

## IMPACTS AND MITIGATION SUMMARY

Table ES-1. Summary of Impacts and Mitigation Measures

Resource Area	Project Component	Impact Summary	Mitigation Measure Summary	Residual Impact
<b>Class I Impacts</b>				
3.1 Land Use and Population		<p><b>Impact LU-2: Population Growth</b></p> <p>Build-out of the IVMP as a whole would result in 1,447 new residential units and 51,485 new square feet of commercial space. The IVMP is intended to accommodate population growth in Isla Vista through changes in zoning to facilitate new residential development throughout the community. The proposed project also includes public improvements intended to resolve infrastructure deficiencies in the community, improving quality of life. Overall, the proposed project may result in 4,355 new residents.</p> <p>Isla Vista is currently a developed urban community and the proposed project will not result in significant changes to the existing mix of land uses. Further, the growth described in the proposed project would not result in the extension of any new services but may require up-grades to some existing services. Nevertheless, the substantial population growth resulting from the proposed project is considered <i>significant and unavoidable</i> (Class I).</p>		Significant
3.4 Air Quality		<p><b>Impact AIR-3: Operational emissions.</b></p> <p>Air quality impacts from build-out of the IVMP would occur from vehicle emissions and area sources (i.e., fuel combustion and consumer products). The URBEMIS2002 (Version 8.7.0) model was used to estimate daily operational emissions associated with build-out of the IVMP. This analysis assumes that the project would be fully built-out by the year 2030. The model was used to estimate both vehicle and area source emissions. Input data to URBEMIS2002 included vehicle trips, vehicle fleet mix, winter and</p>	<p><b>Mitigation Measure AIR-3.1:</b> The following energy conservation measures shall be incorporated into project building plans unless the applicant proves that incorporation of a specific measure is infeasible:</p> <ul style="list-style-type: none"> <li>• Will meet the California Title 24 Energy Code or exceed for all relevant applications</li> <li>• Heat transfer modules shall be installed in all furnaces</li> <li>• Installation of solar panels for water heating systems for residential and other facilities</li> </ul>	Significant

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		<p>summer temperatures, trip characteristics, variable start information, emission factors, and trip distances. The model default data were conservatively used as the input data for the analysis with the exception of using the trip generation rates that were calculated for build out of the IVMP (see section 3.13 Traffic and Circulation).<sup>1</sup> Estimated vehicle and area source emissions were combined for total operational emissions. Upon instruction from APCD, only summer season emission rates were used. The Technical Appendix includes data and assumptions used to estimate operational emissions from the project area.</p> <p>Table 4.4-3 summarizes the total daily operational emissions (vehicle + area) associated with full build-out of the proposed IVMP. Emission thresholds for ROG and NO<sub>x</sub> would be exceeded. Emissions for individual catalyst projects are assessed in Section 5.0. Because the IVMP has yet to be adopted, build-out of the IVMP was not included in the 2004 CAP growth assumptions. This means that the growth in motor vehicle and area source emissions associated with build-out of the IVMP have not been accounted for and is not consistent with the 2004 CAP. The IVMP would add 51,485 sf of commercial space and 801 more residential units than were previously accounted for in build-out under current zoning. Therefore, operational impacts from ROG and NO<sub>x</sub> emissions under build-out would be considered potentially significant and unavoidable.</p>	<p>where feasible</p> <ul style="list-style-type: none"> <li>• Passive solar cooling/heating design elements shall be included in building designs where feasible</li> <li>• New development must include design elements that maximize the use of natural lighting where feasible</li> <li>• New development must include provisions of the installation of energy efficient appliances and lighting</li> </ul> <p><b>Mitigation Measure AIR-3.2:</b> To reduce daily ROG, NO<sub>x</sub> and PM<sub>10</sub> emissions during winter days from combined project sources, only advanced combustion or natural gas fireplaces shall be allowed.</p>	
3.8 Hazards and Hazardous Materials		<p><b>Impact HAZ-1: Development of the proposed project would potentially cause the disturbance of contaminated soil/groundwater.</b></p> <p>IVMP implementation is expected to result in earthmoving activities in areas of known and/or potential soil and/or groundwater contamination.</p>	<p><b>Mitigation Measure HAZ-1.1:</b> County RDA and P&amp;D shall work with County Fire and property owners of known or future contaminated sites to resolve issues related to contamination that could impact potential Master Plan projects. This will help mitigate the potential spread of any hazardous</p>	Significant

<sup>1</sup> Associated Transportation Engineers, *Isla Vista Master Plan – County of Santa Barbara, Traffic and Circulation Study*, August, 2004.

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		<p>Impacts could include potential localized spread of contamination as well as environmental degradation of downstream biological habitats; exposure of construction workers and/or the public to chemical compounds in soils, soil gases, and groundwater; exposure of workers, the public, and the environment to airborne chemical compounds migrating from the site; potential accidents during transportation of contaminated soils or groundwater; potential accidents during remediation due to operational failure of treatment systems; and potential interference with ongoing remediation activities. <i>Potentially significant</i> impacts could result if new development occurred in areas previously contaminated, but not remediated.</p> <p>Public improvement projects, including Pardall Road and the Embarcadero Loop improvements could be located near or adjacent to contaminated or potentially contaminated sites. One active clean up site exists near the site of the Pardall Road improvements and adjacent to the installation of a roundabout at the intersection of Embarcadero Del Mar and Pardall Road. <i>Potentially significant</i> impacts could occur as a result of future earthmoving activities in the event full remediation/closure has not occurred prior to site preparation. However, full remediation is anticipated by 2007/2008 (personal conversation, Ron Gutier, 2005).</p> <p>Private development projects on contaminated or potentially contaminated sites could occur throughout the planning area. The same active clean-up site exists within the boundary of an identified potential affordable housing site. <i>Potentially significant</i> impacts relating to this site could occur as a result of future earthmoving activities in the event full remediation/closure has not occurred prior to site preparation. Full remediation is expected to be complete by 2007/2008.</p>	<p>materials from contamination sites adjacent to Master Plan projects.</p> <p><b>Mitigation HAZ-1.2:</b> For any private or public projects proposed in areas of known or potential contamination, the responsible parties and/or lead County department shall prepare environmental audits and construction contingency plans. Doing so will provide safe options for construction sites which may be contaminated by hazardous materials. A construction contingency plan shall be part of the project conditions.</p> <p><b>Mitigation HAZ-1.3:</b> If previously unknown soil and/or groundwater contamination is found to exist onsite during excavation and/or as a result of any assessment, work is to cease immediately in the impacted area and a workplan to determine the lateral and vertical extent of the contamination shall be submitted to FPD and a site remediation plan shall be submitted to the FPD or the RWQCB for review and approval. Construction contingency plans and a Site Health and Safety Plan shall be prepared as necessary. <u>The APCD shall be contacted to determine the permitting requirements.</u> Undertaking these measures will serve to protect the health and safety of project workers as well as residents living adjacent to Master Plan project areas.</p>	

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3.10 Noise		<p><b>Impact NSE-2: IVMP build-out and policies/programs/projects could increase ambient noise levels in the project area and surrounding community.</b></p> <p>Full build-out under the Draft IVMP could potentially generate an increase of 1,447 housing units, 51,485 sf of retail space, and 4,355 new residents in the planning area. An increase in general activity would likely accompany this new development resulting in an increase in ambient noise levels. Since the planning area is already urbanized and there already exists a substantial amount of ambient noise, the increase in noise associated with plan build-out is difficult to quantify. Further, there are no specific noise generation models for residential development. However, with an increase in population, general community noise will likely increase.</p>	<p><b>Mitigation Measure NSE-4:</b> Noise sensitive uses proposed in areas exceeding 65 dBA CNEL shall be designed so that noise levels in exterior living spaces will be less than 65 dBA CNEL. An acoustical analysis shall be required and documented during permit review indicating the feasibility of site design, building orientation, etc., to meet the prescribed standard.</p> <p><b>Mitigation Measure NSE-5:</b> Noise sensitive uses proposed in areas exceeding 65 dBA CNEL shall be designed so that interior noise levels attributable to exterior sources do not exceed 45 dBA CNEL when doors and windows are closed. An acoustical analysis of the noise insulation effectiveness of proposed construction shall be required and documented during permit review, showing that the building materials and construction specifications are adequate to meet the interior noise standard.</p>	Significant
3.12 Public Service and Utilities		<p><b>Impact FIRE: IVMP build-out will increase demand on fire protection services.</b></p> <p><b>A. Increased demand on fire protection services – Population served.</b> Build-out of public and private projects proposed under the IVMP would increase service and support staff demand on Stations 11 and 17 directly.</p> <p>Station’s 11 and 17 serve approximately 36,489 (2000 US Census) residents with 2 engine companies. This exceeds the threshold for adequate service by 489 residents. Increased population from build-out of the IVMP would further exceed this threshold of significance, causing a <i>potentially significant</i> impact.</p> <p><b>B. Increased demand on fire protection services – Firefighter to population ratio.</b> Stations 11 and 17 have a firefighter to population ratio of one firefighter to 4,054 residents, a ratio that currently exceeds the threshold of 1 fire-fighter per 4,000 residents. Build-</p>	<p><b>Mitigation Measure Fire-1:</b> When funding is available, the County shall provide for additional Fire personnel for the Isla Vista/UCSB response area by extending or amending Resolution 99-487 to adjust Fire General Fund allocation. This action would further reduce the ratio of firefighters to residents.</p> <p><b>Mitigation Measure Fire-2:</b> All new development shall adhere to access, building, and waster availability standards as outline in the <a href="#">CaliforniaUniform Fire Code</a> and <a href="#">CaliforniaUniform Building Code</a>, unless directed otherwise by the Fire Department and shall pay standard Fire Department fees.</p>	Implementation of Goleta Community Plan policies and development standards and mitigation measures FIRE-1 and FIRE-2 would reduce impacts to a less than significant level. However, as future funding for Fire personnel in the Isla Vista/UCSB response area is

