

## **5.0 CONSISTENCY WITH LOCALLY ADOPTED PLANS AND POLICIES**

### **5.1 INTRODUCTION**

Section 15125(d) of the State CEQA *Guidelines* require that an EIR “discuss any inconsistencies between the proposed project and applicable general plans and regional plans.” The IVMP is intended to revise Land Use, Circulation, and other appropriate elements of the Comprehensive Plan and Local Coastal Program to provide specific policy direction for the Isla Vista planning area. Therefore, the project is intended to be consistent with the GCP and the County’s overall Comprehensive Plan and LCP. However, competing GCP and IVMP objectives may result in potential inconsistencies, as discussed below. This section also discusses potential project inconsistencies with other adopted regional plans such as the Clean Air Plan and Congestion Management Plan.

The BOS is responsible for deciding whether or how to approve the proposed project. Among other considerations, the BOS will base its decision on the project's consistency with applicable regulations, plans and polices. The assessment of project consistency presented below is preliminary. The CCC has the authority to determine the project's compliance with the California Coastal Act and applicable policies of the County LCP.

### **5.2 COMPREHENSIVE PLAN, COASTAL ACT, AND COASTAL LAND USE PLAN POLICIES**

The 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 not serve as a Comprehensive Plan update for the community. It does not address all issue areas in the Comprehensive Plan or the Local Coastal Plan. As a result, in many cases, existing County policy will continue to apply to new development projects. The Draft IVMP is consistent with the following adopted policies, as those policies govern issues or resource areas that are not affected by the Draft IVMP

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; Policy GEO-GV-3; Coastal Act Finding 30007.5; Coastal Act Policy, PRC Section 30253; CLUP Policy 3-5; CLUP Policy 3-6; CLUP Policy 3-7; CLUP Policy 3-8; CLUP Policy 3-10; CLUP Policy 3-11; CLUP Policy 3-12; CLUP Policy 3-13; CLUP Policy 3-14; CLUP Policy 3-20; CLUP Policy 4-5; CLUP Policy 4-6; CLUP Policy 4-7; CLUP Policy 9-35; CLUP Policy 9-36.

**Table 5.2-1: Comprehensive Plan, Coastal Act and Coastal Land Use Plan Policies**

Requirement	Policy Consistency
<b>Comprehensive General Plan – Land Use Development Policies and Development Criteria</b>	
<b>Land Use Element – Regional Goals and Policies</b>	
<p><u>Environment:</u> Environmental constraints on development shall be respected.</p> <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><b>Consistent.</b> Environmental constraints on development have been respected through implementation of applicable GCP and IVMP policies and development standards.</p> <p><b>Consistent.</b> 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 1,447 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><b>Consistent.</b> 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>
<b>Goleta Community Plan (GCP)</b>	
<b>Community Development: Land Use – General</b>	
<p><b>Policy G-GV-1:</b> 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><b>Consistent.</b> Each applicable policy is identified and reviewed herein.</p>
<p><b>Policy G-GV-2:</b> The Development Standards contained within the GCP shall be implemented, as appropriate.</p>	<p><b>Consistent.</b> 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><b>Policy LU-GV-2:</b> Future growth and development shall occur in a manner which minimizes construction related impacts on the community.</p>	<p><b>Consistent.</b> 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 this EIR.</p>
<p><b>Policy LU-GV-4:</b> 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><b>Consistent.</b> 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 architectural</p>

