extent these impacts remain significant and unavoidable, such impacts are acceptable when weighed against the overriding social, economic, legal, technical, and other considerations set forth in the Statement of Overriding Considerations, included as Section VIII of these Findings. Each of the "Class I" impacts identified in the EIR is discussed below, along with the appropriate findings as per CEQA Guidelines Section 15091.

A. Land Use and Population

Impacts. The EIR concluded that build-out of the IVMP as a whole would result in up to 1447 new residential units and 51,485 new square feet of commercial space. The IVMP is intended to accommodate population growth in Isla Vista through changes in zoning to facilitate new residential development throughout the community. The project also includes public improvements intended to resolve infrastructure deficiencies in the community, improving quality of life. Overall, the project may result in substantial population growth resulting from up to 1447 potential new units.

Mitigation measures. The EIR does not identify any feasible measures that would partially mitigate the above-described impact because none exist.

Findings. The Board of Directors finds that population growth is an inherent part of this project and that the significant impacts are acceptable due to the overriding considerations, which support adoption of the Master Plan, discussed in Section VIII.

B. Air Quality: Operational emissions

Impacts. The EIR concluded that air quality impacts from build-out of the IVMP by the year 2030 would occur from vehicle emissions and area sources (i.e., fuel combustion and consumer products). The URBEMIS2002 model projects emission thresholds for ROG and NO_x would be exceeded due to the build-out of the project.

Mitigation measures. The EIR identified two measures that would partially mitigate the above-described impacts.

Mitigation Measure AIR-3.1: The following energy conservation measures shall be incorporated into project building plans unless the applicant proves that incorporation of a specific measure is infeasible:

- Will meet the California Title 24 Energy Code or exceed for all relevant applications
- Heat transfer modules shall be installed in all furnaces

- Installation of solar panels for water heating systems for residential and other facilities where feasible
- Passive solar cooling/heating design elements shall be included in building designs where feasible
- New development must include design elements that maximize the use of natural lighting where feasible
- New development must include provisions of the installation of energy efficient appliances and lighting

Mitigation Measure AIR-3.2: To reduce daily ROG, NO_x and PM₁₀ emissions during winter days from combined project sources, only advanced combustion or natural gas fireplaces shall be allowed.

Findings. The Board of Directors finds that all of the above measures serve to mitigate impacts to operational emissions, but not to a less than significant level. Since growth and associated air emissions that would occur as a result of build-out of the IVMP have not been accounted for in the most recent CAP, residual impacts would remain *significant and unavoidable (Class I)*. The Board of Directors finds that residual significant impacts are acceptable due to the overriding considerations that support adoption of the Master Plan, discussed in Section VIII.

C. Hazards and Hazardous Materials

Impacts. The EIR identified potentially significant impacts due to development in areas that were previously contaminated, but not remediated. IVMP implementation is expected to result in earthmoving activities in areas of known and/or potential soil and/or groundwater contamination. Public improvement projects, including Pardall Road and the Embarcadero Loop improvements and one of the identified potential affordable housing sites could be located near or adjacent to contaminated or potentially contaminated sites.

Mitigation measures. The EIR identified three measures that would partially mitigate the above-described impacts.

Mitigation Measure HAZ-1.1: County RDA and P&D shall work with County Fire and property owners of known or future contaminated sites to resolve issues related to contamination that could impact potential Master Plan projects. This will help mitigate the potential spread of any hazardous materials from contamination sites adjacent to Master Plan projects.

Mitigation HAZ-1.2: For any private or public projects proposed in areas of known or potential contamination, the responsible parties and/or lead County department shall prepare environmental audits and construction contingency plans. Doing so will provide safe options for construction sites which may be contaminated by hazardous materials. A construction contingency plan shall be part of the project conditions.

Mitigation HAZ-1.3: If previously unknown soil and/or groundwater contamination is found to exist onsite during excavation and/or as a result of any assessment, work is to cease immediately in the impacted area and a work plan to determine the lateral and vertical extent of the contamination shall be submitted to FPD and a site remediation plan shall be submitted to the FPD or the RWQCB for review and approval. Construction contingency plans and a Site Health and Safety Plan shall be prepared as necessary. The APCD shall be contacted to determine the permitting requirements. Undertaking these measures will serve to protect the health and safety of project workers as well as residents living adjacent to Master Plan project areas.

Findings. The Board of Directors finds that all of the above measures serve to mitigate impacts from hazards and hazardous materials, but not to a less than significant level. At this time, without knowing if the potential sites have been fully remediated, impacts are considered *significant and unavoidable (Class I)*. The Board

of Directors finds that residual significant impacts are acceptable due to the overriding considerations which support adoption of the Master Plan, discussed in Section VIII.

D. Noise

Impacts. The EIR identified potentially significant impacts due to the full build-out under the IVMP, which could potentially generate an increase of no more than 1447 housing units, 51,485 sf of retail space, in the planning area and would result in an increase in ambient noise levels. Since the planning area is already urbanized and there already exists a substantial amount of ambient noise, the increase in noise associated with plan build-out is difficult to quantify.

Mitigation measures. The EIR identified two measures that would partially mitigate the above-described impacts.

Mitigation Measure NSE-4: Noise sensitive uses proposed in areas exceeding 65 dBA CNEL shall be designed so that noise levels in exterior living spaces will be less than 65 dBA CNEL. An acoustical analysis shall be required and documented during permit review indicating the feasibility of site design, building orientation, etc., to meet the prescribed standard.

Mitigation Measure NSE-5: Noise sensitive uses proposed in areas exceeding 65 dBA CNEL shall be designed so that interior noise levels attributable to exterior sources do not exceed 45 dBA CNEL when doors and windows are closed. An acoustical analysis of the noise insulation effectiveness of proposed construction shall be required and documented during permit review, showing that the building materials and construction specifications are adequate to meet the interior noise standard.

Findings. The Board of Directors finds that all of the above measures serve to mitigate impacts to noise, but not to a less than significant level because it may not be feasible to use barriers, site design, and building materials to reduce noise levels at each site to meet County standards. The Board of Directors finds that residual significant impacts are acceptable due to the overriding considerations which support adoption of the Master Plan, discussed in Section VIII.

E. Fire Protection

Impacts. The EIR identified potentially significant impacts due to the increase in service and support demands on Stations 11 and 17. Currently the threshold for both Stations 11 and 17 are being exceeded and the increased population from the build-out of the project would further intensify the impact.

Mitigation measures. The EIR identified two measures that would partially mitigate the above-described impacts.

Mitigation Measure Fire-1: When funding is available, the County shall provide for additional Fire personnel for the Isla Vista/UCSB response area by extending or amending Resolution 99-487 to adjust Fire General Fund allocation. This action would further reduce the ratio of firefighters to residents.

Mitigation Measure Fire-2: All new development shall adhere to access, building, and water availability standards as outline in the California Fire Code and California Building Code, unless directed otherwise by the Fire Department and shall pay standard Fire Department fees.

Findings. The Board of Directors finds that all of the above measures and implementation of Goleta Community Plan policies and development standards serve to mitigate impacts to fire protection, but not to a less than significant level. However, as future funding for Fire personnel in the Isla Vista/UCSB response area is not guaranteed to keep up with demand increases, the impact could remain *significant (Class I)*. The Board of Directors finds that residual significant impacts are acceptable due to the overriding considerations which support adoption of the Master Plan, discussed in Section VIII.

F. Sewer collection infrastructure

Impacts. The project would require the implementation of planned sewer facility repair or rehabilitation projects. These projects are identified in the 2003 GWSD Capital Facilities Engineering and Financial Plan. The sewer improvements necessary to resolve pipeline defects would not create any significant impacts because they are improvements to maintain existing capacity. Existing sewer lines, if not improved as scheduled, may not have capacity to serve the proposed project.

Mitigation measures. The EIR identified two measures that would partially mitigate the above-described impacts.

Mitigation Measure WW-2: The County RDA shall work with GWSD to expedite phasing of planned improvements to the project area identified in the 2003 GWSD Capital Facilities Engineering and Financial Plan. This will ensure the proper improvements are implemented.

Mitigation Measure WW-3: All development projects that generate additional sewage flows shall provide evidence from GWSD that adequate infrastructure to accommodate the proposed project exists prior to issuance of a land use permit. A permit will not be issued unless the project has the needed infrastructure.

Findings. The Board of Directors finds that all of the above measures serve to mitigate impacts to sewer collection infrastructure, but not to a less than significant level. With implementation of planned sewer facility repairs and rehabilitations as identified in the 2003 GWSD Capital Facilities Engineering and Financial Plan impacts would be mitigated to less than significant levels. However as the implementation of this mitigation measure is the responsibility of another jurisdiction, this impact remains *significant (Class I)*. The Board of Directors finds that residual significant impacts are acceptable due to the overriding considerations which support adoption of the Master Plan, discussed in Section VIII.

G. Solid Waste

Impacts. The EIR identified potentially significant impacts due to build-out under the IVMP, which would generate additional solid waste exceeding the threshold of 196 tons/year.

Mitigation measures. The EIR identified two measures that would partially mitigate the above-described impacts.

Mitigation Measure SW-1: Future and existing development (private and public) shall develop and implement a Solid Waste Program. The program shall include, but not be limited to, the following measures (as applicable to land use types):

- a. Implementation of a residential and public recreational green waste source reduction program. The program shall include, but not be limited to, the creation of single lot or common composting areas, and the use of mulching mowers in all common open space lawns.
- b. Provision of a designated space or bins for storage of recyclable materials including office paper, cardboard, and beverage containers at residential, commercial, industrial, and public recreational areas.

Mitigation Measure SW-2: Future and existing development (private and public) shall develop and implement a Solid Waste Program. The programs shall include, but not be limited to, the following measures (as applicable):

- c. Implementation of a residential and public recreational green waste source reduction program. The program shall include, but not be limited to, the creation of lot or common composting areas, and the use of mulching mowers in all common open space lawns.

- d. Provision of a designated space or bins for storage of recyclable materials including office paper, cardboard, and beverage containers at residential, commercial, industrial, and public recreational areas.

Findings. The Board of Directors finds that compliance with existing Goleta Community Plan policies and development standards and the above measures serve to mitigate impacts of increasing solid waste, but not to a less than significant level. The project will result in the generation of solid waste above the threshold amounts even after the implementation of green waste recycling. Residual impacts would remain *significant and unavoidable (Class I)*. The Board of Directors finds that residual significant impacts are acceptable due to the overriding considerations that support adoption of the Master Plan, discussed in Section VIII.

H.1 Traffic and Circulation: Storke Road south of Whittier Drive

Impacts. The Baseline volumes (18,788 ADT) and Baseline + Alternative 6 (revised project worst case) volumes (21,380 ADT) on the 2-lane segment of Storke Road south of Whittier Drive exceed the design capacity standard (17,900 ADT). Alternative 6 would add 2592 ADT to the 2-lane segment, increasing the volumes by about 8%. This addition would exceed the County's roadway impact threshold and is considered a potentially significant impact.

Mitigation measures. The EIR identified one measure that would partially mitigate the above-described impacts.

Mitigation Measure CIRC-1.1.1: The segment from Storke Road to the UCSB Francisco Torres parking lot driveway is located in the County and the segment north of that point is located in the City of Goleta. In the southbound direction the roadway transitions from two lanes to one lane immediately south of Whittier Drive and then widens to three lanes about 200 feet north of El Colegio Road.

UCSB would be responsible for widening the two-lane roadway segment that is located in the city of Goleta to provide two southbound lanes as part of the UCSB Faculty and Family Student Housing and Ellwood-Devereux Open Space Plan Project. The widening will be completed to comply with the City of Goleta's and the County of Santa Barbara's arterial standards and include median left-turn lanes for access to adjacent properties, Class II bike lanes for bicyclists, and a sidewalk for pedestrians. When completed, the southbound roadway would contain two 12-foot travel lanes, a two-foot offset between the Number 1 lane and the raised median, and an eight-foot shoulder between the Number 2 lane and the curb. Sidewalks would be provided adjacent to the curb line. This improvement would mitigate the IVMP's impact to the segment, as additional capacity would be provided to accommodate Baseline + IVMP volumes.