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		<p>out under the IVMP will increase the population by over 4,000 residents, creating a <i>potentially significant</i> impact.</p>		<p>not guaranteed to keep up with demand increases, the impact remains <i>significant</i></p>
3.12 Public Service and Utilities		<p><b>Impact WW-2: IVMP build-out will cause the need for additional sewage collection infrastructure.</b></p> <p>The proposed project would require the implementation of planned sewer facility repair or rehabilitation projects. These projects are identified in the 2003 GWSD Capital Facilities Engineering and Financial Plan. The sewer improvements necessary to resolve pipeline defects would not create any significant impacts because they are improvements to maintain existing capacity.</p> <p>Existing sewer lines, if not improved as scheduled, may not have capacity to serve the proposed project. This would result in a <i>potentially significant impact</i></p>	<p><b>Mitigation Measure WW-2:</b> The County RDA shall work with GWSD to expedite phasing of planned improvements to the project area identified in the 2003 GWSD Capital Facilities Engineering and Financial Plan. This will ensure the proper improvements are implemented.</p> <p><b>Mitigation Measure WW-3:</b> All development projects that generate additional sewage flows shall provide evidence from GWSD that adequate infrastructure to accommodate the proposed project exists prior to issuance of a land use permit. A permit will not be issued unless the project has the need infrastructure.</p>	<p>Implementation of planned sewer facility repairs and rehabilitations as identified in the 2003 GWSD Capital Facilities Engineering and Financial Plan impacts would be mitigated to <i>less than significant levels</i>. However as the implementation of this mitigation measure is the responsibility of another jurisdiction, this impact remains <i>significant</i></p>
3.12 Public Service and Utilities		<p><b>Impact SW-1: Increases in solid waste may occur from IVMP build-out.</b></p> <p>Build-out under the IVMP would generate 4,250 tons per year of solid waste (2,125 tons per year after recycling) which exceeds the threshold of 196 tons/year, creating a solid waste impact considered to be <i>potentially significant</i>.</p>	<p><b>Mitigation Measure SW-1:</b> Future and existing development (private and public) shall develop and implement a Solid Waste Program. The program shall include, but not be limited to, the following measures (as applicable to land use types):</p> <ol style="list-style-type: none"> <li>a. Implementation of a residential and public recreational green waste source reduction program. The program shall</li> </ol>	<p>Significant</p>

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			<p>include, but not be limited to, the creation of single lot or common composting areas, and the use of mulching mowers in all common open space lawns.</p> <p>b. Provision of a designated space or bins for storage of recyclable materials including office paper, cardboard, and beverage containers at residential, commercial, industrial, and public recreational areas.</p> <p>This mitigation measure serves to further reduce items that enter the solid waste stream.</p>	
3.12 Public Service and Utilities		<p><b>Impact SW-2: Specific IVMP projects may cause a significant increase in solid waste.</b></p> <p>Residential build-out, with the exception of the catalyst projects, would generate a potentially significant amount of solid waste.</p> <p>Estimated solid waste generation amounts for IVMP projects are shown in Table 3.12-8. The following project generates such a small amount of waste that it is considered to be less than an adverse impact.</p> <p><b>Park improvements</b> – An increase in park usage is expected after the completion of the various park improvements. IVRPD anticipates an additional need of approximately two 15 to 30-gallon trash cans to be emptied three times per week. This translates to approximately 4 tons of waste (2 tons after recycling) generated per year. This is not considered a significant impact.</p> <p>Projects which present a potentially significant impact on solid waste resources are discussed below.</p> <p><b>Remaining residential build-out</b> – The remaining residential build-out under the IVMP includes an additional 837 units. These are the units which are not</p>	<p><b>Mitigation Measure SW-2:</b> Future and existing development (private and public) shall develop and implement a Solid Waste Program. The programs shall include, but not be limited to, the following measures (as applicable):</p> <p>c. Implementation of a residential and public recreational green waste source reduction program. The program shall include, but not be limited to, the creation of lot or common composting areas, and the use of mulching mowers in all common open space lawns.</p> <p>d. Provision of a designated space or bins for storage of recyclable materials including office paper, cardboard, and beverage containers at residential, commercial, industrial, and public recreational areas.</p> <p>This mitigation measure serves to further reduce items that enter the solid waste stream.</p>	Significant

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		part of any catalyst projects discussed in section 5.0. This would generate 2,422 tons/year (1,211 tons/year after recycling) of solid waste. This is in excess of the 196 tons/year threshold and constitutes a <i>potentially significant</i> impact.		
3.13 Traffic and Circulation		<b>Impact CIRC-1.1: Storke Road south of Whittier Drive.</b> The Baseline volumes (18,788 ADT) and Baseline + IVMP volumes (20,420 ADT) on the 2-lane segment of Storke Road south of Whittier Drive exceed the design capacity standard (17,900 ADT). The IVMP would add 1,632 ADT to the 2-lane segment, increasing the volumes by about 8%. This addition would exceed the County’s roadway impact threshold and is considered a <i>potentially significant</i> impact.	<b>Mitigation Measure CIRC-1.1.1:</b> The segment from Storke Road to the UCSB Francisco Torres parking lot driveway is located in the County and the segment north of that point is located in the City of Goleta. In the southbound direction the roadway transitions from two lanes to one lane immediately south of Whittier Drive and then widens to three lanes about 200 feet north of El Colegio Road. UCSB would be responsible for widening the two-lane roadway segment that is located in the city of Goleta to provide two southbound lanes as part of the UCSB Faculty and Family Student Housing and Ellwood-Devereux Open Space Plan Project. The widening will be completed to comply with the City of Goleta’s and the County of Santa Barbara’s arterial standards and include median left-turn lanes for access to adjacent properties, Class II bike lanes for bicyclists, and a sidewalk for pedestrians. When completed, the southbound roadway would contain two 12-foot travel lanes, a two-foot offset between the Number 1 lane and the raised median, and an eight-foot shoulder between the Number 2 lane and the curb. Sidewalks would be provided adjacent to the curb line. This improvement would mitigate the IVMP’s impact to the segment, as additional capacity would be provided to accommodate Baseline + IVMP volumes.  In the northbound direction the roadway has been widened to four-lane standards from El Colegio Road to just north of the UCSB Francisco Torres parking lot driveway within the County’s jurisdiction. Widening the northbound lanes from the UCSB Francisco Torres driveway to Phelps Road will be the responsibility of the City of Goleta in the future. When completed, the widening project would	Implementation of mitigation would reduce impacts to <i>significant, but feasibly mitigated (Class II)</i> . However, as the project is not located within County jurisdiction, there is no guarantee the mitigation will be completed prior to the project. Therefore this impact remains <i>significant</i> .

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			provide a continuous four-lane road with Class II bike lanes and pedestrian facilities from El Colegio Road on the south to HWY 101 on the north.	
3.13 Traffic and Circulation		<p><b>Impact CIRC-1.2: Los Carneros Road between Hollister Avenue and Mesa Road.</b> The volumes forecast for the 2-lane segment of Los Carneros Road between Hollister Avenue and Mesa Road would exceed the County’s design capacity designation under Baseline conditions. The IVMP would add 4,937 ADT to this segment, representing an increase of about 20%. The Baseline + IVMP volume (26,600 ADT) would exceed the design capacity (17,900 ADT). This addition would exceed the County’s roadway impact threshold and is considered a <i>potentially significant</i> impact.</p>	<p><b>Mitigation Measure CIRC-1.2.1:</b> The County GTIP includes a project to widen Los Carneros Road at intersections to provide for improved operations. Improved intersection operations would result in more efficient traffic flows and therefore improve the overall roadway level of service. Roadway capacities are dependant upon the number of access points, grades, horizontal and vertical alignment standards, sight distance, level of truck and bus traffic, level of pedestrian and bicycle traffic, etc. The two-lane segment of Los Carneros Road south of Hollister Avenue is flat and straight with few driveways and has a Class I bikeway on the east side of the roadway. It is recommended that the intersection improvements be implemented and that traffic volumes be monitored to determine the need for widening the roadway segment to four lanes as outlined in the County GTIP. The projects developed under IVMP would participate in the funding of the Los Carneros Road improvements via the payment of County GTIP traffic fees.</p>	<p>Implementation of mitigation would reduce impacts to <i>significant, but feasibly mitigated (Class II)</i>. However, as a portion of the project is not located within County jurisdiction, there is no guarantee the mitigation will be completed prior to the project. In addition, while projects in the IVMP will pay GTIP fees, the mitigation measure is not fully funded. Therefore this impact remains <i>significant</i>.</p>