	<p>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><b><i>Community Development – Land Use Residential</i></b></p>	
<p><b>Objective LUR-GV:</b> 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><b>Consistent.</b> 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><b>Policy LUR-GV-1:</b> 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><b>Consistent.</b> 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><b>Policy LUR-GV-2:</b> 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><b>Consistent.</b> 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><b>Policy LUR-GV-3:</b> 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><b>Consistent.</b> 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><b>Action Interface 2.4:</b> 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><b>Policy LUR-GV-5:</b> 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><b>Consistent.</b> 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><b>Public Facilities and Services – General</b></p>	
<p><b>Action G-GV-2.1:</b> 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><b>Consistent.</b> 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><b>Policy G-GV-3:</b> 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><b>Consistent.</b> 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><b>Public Facilities and Services – Fire Protection</b></p>	
<p><b>DevStd FIRE-GV-1.3:</b> 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><b>Consistent.</b> All development will be required to comply with Fire Department requirements and standards.</p>
<p><b>Policy FIRE-GV-4:</b> Emergency access shall be a consideration in the siting and design of all new development.</p>	<p><b>Consistent.</b> All development will be required to comply with Fire Department requirements and standards.</p>
<p><b>Public Facilities and Services – Parks, Recreation, and Trails/Open Space</b></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.

**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:

Esterio Neighborhood Goal: Create a focal point for western Isla Vista that includes a community center, affordable housing and active recreational opportunities.

Esterio Neighborhood Policy 1: Esterio Park shall be expanded and redesigned to provide functional open space and a community focal point.

Esterio Neighborhood Action 1.1: 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.

Esterio Neighborhood Action 1.2 : The RDA shall seek to establish partnerships to provide affordable housing and public active recreational play-fields near the community center site.

Esterio Neighborhood DevStd 1.4: 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 Esterio Park.

Esterio Neighborhood Action 1.5: IVRPD should continue to provide community gardens in the Esterio neighborhood area.

Esterio Neighborhood Action 1.7: 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.

Open Space and Parks Goal: 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.

Open Space and Parks Policy 1: The parks system shall be enhanced to meet social and community needs and provide more active recreational places.

	<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 IVRPD to improve Anisq’Oyo’, Acorn, and Perfect Parks’ relationship to the downtown and incorporate an appropriate level of programmable recreational space.</p>
<p><b>Policy PRT-GV-2:</b> 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><b>Consistent.</b> 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><b>Policy PRT-GV-13:</b> 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</p>	<p><b>Consistent.</b> The following IVMP actions demonstrate consistency with this policy:</p> <p><u>Estero Neighborhood Action 1.2 :</u> The RDA shall seek</p>

<p>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>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><b>Public Facilities and Services – Resource Recovery</b></p>	
<p><b>Policy RRC-GV-1:</b> Opportunities for community wide resource recovery and conservation shall be provided.</p>	<p><b>Consistent.</b> Curbside recycling is available to both residential and commercial units in the project area.</p>
<p><b>Public Facilities and Services – Traffic, Circulation and Parking</b></p>	
<p><b>Roadways and Intersection Standards for Determination of Project Consistency (APPENDIX A Goleta Community Plan)</b></p> <p><b>B. Roadway Standards:</b> 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 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> <p>1) the number of ADTs contributed by the project to the roadway does not exceed 150 ADTs, or</p> <p>2) if the project provides a substantial contribution to a high priority alternative transportation project (or projects) as identified in the GTIP that:</p> <p>a) substantially improves the alternative transportation network,</p> <p>b) has a reasonable relationship to the project, and</p> <p>c) is proportional to the size and extent of the project's impact on Goleta's transportation system.</p> <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>	<p><b>Consistent.</b> 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 Vista 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"> <li>• Isla Vista is an urban community;</li> <li>• Community transportation goals include promoting pedestrian, bicycle, and bus service all of which are unaffected by reduced LOS standards;</li> <li>• Isla Vista is served by transit routes with headways of 15 minutes or less during peak hour;</li> <li>• The roadway network is developed and cannot be easily modified or expanded; and,</li> <li>• Community goals to promote infill projects with the exiting urban area.</li> </ul> <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>