In the northbound direction the roadway has been widened to four-lane standards from El Colegio Road to just north of the UCSB Francisco Torres parking lot driveway within the County's jurisdiction. Widening the northbound lanes from the UCSB Francisco Torres driveway to Phelps Road will be the responsibility of the City of Goleta in the future. When completed, the widening project would provide a continuous four-lane road with Class II bike lanes and pedestrian facilities from El Colegio Road on the south to HWY 101 on the north.

Findings. The Board of Directors finds that the above measure serves to mitigate impacts to Storke Road south of Whittier Drive, but not to a less than significant level. At the time the EIR was published it was assumed that widening Storke Road in both directions would be completed by the respective agencies stated above. Given these projects are not within County jurisdiction, the County cannot guarantee that they will be completed. In the event the widening is not completed, impact CIRC-1.1 will not be mitigated. Therefore this impact remains a significant, adverse impact (Class I). The Board of Directors finds that residual significant impacts are acceptable due to the overriding considerations which support adoption of the Master Plan, discussed in Section VIII.

H.2 Traffic and Circulation: Storke Road north of Hollister Avenue

Impacts. The Baseline volumes (41,625 ADT) and Baseline + Alternative 6 (revised project worst case) volumes (42,400 ADT) on the 4-lane segment of Storke Road north of Hollister Avenue exceed the acceptable capacity standard (34,000 ADT). Alternative 6 (revised project worst case) would add 775 ADT to the 4-lane segment, increasing the volumes by about 1.8%. This addition would exceed the County's roadway impact threshold and is considered a *potentially significant* impact.

Mitigation measures. The EIR identified one measure that would partially mitigate the above-described impacts.

Mitigation Measure CIRC-Alt 6-1.1.1: The City of Goleta GTIP includes an improvement for which involves adding a third eastbound left-turn lane at the Storke Road/Hollister Avenue intersection. The City of Goleta GTIP improvement would also require adding a third lane on Storke Road northbound from Hollister Avenue to the HWY 101 southbound ramp intersection. There are currently two northbound lanes on Storke Road and the third lane would be required to accept the traffic from the three eastbound left-turn lanes on Hollister Avenue. Implementation of the third left-turn lane would also require widening of Hollister Avenue adjacent to the Camino Real Marketplace site, which may require additional right-of-way from adjacent properties.

Findings. The Board of Directors finds that the above measure serves to mitigate impacts to Storke Road north of Hollister Avenue, but not to a less than significant level. Projects identified in the IVMP would be required to pay a County GTIP development fee to help fund construction of local roadway improvements. However, the payment of these fees does not guarantee the above roadway improvement would be completed prior to the identified impact occurring. Further, the project includes an amendment to the County's circulation policies for 'determination of project consistency'. The amendments are intended to allow public and private development projects to proceed prior to the implementation of roadway improvement projects, even if some roadways operate below acceptable capacity during certain times. The Board of Directors finds that residual significant impacts are acceptable due to the overriding considerations which support adoption of the Master Plan, discussed in Section VIII.

I. Traffic and Circulation: Los Carneros Road between Hollister Avenue and Mesa Road

Impacts. The volumes forecast for the 2-lane segment of Los Carneros Road between Hollister Avenue and Mesa Road would exceed the County's design capacity designation under Baseline conditions. The Alternative 6 (revised project worst case) would add up to 8,328 ADT to this segment, representing an increase of about 28%. The Baseline + Alternative 6 volume (29,991ADT) would exceed the design capacity (17,900 ADT). This addition would exceed the County's roadway impact threshold and is considered a potentially significant impact.

Mitigation measures. The EIR identified one measure that would partially mitigate the above-described impacts.

Mitigation Measure CIRC-1.2.1: The County GTIP includes a project to widen Los Carneros Road at intersections to provide for improved operations. Improved intersection operations would result in more efficient traffic flows and therefore improve the overall roadway level of service. Roadway capacities are dependant upon the number of access points, grades, horizontal and vertical alignment standards, sight distance, level of truck and bus traffic, level of pedestrian and bicycle traffic, etc. The two-lane segment of Los Carneros Road south of Hollister Avenue is flat and straight with few driveways and has a Class I bikeway on the east side of the roadway. It is recommended that the intersection improvements be implemented and that traffic volumes be monitored to determine the need for widening the roadway segment to four lanes as outlined in the County GTIP. The projects developed under IVMP would

participate in the funding of the Los Carneros Road improvements via the payment of County GTIP traffic fees.

Findings. The Board of Directors finds that the above measure serves to mitigate impacts to Los Carneros Road between Hollister Avenue and Mesa Road, but not to a less than significant level. Projects identified in the IVMP will be required to pay a development fee to the County GTIP to help fund construction of local roadway improvements. However, the payment of these fees does not guarantee the above roadway improvement will be completed prior to the identified impact occurring. Further, as portions of the proposed mitigation project are not within County jurisdiction, the County cannot guarantee that they will be completed. The Board of Directors finds that residual significant impacts are acceptable due to the overriding considerations which support adoption of the Master Plan, discussed in Section VIII.

J. Traffic and Circulation: Los Carneros Road between Mesa Road and El Colegio Road

Impacts. The ADT volume on the 2-lane segment of Los Carneros Road between Mesa Road and El Colegio Road is forecast to exceed the County's acceptable capacity designation under Baseline conditions. Without the Phelps Road extension, the Alternative 6 (revised project worst case) would add 8353 ADT to this segment, representing an increase of about 30%. The Baseline + Alternative 6 (revised project worst case) volume (28,091 ADT) would exceed the design capacity (19,900 ADT). This addition would exceed the County's roadway impact threshold and is considered a potentially significant impact.

Mitigation measures. The EIR identified one measure that would partially mitigate the above-described impacts.

Mitigation Measure CIRC-1.3.1: The County GTIP includes a project to widen Los Carneros Road at intersections to provide for improved operations. Improved intersection operations would result in more efficient traffic flows and therefore improve the overall roadway level of service. Roadway capacities are dependant upon the number of access points, grades, horizontal and vertical alignment standards, sight distance, level of truck and bus traffic, level of pedestrian and bicycle traffic, etc. It is recommended that the intersection improvements be implemented and that traffic volumes be monitored to determine the need for widening the roadway segment to four lanes as outlined in the County GTIP. The IVMP would participate in the funding of the Los Carneros Road improvements via the payment of County GTIP traffic fees.

Findings. The Board of Directors finds that the above measure serves to mitigate impacts to Los Carneros Road between Mesa Road and El Colegio Road, but not to a less than significant level. Projects identified in the IVMP would be required to pay a County GTIP development fee to help fund construction of local roadway improvements. However, the payment of these fees does not guarantee the above roadway improvement would be completed prior to the identified impact occurring. Further, the project includes an amendment to the County's circulation policies for 'determination of project consistency'. The amendments are intended to allow public and private development projects to proceed prior to the implementation of roadway improvement projects, even if some roadways operate below acceptable capacity during certain times. The Board of Directors finds that residual significant impacts are acceptable due to the overriding considerations which support adoption of the Master Plan, discussed in Section VIII.

K. Traffic and Circulation: El Colegio Road

Impacts. The Baseline traffic volumes on the segments of El Colegio Road located east and west of Los Carneros are forecast to exceed the roadway design capacity for a two-lane arterial roadway. The Alternative 6 (revised project worst case) would add 8,907 ADT and 3,589 ADT to El Colegio Road east and west of Los Carneros Road, increasing the ADT volumes on these segments by approximately 25%. These additions would exceed the County's roadway impact threshold and is considered a potentially significant impact. The Baseline + Alternative 6 (revised project worst case) (35652 ADT east of Los Carneros Road and 27,673 ADT west of Los Carneros Road) would exceed the design capacity. These additions would exceed the County's roadway impact threshold and is considered a potential significant impact.

Mitigation measures. The EIR identified one measure that would partially mitigate the above-described impacts.

Mitigation Measure CIRC-Alt 6-1.5.1: Widening El Colegio Road between the UCSB campus and Camino Corto Lane would add additional capacity to El Colegio Road. The 4-lane El Colegio Road alternative would provide four travel lanes, a raised median with left-turn lane pockets, Class II bike lanes, and sidewalk facilities on both sides for pedestrians, as outlined in the County GTIP. Widening the roadway to four lanes would increase the acceptable capacity to 34,000 ADT. The four-lane roadway west of Los Carneros Road would operate acceptably with Baseline + Alternative 6 ADT volumes. The four-lane roadway east of Los Carneros Road would exceed the acceptable capacity designation. The IVMP projects would participate in the funding of the El Colegio Road improvements via the payment of County GTIP traffic fees. An amendment to the County's Circulation Element would be required.

Findings. The Board of Directors finds that the above measure serves to mitigate impacts to El Colegio Road, but not to a less than significant level. Projects identified in the IVMP would be required to pay a County GTIP development fee to help fund construction of local roadway improvements. However, the payment of these fees does not guarantee the above roadway improvement would be completed prior to the identified impact occurring. Further, the project includes an amendment to the County's circulation policies for 'determination of project consistency'. The amendments are intended to allow public and private development projects to proceed prior to the implementation of roadway improvement projects, even if some roadways operate below acceptable capacity during certain times. The Board of Directors finds that residual significant impacts are acceptable due to the overriding considerations which support adoption of the Master Plan, discussed in Section VIII.

L. Traffic and Circulation: Camino Pescadero

Impacts. The Baseline traffic volumes on the two-lane segment of Camino Pescadero south of El Colegio Road are forecast to exceed the acceptable capacity standard. The Alternative 6 (revised project worst case) would add 3101 ADT to Camino Pescadero, increasing the ADT volumes on this roadway by approximately 26% (Baseline + IVMP volume of 12,106 ADT). This addition would exceed the County's roadway impact threshold and is considered a potentially significant impact.

Mitigation measures. The EIR identified one measure that would partially mitigate the above-described impacts.

Mitigation Measure CIRC-Alt 6-1.6.1: Given that intersections are the constraint for this roadway within the Isla Vista area, the potential improvements identified for the El Colegio Road corridor (roundabouts or 4-lane roadway) would improve the design capacity and circulation on Camino Pescadero south of El Colegio Road. Therefore, the El Colegio Road improvements would mitigate the traffic impact generated by the Alternative 6.

Findings. The Board of Directors finds that the above measure serves to mitigate impacts to Camino Pescadero, but not to a less than significant level. Projects identified in the IVMP would be required to pay a County GTIP development fee to help fund construction of local roadway improvements. However, the payment of these fees does not guarantee the above roadway improvement would be completed prior to the identified impact occurring. Further, the project includes an amendment to the County's circulation policies for 'determination of project consistency'. The amendments are intended to allow public and private development projects to proceed prior to the implementation of roadway improvement projects, even if some roadways operate below acceptable capacity during certain times. The Board of Directors finds that residual significant impacts are acceptable due to the overriding considerations which support adoption of the Master Plan, discussed in Section VIII.

M. Traffic and Circulation: Embarcadero Del Mar

Impacts. The Baseline volumes on the two-lane segment of Embarcadero Del Mar south of El Colegio Road are forecast to exceed the acceptable capacity standard. Alternative 6 (revised project worst case) IVMP would add 4,660 ADT to Embarcadero Del Mar, increasing the ADT volumes on this roadway by approximately 35% (Baseline + Alternative 6 volume of 11,000 ADT). This addition would exceed the County's roadway impact threshold and is considered a potentially significant impact.

Mitigation measures. The EIR identified one measure that would partially mitigate the above-described impacts.