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3.13 Traffic and Circulation		<p><b>Impact CIRC-1.3: Los Carneros Road between Mesa Road and El Colegio Road.</b> The ADT volume on the 2-lane segment of Los Carneros Road between Mesa Road and El Colegio Road is forecast to exceed the County’s acceptable capacity designation under Baseline conditions. Without the Phelps Road extension, the IVMP would add 4,962 ADT to this segment, representing an increase of about 20%. The Baseline + IVMP volume (24,700 ADT) would exceed the design capacity (19,900 ADT). This addition would exceed the County’s roadway impact threshold and is considered a <i>potentially significant</i> impact.</p>	<p><b>Mitigation Measure CIRC-1.3.1:</b> The County GTIP includes a project to widen Los Carneros Road at intersections to provide for improved operations. Improved intersection operations would result in more efficient traffic flows and therefore improve the overall roadway level of service. Roadway capacities are dependant upon the number of access points, grades, horizontal and vertical alignment standards, sight distance, level of truck and bus traffic, level of pedestrian and bicycle traffic, etc. It is recommended that the intersection improvements be implemented and that traffic volumes be monitored to determine the need for widening the roadway segment to four lanes as outlined in the County GTIP. The IVMP would participate in the funding of the Los Carneros Road improvements via the payment of County GTIP traffic fees.</p>	<p>Implementation of mitigation would reduce impacts to <i>significant, but feasibly mitigated (Class II)</i>. However, though the project will pay GTIP fees, the mitigation measure is not fully funded. Further, the proposed project includes an amendment to the County’s circulation policies for determination of project consistency to allow development prior to implementation of roadway improvements. Therefore this impact remains <i>significant</i>.</p>

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3.13 Traffic and Circulation		<p><b>Impact CIRC-1.4: El Colegio Road.</b> The Baseline traffic volumes on the segments of El Colegio Road located east and west of Los Carneros are forecast to exceed the roadway design capacity for a two-lane arterial roadway. The IVMP would add 4,555 ADT and 2,669 ADT to El Colegio Road east and west of Los Carneros Road, increasing the ADT volumes on these segments by approximately 15%. These additions would exceed the County’s roadway impact threshold and is considered a <i>potentially significant</i> impact.</p>	<p><b>Mitigation Measure CIRC-1.4.1:</b> Installing roundabouts on El Colegio Road between Camino Del Sur and Stadium Road, along with developing the Phelps Road connection, or widening El Colegio Road between the UCSB campus and Camino Corto Lane would mitigate the traffic impact generated by the IVMP. The road widening project would provide four travel lanes, a raised median with left-turn lane pockets, Class II bike lanes, and sidewalk facilities on both sides for pedestrians, as outlined in the Santa Barbara County Goleta Transportation Improvement Plan (GTIP).<sup>2</sup> Widening the roadway to four lanes would increase the acceptable capacity to 34,000 ADT. The roundabouts, along with the Phelps Road extension, or the four-lane roadway would operate acceptably with Baseline + IVMP ADT volumes. The IVMP would participate in the funding of the El Colegio Road improvements via the payment of County GTIP traffic fees. For additional discussion of the two roadway options, see section 4.15.4 - <u>El Colegio Road Intersections.</u></p>	<p>Implementation of mitigation would reduce impacts to <i>significant, but feasibly mitigated (Class II)</i>. However, though the project will pay GTIP fees, the mitigation measure is not fully funded. Further, the proposed project includes an amendment to the County’s circulation policies for determination of project consistency to allow development prior to implementation of roadway improvement. Therefore this impact remains <i>significant</i>.</p>

<sup>2</sup> Goleta Transportation Improvement Plan, Santa Barbara County Department of Public Works, May 1999.

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3.13 Traffic and Circulation		<b>Impact CIRC-1.5: Camino Pescadero.</b> The Baseline traffic volumes on the two-lane segment of Camino Pescadero south of El Colegio Road are forecast to exceed the acceptable capacity standard. The IVMP would add 2,095 ADT to Camino Pescadero, increasing the ADT volumes on this roadway by approximately 23% (Baseline + IVMP volume of 11,000 ADT). This addition would exceed the County's roadway impact threshold and is considered a <i>potentially significant</i> impact.	<b>Mitigation Measure CIRC-1.5.1:</b> Given that intersections are the constraint for this roadway within the Isla Vista area, the potential improvements identified for the El Colegio Road corridor (roundabouts or 4-lane roadway) would improve the design capacity and circulation on Camino Pescadero south of El Colegio Road. Therefore, the El Colegio Road improvements would mitigate the traffic impact generated by the IVMP.	Implementation of mitigation would reduce impacts to <i>significant, but feasibly mitigated (Class II)</i> . However, though the project will pay GTIP fees, the mitigation measure is not fully funded. Further, the proposed project includes an amendment to the County's circulation policies for determination of project consistency to allow development prior to implementation of roadway improvements. Therefore this impact remains <i>significant</i> .
3.13 Traffic and Circulation		<b>Impact CIRC-1.6: Embarcadero Del Mar.</b> The Baseline volumes on the two-lane segment of Embarcadero Del Mar south of El Colegio Road are forecast to exceed the acceptable capacity standard. The IVMP would add 2,394 ADT to Embarcadero Del Mar, increasing the ADT volumes on this roadway by approximately 28% (Baseline + IVMP volume of	<b>Mitigation Measure CIRC-1.6.1:</b> Given that intersections are the constraint for this roadway within the Isla Vista area, the potential improvements identified for the El Colegio Road corridor (roundabouts or 4-lane roadway) would improve design capacity and circulation on Embarcadero Del Mar south of El Colegio Road.	Implementation of mitigation would reduce impacts to <i>significant, but feasibly mitigated (Class II)</i> .

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		11,000 ADT). This addition would exceed the County’s roadway impact threshold and is considered a <i>potentially significant</i> impact.	Therefore, the El Colegio Road improvements would mitigate the traffic impact generated by the IVMP.	However, though the project will pay GTIP fees, the mitigation measure is not fully funded. Further, the proposed project includes an amendment to the County’s circulation policies for determination of project consistency to allow development prior to implementation of roadway improvements. Therefore this impact remains <i>significant</i> .
3.13 Traffic and Circulation		<b>Impact CIRC-1.7: Embarcadero Del Norte:</b> The volumes on the two-lane segment of Embarcadero Del Norte are forecast to exceed the design capacity standard. The IVMP would add 1,611 ADT to Embarcadero Del Norte, increasing the ADT volumes on this roadway by approximately 14% (Baseline + IVMP volume of 13,200 ADT). This addition would exceed the County’s roadway impact threshold and is considered a <i>potentially significant</i> impact.	<b>Mitigation Measure CIRC-1.7.1:</b> Given that intersections are the constraint within the Isla Vista area, the potential improvements identified for the El Colegio Road corridor (roundabouts or 4-lane roadway) would improve design capacity and circulation on Embarcadero Del Norte south of El Colegio Road. Therefore, the El Colegio Road improvements would mitigate the traffic impact generated by the IVMP. An amendment to the County’s Circulation Element would be required.	Implementation of mitigation would reduce impacts to <i>significant, but feasibly mitigated (Class II)</i> . However, though the project will pay GTIP fees, the mitigation measure is not fully funded.

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				Therefore this impact remains significant.
3.13 Traffic and Circulation		<p><b>Impact CIRC-2: Intersection Impacts</b></p> <p>Levels of service were calculated for the study-area intersections assuming the Baseline + IVMP PM peak hour traffic forecasts illustrated on Figure 3.13-10. Table 3.13-6 shows the Baseline and Baseline + IVMP PM peak hour levels of service for the study-area intersections and identifies the significance of the IVMP's traffic additions based on County and City thresholds.</p>	<p><b>Mitigation Measure CIRC- 2:</b></p> <p><u>U.S. 101 SB Ramps/Los Carneros Road:</u> The U.S. 101 SB Ramps/Los Carneros Road intersection is forecast to operate at LOS E with Baseline P.M. peak hour volumes. The IVMP would add 189 trips to the intersection during the P.M. peak hour, which exceeds the City's project-specific impact threshold of 10 trips.</p> <p>An improvement project for this intersection is contained in the City of Goleta GTIP. The improvement project would widen and re-stripe the northbound approach to provide two through lanes and a separate right-turn lane. The intersection would operate at LOS C (0.77 V/C) under the Baseline + IVMP PM peak hour scenario with this improvement. <del>The IVMP would participate in the funding of the improvement via the payment of City of Goleta GTIP traffic fees.</del></p> <p><u>Storke Road/Hollister Avenue:</u> The Storke Road/Hollister Avenue intersection is forecast to operate at LOS E with the Baseline PM peak hour volumes. The IVMP would add 45 trips to the intersection during the PM peak hour, which exceeds the City's project-specific impact threshold of 10 trips. Three improvement options were developed for this location within the traffic sections of the EIR prepared for other projects within the study-area.<sup>3</sup> Each of these mitigation options would offset the IVMP traffic additions.</p> <p><b>Mitigation Traffic 2a:</b> One of the operational constraints at the Storke Road/ Hollister Avenue intersection is the lack of a westbound merge lane for the heavy right-turn movement from</p>	<p>Implementation of mitigation measures would reduce impacts to significant, but feasibly mitigated (Class II).</p> <p>However, as some of the projects are not located within County jurisdiction, there is no guarantee the mitigation will be completed prior to the project. In addition, while projects in the IVMP will pay GTIP fees, the mitigation measure is not fully funded. Further, the proposed project includes an amendment to the County's circulation</p>

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Ellwood/Devereux EIR, URS, July 2004.