<p>1) the number of ADTs contributed by the project to the roadway does not exceed 50 ADTs, or</p> <p>2) if the project constructs or funds operation of a high priority alternative transportation project (or projects) as identified in the GTIP that:</p> <ul style="list-style-type: none"> <li>a) substantially improves the alternative transportation network,</li> <li>b) has a reasonable relationship to the project, and</li> <li>c) is proportional to the size and extent of the project's impact on Goleta's transportation system.</li> </ul> <p><b>C. Intersection Standards:</b></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 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.</p> <ul style="list-style-type: none"> <li>• For intersections operating at a estimated future Level of Service B, no project shall result in a change in V/C ratio greater than 0.15.</li> <li>• For intersections operating at a estimated future Level of Service C, no project shall result in a change of V/C ratio greater than 0.10.</li> <li>• For intersections operating at a estimated future Level of Service D, no project shall result in a change of V/C ratio greater than 0.03.</li> <li>• For intersections operating at a estimated future Level of Service E, no project shall result in a change of V/C ratio greater than 0.02.</li> <li>• For intersections operating at a estimated future level of Service F, no project shall result in a change of V/C ratio greater than 0.01.</li> </ul> <p>b. Notwithstanding the standards in subdivision a,</p>	
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<p>above, projects that send fewer than 15 peak hour trips to an intersection shall be considered consistent with the Community Plan.</p> <p>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:</p> <ol style="list-style-type: none"> <li>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,</li> <li>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"> <li>a) substantially improves the alternative transportation network,</li> <li>b) has a reasonable relationship to the project, and</li> <li>c) is proportional to the size and extent of the project's impact on Goleta's transportation system.</li> </ol> </li> <li>3) Provide for a County-approved combination of the above.</li> </ol> <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><b>Policy CIRC-GV-2:</b> 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,</p>	<p><b>Consistent.</b> 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>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><b>Action CIRC-GV-2.23:</b> Zoning Ordinance Changes. When funding becomes available, Planning &amp; 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.<sup>1</sup></p>	<p><b>Consistent.</b> 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>
<p><b>Policy CIRC-GV-8:</b> 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.</p>	<p><b>Consistent.</b> The following IVMP goals, policies, actions, and development standards 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 rollerbladers).</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 Policy 3:</u> Walking shall be encouraged as a viable form of alternative transportation in Isla Vista.</p> <p><u>Streets Action 3.1:</u> The RDA shall work with Public Works to implement sidewalk improvements where feasible on north-south streets and in the commercial</p>

<sup>1</sup>. 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.

	<p>core.</p> <p><u>Streets Action 3.2:</u> 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.</p> <p><u>Streets Action 3.4:</u> 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.</p> <p><u>Streets Action 3.5:</u> The RDA should encourage Public Works to improve the pedestrian crossing intersection of Abrego Road and Camino Corto, and other major intersections. Improvements may 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</p>
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	<p>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 be designed as a 2-lane road with roundabouts that accommodate pedestrians, bicyclists, and public transit.</p>
<p><b>Policy CIRC-GV-9:</b> 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><b>Consistent.</b> 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 rollerbladers).</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.</p>

	<p>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 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</p>
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	<p>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><b>Policy CIRC-GV-12:</b> Developers shall be encouraged to pursue innovative measures to fully mitigate the transportation impacts associated with their projects.</p>	<p><b>Consistent.</b> 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.</p>
<p><b>Policy CIRC-GV-14:</b> 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.</p>	<p><b>Consistent.</b> 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.</p>
<p><b>Public Facilities and Services – Water</b></p>	
<p><b>Policy WAT-GV-1, -2, -11:</b> 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.</p>	<p><b>Consistent.</b> 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.</p>
<p><b>Resources and Constraints – Air Quality</b></p>	
<p><b>DevStd AQ-GV-1.2:</b> Project construction shall minimize the generation of pollution and fugitive dust during construction.</p>	<p><b>Consistent.</b> 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"> <li>• 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.</li> </ul>