Mitigation Measure CIRC-Alt 6-1.7.1: Given that intersections are the constraint for this roadway within the Isla Vista area, the potential improvements identified for the El Colegio Road corridor (roundabouts or 4-lane roadway) would improve design capacity and circulation on Embarcadero Del Mar south of El Colegio Road. Therefore, the El Colegio Road improvements would mitigate the traffic impact generated.

Findings. The Board of Directors finds that the above measure serves to mitigate impacts to Embarcadero Del Mar, but not to a less than significant level. Projects identified in the IVMP would be required to pay a County GTIP development fee to help fund construction of local roadway improvements. However, the payment of these fees does not guarantee the above roadway improvement would be completed prior to the identified impact occurring. Further, the project includes an amendment to the County's circulation policies for 'determination of project consistency'. The amendments are intended to allow public and private development projects to proceed prior to the implementation of roadway improvement projects, even if some roadways operate below acceptable capacity during certain times. The Board of Directors finds that residual significant impacts are acceptable due to the overriding considerations which support adoption of the Master Plan, discussed in Section VIII.

N. Traffic and Circulation: Embarcadero Del Norte

Impacts. The volumes on the two-lane segment of Embarcadero Del Norte are forecast to exceed the design capacity standard. Alternative 6 (revised project worst case) would add 3,590 ADT to Embarcadero Del Norte, increasing the ADT volumes on this roadway by approximately 24% (Baseline + Alternative 6 volume of 15,179 ADT). This addition would exceed the County's roadway impact threshold and is considered a potentially significant impact.

Mitigation measures. The EIR identified one measure that would partially mitigate the above-described impacts.

Mitigation Measure CIRC-Alt 6-1.8.1: Given that intersections are the constraint within the Isla Vista area, the potential improvements identified for the El Colegio Road corridor (roundabouts or 4-lane roadway) would improve design capacity and circulation on Embarcadero Del Norte south of El Colegio Road. Therefore, the El Colegio Road improvements would mitigate the traffic impact generated by the IVMP. An amendment to the County's Circulation Element would be required.

Findings. The Board of Directors finds that the above measure serves to mitigate impacts to Embarcadero Del Norte, but not to a less than significant level. Projects identified in the IVMP would be required to pay a County GTIP development fee to help fund construction of local roadway improvements. However, the payment of these fees does not guarantee the above roadway improvement would be completed prior to the identified impact occurring. Further, the project includes an amendment to the County's circulation policies for 'determination of project consistency'. The amendments are intended to allow public and private development projects to proceed prior to the implementation of roadway improvement projects, even if some roadways operate below acceptable capacity during certain times. The Board of Directors finds that residual significant impacts are acceptable due to the overriding considerations which support adoption of the Master Plan, discussed in Section VIII.

O. Traffic and Circulation: Intersection Impacts

Impacts. Levels of service were calculated for the study-area intersections assuming the Baseline + Alternative 6 (revised project worst case) peak hour traffic forecasts. The EIR determined that PM peak hour traffic generated by Alternative 6 would exceed the City/County/UCSB project-specific traffic impact thresholds at six intersections.

Mitigation measures. The EIR identified the following measures that would partially mitigate the above-described impacts.

Mitigation Measure CIRC-Alt 6- 2:

U.S. 101 SB Ramps/Los Carneros Road: The U.S. 101 SB Ramps/Los Carneros Road intersection is forecast to operate at LOS E with Baseline P.M. peak hour volumes. Alternative 6 would add 189 trips to the intersection during the P.M. peak hour, which exceeds the City's project-specific impact threshold of 10 trips.

An improvement project for this intersection is contained in the City of Goleta GTIP. The improvement project would widen and re-stripe the northbound approach to provide two through lanes and a separate right-turn lane. The intersection would operate at LOS C (0.79 V/C) under the Baseline + Alternative 6 (revised project worst case) PM peak hour scenario with this improvement. The IVMP would participate in the funding of the improvement via the payment of City of Goleta GTIP traffic fees.

Storke Road/Hollister Avenue: The Storke Road/Hollister Avenue intersection is forecast to operate at LOS E with the Baseline PM peak hour volumes. Alternative 6 (revised project worst case) would add 71 trips to the intersection during the PM peak hour, which exceeds the City's project-specific impact threshold of 10 trips. Three improvement options were developed for this location within the traffic sections of the EIR prepared for other projects within the study-area. Each of these mitigation options would offset the traffic additions.

Mitigation Traffic 2a: One of the operational constraints at the Storke Road/ Hollister Avenue intersection is the lack of a westbound merge lane for the heavy right-turn movement from southbound Storke Road onto westbound Hollister Avenue. Vehicles traveling southbound on Storke Road turning right onto Hollister Avenue are at times delayed at the yield sign waiting for gaps in the westbound traffic stream on Hollister Avenue. These vehicles form queues that back-up onto Storke Road and affect the southbound through movements at the traffic signal. Providing a merge lane in front of the service station on this corner of the intersection would allow the vehicles to turn onto Hollister Avenue without being delayed by the through traffic. With this improvement in place, the intersection would operate at LOS D (V/C 0.87) with Baseline + Alternative 6 (revised project worst case) volumes.

Mitigation Traffic 2b: The City of Goleta GTIP includes an improvement for the intersection which involves adding a third eastbound left-turn lane. The City of Goleta GTIP improvement would also require adding a third lane on Storke Road northbound from Hollister Avenue to the U.S. 101 southbound ramp intersection. There are currently two northbound lanes on Storke Road and the third lane would be required to accept the traffic from the three eastbound left-turn lanes on Hollister Avenue. Implementation of the third left-turn lane would also require widening of Hollister Avenue adjacent to the Camino Real Marketplace site, which may require additional right-of-way from adjacent properties. The intersection's operation would be improved to LOS D (V/C 0.90) with this improvement.

Mitigation Traffic 2c: The previous GTIP (1997 version) included a project to add a third westbound through lane at the Storke Road/Hollister Avenue intersection. This mitigation would improve the intersection's operation to LOS D (V/C 0.88). The third westbound through lane option at the intersection would require acquisition of right-of-way from developed properties on the north side of Hollister Avenue west of Storke Road (from a gas station and a recently constructed office building), as well as right-of-way from a vacant parcel located east of the intersection.

Hollister Avenue/Los Carneros Road: This intersection would operate at LOS D under Baseline + Alternative 6 conditions. Alternative 6 would add 444 PM peak hour trips to this location, exceeding the LOS D threshold of 15 trips.

The County GTIP includes a project that would provide dual westbound left-turn lanes at the intersection. The County GTIP improvement would provide for LOS C (V/C 0.73) operations under Baseline + Alternative 6 PM peak hour conditions. The IVMP would participate in the funding of the improvement via the payment of City of Goleta GTIP traffic fees.

Mesa Road/Los Carneros Road: This intersection would operate at LOS F under Baseline + IVMP conditions. Alternative 6 (revised project worst case) would add 444 PM peak hour trips to this location, exceeding the LOS F threshold of 5 trips. The County GTIP includes a project that would provide additional lanes on each of the intersection approaches. However, the County GTIP improvements would not provide LOS C operations. The following geometry would be required to provide LOS C operations at the intersection with Baseline + IVMP PM peak hour volumes.

El Colegio Road intersections at Los Carneros Road, Camino Pescadero and Embarcadero Del Mar: These intersections are forecast to operate at LOS D-E with the 4-lane El Colegio Road option and would not be consistent with the policies outlined in the County's Circulation Element. Additional improvements would be required. These are discussed below.

Camino Del Sur/El Colegio Road: The intersection would operate at LOS F with the 4-lane improvement under Baseline + Alternative 6 conditions. The provision of a traffic signal would provide LOS B (V/C 0.69) operations and would fully mitigate the Alternative 6 impact at this location.

Los Carneros Road/El Colegio Road: The intersection would operate at LOS E with the 4-lane improvement under Baseline + Alternative 6 conditions. Provision of dual eastbound left-turn lanes would provide LOS C (V/C 0.79) operations and would fully mitigate the Alternative 6 impact at this location. This improvement would require widening Los Carneros Road north of El Colegio Road to provide two receiving lanes for the eastbound left-turns.

Camino Pescadero/El Colegio Road: The intersection would operate at LOS D with the 4-lane improvement under Baseline + Alternative 6 conditions. Provision of a separate eastbound right-turn lane would provide LOS B (V/C 0.69) operations and would fully mitigate the Alternative 6 impact at this location.

Embarcadero Del Mar/El Colegio Road: The intersection would operate at LOS D with the 4-lane improvement under Baseline + Alternative 6 conditions. Provision of a separate eastbound right-turn lane would provide LOS C (V/C 0.72) operations and would fully mitigate the Alternative 6 impact at this location.

Pardall Road intersections at Embarcadero Del Mar and Embarcadero Del Norte: These intersections are forecast to operate at LOS F with Baseline + Alternative 6 volumes. The IVMP includes a project to construct roundabouts at these locations. The roundabouts would measure 35 feet in diameter and would include splitter islands on each approach to divert traffic around the roundabout. Construction of roundabouts at these intersections would improve the Baseline + Alternative 6 levels of service to LOS C or better. Additional discussion regarding these improvements is contained in the Catalyst Projects/Pardall Road Improvements section.

Findings. The Board of Directors finds that all of the above measures serve to mitigate impacts to intersections, but not to a less than significant level. At the time the EIR was published it was assumed that this project would be completed by the respective agencies stated above. Given these projects are not within County jurisdiction, the County cannot guarantee that they will be completed. In the event this project is not completed, the impact will not be mitigated. The Board of Directors finds that residual significant impacts are acceptable due to the overriding considerations which support adoption of the Master Plan, discussed in Section VIII.

P. Traffic and Circulation: Parking impact

Impacts. Impact DT-CIRC-11 in the EIR describes an in-lieu parking fee for the downtown area of Isla Vista. This in-lieu fee will result in some private development projects being built with reduced levels of on-site parking. It is anticipated the in-lieu fee program, and associated public parking facilities, will be implemented over several phases. First a lease with UCSB is currently being negotiated whereby the County will lease parking spaces on UCSB campus for downtown development projects. Second the County is seeking to acquire a surface parking lot in downtown Isla Vista where off-site parking for new development can be located. Finally, the Redevelopment Agency will seek to implement a downtown parking structure in the longer term to accommodate off-site parking for downtown build out. Nevertheless, as a parking structure is a large public sector investment, it is possible that some private development projects will be constructed prior to the completion of the downtown parking structure, or a downtown surface parking lot is established.

Mitigation measures. The EIR does not identify any feasible measures that would partially mitigate the above-described impact because none exist.

Findings. The Board of Directors finds that the proposed off-site parking strategy for downtown Isla Vista, if implemented as proposed, will mitigate the impact to a less than significant level. However, because it is unknown at this time whether the parking strategy will be implemented prior to the private development occurring, impacts to parking in the downtown are considered significant and unavoidable (Class I). The Board of Directors finds that residual significant impacts are acceptable due to the overriding considerations which support adoption of the Master Plan, discussed in Section VIII.

Q. Visual Resources: Affordable Housing Sites

Impacts. The EIR identified potentially significant impacts due to development on the Friendship Manor vacant site, which will result in impacts to mountain views. Currently the site is vacant, and allows panoramic views of the Santa Ynez Mountains through the site.

Mitigation measures. The EIR identified one measure that would partially mitigate the above-described impacts.

Mitigation Measure AH-AES-1: Housing on the Friendship Manor site shall be designed to help frame and enhance the remaining mountain views.

Findings. The Board of Directors finds that the above measure serves to mitigate impacts to mountain views, but not to a less than significant level. The development of affordable housing options for the residents of Isla Vista is necessary for the community and although visual resources will be impacted the providing housing outweighs the impact at this location. The Board of Directors finds that residual significant impacts are acceptable due to the overriding considerations which support adoption of the Master Plan, discussed in Section VIII.

R. Public Services and Utilities: Affordable Housing Sites

Impacts. The EIR identified potentially significant impacts due to estimated solid waste generation amounts for IVMP affordable housing projects. The 218 affordable units would generate 625 tons/year (312.5 tons/year after recycling) of solid waste. This is in excess of the 196 tons/year threshold and constitutes a potentially significant impact.