Resource Area	Project Component	Impact Summary	Mitigation Measure Summary	Residual Impact
<b>Class I Impacts</b>				
			<p>southbound Storke Road onto westbound Hollister Avenue. Vehicles traveling southbound on Storke Road turning right onto Hollister Avenue are at times delayed at the yield sign waiting for gaps in the westbound traffic stream on Hollister Avenue. These vehicles form queues that back-up onto Storke Road and affect the southbound through movements at the traffic signal. Providing a merge lane in front of the service station on this corner of the intersection would allow the vehicles to turn onto Hollister Avenue without being delayed by the through traffic. With this improvement in place, the intersection would operate at LOS D (V/C 0.87) with Baseline + IVMP volumes.</p> <p><b>Mitigation Traffic 2b:</b> The City of Goleta GTIP includes an improvement for the intersection which involves adding a third eastbound left-turn lane. The City of Goleta GTIP improvement would also require adding a third lane on Storke Road northbound from Hollister Avenue to the U.S. 101 southbound ramp intersection. There are currently two northbound lanes on Storke Road and the third lane would be required to accept the traffic from the three eastbound left-turn lanes on Hollister Avenue. Implementation of the third left-turn lane would also require widening of Hollister Avenue adjacent to the Camino Real Marketplace site, which may require additional right-of-way from adjacent properties. The intersection's operation would be improved to LOS D (V/C 0.90) with this improvement.</p> <p><b>Mitigation Traffic 2c:</b> The previous GTIP (1997 version) included a project to add a third westbound through lane at the Storke Road/Hollister Avenue intersection. This mitigation would improve the intersection's operation to LOS D (V/C 0.88). The third westbound through lane option at the intersection would require acquisition of right-of-way from</p>	<p>policies for determination of project consistency to allow development prior to implementation of intersection improvements. Therefore this impact remains <i>significant</i>.</p>

Resource Area	Project Component	Impact Summary	Mitigation Measure Summary	Residual Impact
<b>Class I Impacts</b>				
			<p>developed properties on the north side of Hollister Avenue west of Storke Road (from a gas station and a recently constructed office building), as well as right-of-way from a vacant parcel located east of the intersection.</p> <p><u>Mesa Road/Los Carneros Road:</u> This intersection would operate at LOS F under Baseline + IVMP conditions. The IVMP would add 273 PM peak hour trips to this location, exceeding the LOS F threshold of 5 trips. The County GTIP includes a project that would provide additional lanes on each of the intersection approaches. However, the County GTIP improvements would not provide LOS C operations. The following geometry would be required to provide LOS C operations at the intersection with Baseline + IVMP PM peak hour volumes.</p>	
3.13 Traffic and Circulation		<p><b>Impact DT-CIRC-11: Parking impact if public parking facilities are not completed prior to the completion of private development projects in the downtown.</b></p> <p>The proposed project includes an in-lieu parking fee for the downtown area of Isla Vista. This in-lieu fee will result in some private development projects being built with reduced levels of on-site parking. The advantages to such a fee program include:</p> <ul style="list-style-type: none"> <li>• Improved land use efficiencies: small lots in downtown can not easily accommodate parking.</li> <li>• Improved incentive to redevelop: The cost of providing parking on small urban in-fill lots can make many projects infeasible.</li> <li>• Enhance urban design: Numerous curb cuts in a downtown setting reduce the overall urban design and limit the area of a building which</li> </ul>	No feasible mitigation	The proposed off-site parking strategy for downtown Isla Vista, if implemented as proposed, will mitigate the impact to a less than significant level. However, because it is unknown at this time whether the parking strategy will be implemented prior to the private development occurring, impacts to parking in the downtown are

Resource Area	Project Component	Impact Summary	Mitigation Measure Summary	Residual Impact
<b>Class I Impacts</b>				
		<p>can be fenestrated, a critical component of a downtown.</p> <ul style="list-style-type: none"> <li>• Improve pedestrian/cyclist safety: Numerous curb cuts result in traffic across the sidewalk at many points, which can lead to conflicts. A parking structure, which can be the result of the in-lieu fee program, concentrates those curb cuts at a single point.</li> <li>• Reduces overall traffic: Trip generation studies suggest that higher density apartments in urban settings with remote parking generate less traffic per unit than the same type of project with easily accessible on-site parking.</li> </ul> <p>It is anticipated the in-lieu fee program, and associated public parking facilities, will be implemented over several phases. First a lease with UCSB is currently being negotiated whereby the County will lease parking spaces on UCSB campus for downtown development projects. Second the County is seeking to acquire a surface parking lot in downtown Isla Vista where off-site parking for new development can be located. Finally, the Redevelopment Agency will seek to implement a downtown parking structure (see Section 4.3) in the longer term to accommodate off-site parking for downtown build out.</p> <p>Nevertheless, as a parking structure is a large public sector investment, it is possible that some private development projects will be constructed prior to the completion of the downtown parking structure, or a downtown surface parking lot is established. In that case, there will be potentially significant impact.</p>		<p>considered <i>significant and unavoidable</i></p>

Resource Area	Project Component	Impact Summary	Mitigation Measure Summary	Residual Impact
<b>Class I Impacts</b>				
4.1 Visual Resources	Affordable Housing Sites	<p><b>Impact AH-AES-1: Development on the Friendship Manor vacant site will result in impacts to mountain views.</b></p> <p>Currently the site is vacant, and allows panoramic views of the Santa Ynez Mountains through the site. While existing fencing does create some visual clutter, overall development of the site would result in a <i>potentially significant</i> impact to visual resources.</p>	<p><b>Mitigation Measure AH-AES-1:</b> Housing on the Friendship Manor site shall be designed to help frame and enhance the remaining mountain views.</p>	Significant
4.1 Public Services and Utilities	Affordable Housing Sites	<p><b>Impact AH-SW-1: Development of the affordable housing sites will impact the solid waste stream.</b></p> <p>Estimated solid waste generation amounts for IVMP projects are shown in Table 3.12-8, section 3.12. The 218 affordable units would generate 625 tons/year (312.5 tons/year after recycling) of solid waste. This is in excess of the 196 tons/year threshold and constitutes a <i>potentially significant</i> impact.</p>	<p><b>Mitigation AH-SW-1:</b> Future and existing development (private and public) shall develop and implement a Solid Waste Program. The program shall include, but not be limited to, the following measures (as applicable to land use types):</p> <ul style="list-style-type: none"> <li>e. Implementation of a residential and public recreational green waste source reduction program. The program shall include, but not be limited to, the creation of lot or common composting areas, and the use of mulching mowers in all common open space lawns.</li> <li>f. Provision of a designated space or bins for storage of recyclable materials including office paper, cardboard, and beverage containers at residential, commercial, industrial, and public recreational areas.</li> </ul> <p>This mitigation measure serves to further reduce items that enter the solid waste stream.</p>	Significant
4.1 Traffic and Circulation	Affordable Housing Sites	<p><b>Impact AH-CIRC-1: Impacts to surrounding roads from additional trips generated by development of affordable housing sites.</b></p> <p>The trips generated by each Affordable Housing Site were distributed onto the study-area roadways according to the percentages listed in Table 3.13-5, section 3.13. The potential for each site to impact the</p>	<p><b>Mitigation Measure AH-CIRC-1:</b> Implementation of either the roundabout or 4-lane El Colegio Road improvements would mitigate the project-specific and cumulative traffic impacts to El Colegio Road, Camino Pescadero and Embarcadero Del Norte. The project would participate in the funding of the El Colegio Road improvements via the payment of</p>	Implementation of mitigation would reduce impacts to <i>significant, but feasibly mitigated (Class II)</i> . However, though

Resource Area	Project Component	Impact Summary	Mitigation Measure Summary	Residual Impact
<b>Class I Impacts</b>				
		<p>roadway segments (P-2 and S-2) that exceed the design/acceptable capacities (El Colegio Road, Los Carneros Road and Storke Road south of Whittier Drive) are summarized in Tables 4.1-4 and 4.1-5.</p>	<p>County Goleta Transportation Improvement Program (GTIP) traffic fees.                      As discussed in the Baseline + IVMP Mitigation Measures section, implementation of the County GTIP improvement and monitoring the road to determine when 4 lanes are warranted would mitigate the project’s impact to this roadway segment. The project would participate in the funding of the improvement via the payment of County GTIP traffic fees.</p>	<p>the project will pay GTIP fees, the mitigation measure is not fully funded. Further, the proposed project includes an amendment to the County’s circulation policies for determination of project consistency to allow development prior to implementation of roadway improvements. Therefore this impact remains <i>significant</i>.</p>