	<p>Reclaimed water shall be used whenever possible.</p> <ul style="list-style-type: none"> <li>• Vehicle speeds on the construction site shall be limited to 15 miles per hours or less.</li> <li>• Gravel pads shall be installed at all access points to prevent tracking of mud onto public roads.</li> <li>• 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.</li> <li>• 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.</li> <li>• 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.</li> </ul>
<p><b>Policy AQ-GV-2:</b> The County shall strive to maintain the consistency of all land use planning with the Air Quality Attainment Plan.</p>	<p><b>Potentially Consistent.</b> 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 &amp; 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><b>Policy AQ-GV-3:</b> 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><b>Consistent.</b> 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><b>Policy AQ-GV-4:</b> The County shall make mixed use development, which would encourage less commuting, a priority of land use planning.</p>	<p><b>Consistent.</b> 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><b><i>Resources and Constraints – Biological Habitats</i></b></p>	
<p><b>Policy BIO-GV-2:</b> Environmentally Sensitive Habitat (ESH) areas and Riparian Corridors within the Goleta Planning Area shall be protected and, where feasible and appropriate, enhanced.</p>	<p><b>Consistent.</b> 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 this GCP policy:</p>

	<p><b>Open Space and Parks Goal:</b> 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><b>Open Space and Parks DevStd 2.4:</b> 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><b>DevStd BIO-GV-2.2:</b> 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><b>Consistent.</b> 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><b>DevStd BIO-GV-2.4:</b> 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><b>Consistent.</b> 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><b>Policy BIO-GV-16:</b> 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><b>DevStd BIO-GV-16.1:</b> All existing "protected trees" shall be protected from damage or removal by development to the maximum extent feasible.</p> <p><b>DevStd BIO-GV-16.3:</b> 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,</p>	<p><b>Consistent.</b> 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><b>Mitigation Measure BIO-3:</b> 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 tree removal and other native vegetation potentially affected by proposed activities, including the following:</p> <ol style="list-style-type: none"> <li>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</li> </ol>

<p>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&amp;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.</p> <p><b>Policy BIO-GV-17:</b> 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.</p>	<p>roots zones for avoidance shall be in place for all trees within 25 feet of ground disturbance prior to ground moving activities.</p> <ul style="list-style-type: none"> <li>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).</li> <li>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.</li> <li>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.</li> <li>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</li> <li>f. Maintenance of trees shall be accomplished through water-conserving irrigation techniques.</li> <li>g. Any unanticipated damage that occurs to trees or sensitive habitats resulting from construction activities shall be mitigated in a manner approved by P&amp;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&amp;D prior to any further work occurring on site. Any</li> </ul>
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	<p>performance securities required for installation and maintenance of replacement trees will be released by P&amp;D after its inspection and approval of such installation.</p> <ul style="list-style-type: none"><li>h. All trees located within 25 feet of proposed buildings shall be protected from stucco or paint during construction.</li><li>i. A P&amp;D approved arborist shall be onsite throughout all grading and construction activities which may impact trees.</li><li>j. The applicant shall hire a P&amp;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.</li></ul> <p><b><u>Plan Requirements:</u></b> The applicant shall prepare a Tree Preservation Plan that includes appropriate tree protection measures to P&amp;D for review and approval.</p> <p><b><u>Timing:</u></b> 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.</p> <p><b><u>MONITORING:</u></b> P&amp;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>
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<p><b>Policy BIO-GV-19:</b> Pollution of streams, sloughs, drainage channels, underground water basins, estuaries, the ocean and areas adjacent to such waters shall be minimized.</p>	<p><b>Consistent.</b> 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><b>Policy BIO-GV-19.1:</b> 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><b>Consistent.</b> 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><b>Policy BIO-GV-21:</b> 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><b>Consistent.</b> 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 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,</p>

	<p>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><b>Policy BIO-GV-22:</b> 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><b>Consistent.</b> All projects under the IVMP would be required to preserve the habitat of sensitive species, pursuant to discretionary review.</p>
<p><b>Resources and Constraints – Geology, Topography, and Soils</b></p>	
<p><b>Policy GEO-GV-1:</b> 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><b>Consistent.</b> 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&amp;D also has a regular inspection program to identify hazardous conditions resulting from the 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</p>