Mitigation measures. The EIR identified one measure that would partially mitigate the above-described impacts.

Mitigation AH-SW-1: Future and existing development (private and public) shall develop and implement a Solid Waste Program. The program shall include, but not be limited to, the following measures (as applicable to land use types):

- a. Implementation of a residential and public recreational green waste source reduction program. The program shall include, but not be limited to, the creation of lot or common composting areas, and the use of mulching mowers in all common open space lawns.
- b. Provision of a designated space or bins for storage of recyclable materials including office paper, cardboard, and beverage containers at residential, commercial, industrial, and public recreational areas.

Findings. The Board of Directors finds that the above measure and compliance with existing Goleta Community Plan policies and development standards serve to mitigate impacts to the solid waste stream from the IVMP affordable housing projects, but not to a less than significant level. The project will result in generation of solid waste above the threshold amounts even after the implementation of green waste recycling. The Board of Directors finds that residual significant impacts are acceptable due to the overriding considerations which support adoption of the Master Plan, discussed in Section VIII.

S. Traffic and Circulation: Affordable Housing Sites

Impacts. The EIR analyzed the trips generated by each Affordable Housing Site distributed onto the study-area roadways. The potential for each site to impact the roadway segments (P-2 and S-2) that exceed the design/acceptable capacities (El Colegio Road, Los Carneros Road and Storke Road south of Whittier Drive) were analyzed in the EIR and it was determined that affordable housing sites would generate potentially significant roadway impacts according to County thresholds at the following locations: El Colegio Road (Site 6), Los Carneros Road (Site 6), Camino Pescadero (Sites 2, 5), and Embarcadero Del Norte (Site 4).

Mitigation measures. The EIR identified one measure that would partially mitigate the above-described impacts.

Mitigation Measure AH-CIRC-1: Implementation of either the roundabout or 4-lane El Colegio Road improvements would mitigate the project-specific and cumulative traffic impacts to El Colegio Road, Camino Pescadero and Embarcadero Del Norte. The project would participate in the funding of the El Colegio Road improvements via the payment of County Goleta Transportation Improvement Program (GTIP) traffic fees.

As discussed in the Baseline + IVMP Mitigation Measures section, implementation of the County GTIP improvement and monitoring the road to determine when 4 lanes are warranted would mitigate the project's impact to this roadway segment. The project would participate in the funding of the improvement via the payment of County GTIP traffic fees.

Findings. The Board of Directors finds that the above measure serves to mitigate impacts to surrounding roads from additional trips generated by development of affordable housing sites, but not to a less than significant level. Projects identified in the IVMP would be required to pay a County GTIP development fee to help fund construction of local roadway improvements. However, the payment of these fees does not guarantee the above roadway improvement would be completed prior to the identified impact occurring. Further, the project includes an amendment to the County's circulation policies for 'determination of project consistency'. The amendments are intended to allow public and private development projects to proceed prior to the implementation of roadway improvement projects, even if some roadways operate below acceptable capacity during certain times. The Board of Directors finds that residual significant impacts are acceptable due to the overriding considerations which support adoption of the Master Plan, discussed in Section VIII.

T. Traffic and Circulation: Affordable Housing Site #6 impact to U.S. 101 SB Ramps/Los Carneros Road

Impacts. The EIR identified potentially significant impacts due to Affordable Housing Site #6 adding 16 trips to the intersection of U.S. 101 SB Ramps/Los Carneros Road during the PM peak hour. This exceeds the County's project-specific impact threshold of 15 trips and is considered a potentially significant impact.

Mitigation measures. The EIR identified one measure that would partially mitigate the above-described impacts.

Mitigation Measure AH-CIRC-2: As noted in the Baseline + IVMP Mitigation Measures Section in 3.13, the City of Goleta contains an improvement project that would widen and re-stripe the northbound approach to provide two through lanes and a separate right-turn lane. The IVMP would participate in the funding of the improvement via the payment of City of Goleta GTIP traffic fees.

Findings. The Board of Directors finds that the above measure serves to mitigate impacts to U.S. 101 SB Ramps/Los Carneros Road from affordable housing site #6, but not to a less than significant level. However, because it is unknown at this time whether improvements will be constructed, impacts to traffic and circulation are considered significant and unavoidable (Class I). The Board of Directors finds that residual significant impacts are acceptable due to the overriding considerations which support adoption of the Master Plan, discussed in Section VIII.

U. Traffic and Circulation: Affordable housing sites impact to El Colegio Road

Impacts. The EIR identified potentially significant impacts due to Affordable Housing Sites 2, 4, 5, 6, 8, 9, 10 to the El Colegio Road/Los Carneros Road and El Colegio Road/Camino Pescadero Road intersections according to County impact thresholds. Additionally, Affordable Housing Site #4 would generate a project-specific impact at the El Colegio Road/Embarcadero Del Norte Road intersection and Affordable Housing Site #6 would generate project-specific and cumulative impacts at the El Colegio Road/Camino Del Sur intersection according to County impact thresholds.

Mitigation measures. The EIR identified one measure that would partially mitigate the above-described impacts.

Mitigation Measure AH-CIRC-3: Implementation of the El Colegio Road widening improvement, as outlined in the Baseline + IVMP Mitigation Measures section, section 3.13, or the El Colegio Road roundabout option combined with the Phelps Road connection, as outlined in section 3.13, would mitigate the project-specific impacts at these locations to a less than significant level. The Affordable Housing Sites would participate in the funding of the improvement via the payment of County GTIP traffic fees.

Findings. The Board of Directors find that the above measure serves to mitigate impacts to El Colegio Road from the affordable housing sites, but not to a less than significant level. Projects identified in the IVMP would be required to pay a County GTIP development fee to help fund construction of local roadway improvements. However, the payment of these fees does not guarantee the above roadway improvement would be completed prior to the identified impact occurring. Further, the project includes an amendment to the County's circulation policies for 'determination of project consistency'. The amendments are intended to allow public and private development projects to proceed prior to the implementation of roadway improvement projects, even if some intersections operate at LOS F during periods of the day. The Board of Directors finds that residual significant impacts are acceptable due to the overriding considerations which support adoption of the Master Plan, discussed in Section VIII.

V. Solid Waste: Downtown

Impacts. The EIR identified potentially significant impacts due to 382 additional downtown residential units proposed in the IVMP as part of the downtown catalyst project. These units would generate 1092

tons/year (546 tons/year after recycling) of solid waste. This amount of solid waste exceeds the threshold of 196 tons/year and is considered a potentially significant impact.

Mitigation measures. The EIR identified one measure that would partially mitigate the above-described impacts.

Mitigation DT-SW-1: Future and existing development (private and public) shall develop and implement a Solid Waste Program. The program shall include, but not be limited to, the following measures (as applicable to land use types):

- Implementation of a residential and parkland green waste source reduction program. The program shall include, but not be limited to, the creation of lot or common composting areas, and the use of mulching mowers for all common open space lawns.
- Provision of a designated space or bins for storage of recyclable materials including office paper, cardboard, and beverage containers at residential, commercial, industrial, and public recreational areas.

Findings. The Board of Directors finds that the above measure serves to mitigate impacts of increasing solid waste from the downtown residential build-out, but not to a less than significant level. Compliance with existing Goleta Community Plan policies and development standards and implementation of Mitigation Measure DT-SW-1 will result in generation of solid waste above the threshold amounts even after the implementation of green waste recycling. The Board of Directors finds that residual significant impacts are acceptable due to the overriding considerations that support adoption of the Master Plan, discussed in Section VIII.

W. Traffic and Circulation: Downtown impact to El Colegio Road

Impacts. The Existing and Cumulative volumes on the two-lane segments of El Colegio Road east and west of Los Carneros Road exceed the roadway design capacity of 17,900 ADT. The downtown catalyst project would add 1,989 ADT to El Colegio Road east of Los Carneros Road. This equates to an increase of 9% under Existing conditions and 76% under Cumulative conditions. The project would add 585 ADT west of Los Carneros Road. This equates to an increase of 2% under Existing and Cumulative conditions. These additions would exceed the County's roadway impact threshold, resulting in a potentially significant impact.

Mitigation measures. The EIR identified one measure that would partially mitigate the above-described impacts.

Mitigation Measure DT-CIRC-1.1: Implementation of either the roundabout, with the Phelps Road extension, or the 4-lane El Colegio Road improvements would mitigate the project-specific and cumulative traffic impacts generated by the project. The project would participate in the funding of the El Colegio Road improvements via the payment of County GTIP traffic fees.

Findings. The Board of Directors finds that the above measure serves to mitigate impact to El Colegio Road from the downtown catalyst project, but not to a less than significant level. Projects identified in the IVMP would be required to pay a County GTIP development fee to help fund construction of local roadway improvements. However, the payment of these fees does not guarantee the above roadway improvement would be completed prior to the identified impact occurring. Further, the project includes an amendment to the County's circulation policies for 'determination of project consistency'. The amendments are intended to allow public and private development projects to proceed prior to the implementation of roadway improvement projects, even if some roadways operate below acceptable capacity during certain times. The Board of Directors finds that residual significant impacts are acceptable due to the overriding considerations that support adoption of the Master Plan, discussed in Section VIII.

X. Traffic and Circulation: Downtown impact to Los Carneros Road

Impacts. The Existing and Cumulative volumes on the two-lane segment of Los Carneros Road south of Hollister Avenue exceed the design capacity of 17,900 ADT, the volumes on the segment of Los Carneros in the County exceed the design capacity of 19,900, and the volumes on the segment of Los Carneros Road south of Mesa Road exceed the acceptable capacity designation. The downtown catalyst project would add 1,403 ADT to these segments of Los Carneros Road. This equates to an increase of approximately 7% under Existing conditions and 5-6% under Cumulative conditions. This addition would exceed the County's roadway impact threshold as a potentially significant impact.

Mitigation measures. The EIR identified one measure that would partially mitigate the above-described impacts.

Mitigation Measure DT-CIRC-2.1: As discussed in the Baseline + IVMP Mitigation Measures section, Traffic and Circulation section 4.15, the County GTIP includes a project to widen Los Carneros Road at intersections to provide for improved operations. Improved intersection operations would result in more efficient traffic flows and therefore improve the overall roadway level of service. It is recommended that the intersection improvements be implemented and that traffic volumes be monitored to determine the need for widening the roadway segment to four lanes as outlined in the County GTIP. The project would participate in the funding of the Los Carneros Road improvement via the payment of County GTIP traffic fees.

Findings. The Board of Directors finds that the above measure serves to mitigate impacts to Los Carneros Road from the downtown catalyst project, but not to a less than significant level. Projects identified in the IVMP would be required to pay a County GTIP development fee to help fund construction of local roadway improvements. However, the payment of these fees does not guarantee the above roadway improvement would be completed prior to the identified impact occurring. Further, the project includes an amendment to the County's circulation policies for 'determination of project consistency'. The amendments are intended to allow public and private development projects to proceed prior to the implementation of roadway improvement projects, even if some roadways operate below acceptable capacity during certain times. The Board of Directors finds that residual significant impacts are acceptable due to the overriding considerations that support adoption of the Master Plan, discussed in Section VIII.

Y. Traffic and Circulation: Downtown impact to Storke Road south of Whittier Drive

Impacts. The Existing and Cumulative volumes on the two-lane segment of Storke Road south of Whittier Drive exceed the acceptable capacity standard (14,300 ADT). The downtown catalyst project would add 585 ADT to Storke Road south of Whittier Drive. This equates to an increase of 3% under Existing and Cumulative conditions. This addition would exceed the County's roadway impact threshold and become a potentially significant impact.

Mitigation measures. The EIR identified one measure that would partially mitigate the above-described impacts.