Resource Area	Project Component	Impact Summary	Mitigation Measure Summary	Residual Impact
<b>Class I Impacts</b>				
4.1 Traffic and Circulation	Affordable Housing Sites	<p><b>Impact AH-CIRC-2: Impact to U.S. 101 SB Ramps/Los Carneros Road.</b> Affordable Housing Site #6 would add 16 trips to this intersection during the PM peak hour. This exceeds the County’s project-specific impact threshold of 15 trips and is considered a <i>potentially significant</i> impact.</p>	<p><b>Mitigation Measure AH-CIRC-2:</b> As noted in the Baseline + IVMP Mitigation Measures Section in 3.13, the City of Goleta contains an improvement project that would widen and re-stripe the northbound approach to provide two through lanes and a separate right-turn lane. The IVMP would participate in the funding of the improvement via the payment of City of Goleta GTIP traffic fees.</p>	<p>Implementation of mitigation would reduce impacts to <i>significant, but feasibly mitigated (Class II)</i>. However, as the project is not located within County jurisdiction, there is no guarantee the mitigation will be completed prior to the project. Therefore this impact remains <i>significant</i></p>
4.1 Traffic and Circulation	Affordable Housing Sites	<p><b>Impact AH-CIRC-3: Impact to El Colegio Road.</b> Affordable Housing Sites 2, 4, 5, 6, 8, 9, 10 would generate project-specific impacts to the El Colegio Road/Los Carneros Road and El Colegio Road/Camino Pescadero Road intersections according to County impact thresholds. Additionally, Affordable Housing Site #4 would generate a project-specific impact at the El Colegio Road/Embarcadero Del Norte Road intersection and Affordable Housing Site #6 would generate project-specific and cumulative impacts at the El Colegio Road/Camino Del Sur intersection according to County impact thresholds.</p>	<p><b>Mitigation Measure AH-CIRC-3:</b> Implementation of the El Colegio Road widening improvement, as outlined in the Baseline + IVMP Mitigation Measures section, section <del>4.15.3.13</del>, or the El Colegio Road roundabout option combined with the Phelps Road connection, as outlined in section <del>4.15.43.13</del>, would mitigate the project-specific impacts at these locations to a less than significant level. The Affordable Housing Sites would participate in the funding of the improvement via the payment of County GTIP traffic fees.</p>	<p>Implementation of mitigation would reduce impacts to <i>significant, but feasibly mitigated (Class II)</i>. However, though the project will pay GTIP fees, the mitigation measure is not fully funded. Further, the proposed project includes an amendment to the</p>

Resource Area	Project Component	Impact Summary	Mitigation Measure Summary	Residual Impact
<b>Class I Impacts</b>				
				County's circulation policies for determination of project consistency to allow development prior to implementation of intersection improvements. Therefore this impact remains <i>significant</i> .
4.1 Traffic and Circulation	Downtown	<p><b>Impact DT-CIRC-11: Parking impact if public parking facilities are not completed prior to the completion of private development projects in the downtown.</b></p> <p>The proposed project includes an in-lieu parking fee for the downtown area of Isla Vista. This in-lieu fee will result in some private development projects being built with reduced levels of on-site parking. As a parking structure is a large public sector investment, it is possible that some private development projects will be constructed prior to the completion of the downtown parking structure, or a downtown surface parking lot is established. In that case, there will be potentially significant impact.</p>	None	The proposed parking strategy for downtown, if implemented as proposed, will mitigate to less than significant. However, because it is unknown whether the parking strategy will be implemented prior to the private development occurring, impacts to parking in the downtown are <i>significant</i>

Resource Area	Project Component	Impact Summary	Mitigation Measure Summary	Residual Impact
<b>Class I Impacts</b>				
4.2 Solid Waste	Downtown Isla Vista	<p><b>Impact DT-SW-1: Downtown residential build-out may increase solid waste.</b></p> <p>382 additional downtown residential units are proposed in the IVMP as part of the downtown catalyst project. These units would generate 1092 tons/year (546 tons/year after recycling) of solid waste. This amount of solid waste exceeds the threshold of 196 tons/year and is considered a <i>potentially significant</i> impact.</p>	<p><b>Mitigation DT-SW-1:</b> Future and existing development (private and public) shall develop and implement a Solid Waste Program. The program shall include, but not be limited to, the following measures (as applicable to land use types):</p> <ul style="list-style-type: none"> <li>• Implementation of a residential and parkland green waste source reduction program. The program shall include, but not be limited to, the creation of lot or common composting areas, and the use of mulching mowers for all common open space lawns.</li> <li>• Provision of a designated space or bins for storage of recyclable materials including office paper, cardboard, and beverage containers at residential, commercial, industrial, and public recreational areas.</li> </ul> <p>This mitigation measure serves to further reduce items that enter the solid waste stream.</p>	Significant
4.2 Traffic and Circulation	Downtown Isla Vista	<p><b>Impact DT-CIRC-1: Impact to El Colegio Road.</b></p> <p>The Existing and Cumulative volumes on the two-lane segments of El Colegio Road east and west of Los Carneros Road exceed the roadway design capacity of 17,900 ADT. The downtown catalyst project would add 1,989 ADT to El Colegio Road east of Los Carneros Road. This equates to an increase of 9% under Existing conditions and 76% under Cumulative conditions. The project would add 469585 ADT west of Los Carneros Road. This equates to an increase of 2% under Existing and Cumulative conditions. These additions would exceed the County's roadway impact threshold as resulting in a <i>potentially significant</i> impact.</p>	<p><b>Mitigation Measure DT-CIRC-1.1:</b> Implementation of either the roundabout, with the Phelps Road extension, or the 4-lane El Colegio Road improvements would mitigate the project-specific and cumulative traffic impacts generated by the project. The project would participate in the funding of the El Colegio Road improvements via the payment of County GTIP traffic fees.</p>	<p>Implementation of mitigation would reduce impacts to <i>significant, but feasibly mitigated (Class II)</i>. However, though the project will pay GTIP fees, the mitigation measure is not fully funded. Further, the proposed project includes an amendment to the County's circulation</p>

Resource Area	Project Component	Impact Summary	Mitigation Measure Summary	Residual Impact
<b>Class I Impacts</b>				
				policies for determination of project consistency to allow development prior to implementation of roadway improvements. Therefore this impact remains <i>significant</i> .
4.2 Traffic and Circulation	Downtown Isla Vista	<p><b>Impact DT-CIRC-2: Impact to Los Carneros Road.</b> The Existing and Cumulative volumes on the two-lane segment of Los Carneros Road south of Hollister Avenue exceed the design capacity of <del>19,900</del>17,900 ADT, <u>the volumes on the segment of Los Carneros in the County exceed the design capacity of 19,900</u>, and the volumes on the segment of Los Carneros Road south of Mesa Road exceed the acceptable capacity designation. The downtown catalyst project would add 1,403 ADT to these segments of Los Carneros Road. This equates to an increase of approximately 7% under Existing conditions and 5-6% under Cumulative conditions. This addition would exceed the County’s roadway impact threshold as a <i>potentially significant</i> impact.</p>	<p><b>Mitigation Measure DT-CIRC-2.1:</b> As discussed in the Baseline + IVMP Mitigation Measures section, Traffic and Circulation section 4.15, the County GTIP includes a project to widen Los Carneros Road at intersections to provide for improved operations. Improved intersection operations would result in more efficient traffic flows and therefore improve the overall roadway level of service. It is recommended that the intersection improvements be implemented and that traffic volumes be monitored to determine the need for widening the roadway segment to four lanes as outlined in the County GTIP. The project would participate in the funding of the Los Carneros Road improvement via the payment of County GTIP traffic fees.</p>	Implementation of mitigation would reduce impacts to <i>significant, but feasibly mitigated (Class II)</i> . However, as the project is not located within County jurisdiction, there is no guarantee the mitigation will be completed prior to the project. Therefore this impact remains <i>significant</i>
4.2 Traffic and Circulation	Downtown Isla Vista	<p><b>Impact DT-CIRC-3: Impact to Storke Road south of Whittier Drive.</b>  The Existing and Cumulative volumes on the two-lane segment of Storke Road south of Whittier Drive exceed</p>	<p><b>Mitigation Measure DT-CIRC-3.1:</b> As discussed in section 3.13, Baseline + IVMP Mitigation Measures, UCSB would be responsible for widening the two-lane roadway segment of Storke Road to provide two southbound lanes as part of the UCSB</p>	Implementation of mitigation would reduce impacts to <i>significant, but feasibly mitigated</i>

Resource Area	Project Component	Impact Summary	Mitigation Measure Summary	Residual Impact
<b>Class I Impacts</b>				
		<p>the acceptable capacity standard (14,300 ADT). The downtown catalyst project would add 585 ADT to Storke Road south of Whittier Drive. This equates to an increase of 3% under Existing and Cumulative conditions. This addition would exceed the County's roadway impact threshold and become a <i>potentially significant</i> impact.</p>	<p>Faculty and Family Student Housing and Open Space Plan Project. This improvement would mitigate the project's impact to the segment, as additional capacity would be provided to accommodate Existing and Cumulative volumes.</p>	<p>(Class II). However, as the project is not located within County jurisdiction, there is no guarantee the mitigation will be completed prior to the project. Therefore this impact remains <i>significant</i></p>
4.2 Traffic and Circulation	Downtown Isla Vista	<p><b>Impact DT-CIRC-7: Impact to HWY 101 SB Ramps/Los Carneros Road.</b></p> <p>This intersection operates at LOS D (0.83 V/C) under existing conditions and is forecast to operate at LOS E (0.95 V/C) under Cumulative + Project conditions. The downtown catalyst project would add 52 PM peak hour trips to this location, which exceeds the County's project-specific and cumulative intersection impact thresholds.</p>	<p><b>Mitigation Measure DT-CIRC-7.1:</b> As noted in section 3.13, Baseline + IVMP Mitigation Measures, the City of Goleta GTIP contains an improvement project that would widen and re-stripe the northbound approach to provide two through lanes and a separate right-turn lane. The IVMP would participate in the funding of the improvement via the payment of City of Goleta GTIP traffic fees</p>	<p>Implementation of mitigation would reduce impacts to <i>significant, but feasibly mitigated (Class II)</i>. However, as the project is not located within County jurisdiction, there is no guarantee the mitigation will be completed prior to the project. Therefore this impact remains <i>significant</i></p>