	demonstrate consistency with it in order to be approved by the County.
<p><b>Policy GEO-GV-6:</b> Projects shall be designed and located to minimize the number of persons and amount of property exposed to seismic hazard.</p> <p><b>DevStd GEO-GV-6.1:</b> 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><b>DevStd GEO-GV-6.2:</b> 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><b>Consistent.</b> 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 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><b>Consistent.</b> 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>
<b>Resources and Constraints – History and Archeology</b>	
<p><b>Policy HA-GV-1:</b> Significant cultural, archaeological and historical resources in the Goleta area shall be protected and preserved to the maximum extent feasible.</p>	<p><b>Consistent.</b> 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><b>DevStd HA-GV-1.3:</b> 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><b>Consistent.</b> No development specified in the IVMP is located near an archeological site. If new development unearthed an unknown archeological resource, <b>DevStd HA-GV.1.5</b> would apply.</p>
<p><b>DevStd HA-GV-1.5:</b> 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><b>Consistent.</b> 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>
<b>Resources and Constraints – Noise</b>	
<p><b>Policy N-GV-1:</b> Interior noise-sensitive uses (e.g., residential and lodging facilities, educational facilities, public meeting places and others specified in the</p>	<p><b>Consistent.</b> Construction equipment that generates noise exceeding 65 dBA at the nearest sensitive receptors shall be located the maximum feasible</p>

<p>Noise Element) shall be protected to minimize significant noise impacts.</p>	<p>distance from nearby sensitive uses and shall be shielded with noise attenuation barriers or muffling devices to P&amp;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><b>Resources and Constraints – Visual/Aesthetic Resources, Open Space</b></p>	
<p><b>DevStd VIS-GV-1.1:</b> 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><b>Consistent.</b> 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><b>Policy VIS-GV-3:</b> 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><b>Consistent.</b> 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><b>Policy VIS-GV-6:</b> Outdoor lighting in Goleta shall be designed and placed so as to minimize impacts on neighboring properties and the community in general.</p> <p><b>DevStd VIS-GV-6.1:</b> All new development with major outdoor lighting facilities should be illuminated with only fully shielded lighting with low glare design.</p>	<p><b>Consistent.</b> The IVMP 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><b>Housing Element</b></p>	

<p><b>Policy 1.2:</b> 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><b>Consistent.</b> 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><b>Policy 1.7:</b> The county shall encourage the development of multi-family rental housing as this housing type can be affordable by design.</p> <p><b>Policy 1.9:</b> 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><b>Policy 5.5:</b> 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><b>Consistent.</b> 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.</p>
<p><b>Policy 1.8:</b> The county shall promote development with a mix of complementary land uses including housing, retail, office, commercial services and civic uses.</p>	<p><b>Consistent.</b> 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><b>Policy 1.10:</b> 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><b>Action 3:</b> 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><b>Action 4:</b> The 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><b>Consistent.</b> The project includes the identification of more than 10 affordable housing sites within the project area.</p>
<p><b>Policy 6.8:</b> 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><b>Consistent.</b> 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><b>Policy 8.1:</b> 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><b>Consistent.</b> The IVMP amends land use plans and the Article II zoning ordinance to increase the supply of housing, both for sale and market rate, within Isla Vista.</p>
<p><b>California Coastal Act Incorporated by Reference into the Comprehensive Plan and the GCP</b></p>	
<p><i>Land Use and Development Policies</i></p>	
<p><b>Coastal Act Finding 30001.5:</b> The Legislature further finds and declares that the basic goals of 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><b>Consistent:</b> The County has sought to balance the economic and social needs of their residents 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><b>Coastal Act Finding 30006:</b> ...programs for coastal conservation and development should include the widest opportunity for public participation</p>	<p><b>Consistent:</b> 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><i>Public Access Policies</i></p>	
<p><b>Coastal Act Policies, PRC Sections 30211, 30212, 30210, &amp; 30251:</b> 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) <b>Coastal Act Policy, PRC Section 30212.5:</b> Wherever appropriate and feasible, public facilities, including parking areas or facilities shall be distributed throughout an area.</p>	<p><b>Consistent.</b> 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.  <b>Consistent.</b> Parks and recreation facilities are located throughout Isla Vista. The IVMP proposes no change to the overall distribution of those facilities.</p>
<p><b>Coastal Act Policy, PRC Section 30213:</b> Lower cost visitor and recreational facilities shall be protected, encouraged, and, where feasible, provided. Developments providing public recreational</p>	<p><b>Consistent.</b> 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</p>