Mitigation Measure DT-CIRC-3.1: As discussed in section 3.13, Baseline + IVMP Mitigation Measures, UCSB would be responsible for widening the two-lane roadway segment of Storke Road to provide two southbound lanes as part of the UCSB Faculty and Family Student Housing and Open Space Plan Project. This improvement would mitigate the project's impact to the segment, as additional capacity would be provided to accommodate Existing and Cumulative volumes.

Findings. The Board of Directors finds that the above measure serves to mitigate impact to Storke Road south of Whittier Drive from the downtown catalyst project, but not to a less than significant level. At the time this EIR was published it was assumed that widening Storke Road in both directions would be completed by the respective agencies stated above. Given these projects are not within County jurisdiction, the County cannot guarantee that they will be completed. In the event the widening is not completed, this impact (CIRC-1.1 in the EIR) will not be mitigated. The Board of Directors finds that residual significant

impacts are acceptable due to the overriding considerations that support adoption of the Master Plan, discussed in Section VIII.

Z. Traffic and Circulation: Downtown impact to HWY 101 SB Ramps/ Los Carneros Road

Impacts. The intersection of HWY 101 SB Ramps/ Los Carneros Road operates at LOS D (0.83 V/C) under existing conditions and is forecast to operate at LOS E (0.95 V/C) under Cumulative + Project conditions. The downtown catalyst project would add 52 PM peak hour trips to this location, which exceeds the County's project-specific and cumulative intersection impact thresholds.

Mitigation measures. The EIR identified one measure that would partially mitigate the above-described impact.

Mitigation Measure DT-CIRC-7.1: As noted in section 3.13, Baseline + IVMP Mitigation Measures, the City of Goleta GTIP contains an improvement project that would widen and re-stripe the northbound approach to provide two through lanes and a separate right-turn lane. The IVMP would participate in the funding of the improvement via the payment of City of Goleta GTIP traffic fees

Findings. The Board of Directors finds that the above measure serves to mitigate impact to HWY 101 SB Ramps/ Los Carneros Road from the downtown catalyst project, but not to a less than significant level. At the time the EIR was published it was assumed that this project would be completed by the respective agencies stated above. Given these projects are not within County jurisdiction, the County cannot guarantee that they will be completed. In the event this project is not completed, the impact will not be mitigated. Therefore this impact remains a significant, adverse impact (Class I). The Board of Directors finds that residual significant impacts are acceptable due to the overriding considerations that support adoption of the Master Plan, discussed in Section VIII.

AA. Traffic and Circulation: Downtown impact to Mesa Road/Los Carneros Road

Impacts. The intersection of Mesa Road/Los Carneros Road operates at LOS C (0.77 V/C) under existing conditions and is forecast to operate at LOS F E (0.98 V/C) under Cumulative + Project conditions. The downtown catalyst project would add 7162 PM peak hour trips to this location, which exceeds the County's project-specific and cumulative intersection impact thresholds. This impact is considered potentially significant.

Mitigation measures. The EIR identified one measure that would partially mitigate the above-described impacts.

Mitigation Measure DT-CIRC-8.1: As noted in section 3.13, Baseline + IVMP Mitigation Measures, implementation of the County GTIP improvement plus restriping the northbound and southbound approaches to provide one left-turn lane, one through lane and one shared through-right turn lane would provide LOS C operations with Cumulative + Project P.M. peak hour volumes. Projects under the Draft IVMP would participate in the funding of the improvement via the payment of County GTIP traffic fees.

Findings. The Board of Directors finds that the above measure serves to mitigate impact to Mesa Road/Los Carneros Road from the downtown catalyst project, but not to a less than significant level. Implementation of the County GTIP improvements would not provide LOS C operations. However, implementation of the recommended roadway geometry and design would provide acceptable LOS. Impacts are considered significant, but feasibly mitigated (Class II). Projects identified in the IVMP would be required to pay a County GTIP development fee to help fund construction of local roadway improvements. However, the payment of these fees does not guarantee the above roadway improvement would be completed prior to the identified impact occurring. Further, the project includes an amendment to the County's circulation policies for 'determination of project consistency'. The amendments are intended to allow public and private development projects to proceed prior to the implementation of roadway improvement projects, even if some roadways operate below acceptable capacity during certain times. The Board of Directors

finds that residual significant impacts are acceptable due to the overriding considerations that support adoption of the Master Plan, discussed in Section VIII.

BB. Traffic and Circulation: Downtown impact to El Colegio Road Intersections

Impacts. The downtown catalyst project would generate project-specific and cumulative potentially significant impacts at the El Colegio Road intersections at Camino Del Sur, Los Carneros Road, Camino Pescadero, Embarcadero Del Mar and Embarcadero Del Norte according to the County's project-specific and cumulative impact thresholds.

Mitigation measures. The EIR identified one measure that would partially mitigate the above-described impacts.

Mitigation Measure DT-CIRC-9.1: Tables 4.2-9 shows that the El Colegio Road intersections at Los Carneros Road, Camino Pescadero, and Embarcadero Del Mar would operate below the County's proposed LOS D standard with the roundabout option under Cumulative + Project P.M. peak hour conditions, unless the Phelps Road extension is implemented. Table 4.2-9 shows that most of these intersections would operate at LOS C or better under Cumulative + Project conditions with implementation of either the roundabout improvement option with the Phelps extension or the 4-lane improvement option. The El Colegio Road/Los Carneros Road intersection would operate at LOS D with implementation of either improvement 4-lane El Colegio Road option. The project would participate in the funding of the improvement via the payment of County GTIP traffic fees

Findings. The Board of Directors finds that the implementation of either the roundabout, with the Phelps Rd. extension, or 4-lane El Colegio Road improvements would mitigate the project-specific and cumulative traffic impacts generated by the project at the El Colegio Road to less than significant levels (Class II). Projects identified in the IVMP would be required to pay a County GTIP development fee to help fund construction of local roadway improvements. However, the payment of these fees does not guarantee the above roadway improvement would be completed prior to the identified impact occurring. Further, as portions of the proposed mitigation project are not within County jurisdiction, the County cannot guarantee that they will be completed. Further, the project includes an amendment to the County's circulation policies for 'determination of project consistency'. The amendments are intended to allow public and private development projects to proceed prior to the implementation of roadway improvement projects, even if some intersections operate at LOS F during periods of the day. The Board of Directors finds that residual significant impacts are acceptable due to the overriding considerations that support adoption of the Master Plan, discussed in Section VIII.

CC. Traffic and Circulation: Downtown impact to Pardall Road intersections at Embarcadero Del Mar and Embarcadero Del Norte

Impacts. The EIR identified potentially significant impacts due to the downtown catalyst project generating project-specific and cumulative impacts to the Pardall Road intersections at Embarcadero Del Mar and Embarcadero Del Norte.

Mitigation measures. The EIR identified one measure that would partially mitigate the above-described impacts.

Mitigation Measure DT-CIRC-10.1: The IVMP includes a project to construct mini-roundabouts at these locations. The mini-roundabouts would measure 35 feet in diameter and would include splitter islands on each approach to divert traffic around the mini-roundabout. These intersections would operate at LOS C or better with the mini-roundabouts.

Findings. The Board of Directors finds that the implementation of the mini-roundabout would mitigate the project-specific and cumulative traffic impacts generated by the project to less than significant levels (Class II). Projects identified in the IVMP would be required to pay a County GTIP development fee to help fund construction of local roadway improvements. However, the payment of these fees does not

guarantee the above roadway improvement would be completed prior to the identified impact occurring. Further, as portions of the proposed mitigation project are not within County jurisdiction, the County cannot guarantee that they will be completed. Further, the project includes an amendment to the County's circulation policies for 'determination of project consistency'. The amendments are intended to allow public and private development projects to proceed prior to the implementation of roadway improvement projects, even if some intersections operate at LOS F during periods of the day. The Board of Directors finds that residual significant impacts are acceptable due to the overriding considerations that support adoption of the Master Plan, discussed in Section VIII.

DD. Aesthetics and Visual Resources: Isla Vista Community Center

Impacts. Development of the proposed Community Center at Estero Park, including new landscaping and parking, has the potential to substantially obstruct views of important visual resources including the Santa Ynez Mountains and both native and non-native vegetation as experienced from both Camino Del Sur Street and the Park. Additional development under the Density Incentive Program could block views looking northward from within the downtown plan area.

Mitigation measures. The EIR identified one measure that would partially mitigate the above-described impacts.

Mitigation Measure: CC-AES-2: To the maximum extent feasible, the community center site design should maintain views of the Park from Camino Del Sur. These views can be maintained through the use of view corridors and building fenestration. Views of the Oak Groves from within the Park shall be maintained and enhanced to the extent feasible as part of the new community center and park complex. No feasible measures exist to further minimize view obstruction of the Santa Ynez Mountains and native and non-native vegetation in the park as experienced from both Camino Del Sur Street and the Park.

Findings. The Board of Directors finds that diminishment in some views is an inherent part of this project and that the significant impacts are acceptable due to the overriding considerations, which support adoption of the Master Plan, discussed in Section VIII. In addition, the importance of the Community Center outweighs the aesthetic impacts because views of the Santa Ynez Mountains exist elsewhere in Isla Vista. The Board of Directors finds that additional residual significant impacts are acceptable due to the overriding considerations that support adoption of the Master Plan, discussed in Section VIII.

EE. Traffic and Circulation: Isla Vista Community Center impact to Mesa Road/Los Carneros Road

Impacts. The intersection of Mesa Road/Los Carneros Road would operate at LOS D under existing + project conditions. The EIR concluded that the project would add 24 PM peak hour trips to this location, exceeding the LOS D threshold of 15 trips.

Mitigation measures. The EIR identified one measure that would partially mitigate the above-described impacts.

Mitigation Measure CC-CIRC-4.1: As noted in the Baseline + IVMP Mitigation Measures section, Section 3.13, implementation of the County GTIP improvement plus restriping the northbound and southbound approaches to provide one left-turn lane, one through lane and one shared through-right turn lane would provide LOS C or better operations. Implementation of the improvement would mitigate the project-specific impact generated by the project. The I.V. Community Center project would participate in the funding of this improvement via the payment of County GTIP traffic fees.

Findings. The Board of Directors finds that the above measure serves to mitigate impact to Mesa Road/Los Carneros Road from the Isla Vista Community Center, but not to a less than significant level. Projects identified in the IVMP would be required to pay a County GTIP development fee to help fund construction of local roadway improvements. However, the payment of these fees does not guarantee the above roadway improvement would be completed prior to the identified impact occurring. Further, the project includes an amendment to the County's circulation policies for 'determination of project consistency'. The

amendments are intended to allow public and private development projects to proceed prior to the implementation of roadway improvement projects, even if some intersections operate at LOS F during periods of the day. The Board of Directors finds that residual significant impacts are acceptable due to the overriding considerations that support adoption of the Master Plan, discussed in Section VIII.

FF. Traffic and Circulation: Isla Vista Community Center impact to El Colegio intersections

Impacts. The EIR determined that the project would generate project-specific impacts at the El Colegio Road intersections at Camino Del Sur, Los Carneros Road, and Camino Pescadero according to the County's impact thresholds.

Mitigation measures. The EIR identified one measure that would partially mitigate the above-described impacts.

Mitigation Measure CC-CIRC-5.1: These intersections would operate at LOS C or better under Existing + Project conditions with implementation of either the roundabout improvement option or the 4-lane improvement option. Therefore, implementation of either the roundabout or 4-lane El Colegio Road improvements would mitigate the project-specific traffic impacts generated by the project. The I.V. Community Center project would participate in the funding of this improvement via the payment of County GTIP traffic fees.

Findings. The Board of Directors finds that the above measure serves to mitigate impact to El Colegio intersection from the Isla Vista Community Center, but not to a less than significant level. Projects identified in the IVMP would be required to pay a County GTIP development fee to help fund construction of local roadway improvements. However, the payment of these fees does not guarantee the above roadway improvement would be completed prior to the identified impact occurring. Further, the project includes an amendment to the County's circulation policies for 'determination of project consistency'. The amendments are intended to allow public and private development projects to proceed prior to the implementation of roadway improvement projects, even if some intersections operate at LOS F during periods of the day. The Board of Directors finds that residual significant impacts are acceptable due to the overriding considerations that support adoption of the Master Plan, discussed in Section VIII.