Resource Area	Project Component	Impact Summary	Mitigation Measure Summary	Residual Impact
<b>Class I Impacts</b>				
4.2 Traffic and Circulation	Downtown Isla Vista	<p><b>Impact DT-CIRC-8: Impact to Mesa Road/Los Carneros Road.</b></p> <p>This intersection operates at LOS C (0.77 V/C) under existing conditions and is forecast to operate at LOS F E (1.040.98 V/C) under Cumulative + Project conditions. The downtown catalyst project would add 7162 PM peak hour trips to this location, which exceeds the County’s project-specific and cumulative intersection impact thresholds. This impact is considered <i>potentially significant</i>.</p>	<p><b>Mitigation Measure DT-CIRC-8.1:</b> As noted in section 3.13, Baseline + IVMP Mitigation Measures, implementation of the County GTIP improvement plus restriping the northbound and southbound approaches to provide one left-turn lane, one through lane and one shared through-right turn lane would provide LOS C operations with Cumulative + Project P.M. peak hour volumes. Projects under the Draft IVMP would participate in the funding of the improvement via the payment of County GTIP traffic fees.</p>	<p>Implementation of mitigation would reduce impacts to <i>significant, but feasibly mitigated (Class II)</i>. However, though the project will pay GTIP fees, the mitigation measure is not fully funded. Further, the proposed project includes an amendment to the County’s circulation policies for determination of project consistency to allow development prior to implementation of intersection improvements. Therefore this impact remains <i>significant</i>.</p>
4.2 Traffic and Circulation	Downtown Isla Vista	<p><b>Impact DT-CIRC-9: Impact to El Colegio Road Intersections.</b></p> <p>The downtown catalyst project would generate project-specific and cumulative impacts at the El Colegio Road intersections at Camino Del Sur, Los Carneros Road, Camino Pescadero, Embarcadero Del Mar and</p>	<p><b>Mitigation Measure DT-CIRC-9.1:</b> Tables 4.2-9 shows that the El Colegio Road intersections at Los Carneros Road, Camino Pescadero, and Embarcadero Del Mar would operate below the County’s proposed LOS D standard with the roundabout option under Cumulative + Project P.M. peak hour conditions, unless the Phelps Road</p>	<p>Implementation of mitigation would reduce impacts to <i>significant, but feasibly mitigated (Class II)</i>.</p>

Resource Area	Project Component	Impact Summary	Mitigation Measure Summary	Residual Impact
<b>Class I Impacts</b>				
		Embarcadero Del Norte according to the County's project-specific and cumulative impact thresholds. This is a <i>potentially significant</i> impact.	extension is implemented. and Table 4.2-9 shows that most of these intersections would operate at LOS C or better under Cumulative + Project conditions with implementation of either the roundabout improvement option with the Phelps extension or the 4-lane improvement option. The El Colegio Road/Los Carneros Road intersection would operate at LOS D with implementation of either improvement 4-lane El Colegio Road option. The project would participate in the funding of the improvement via the payment of County GTIP traffic fees	However, though the project will pay GTIP fees, the mitigation measure is not fully funded. Further, the proposed project includes an amendment to the County's circulation policies for determination of project consistency to allow development prior to implementation of intersection improvements. Therefore this impact remains <i>significant</i> .
4.2 Traffic and Circulation	Downtown Isla Vista	<p><b>Impact DT-CIRC-10: Impact to Pardall Road intersections at Embarcadero Del Mar and Embarcadero Del Norte.</b></p> <p>The downtown catalyst project would generate significant project-specific and cumulative impacts to the Pardall Road intersections at Embarcadero Del Mar and Embarcadero Del Norte. This is a <i>potentially significant</i> impact.</p>	<p><b>Mitigation Measure DT-CIRC-10.1:</b> The IVMP includes a project to construct mini-roundabouts at these locations. The mini-roundabouts would measure 35 feet in diameter and would include splitter islands on each approach to divert traffic around the mini-roundabout. These intersections would operate at LOS C or better with the mini-roundabouts.</p>	Implementation of mitigation would reduce impacts to <i>significant, but feasibly mitigated (Class II)</i> . While the project will pay GTIP fees, the mitigation measure is not fully funded. Further, the

Resource Area	Project Component	Impact Summary	Mitigation Measure Summary	Residual Impact
<b>Class I Impacts</b>				
				<p>proposed project includes an amendment to the County’s circulation policies for determination of project consistency to allow development prior to implementation of intersection improvements. Therefore this impact remains <i>significant</i>.</p>
<p>4.4 Aesthetics and Visual Resources</p>	<p>Isla Vista Community Center</p>	<p><b>Impact CC-AES-2: Development of the proposed Community Center at Estero Park, including new landscaping and parking, has the potential to substantially obstruct views of important visual resources including the Santa Ynez Mountains and both native and non-native vegetation as experienced from both Camino Del Sur Street and the Park.</b></p> <p>Views of Estero Park from Camino Del Sur, as a result of development of the proposed Community Center, would be substantially affected (see Figures 4.4-3 and 4.4-4, Project Simulation). The new Community Center would locate two structures up to 35 feet tall and a parking area adjacent to the street. Partial views of native and non-native vegetation (Figure 4.4-4, Proposed View) as currently experienced from Camino Del Sur would be obstructed by development of the Community Center complex.</p> <p>Anticipated design elements include a smooth stucco</p>	<p><b>Mitigation Measure: CC-AES-2:</b></p> <p>To the maximum extent feasible, the community center site design should maintain views of the Park from Camino Del Sur. These views can be maintained through the use of view corridors and building fenestration. Views of the Oak Groves from within the Park shall be maintained and enhanced to the extent feasible as part of the new community center and park complex. No feasible measures exist to further minimize view obstruction of the Santa Ynez Mountains and native and non-native vegetation in the park as experienced from both Camino Del Sur Street and the Park.</p>	<p>Significant</p>

Resource Area	Project Component	Impact Summary	Mitigation Measure Summary	Residual Impact
<b>Class I Impacts</b>				
		<p>exterior, muted earthtone colors, sheer glass exterior along the ground floor, and a composite metal roof. The building would likely provide additional fenestration and window treatments, beyond what is shown in the “Proposed View” simulations, to create a more pedestrian-scaled development. New street trees would also be planted along the length of the road, and would provide some visual accent and screening of the ground floor uses. Parking for the center would be provided within a paved parking court adjacent to both the Multipurpose Center and the Intergenerational Center, with access available off Camino Del Sur.</p> <p>From within Estero Park, views of the Santa Ynez Mountains (Figure 4.4-5) and both native and non-native vegetation would be impacted. Sycamore trees on the north side of the park currently partially obscure views of the Santa Ynez Mountains from within the Park. While the proposed buildings will not be taller than the existing trees, the buildings will still block views of those trees, and some filtered views of the mountains.</p>		
4.4 Traffic and Circulation	Isla Vista Community Center	<p><b>Impact CC-CIRC-4: Impact to Mesa Road/Los Carneros Road.</b> This intersection would operate at LOS D under existing + project conditions. The project would add 24 PM peak hour trips to this location, exceeding the LOS D threshold of 15 trips.</p>	<p><b>Mitigation Measure CC-CIRC-4.1:</b> As noted in the Baseline + IVMP Mitigation Measures section, Section 3.13, implementation of the County GTIP improvement plus restriping the northbound and southbound approaches to provide one left-turn lane, one through lane and one shared through-right turn lane would provide LOS C or better operations. Implementation of the improvement would mitigate the project-specific impact generated by the project. The I.V. Community Center project would participate in the funding of this improvement via the payment of County GTIP traffic fees.</p>	<p>Mitigation would reduce impacts to <i>significant, but feasibly mitigated (Class II)</i>. However, though the project will pay GTIP fees, the mitigation measure is not fully funded. Further, the proposed project includes an amendment to the</p>

Resource Area	Project Component	Impact Summary	Mitigation Measure Summary	Residual Impact
<b>Class I Impacts</b>				
				County's circulation policies for determination of project consistency to allow development prior to implementation of intersection improvements. Therefore this impact remains <i>significant</i> .
4.4 Traffic and Circulation	Isla Vista Community Center	<p><b>Impact CC-CIRC-5: El Colegio Road Improvements.</b> The project would generate project-specific impacts at the El Colegio Road intersections at Camino Del Sur, Los Carneros Road, and Camino Pescadero according to the County's impact thresholds.</p>	<p><b>Mitigation Measure CC-CIRC-5.1:</b> These intersections would operate at LOS C or better under Existing + Project conditions with implementation of either the roundabout improvement option or the 4-lane improvement option. Therefore, implementation of either the roundabout or 4-lane El Colegio Road improvements would mitigate the project-specific traffic impacts generated by the project. The I.V. Community Center project would participate in the funding of this improvement via the payment of County GTIP traffic fees.</p>	Implementation of mitigation would reduce impacts to <i>significant, but feasibly mitigated (Class II)</i> . However, though the project will pay GTIP fees, the mitigation measure is not fully funded. Further, the proposed project includes an amendment to the County's circulation policies for determination of project consistency to

Resource Area	Project Component	Impact Summary	Mitigation Measure Summary	Residual Impact
<b>Class I Impacts</b>				
				allow development prior to implementation of intersection improvements. Therefore this impact remains <i>significant</i> .
4.4 Traffic and Circulation	Isla Vista Community Center	<p><b>Impact CC-CIRC-6: Impact to El Colegio Road/Camino Del Sur Road.</b> The intersection would operate at LOS F under cumulative conditions. The project would increase volumes by 2%, thus exceeding the County's cumulative impact threshold.</p>	<p><b>Mitigation Measure CC-CIRC-6.1:</b> As shown in Table 3.13-9 and 3.13-10 in the Traffic and Circulation Section, the El Colegio Road improvements would provide for acceptable operations at this location with Baseline + IVMP volumes.</p>	<p>Implementation of mitigation would reduce impacts to <i>significant, but feasibly mitigated (Class II)</i>. However, though the project will pay GTIP fees, the mitigation measure is not fully funded. Further, the proposed project includes an amendment to the County's circulation policies for determination of project consistency to allow development prior to implementation of intersection improvements. Therefore this</p>

Resource Area	Project Component	Impact Summary	Mitigation Measure Summary	Residual Impact
<b>Class I Impacts</b>				
				impact remains significant.