<p>opportunities are preferred.</p>	<p>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><b>Recreation Policies</b></p>	
<p><b>Coastal Act Policy, PRC Section 30220:</b> Coastal areas suited for water-oriented recreational activities that cannot readily be provided at inland water areas shall be protected for such uses.</p> <p><b>Coastal Act Policy, PRC Section 30221:</b> Oceanfront land suitable for recreational use shall be protected for recreational use and 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><b>Consistent.</b> No coastal recreation opportunities shall be impacted by implementation of the IVMP.</p> <p><b>Consistent.</b> The IVMP proposes no change to land use designations on oceanfront property.</p>
<p><b>Marine Environment</b></p>	
<p><b>Coastal Act Policy, PRC Section 30230:</b> 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><b>Coastal Act Policy, PRC Section 30231:</b> 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><b>Coastal Act Policy, PRC Section 30232:</b> 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><b>Consistent:</b> 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><b>Land Resource Policies</b></p>	
<p><b>Coastal Act Policy, PRC Section 30240:</b></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><b>Consistent.</b> 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><b>Coastal Act Policy, PRC Section 30244:</b> 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><b>Consistent.</b> 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</p>

	<p>this policy is applicable will be required to demonstrate consistency with it in order to be approved by the County.</p>
<p><b>Development Policies</b></p>	
<p><b>Coastal Act Policy, PRC Section 30251:</b> 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><b>Consistent.</b> 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><b>Coastal Act Policy, PRC Section 30252:</b> The location and amount of new development should maintain and enhance public access to the coast by:</p> <ol style="list-style-type: none"> <li>1) facilitating the provision or extension of</li> </ol>	<p><b>Consistent.</b> 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,</p>

<p>transit service,</p> <ol style="list-style-type: none"> <li>2) providing commercial facilities within or adjoining residential development or in other areas that will minimize the use of coastal access roads,</li> <li>3) providing non-automobile circulation within the development,</li> <li>4) providing adequate parking facilities or providing substitute means of serving the development with public transportation,</li> <li>5) assuring the potential for public transit for high intensity uses such as high-rise office buildings, and by</li> <li>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.</li> </ol>	<p>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><b>County Coastal Land Use Plan (CLUP)</b></p>	
<p><b>CLUP Policy 2-4:</b> 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><b>Consistent.</b> As discussed previously, a can-and-will-serve letter will be required before approval of all new development.</p>
<p><b>CLUP Policy 2-5:</b> Water conserving devices shall be used in all developments.</p>	<p><b>Consistent.</b> 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><b>CLUP Policy 2-6:</b> 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 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</p>	<p><b>Consistent.</b> All development under the IVMP will be subject to this Policy. This 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>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><b>CLUP Policy 2-11:</b> 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><b>Consistent.</b> 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><b>CLUP Policy 2-12:</b> 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><b>Consistent.</b> 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><b>CLUP Policy 2-22:</b> 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><b>Consistent.</b> 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><b>CLUP Policy 2-23:</b> The County shall work with property owners in Isla Vista to identify vacant sites for the potential development of parking to serve existing residential units. The County may also explore the possibility of acquiring or developing public parking.</p>	<p><b>Consistent.</b> The following IVMP policies and actions demonstrate consistency with this CLUP policy:</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</p>

	<p>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><b>CLUP Policy 3-4:</b> 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><b>Consistent.</b> 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><b>CLUP Policy 3-16:</b> 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><b>Consistent.</b> 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"> <li>• 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.</li> <li>• 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.</li> <li>• Graded areas shall be revegetated as promptly as possible with deep rooted, native, drought-tolerant species to minimize slope failure and erosion potential. Geotextile</li> </ul>