GG. Traffic and Circulation: Isla Vista Community Center impact to El Colegio Road/Camino Del Sur Road

Impacts. The EIR determine that the intersection El Colegio Road/Camino Del Sur Road would operate at LOS F under cumulative conditions. The project would increase volumes by 2%, thus exceeding the County's cumulative impact threshold.

Mitigation measures. The EIR identified one measure that would partially mitigate the above-described impacts.

Mitigation Measure CC-CIRC-6.1: As shown in Table 3.13-9 and 3.13-10 in the Traffic and Circulation Section, the El Colegio Road improvements would provide for acceptable operations at this location with Baseline + IVMP volumes.

Findings. The Board of Directors finds that the above measure serves to mitigate impact to El Colegio Road/Camino Del Sur Road from the Isla Vista Community Center, but not to a less than significant level. Projects identified in the IVMP would be required to pay a County GTIP development fee to help fund construction of local roadway improvements. However, the payment of these fees does not guarantee the above roadway improvement would be completed prior to the identified impact occurring. Further, the project includes an amendment to the County's circulation policies for 'determination of project consistency'. The amendments are intended to allow public and private development projects to proceed prior to the implementation of roadway improvement projects, even if some intersections operate at LOS F during periods of the day. The Board of Directors finds that residual significant impacts are acceptable due to the overriding considerations that support adoption of the Master Plan, discussed in Section VIII.

VI. FINDINGS THAT CLASS II SIGNIFICANT MITIGABLE IMPACTS ARE MITIGATED TO A LEVEL OF INSIGNIFICANCE

CEQA Guidelines Section 15091(a) requires that, where feasible, all significant adverse impacts be reduced to a level of insignificance. The EIR identifies potentially significant impacts, which are mitigated to a less-than-significant level through incorporation of identified mitigation measures in the Final EIR, in the areas of Aesthetics/Visual Resources, Air Quality, Biological Resources, Cultural/Historic Resources, Hazards and Hazardous Materials, Hydrology and Water Quality, Noise, Parks, Open Space and Recreation, Public Services and Utilities, Land Use, Population and Housing, Fire Protection and Police Services, and Traffic and Circulation.

The Board of Directors hereby finds that mitigation measures contained in the EIR have been incorporated into the Revised Isla Vista Master Plan, and that such measures avoid or substantially lessen the following potentially significant environmental impacts identified in the Revised Isla Vista Master Plan EIR to a less than significant level. The potentially significant project impacts and the mitigation measures that have been adopted to mitigate the impacts to a less than significant level are as follows:

A. Aesthetics/Visual Resources

Impact AES-4: The project would potentially result in improper disposal of refuse or waste construction materials during construction that could be objectionable or inconsistent with the character of the project site.

Mitigation Measure AES-4.1: To prevent construction and/or employee trash from blowing offsite, covered receptacles shall be provided onsite prior to commencement of grading or construction activities. Each individual applicant or their designee shall retain a clean-up crew to ensure that trash and all excess construction debris is collected daily and placed in provided receptacles throughout construction.

B. Air Quality

Impact AIR-1: Short-term PM₁₀ construction emissions.

The Draft IVMP would result in the implementation of projects that would generate construction-related PM₁₀ from fugitive dust and vehicle/equipment emissions. The County does not have a quantitative threshold for short-term construction related PM₁₀. The County exceeds the state standard for PM₁₀ and additional emissions could result in a significant impact. Therefore, dust mitigation measures are required for all discretionary construction activities. Furthermore, dust control measures are required for most projects under the County's Grading Ordinance.

Mitigation Measure AIR-1: Dust generated by project construction shall be kept to a minimum by following the dust control measures listed below:

- Water trucks or sprinkler systems shall be used during construction to keep all areas of vehicle movement damp enough to prevent dust from leaving the site. At a minimum, such areas shall be watered down in the late morning and after completion of work at the end of the day. The frequency of watering shall be increased when wind speeds exceed 15 miles per hour if soils are not completely wet. If wind speeds increase to the point that the dust control measures cannot prevent dust from leaving the site, construction activities shall be suspended. Reclaimed water shall be used whenever possible.
- Vehicle speeds on the construction site shall be limited to 15 miles per hours or less.
- Gravel pads shall be installed at all access points to prevent tracking of mud onto public roads.

- Trucks transporting fill material/soil to and from the site shall be tarped from the point of origin. Soil stockpiled for more than two days shall be covered, kept moist, or treated with soil binders to prevent dust generation.
- After clearing, grading, earth moving, or excavation is completed, the disturbed area shall be treated by watering, revegetating, or by spreading soil binders until the area is paved or otherwise developed so that dust generation will not occur.
- A person or persons shall be designated by the contractor or builder to monitor the dust control program and to order increased watering, as necessary, to prevent transport of dust offsite. Such monitoring responsibilities shall include holiday and weekend periods when work may not be in progress. The contractor shall provide the name and telephone number of such person to the APCD and the County prior to approval of any land use clearance for any project grading or construction activities.

C. Biological Resources

Impact BIO-1: Increased residential development encroachment and increased human and pet use associated with build-out in the southwestern project area has the potential to result in direct or indirect adverse hydrologic changes to vernal pool habitat including the potential for altered freshwater input or increase in sedimentation.

Mitigation Measure BIO-1: The following measures shall be undertaken on the County and IVRPD owned parcels (APN 75-181-21, 24, 25, 26, and 27) to reduce and/or avoid impacts to the smaller vernal pools located along Del Playa Drive. These improvements shall include:

- a. Provide convenient garbage collection and bags for disposal of pet droppings;
- b. Maintain established access trails through the open space areas and enhance barriers on sides of trails to discourage encroachment;
- c. Protect vernal pool habitat during the critical winter season (November 15 to April 15) by introducing educational signage relating to habitat sensitivity during this time; and
- d. Provide signage prohibiting bicycle use off established trails and unleashed pet use in vernal pool habitat areas.

D. Biological Resources

Impact BIO-2: Increased residential populations associated with Revised Isla Vista Master Plan build-out would intensify human and pet visitation at the two protected ESH vernal pool habitats in the northwestern project area and could result in direct or indirect adverse changes to vernal pool habitat including the potential for increased sedimentation or disruptions to the larger plant community (e.g., grassland) within which vernal pools occur.

Mitigation Measure BIO-2: Existing access trails to the Camino Corto Open Space and the Del Sol Vernal Pool Reserve shall be improved to reduce the potential risk of increased disturbance to native species and sensitive habitats resulting from increased passive recreational use, consistent with the Open Space and Habitat Management Plan (March 2004) policies for these habitat areas. These improvements within the existing vernal pool open space areas shall include:

- a. Provide convenient garbage collection and bags for disposal of pet droppings;
- b. Maintain established access trails through the open space areas and enhance barriers on sides of trails to discourage encroachment;
- c. Protect vernal pool habitat during the critical winter season (November 15 to April 15) by introducing educational signage relating to habitat sensitivity during this time; and
- d. Provide signage prohibiting bicycle use off established trails and unleashed pet use in vernal pool habitat areas.

E. Biological Resources

Impact BIO-3: Development resulting from Master Plan implementation would have the potential to substantially reduce or eliminate the quantity or quality of nesting areas and to degrade wildlife habitat used for foraging raptor species.

Mitigation Measure BIO-3: For construction activity on vacant parcels within 500 feet of the eucalyptus windrows at Camino Majorca and/or Estero Park, requiring a coastal development permit and occurring between February 1 and August 15, project area, project applicants shall fund biological surveys to identify any presence of raptor nesting and/or roosting sites in eucalyptus windrows or other native vegetation or trees. The surveys shall be conducted 2 weeks prior to the start of ground clearing or grading activity. If survey results indicate the presence of raptor species nesting or foraging within or adjacent to any of these parcels, a 500-foot “no construction disturbance zone” measured from each raptor nest or roosting site shall be maintained during construction activities. Conducting these surveys will decrease the likelihood that raptor reproductive cycles are impacted by construction activities proposed in this project.

F. Biological Resources

Impact BIO-5: Master Plan build-out has the potential to substantially affect individuals of sensitive plant species, including southern tarplant.

Mitigation Measure BIO-5: Because the presence of southern tarplant is unknown and can change from year to year, the following measure shall be implemented to determine the level of impacts that could occur for specific development projects within the 30 currently undeveloped parcels in the project area.

a. For sites that are undeveloped, upon application submittal and prior to an application being deemed complete, County staff will conduct a site visit to determine if the site includes potential tarplant habitat. If such conditions are identified, the applicant shall cause a sensitive plant species survey to be prepared by a P&D qualified biologist.

b. If southern tarplant specimen(s) are found during a particular survey, the project applicant shall develop and implement a species mitigation plan that shall include protection measures such as avoidance, seed collection, topsoil salvage, off-site restoration or enhancement, or off-site compensation acceptable to the appropriate permitting agencies for the level of impact that would occur. This measure would minimize impacts on the southern tarplant and provide a means of regenerating lost specimens due to disturbance from construction.

G. Biological Resources

Impact BIO-6: IVMP build-out and improvements have the potential to remove native and non-native trees and vegetation that could conflict with local policies protecting such species.

Mitigation Measure BIO-6.1: Where feasible, during installation of new sidewalk or sidewalk widening projects, the Public Works department shall install street trees along the street frontage at spacing no greater than 50 feet on center.

H. Cultural/Historic Resources

Impact CH-1: Development of the proposed project may cause damage and destruction to unknown resources. Build-out and redevelopment under the IVMP (associated with Catalyst site development, public improvements, and land use/zone changes) could result in accidental discovery of a previously unknown archeological site of significance that had not been discovered during original development. This could potentially result in damage to *unknown*, buried archaeological resources during surface and subsurface grading.

Mitigation Measure CH-1.1: In the event archeological remains are encountered during grading, work shall be stopped immediately or redirected until a P&D qualified archeologist and Native American representative are retained by the applicant to evaluate the significance of the find pursuant to Phase 2 investigations of the County Archeological Guidelines. If remains are found to be significant, they shall be subject to a Phase 3 mitigation program consistent with County Archeological Guidelines and funded by the applicant. This mitigation measure will prevent the destruction of unknown, buried archeological resources during grading activities.

I. Hazards and Hazardous Materials

Impact HAZ-2: Development of the proposed project would potentially cause the release of asbestos fibers. Existing buildings in the project area could potentially have been constructed with ACM. With implementation of the IVMP a number of these buildings could be remodeled/ demolished resulting in the potential release of asbestos fibers into the environment and potential health impacts on community members.

Mitigation Measure HAZ-2.1: Prior to remodeling/demolition activities of a residential building with less than four units or an institutional, industrial, or commercial building, the applicant shall determine whether the structure(s) proposed for demolition contains asbestos that is friable (i.e. brittle) during demolition or disposal. If the structure does contain friable asbestos, a contractor who is state-certified for asbestos removal shall remove the asbestos. Determining the existence of ACM's and removing them safely will be important in preserving the long term health of both construction workers and residents associated with potentially contaminated structures.

Mitigation Measure HAZ-2.2: Prior to remodeling/demolition activities of a residential building with more than four units or a an institutional, industrial, or commercial building involving pre-1979 structures, a APCD Asbestos Demolition and Renovation Compliance Checklist will be completed and a certified asbestos consultant shall conduct asbestos sampling and develop a plan for removal, as deemed necessary by the APCD and County Fire. Depending upon the amount and type of asbestos and the type of project, advanced notification to the APCD may required before asbestos is disturbed and/or removed. Notification requirements may also include notifying local residents and occupants of buildings where asbestos work is being done.