Resource Area	Project Component	Impact Summary	Mitigation Measure Summary	Residual Impact
<b>Class II Impacts</b>				
3.2 Aesthetics/ Visual Resources		<p><b>Impact AES-4: The proposed project would potentially result in improper disposal of refuse or waste construction materials during construction that could be objectionable or inconsistent with the character of the project site.</b></p> <p>During grading and construction of project structures, potentially improper disposal of refuse or waste construction materials would adversely affect the aesthetic qualities of the development sites and possibly surrounding properties, if materials were to be blown offsite. Short-term construction impacts on visual resources would be <i>potentially significant</i>.</p>	<p><b>Mitigation Measure AES-4.1:</b> To prevent construction and/or employee trash from blowing offsite, covered receptacles shall be provided onsite prior to commencement of grading or construction activities. Each individual applicant or their designee shall retain a clean-up crew to ensure that trash and all excess construction debris is collected daily and placed in provided receptacles throughout construction.</p>	Less than significant with mitigation
3.4 Air Quality		<p><b>Impact AIR-1: Short-term PM<sub>10</sub> construction emissions.</b></p> <p>Adoption of the Draft IVMP would result in the implementation of projects that would generate construction-related PM<sub>10</sub> from fugitive dust and vehicle/equipment emissions. The County does not have a quantitative threshold for short-term construction related PM<sub>10</sub>. The County exceeds the state standard for PM<sub>10</sub> and additional emissions could result in a significant impact. Therefore, dust mitigation measures are required for all discretionary construction activities. Furthermore, dust control measures are required for most projects under the County's Grading Ordinance.</p>	<p><b>Mitigation Measure AIR-1:</b> 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. Reclaimed water shall be used whenever possible.</li> <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> </ul>	Less than significant with mitigation

Resource Area	Project Component	Impact Summary	Mitigation Measure Summary	Residual Impact
<b>Class II Impacts</b>				
			<ul style="list-style-type: none"> <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>	
3.5 Biological Resources		<p><b>Impact BIO-1: Increased residential development encroachment and increased human and pet use associated with build-out in the southwestern project area has the potential to result in direct or indirect adverse hydrologic changes to vernal pool habitat including the potential for altered freshwater input or increase in sedimentation.</b></p> <p>The Proposed Isla Vista Redevelopment Project EIR (Santa Barbara County 1990) and the IV Master Plan Project Overview and Scoping summary (Santa Barbara County 2004) identify eight parcels located along the south side of Del Playa Drive as supporting known ESH vernal pool</p>	<p><b>Mitigation Measure BIO-1:</b>The following measures shall be undertaken on the County and IVRPD owned parcels (APN 75-181-21, 24, 25, 26, and 27) to reduce and/or avoid impacts to the smaller vernal pools located along Del Playa Drive. These improvements shall include:</p> <ol style="list-style-type: none"> <li>a. Provide convenient garbage collection and bags for disposal of pet droppings</li> <li>b. Maintain established access trails through the open space areas and enhance barriers on sides of trails to discourage encroachment;</li> <li>c. Protect vernal pool habitat during the</li> </ol>	Less than significant with mitigation

Resource Area	Project Component	Impact Summary	Mitigation Measure Summary	Residual Impact
<b>Class II Impacts</b>				
		<p>habitat. Of those eight parcels, six of them are publicly owned. A Coastal Development Permit was issued for the remaining two parcels in 2004. An increase in the Isla Vista population resulting from project area build-out would result in increased foot traffic and pet use of open space that could include vernal pool habitat. Development in the vicinity of the eight parcels along the south side of Del Playa Drive that contain known ESH vernal pool habitat would result in a <i>potentially significant indirect impact on biological resources</i>.</p> <p>Based on a recent aerial photo there are no remaining undeveloped parcels in this sensitive area, no direct or indirect impacts on unrecorded ESH vernal pool habitat in the western area of the project area would occur.</p> <p>The following mitigation measure is identified to reduce impacts to recorded ESH vernal pool habitat along the south side of Del Playa Drive, and would ensure consistency with GCP Development Standard BIO-GV-15.3 recommending on- or off-site restoration where adverse impacts on biological resource cannot be avoided.</p>	<p>critical winter season (November 15 to April 15) by introducing educational signage relating to habitat sensitivity during this time; and</p> <p>d. Provide signage prohibiting bicycle use off established trails and unleashed pet use in vernal pool habitat areas.</p>	
3.5 Biological Resources		<p><b>Impact BIO-2: Increased residential populations associated with Isla Vista Master Plan build-out would intensify human and pet visitation at the two protected ESH vernal pool habitats in the northwestern project area and could result in direct or indirect adverse changes to vernal pool habitat including the potential for increased sedimentation or disruptions to the larger plant community (e.g., grassland) within which vernal pools occur.</b></p> <p>The Proposed Isla Vista Redevelopment Project EIR (Santa Barbara County 1990) and the IV Master Plan Project Overview and Scoping summary (Santa Barbara County 2004) identify ESH vernal pool habitat within the Camino Corto Open Space and the Del Sol Vernal Pool Reserve</p>	<p><b>Mitigation Measure BIO-2:</b> Existing access trails to the Camino Corto Open Space and the Del Sol Vernal Pool Reserve shall be improved to reduce the potential risk of increased disturbance to native species and sensitive habitats resulting from increased passive recreational use, consistent with the Open Space and Habitat Management Plan (March 2004) policies for these habitat areas. These improvements within the existing vernal pool open space areas shall include:</p> <ol style="list-style-type: none"> <li>Provide convenient garbage collection and bags for disposal of pet droppings;</li> <li>Maintain established access trails through the open space areas and enhance barriers on sides of trails to discourage encroachment;</li> <li>Protect vernal pool habitat during the</li> </ol>	Less than significant with mitigation

Resource Area	Project Component	Impact Summary	Mitigation Measure Summary	Residual Impact
<b>Class II Impacts</b>				
		<p>and Open Space, in the northwestern corner of the project area. More recently, the Ellwood-Devereux Open Space Habitat and Management Plan (OSHMP) (City of Goleta, UCSB, and Santa Barbara County 2004) have considered the Camino Corto Open Space and the Del Sol Vernal Pool Reserve and Open Space in the larger Devereux Creek watershed recreational plan. Existing foot trails within the Del Sol Vernal Pool Reserve and Camino Corto Open Space, and pedestrian/bike trails within the Camino Corto Open Space connecting to the UCSB West Campus would be maintained. Within the County portion of the Open Space plan area, the Isla Vista Parks and Recreation District would continue to manage the Camino Corto and Del Sol Preserves.</p> <p>The OSHMP has identified various policies directed at these recreational and biological amenities. Those relevant to resources within the project area include the following:</p> <p>OSHMP Public Access Goal 1, OSHMP Public Access Policy 1.2, OSHMP Public Access Policy 1.3, OSHMP Public Access Goal 2, OSHMP Public Access Policy 2.3, OSHMP Public Access Policy 2.4, OSHMP Public Access Goal 3, OSHMP Public Access Policy 3.1, OSHMP Public Access Policy 3.2.</p> <p>An increase in residential population within the project area resulting from Master Plan build-out would increase the intensity of passive recreational use (including pets) within these open spaces and vernal pool complexes. The existing extensive visitation within the open space areas by walkers, bikers, and pet owners would be increased. This increase in use has the potential to result in damage to the ESH vegetation, as well as decrease the ESH value to wildlife. These changes would be potentially significant indirect impacts on biological</p>	<p>critical winter season (November 15 to April 15) by introducing educational signage relating to habitat sensitivity during this time; and</p> <p>d. Provide signage prohibiting bicycle use off established trails and unleashed pet use in vernal pool habitat areas.</p>	

