

4.3 DOWNTOWN PARKING STRUCTURE: PROJECT SPECIFIC IMPACT ANALYSIS

4.3.1 PROJECT OVERVIEW

Project Location

The Master Plan includes the implementation and construction of a downtown parking lot/structure in Isla Vista. Though at this time the project location has not been identified, it is likely that the structure would be built either in or north of the Pardall mixed use area to serve new mixed use development and downtown business patrons.

Environmental Setting

Currently, the availability of on-street parking is a problem in downtown Isla Vista. Some businesses have private parking on their property, while others rely on curbside parking. On-street parking is often utilized by UCSB commuters who park in the downtown and walk to campus, to avoid the high cost of parking on campus.

An on-street parking meter program has been proposed for downtown Isla Vista, and was given approval by the Board of Supervisors in 2004. When that program is implemented, along with a proposed residential parking permit program, it is anticipated that most commuter parking in Isla Vista will be eliminated. As a result, on-street parking in downtown Isla Vista will be available for patrons of local businesses.

One important component of the program to redevelop downtown Isla Vista is an ‘in-lieu parking fee program.’ The program would give property owners the ability pay a fee to fund downtown parking and transit improvements in-lieu of providing on-site parking. The parking lot/structure is intended to facilitate that program, and provide spaces to those projects that pay the in-lieu parking fee.

Project Description

A downtown parking structure is identified as a high priority project to address parking issues in the downtown commercial core for Isla Vista. Due to the high cost of construction, the structure would be constructed after the establishment of other parking programs and projects such as reconfiguration of private parking lots, elimination of unnecessary red-curbs, and after the impact of the parking meters can be assessed.

It is anticipated the development of the parking lot/structure will occur in phases. The first phase includes the acquisition and construction of a surface parking lot. If demand for the in-lieu parking fee program eventually results in the need to create additional parking spaces, a multi-level structure could be constructed on the site of the surface parking lot.

It is anticipated that the parking lot/structure will be located on a site that is approximately 0.5-1 acre in size or larger with 50 – 250 parking spaces. The surface parking lot will be well

landscaped to visually screen the lot from public viewing areas. If a parking structure is ultimately built, the structure may be ‘lined’ with commercial or residential development at the ground level to better integrate into the existing neighborhoods. The parking structure would be three stories in height.

4.3.2 ENVIRONMENTAL IMPACTS AND MITIGATION MEASURES

Project-specific and/or programmatic impacts to the following resources were identified during environmental review of the proposed project. Please refer to individual resource sections, located in Section 3, for comprehensive information regarding environmental setting, regulatory framework, and thresholds of significance.

Aesthetics/Visual Resources

Setting

The addition of a parking structure in the downtown area of Isla Vista may affect both the views from surrounding public areas and nighttime views due to the effects of security lighting.

Impacts

Program Impacts: Impacts **AES-3:** Project development, including new parking lot lighting, streetlights, structural exterior illumination, and window treatments would introduce new sources of light and glare that could substantially degrade existing nighttime visual conditions, and **AES-4:** The proposed 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, listed in Section 3.2, are anticipated to result from development of this catalyst project.

The following **project-specific** impact is also anticipated:

Impact PLOT-AES-1: The parking structure may obstruct some fragmentary views of the Santa Ynez mountain range.

The proposed downtown parking structure, if constructed as a three-story building, may block some remaining fragmented view corridors of the Santa Ynez Mountains as currently experienced by pedestrians and bicyclists traveling along Pardall Road. Increased structural height may obstruct some views of the Santa Ynez Mountains, however, these would be limited to more fragmented view corridors. More important views along north-south trending streets would not be impacted. Therefore, impacts on important view resources looking northward from within the downtown plan area would be *adverse, but less than significant* (Class III).

Agricultural Resources

There are no program or project specific impacts to agricultural resources given that there are no agricultural resources in the Isla Vista community.

Air Quality

Setting

Construction of the parking lot would result in combustive emissions from heavy equipment usage and fugitive dust when structures are demolished and soil is graded. Emissions would be short-term and only occur during the site preparation and construction phase.

Operational emissions would occur due to increased vehicle emissions during use of the parking lot/structure.

Impacts

Program Impacts: Impacts **AIR-1:** Short-term PM10 construction emissions and **AIR-2:** Short-term construction related ozone precursor emissions, listed in Section 3.4, are anticipated to result from development of this catalyst project.

The following **project specific** impact is anticipated:

Impact PLOT-AIR-1: Operational Emissions.