J. Hazards and Hazardous Materials

Impact HAZ-3: Redevelopment of buildings could increase the risk of exposure to lead and lead-based paint. Lead-based paint (LBP) could become separated from building materials during the demolition process. Separated paint can be classified as a hazardous waste if the lead content exceeds 1,000 parts per million and would need to be disposed of accordingly. Since most of the residences and commercial buildings were built prior to the 1979 regulations that limited the use of lead, it is reasonable to assume that surfaces may have been treated with LBP. In addition, it is possible that painted surfaces on existing structures were applied prior to 1978 when the Consumer Products Safety Commission lowered the allowable concentration of lead in paints to 0.5 percent by weight. Therefore, some painted building material surfaces may contain unhealthful amounts of lead.

Mitigation Measure HAZ-3.1: Potential exposure of construction workers to LBP shall be minimized through disclosure of the potential presence of LBP for demolition and renovation of structures that were constructed prior to 1979. Prior to any demolition or renovation of buildings constructed to 1979 on any painted surfaces, a LBP survey shall be conducted by the applicant to determine the level of risk posed to construction workers, building occupants, business owners and their employees from exposure to the paints present. Results of the LBP survey shall be documented with the applicable County agencies. Any recommendations made in that survey related to the paints present at the project site shall be implemented prior to the demolition or renovation of the painted surfaces.

Mitigation Measure HAZ-3.2: If a determination is made that LBP is present in a building slated for demolition or renovation, the applicant shall implement a LBP abatement plan, which shall include the following components:

1. A site Health and Safety Plan, as needed.
2. Containment of all work areas to prohibit off-site migration of paint chip debris.
3. Removal of all peeling and stratified lead-based paint on building surfaces and on non-building surfaces to the degree necessary to safely and properly complete demolition activities per the survey recommendations.

The LBP abatement plan shall be prepared by a consulting firm certified in LBP removal and documented with the applicable County agencies. Undergoing this process will limit unnecessary exposure to construction workers and occupants present at the project site.

K. Hydrology and Water Quality

Impact HYD-1: Construction associated with IVMP development/redevelopment could create water quality impacts.

Development/redevelopment projects could generate pollutants and sediment in runoff during activities such as site clearing, demolition, excavation, grading, and construction. Bare soil exposed during site clearing and grading would be more prone to erosion than under existing conditions.

Construction projects disturbing one or more acres are subject to NPDES Phase II permit regulations, which require preparation of a SWPPP to control the discharge of pollutants, including sediment, into local surface water drainages. The SWPPP is designed to minimize water quality degradation through storm water monitoring, establish BMPs, implement erosion control measures, and implement spill prevention and containment measures.

Mitigation Measure HYD-1: At a minimum, the following BMPs designed to reduce or eliminate construction site pollutants shall be incorporated into all project plans as a condition of approval and be implemented during construction:

Construction Site Planning BMPs, including but not limited to:

- a) the amount of cuts and fills shall be minimized
- b) only the minimum amount of vegetation necessary for construction shall be removed
- c) the clearing limits, setbacks, protected habitat areas, trees, drainage courses, and buffer zones shall be delineated on plans and in the field to prevent excessive or unnecessary soil disturbance and exposure
- d) excavation and grading shall be avoided during the rainy season
- e) grading operations shall be phased to reduce the extent of disturbed areas and length of exposure
- f) impervious surface areas shall be minimized and permeable paving materials shall be used whenever possible
- g) concrete, asphalt, and seal coat shall be applied during dry weather only; storm drains and manholes within the construction area shall be covered when paving or applying seal coat, slurry, fog seal, etc.

BMPs to Minimize Soil Movement, including but not limited to:

- a) exposed stockpiles of soil and other erosive materials shall be covered during the rainy season
- b) soil stabilizers shall be employed, as appropriate
- c) disturbed soils shall be restored and revegetated as soon as practicable
- d) sediment and construction materials shall be dry-swept from finished streets the same day they are deposited

- e) tire wash stations, gravel beds, and/or rumble plates will be installed at site entrance and exit points to prevent sediment from being tracked onto adjacent roadways
- f) any sediment or other materials tracked off site shall be removed the same day as they are tracked using dry cleaning methods
- g) site runoff control structures, such as earth berms, gravel bags, silt fences, drainage swales, and ditches that reduce erosion and convey surface runoff during construction into temporary or permanent sediment detention basins shall be installed and made operational in the initial phase of construction, as necessary.

Good Housekeeping BMPs, including but not limited to the following requirements:

- a) all storm drains, drainage patterns, and creeks located near the construction site prior to construction shall be identified to ensure that all subcontractors know their location to prevent pollutants from entering them
- b) storm drain inlets shall be protected from sediment-laden waters for the duration of the grading period and until graded areas have been stabilized by structures, long-term erosion control measures or landscaping
- c) all leaks, spills, drips shall be immediately cleaned up and disposed of properly
- d) one or more emergency spill containment kits shall be placed on-site in easily visible locations and personnel will be trained in proper use and disposal methods
- e) vehicles and heavy equipment shall be refueled and serviced in one designated site located at least 500 feet from creeks and drainage swales; vehicles and heavy equipment that are leaking fuel, oil, hydraulic fluid or other pollutants shall be immediately contained and either repaired immediately or removed from the site
- f) temporary storage of construction equipment shall be limited to a 50- x 50-foot area and shall be located at least 100 feet from any water bodies
- g) trash cans shall be placed liberally around the site and properly maintained
- h) dry clean-up methods shall be used whenever possible
- i) construction material and waste management practices shall be identified, including temporary borrow and waste disposal areas, temporary debris and garbage disposal, and chemical/fuel storage areas
- j) washing of concrete trucks, paint, equipment, or similar activities shall be at least 100 feet from any storm drain, water body or sensitive biological resources and shall occur only in areas where polluted water and materials can be contained for subsequent removal from the site; wash water shall not be discharged to the storm drains, street, drainage ditches, creeks, or wetlands
- k) all subcontractors and laborers shall be educated about proper site maintenance and storm water pollution control measures through periodic “tailgate” meetings

L. Hydrology and Water Quality

Impact HYD-3: IVMP Build-out would increase surface runoff. Since some streets in the project area experience localized flooding during heavy storms when runoff exceeds storm drain capacity, an increase in runoff would be a significant impact for these areas. Projects that increase impervious surfaces by more than 25% would trigger the threshold identified above and would be required to implement BMPs that would reduce impacts to less than significant. Projects that increase impervious surfaces by less than 25% are generally considered to be insignificant; however, due to the storm drain capacity issues that currently exist in Isla Vista, runoff from these projects could create a potentially significant impact.

Mitigation Measure HYD-2: New development and redevelopment project that would increase impervious surfaces beyond existing site conditions shall include a drainage plan to be submitted to the County Public Works and County Flood Control District for review, assessment of runoff impact to Isla Vista storm drain capacity, and conditioned for BMPs to retain or detain runoff onsite as required by the SWQMP. Where infiltration or retention on site is proposed, the drainage plan shall also be reviewed by the P&D registered geologist for soil feasibility and design constraints.

Mitigation Measure HYD-3: To reduce storm water runoff, one of the following driveway designs shall be used on new development and redevelopment projects paving only under wheels, flared driveway, or use of permeable surfaces for temporary or non-permanent parking areas.

VII. FINDINGS REGARDING COMMUNITY PLAN ALTERNATIVES

The EIR evaluated the potential effects of six alternatives to the Revised Isla Vista Master Plan, including the “no project” alternative required by CEQA. County staff worked with the County Board of Supervisors, the Project Area Committee, and the Development Agency Executive Director and Treasurer to develop the range of reasonable alternatives that are feasible and would meet most of the project objectives.

The Board of Directors hereby declare that they have considered the alternatives identified in the EIR as described below. CEQA requires that an EIR evaluate a reasonable range of alternatives to a Project, which: (1) offer substantial environmental advantages over the Project proposal, and (2) may be feasibly accomplished in a successful manner within a reasonable period of time considering the economic, environmental, social and technological factors involved. An EIR must only evaluate reasonable alternatives to a Project that could feasibly attain most of the Project objectives, and evaluate the comparative merits of the alternatives. In all cases, the consideration of alternatives is to be judged against a “rule of reason.” The lead agency is not required to choose the “environmentally superior” alternative identified in an EIR if the alternative does not provide substantial advantages over the proposed Project and (1) through the imposition of mitigation measures the environmental effects of a Project can be reduced to an acceptable level, or (2) there are social, economic, technological or other considerations which make the alternative infeasible.

The key project objectives that are pertinent to this project are:

- Improve public infrastructure to address problems such as pedestrian, automobile, and bicycle circulation, parking deficiencies, and inadequate drainage.
- Revitalize the downtown by creating incentives for new mixed use development, improving the streetscape and parking, and improving connections to Anisq’Oyo’ Park and the ocean.
- Enhance downtown parks by improving connections to the downtown commercial area, acquiring additional land, reconfiguring uses, and maintaining park natural areas.
- Improve the quality of existing housing and enhance the design and affordability of new housing.
- Construct a new community center at Estero Park.

1. *No Project (Alternative 1)* – Alternative 1 retains the current land use and zoning designations for Isla Vista without modifications. None of the proposed projects of the Revised Isla Vista Master Plan would be constructed. Build-out would occur according to the existing zoning, potentially resulting in 646 new residential units. As the densities associated with build-out of the IVMP would require multi-story redevelopment of existing structures, the reduction in densities associated with Alternative 1 is unlikely to substantially reduce the area of physical development for housing. However, the amount of land developed to accommodate residential parking areas for the No Project Alternative would be reduced when compared with the project.

Findings. The No Project Alternative would have fewer impacts compared to the project because of the fewer residential units that would be developed under this alternative compared to the project. However, the benefits of the project such as the catalyst projects would not occur. The No Project Alternative does not meet project objectives related to housing affordability and housing quality as it provides no incentive for the redevelopment of existing residential structures and provides little incentive for the creation of new housing affordable to all income levels. The No Project Alternative does not meet project objectives related to downtown revitalization or development of a new community center as the existing zoning provisions provide few market incentives for revitalization and community center construction. Thus, Alternative 1 would not meet the project key objectives as stated above. Therefore, the Board of Directors finds that the project as adopted is preferable to the No Project Alternative.

2. *Reduced Residential Build-out (Alternative 2)* – Alternative 2 reduces the proposed land use densities when compared to the project. Under this alternative, build-out would result in 904 new residential units. The form-based land use regulations would still be adopted, but would be modified to function with lower land use densities. The downtown zoning district would allow a mix of residential, office, and commercial uses and all two- and limited three-story development. The infrastructure projects, catalyst projects, and the policy changes that are part of the IVMP would occur under this alternative.

Findings. Development under the Reduced Residential Build-out Alternative would result in fewer impacts compared to the proposed project due to the reduced number or intensity of residential units. Since projects developed under Alternative 2 would be less dense, parking areas to accommodate residential development would be reduced as well. The Reduced Residential Build-out Alternative is deemed incapable of meeting the project objectives for residential development and downtown revitalization as this Alternative's density would not be high enough to provide incentives to private developers to participate. Therefore, the Board of Directors finds that the project as adopted is preferable to the Reduced Residential Build-out Alternative.

3. *Downtown Only Build-out (Alternative 3)* – Development under the Downtown Only Build-out Alternative would make changes to the residential land use densities and zoning in the downtown only, and would allow two- and three-story development. The downtown zoning would allow a mix of residential, office, and commercial uses. Densities in the downtown would be the same as the proposed project. Densities in the residential neighborhoods outside of the downtown, however, would be the same as Alternative 1, the No Project Alternative. Build-out would add 1,028 new residential units to downtown and the form-based land use regulations would be modified to function with lower land use densities in residential neighborhoods. The catalyst projects occurring in the downtown would also occur; however, all other densities and other changes occurring in the Estero neighborhood and other areas of Isla Vista would not occur. In these areas, the existing densities and zoning will continue to remain in effect.