	<p>binding fabrics shall be used if necessary to hold slope soils until vegetation is established.</p> <ul style="list-style-type: none"> <li>• Grading on slopes steeper than 5:1 shall be designed to minimize surface water runoff.</li> <li>• 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.</li> </ul>
<p><b>CLUP Policy 3-17:</b> 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><b>Consistent.</b> 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><b>CLUP Policy 3-18:</b> 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><b>Consistent:</b> Catalyst projects in the IVMP including the Community Center and Anisq’Oyo’ Park improvements include the use of bio-swales 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><b>CLUP Policy 3-19:</b> 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, shall not be discharged into or alongside coastal streams or wetlands either during or after construction.</p>	<p><b>Consistent.</b> 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><b>CLUP Policy 4-4:</b> 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><b>Consistent.</b> 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><b>CLUP Policy 5-5:</b> 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</p>	<p><b>Consistent.</b> 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</p>

<p>bedroom units) and a mix of housing types (apartments, condominiums, and single family detached) to provide for balanced housing opportunities, where feasible.</p>	<p>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><b>CLUP Policy 5-8:</b> 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><b>Consistent:</b> 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><b>CLUP Policy 5-9:</b> 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><b>CLUP Policy 5-10:</b> 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 unit as follows:</p> <table border="1" data-bbox="186 1297 748 1461"> <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	<p><b>Consistent.</b> Individual projects will be subject to CLUP 5-10 unless or until 5-10 is revised</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										
<p><b>Policy 5-3:</b> 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>Consistent:</b> 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>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><b>CLUP Policy 7-2:</b> 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 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><b>Consistent.</b> 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><b>CLUP 7-3:</b> 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><b>Consistent.</b> 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><b>CLUP Policy 7-25:</b> 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><b>Consistent.</b> 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><b>CLUP Policy 9-1:</b> 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 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><b>Consistent:</b> 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><b>Coastal Plan Policy 9-9:</b> 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</p>	<p><b>Consistent:</b> 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</p>

<p>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>includes a new policy, specific to downtown Isla Vista, that 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><b>Coastal Plan Policy 9-13:</b> No unauthorized vehicle traffic shall be permitted in wetlands and pedestrian traffic shall be regulated and incidental to the permitted uses.</p>	<p><b>Consistent:</b> 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><b>Coastal Plan Policy 9-14:</b> 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><b>Consistent:</b> 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, resulting in an overall benefit to water quality and the wetland habitat.</p>
<p><b>Coastal Plan Policy 9-18:</b> Development shall be sited and designed to protect native grassland areas.</p>	
<p><b>CLUP Policy 9-21:</b> Development shall be sited and designed to avoid vernal pool sites as depicted on the resource maps.</p>	<p><b>Consistent.</b> There shall be no development in designated vernal pool areas under the IVMP.</p>
<p><b>Coastal Plan Policy 9-35:</b> 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.</p>	<p><b>Consistent:</b> 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><b>Coastal Plan Policy 9-36:</b> 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.</p>	<p><b>Consistent:</b> 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>

### **5.3 CONSISTENCY WITH OTHER AREA PLANS**

Clean Air Plan. Consistency with the CAP means that direct and indirect emissions associated with the 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 and may result in a significant impact on air quality. For areas regulated by growth management ordinances, proposed residential projects are considered consistent with the CAP if they are consistent with the limitations of the ordinance and do not allow growth in excess of the projections in the CAP.

### **5.4 HOUSING ELEMENT**

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. 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 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.

## 5.5 COUNTY ASSOCIATION OF GOVERNMENTS POLICIES

The Santa Barbara County Association of Governments (SBCAG) is the local “council of governments,” whose governing body is comprised of one elected official from each of the County's seven cities plus the entire County Board of Supervisors. SBCAG employs its own staff and produces planning documents of regional scope, many of which are mandated by various state statutes and contain policies which 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.

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, because the project increases residential development capacity more than it changes potential non-residential build-out, the project would have a positive effect on the area's jobs-housing balance. 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.

Consistency with other SBCAG documents is addressed elsewhere in this EIR: 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 proposed project will remain within acceptable levels. The relationship between the Regional Growth Forecast and the project is addressed in the preceding consistency discussions regarding air quality policies and the Clean Air Plan.

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