On-road vehicle emissions would be the only source of air emissions associated with operation of the parking lot. As the parking lot is intended to operate as part of an in-lieu parking fee program, all impacts associated with the parking spaces in the structure were assessed in the downtown catalyst project as on-site parking. The ultimate location of the parking lot could produce local air quality impacts, which will be assessed when the site is identified. Impacts would be *adverse, but less than significant (Class III)*.

Biological Resources

No impacts to biological resources are anticipated to occur

Cultural/Historic Resources

Program Impacts: **Impact CH-1:** Damage and Destruction of Unknown Resources, listed in Section 3.6, are anticipated to result from development of this catalyst project.

There are no project specific impacts anticipated for this resource area.

Geologic Hazards

Program Impacts: Impacts **GEO-1:** Increased risk from seismic hazards, **GEO-2:** Increased risk of liquefaction, and **GEO-4:** Additional development could increase the risk

from soils hazards, listed in Section 3.7, are anticipated to result from development of this catalyst project.

There are no project specific impacts anticipated for this resource area.

Hazards and Hazardous Materials

Program Impacts: Impact HAZ-1: Disturbance of contaminated soil/groundwater, listed in Section 3.8, are anticipated to result from development of this catalyst project

There are no project specific impacts anticipated for this resource area.

Hydrology and Water Quality

Setting

Construction of the parking lot/structure may increase the amount of impervious surface if the site selected is a non-developed parcel with natural infiltration characteristics and is converted to an impervious surface.

Impacts

Program Impacts: Impact HYD-1: Construction -related water quality impacts, listed in section 3.9, is anticipated to occur with development of this catalyst project.

The following **project specific** impact is anticipated:

Impact PLOT-HYD-1: The parking lot could increase impervious surfaces depending on whether or not the location is presently developed.

Runoff from the parking lot would generate pollutants associated with automobiles such as oil/grease, rubber, asbestos and metals. If the parking includes more than 25 parking spaces, a SWQMP and treatment control BMPs would be required. This presents a *potentially significant* impact to water quality.

Mitigation PLOT-HYD-1: The parking area and associated driveways shall be designed to minimize degradation of storm water quality. BMPs such as oil/water separators, sand filters, landscaped areas for infiltration basins or equivalent BMPs shall be installed to intercept and effectively prohibit pollutants from discharging to the storm drain system.

Residual Impacts: Implementation of Mitigation Measure PLOT-HYD-1 and incorporation of BMPs, such as pervious paving, infiltration trenches, and storm drain filters, into the design of the parking lot would *mitigate impacts to less than significant levels (Class II)*.

Land Use, Population and Housing

Program Impacts: Impact LU-1: Loss of Privacy, listed in Section 3.1, is anticipated to result from development of this catalyst project.

There are no project specific impacts anticipated for this resource area.

Noise

Program Impacts: Impacts NSE-1: Temporary construction-related noise could impact surrounding noise sensitive land uses; and NSE-2: IVMP build-out and policies/programs/projects could increase ambient noise levels in the project area and surrounding community, listed in Section 3.10, are anticipated to result from development of this catalyst project.

There are no project specific impacts anticipated for this resource area.

Parks, Open Space and Recreation

There are no anticipated impacts to this resource.

Public Service and Utilities

Program impacts are discussed in section 3.12

Traffic and Circulation

Setting

The IVMP includes the implementation of a downtown parking lot or structure in Isla Vista. A location for the lot/structure has not been identified. However, County staff has indicated that the lot/structure will likely be constructed either within or north of the Pardall/Downtown mixed use area.

Impacts (Qualitative)

The parking lot/structure will be built to provide parking resources for the downtown Isla Vista commercial businesses. The traffic generated by the existing and proposed IVMP commercial uses will utilize the parking resources within the lot/structure. Construction of the structure will not in result in overall new trips to the area, but it will divert these vehicles from other downtown parking areas, increasing traffic volumes at the roadways and intersections immediately adjacent to the lot/structure and possibly reducing traffic in the downtown area.

Given the future deficient operations at the Pardall Road intersections at Embarcadero Del Mar and Embarcadero Del Norte (Baseline + IVMP LOS F with existing 2-way stop control),

diverted traffic from the Pardall Road parking areas to the new lot/structure would likely generate impacts to these intersections.

Further quantitative analysis of potential impacts will be necessary when a location is determined for the lot/structure. The analysis should include a review of traffic volumes and vehicular circulation, discussion of vehicular access, and interface/conflicts with existing pedestrian and bicycle facilities.