Findings. The impacts under the Downtown Only Build-out Alternative would be less than the proposed project due to the reduced number of residential units. However, since the densities associated with build-out of the IVMP would require multi-story redevelopment of existing structures, the reduction in densities associated with Alternative 3 is unlikely to substantially reduce the area of physical development for housing. Of the alternatives considered that are potentially capable of meeting the project objectives, Downtown Only Build-Out Alternative 3 would be expected to result in the least environmental effects due to the reduced number of residential units allowed. However, this alternative does not provide as many residential units to help meet demand, and therefore, does not meet one of the project objectives. On balance, Alternative 3 is considered to be the environmentally superior alternative. This alternative is capable of meeting most of the key project objectives except for improving housing quality and affordability. Therefore, the Board of Directors finds that the project as adopted is preferable to the Downtown Only Build-out Alternative.

4. *Del Playa Design Alternative (Alternative 4)* – The Del Playa Design Alternative creates a form-based zoning district for the 6500-6700 blocks of the south side of Del Playa Drive that encourages higher quality new construction. The form-based zone district for properties on the south side of Del Playa would include requirements for front doors that face the street, porches, and building articulation. Development would be allowed closer to the street edge; front yards would not be used for parking. The existing front setback requirement of 20 ft. from the right of way would be reduced to 5 ft. from right of way. Parking would be located off-site and development would be required to pay an in-lieu fee for parking. Other than the form-based code for Del Playa, the land use and zoning for the other areas of Isla Vista would be the same as the Revised Isla Vista Master Plan. This alternative has a build-out of 1,147 new dwelling units and all catalyst projects would be constructed.

Findings. Development under the Del Playa Design Alternative would result in similar impacts as the proposed project, although the alternative includes beneficial visual, geologic, and water quality impacts. This Alternative requires that a new Form Based Code be created for the two blocks of Del Playa. The Form Based Code would encourage new development to be constructed closer to the street edge, improve building articulation, etc. It would also necessitate that parking would be located off site, and the

property owner would be required to pay a parking in lieu fee. This Alternative does not, however, increase proposed density along the two Del Playa blocks. Therefore, it is not likely that existing residential structures would be renovated/revitalized in accordance with the proposed Form Based Code as the renovations/revitalizations may not be cost effective. Furthermore, this alternative would require a public investment to acquire land and to construct a common parking area for the Del Playa generated vehicles. The cost of such parking area for residential uses may be prohibitive. All in all, Alternative 4 could be capable of meeting all of the project objectives; however, this alternative would not meet the project objective of improving housing quality as well as the project. Therefore, the Board of Directors finds that the project as adopted is preferable to the Del Playa Design Alternative.

5. *Del Playa Redevelopment (Alternative 5)* – The Del Playa Redevelopment Alternative creates a form-based zoning district for the south side of Del Playa Drive, in the 6500 through 6700 blocks, as in the Del Playa Design Alternative (Alternative 4). This alternative would also increase land use and zoning densities along Del Playa to 14 units per acre which closely matches average existing densities. This could encourage the demolition and redevelopment of properties located along the south side of Del Playa Drive that are underdeveloped (below maximum allowed densities). Development would be allowed closer to the street edge; front yards would not be used for parking. The existing front setback requirement of 20 ft. from the right of way would be reduced to 5 ft. from right of way. Parking for private development would be located off-site in Alternative 5 and new development would be required to pay a fee in lieu of providing on-site parking. This alternative would allow for 53 new units to be constructed along Del Playa, thus result in a total of 1,485 new units in the project area. All other land use designations and densities would remain the same as the IVMP. All catalyst and infrastructure projects, policies, and plan amendments identified in the IVMP would be included in this alternative.

Findings. Development under the Del Playa Redevelopment Alternative would result in slightly greater impacts than the proposed project due to the additional housing units. In particular, greater impacts would occur for air quality, cultural/historical resources, and hazards and hazardous materials. This Alternative would also increase higher densities along the bluffs which is inconsistent with State policy. Therefore, Alternative 5 would be capable of meeting all of the project objectives however, it has more significant project impacts and would not be consistent with State policy. Therefore, the Board of Directors finds that the project as adopted is preferable to the Del Playa Design Alternative.

6. *Housing Incentive Alternative (Alternative 6)* – Since the time the draft IVMP was prepared, based on a recommendation by the County CEO and the Auditor-Controller, the Board of Directors added a new plan alternative that increased the community's redevelopment incentives. The purpose behind the alternative, the Housing Incentive Alternative (Alternative 6) is threefold. First, the Housing Incentive Alternative is intended to provide increased incentives for private redevelopment to upgrade the existing housing stock. Second, the Housing Incentive Alternative will ensure new development will provide the tax revenue necessary to fund needed community infrastructure projects such as the community center. Finally, the Housing Incentive Alternative helps the South Coast meet its regional housing needs within an urban community that is adjacent to the region's largest employer and is well served by transit.

Redevelopment of existing urbanized areas requires significant effort. Creating a regulatory and land use framework to assist that redevelopment is a critical first step. The Housing Incentive Alternative is intended to create such a regulatory framework.

Alternative 6 increases land use densities and height restrictions in the urbanized northern and eastern areas of Isla Vista to increase the likelihood of private sector re-investment. The increased density areas are:

- Within ¼ mile or comfortable walking distance of UCSB
- Near large public open spaces including Anisq'Oyo' Park, Green Park, Little Acorn Park
- Near principal transportation corridors: El Colegio Rd, Embarcadero del Mar, or Embarcadero del Norte
- Near the downtown commercial services.

This alternative would accommodate a community-wide build-out of 2,867 new housing units. It has densities ranging from 50 – 80 units per acre in some areas (Revised Isla Vista Master Plan proposes 25 - 40 units per acre). In order to accommodate the higher densities, this alternative also includes a wider variety of housing types and permits a wider spectrum of plants/trees that can be used.

Findings. Analysis determined that the land use densities proposed in Alternative 6, if implemented, will provide an incentive for private developers to invest in new residential development on between 94 and 118 properties, which would result in between 1,300 and 1,500 new units in the project area. While the alternative would create a regulatory and land use framework to assist that redevelopment and focuses on revitalizing the downtown area of Isla Vista, development under this Alternative would have slightly higher level of impact than the IVMP due to the increased densities and increased number of dwelling units. Therefore, the Board of Directors finds that the project as adopted is preferable to the Housing Incentive Alternative.

VIII. STATEMENT OF OVERRIDING CONSIDERATIONS

In considering the adoption of the Revised Isla Vista Master Plan (IVMP), the Board of Directors has balanced the benefits of the IVMP against its unavoidable adverse environmental effects and finds that the benefits of the IVMP outweigh the plan's adverse environmental effects. The Board of Directors finds that the adverse environmental effects are "acceptable," based on the following individual and collective overriding considerations:

- A. Isla Vista is a designated redevelopment area with blighted conditions. Its current zoning and development standards do not provide the framework nor the incentive for significant redevelopment, infill development, renovation, and revitalization. Many of the existing residential structures are constructed at higher densities than permitted by current zoning. As a result, there has been little reason for local property owners to renovate existing buildings and/or to build new units. The IVMP provides a framework to support the revitalization of Isla Vista, which is a redevelopment area, for mixed use development in downtown Isla Vista and higher density multi-residential development in northern and central areas of the community, implementing urban design standards to improve the quality of new development, and revising County transportation policies to facilitate infill projects.
- B. No significant residential or commercial development, economic development, or community improvements have occurred within the past twenty years as a result of current planning, economic, and natural resource policy. The IVMP offers an opportunity to meet the community's growth needs; provides a balance of land uses that accommodates growth within available resources and service capacity, provides a range of commercial and residential uses to promote orderly economic development, provides a range of housing types affordable to all income levels, improves the balance between jobs and housing, enhances the character of the community, provides needed recreation and open space areas, protects natural resources, improves the interface between Isla Vista and UCSB, balances the needs of the future residents with the needs of existing residents, and provides fiscal balance in public infrastructure.
- C. Many Isla Vista parcels are small or an unusual shape. As such, many of these lots remain undeveloped, have been developed to their maximum potential, or have been developed above the maximum potential permitted by current zoning. As a result, there is little incentive for these lots to be developed or for the existing residential uses to be recycled or revitalized. The incentive program's lot consolidation density bonus encourages these lots to be consolidated creating more usable and economically viable parcels. Thereby the density bonus incentive program creates financially feasible opportunities for providing new high quality housing to be built or existing residential uses to be revitalized.
- D. Currently, projects that are intended to revitalize the redevelopment area are subject to overlapping planning requirements that can create disincentives for needed redevelopment. The IVMP provides clarity for future developers and land use regulators. The IVMP's clearly defined standards and

detailed planning for catalyst projects will minimize future environmental review, time, and cost in the permit process.

- E. Currently, planning for infrastructure improvements and provision of public transit and non motorized transportation is not coordinated. The IVMP goals, policies, and catalyst projects assist in resolving public infrastructure problems, such as roadway and streetscape improvements, and will serve to reduce automobile dependency. Furthermore, the incentive program grants a density bonus for those projects that directly result in the construction of community infrastructure. As a result, the incentive program encourages infrastructure improvement.
- F. The IVMP establishes two new zoning districts for the community, which utilize some of the characteristics of form based zoning: a downtown mixed use district and a residential district. Form based zoning ensures that new development projects adhere to a specific vision. The new zoning districts identified in the IVMP include traditional zoning provisions, such as permitted uses, setback, heights, and parking requirements. They also include additional layers of information about the shape and appearance of buildings. The standards and guidelines of the new zoning districts will create a more pedestrian friendly character to commercial and/or mixed use buildings, thereby encouraging people to walk or bike, and lessening traffic impacts. The new zoning districts will improve the design and function of residential buildings, thereby ameliorating the deteriorated, outmoded character of the residential areas and reducing visual blight.
- G. Current County policy does not include any programs that would jumpstart Isla Vista's revitalization, and redevelopment. The IVMP creates a framework for the development of catalyst projects over the next 20-30 years. In addition to publicly funded catalyst projects, there are opportunities for public-private partnerships and privately funded projects from incentives provided by the Santa Barbara County Redevelopment Agency. Some Potential Public-Private Partnership Catalyst Projects include enhancements to Anisq'Oyo' Park, Perfect Park, and People's Park.
- H. In Isla Vista, approximately 80% of all adult residents own a car. This means that many households own two or more vehicles – particularly in the case of undergraduate students, where an average household may own more than four vehicles. This level of car ownership, coupled with at least 350 commuters to UCSB who park in Isla Vista during the day and walk or bike to campus, means on-street parking is often scarce. The IVMP provides parking management and transit options to address parking problems that currently exist in the community and to accommodate future development. The Plan provides emphasis on pedestrian and bicycle projects and areas to enhance the community function and the sense of place that the community currently evokes.
- I. The IVMP's goals and policies support sustainable development and emphasize environmentally sensitive development practices. The incentive program's density bonus for "green building" encourages new construction in Isla Vista to incorporate "green" practices, materials, and technologies.
- J. The IVMP creates Class IV impacts (beneficial impacts) that will improve current conditions in Isla Vista. Implementation of the IVMP will result in the following Class IV impacts: improved jobs/housing balance, installation of street trees and proposed bluff top active recreational improvements within the Del Playa Open Space and Del Playa Courts improving aesthetics, development of the Community Center, improving the visual relationship and connection between the urban and recreational environments, reduced noise impacts from the amphitheater in Anisq'Oyo' Park, overall improvements to downtown parks, traffic calming measures to reduce noise, and improvements to pedestrian circulation.

IX. MITIGATION MONITORING AND REPORTING PROGRAM

A Mitigation Monitoring and Reporting Program (September 2006) for the Isla Vista Master Plan is included in the EIR with additional mitigations related to the revision included in the EIR Revisions Memo dated August 8, 2007 and has been adopted pursuant to the requirements of Public Resources Code §21081.6.