Resource Area	Project Component	Impact Summary	Mitigation Measure Summary	Residual Impact
<b>Class II Impacts</b>				
		<p>resources.</p> <p>The following measure would provide increased specificity to the Public Access Goals and Policies identified in the recent Ellwood-Devereux OSHMP, and build upon existing constructive management strategies maintained by IVRPD.</p>		
3.5 Biological Resources		<p><b>Impact BIO-3: Development resulting from Master Plan implementation would have the potential to substantially reduce or eliminate the quantity or quality of nesting areas and to degrade wildlife habitat used for foraging raptor species.</b></p> <p>Development activities within the project area that would potentially affect native vegetation and trees, or that would potentially disturb ground surfaces in the vicinity of the eucalyptus tree windrows could impact individual animals and wildlife habitat. Affected species would include primarily birds, the most important of which are nesting raptors that have been recorded to nest in the area and foraging raptors such as white-tailed kites. These raptor species have a nesting season identified between March 1 to August 15. In a report prepared for the Isla Vista Parks and Recreation District, Watershed Environmental (2004) recommended that construction activities within the vicinity of potential raptor nesting habitat be scheduled outside of the nesting season. If avoiding the nesting season would not be feasible, establishing a buffer of 300 feet between construction activities and observed raptor nests is recommended.</p> <p>Five vacant parcels are located within 300 feet of the eastern project area boundary and eucalyptus windrow, native vegetation, and trees (from south to north: APN 075-222-012; 075-222-016; 075-171-014; 075-121-004; and 075-041-012). Within these parcels, marginal habitat is present for several sensitive bird species including white-tailed kite, Cooper’s hawk, loggerhead shrike, and nesting raptors. Proposed Master Plan land use</p>	<p><b>Mitigation Measure BIO-3:</b> For construction activity on vacant parcels within <del>300</del> <b>500</b> feet of the eucalyptus windrows at <del>the eastern edge of Isla Vista Camino Majorea</del> and/or Estero Park, requiring a coastal development permit and occurring between <del>March</del> <b>February</b> 1 and August 15, project area, project applicants shall fund biological surveys to identify any presence of raptor nesting and/or roosting sites in eucalyptus windrows or other native vegetation or trees. The surveys shall be conducted 2 weeks prior to the start of ground clearing or grading activity. If survey results indicate the presence of raptor species nesting or foraging within or adjacent to any of these parcels, a <del>300</del> <b>500</b>-foot “no construction disturbance zone” measured from each raptor nest or roosting site shall be maintained during construction activities. Conducting these surveys will decrease the likelihood that raptor reproductive cycles are impacted by construction activities proposed in this project.</p>	Less than significant with mitigation

Resource Area	Project Component	Impact Summary	Mitigation Measure Summary	Residual Impact
<b>Class II Impacts</b>				
		<p>designations would allow for increased residential densities in this area. It is reasonable to expect that the new designations would be an incentive to redevelop existing, aging structures and achieve a higher economic return on the property’s potential. In addition, a pair of nesting red-shouldered hawks has been observed within a eucalyptus tree in the western portion of Estero Park (Watershed Environmental 2004). Proposed Estero Park improvements would occur within the vicinity of this tree. Disturbances to nesting raptors resulting from construction equipment noise and disturbance to nesting or roosting trees would be a <i>potentially significant impact on biological resources</i>. No vacant parcels exist within the vicinity of the western project area boundary and eucalyptus windrow. The proposed land use designation of RES-3.3 (Residential 3.3 dwelling units per acre) within 300 feet of the western project area boundary would be comparable to the existing RES-4.6/3.3 designation, and is not anticipated to result in the intensification of future residential development. Therefore, no new impacts on raptor nesting or roosting within the nesting season would occur. The Goleta Community Plan Development Standards BIO-GV-18 and BIO-GV-18.1 require that trees providing raptor nesting or roosting habitat be preserved to the maximum extent feasible and that buffers be established around trees to protect raptor use. The following measure would ensure consistency with GCP development standards BIO-GV-18 and 18.1 and would minimize potential construction impacts on sensitive bird species habitats.</p>		
3.5 Biological Resources		<p><b>Impact BIO-5: Master Plan build-out has the potential to substantially affect individuals of sensitive plant species, including southern tarplant.</b> Incremental, small project development on 30 currently undeveloped parcels could occur as part of</p>	<p><b>Mitigation Measure BIO-5:</b> Because the presence of southern tarplant is unknown and can change from year to year, the following measure shall be implemented to determine the level of impacts that could occur for specific development projects within the 30 currently undeveloped parcels in the project area.</p>	Less than significant with mitigation

Resource Area	Project Component	Impact Summary	Mitigation Measure Summary	Residual Impact
<b>Class II Impacts</b>				
		<p>project area build-out. The most recent CNDDDB (2003) lists several recent records of sensitive plant species in the project vicinity. Southern tarplant, a species considered to be rare or endangered by the California Native Plant Society, has been recorded within the project area. The exact plant locations are not known because the extent of the local population can change from year to year. Results from biological investigations of the ten Master Plan affordable housing sites have not identified this species. However, proposed development would potentially result in degradation of habitat for sensitive plant species, and loss of individuals or habitat by direct disturbance i.e., grading. These would be <i>potentially significant impacts on biological resources</i>.</p> <p>The following measure would minimize impacts to sensitive plant species in the project area, such as southern tarplant, and would ensure consistency with GCP development standard BIO-GV-15.3 requiring onsite preservation or off-site compensation for important biological resources.</p>	<ol style="list-style-type: none"> <li>For sites that are undeveloped, upon application submittal and prior to an application being deemed complete, County staff will conduct a site visit to determine if the site includes potential tarplant habitat. If such conditions are identified, the applicant shall cause a sensitive plant species survey to be prepared by a P&amp;D qualified biologist.</li> <li>If southern tarplant specimen(s) are found during a particular survey, the project applicant shall develop and implement a species mitigation plan that shall include protection measures such as avoidance, seed collection, topsoil salvage, off-site restoration or enhancement, or off-site compensation acceptable to the appropriate permitting agencies for the level of impact that would occur. This measure would minimize impacts on the southern tarplant and provide a means of regenerating lost specimens due to disturbance from construction.</li> </ol>	
3.5 Biological Resources		<p><b>Impact BIO-6: IVMP build-out and improvements have the potential to remove native and non-native trees and vegetation that could conflict with local policies protecting such species.</b></p> <p>Overall Master Plan build-out would remove an unknown, yet potentially substantial number of native and non-native trees and vegetation. IVMP components, including roadway improvements, widening of sidewalks, landscaping, additional housing build-out, and other infrastructure improvements, could result in the loss of trees and vegetation. Introduction of new street trees along major thoroughfares, however, would likely offset the loss of some of these existing trees and vegetation, particularly in the Downtown project area.</p>	<p><b>Mitigation Measure BIO-6.1:</b> Where feasible, during installation of new sidewalk or sidewalk widening projects, the Public Works department shall install street trees along the street frontage at spacing no greater than 50 feet on center.</p>	Less than significant

Resource Area	Project Component	Impact Summary	Mitigation Measure Summary	Residual Impact
<b>Class II Impacts</b>				
		<p>Relevant local policies that protect native species and vegetation include the following. The Santa Barbara County Coastal Plan Policy 9-35 requires that all land use activities be carried out to avoid damage to oak trees. The Santa Barbara County Coastal Zoning Ordinance, Article II, Sec. 35-140 regulates removal of any tree meeting certain criteria for size, location, and habitat value. In addition, trees are not to be removed unless they are dead, diseased, otherwise weakened, or are preventing construction of an already approved project. Goleta Community Plan Policy BIO-GV-16 and BIO-GV-17 require preservation and protection of mature, healthy native trees to the maximum extent feasible, and Development Standard BIO-GV-16.3 states that a Tree Protection Plan (TPP) may be required where the project site contains native oaks or other biologically valuable trees that would be potentially damaged by project activities. A TPP would be prepared by a certified arborist who would summarize the type of project, identify the potential impacts, and document the type and number of trees affected. The TPP would then make conclusions and recommendations accordingly. Adhering to local policies and development standards, the impact to biological resources from the potential removal of native and non-native trees from IVMP implementation is considered <i>adverse, yet less than significant (Class III)</i>. The removal of native and non-native trees from sidewalk widening and installation is a <i>potentially significant</i> impact to biological resources. The following measure will reduce the impacts to trees resulting from the installation of new sidewalks.</p>		
3.6 Cultural/		<b>IMPACT CH-1: Development of the proposed project may cause damage and destruction to unknown resources.</b>	<b>Mitigation Measure CH-1.1:</b> In the event archeological remains are encountered during grading, work shall be stopped immediately or redirected until a	Less than significant with

Resource Area	Project Component	Impact Summary	Mitigation Measure Summary	Residual Impact
<b>Class II Impacts</b>				
Historic Resources		<p>There are significant archeological sites neighboring the project area on all sides, suggesting the possibility of sites of archeological significance to be present on land in the project area that is currently developed. The majority of Isla Vista has not been professionally surveyed. One cultural resource site has been identified in the project area, CA-SBA-51. This site is located in an open space area which will undergo no development, and therefore, will experience no disturbance as a result of the IVMP.</p> <p>Direct impacts are typically associated with construction activity and have the potential to alter and/or diminish all or part of the character and quality of historic and archaeological resources. The planning area is a dense, urban community with few undeveloped parcels. Development under the IVMP would not likely disturb soils that have not been previously disturbed. Therefore, there are no anticipated direct impacts on <i>known</i> cultural resources.</p> <p>Build-out and redevelopment under the IVMP (associated with Catalyst site development, public improvements, and land use/zone changes) could result in accidental discovery of a previously unknown archeological site of significance that had not been discovered during original development. This could potentially result in damage to <i>unknown</i>, buried archaeological resources during surface and subsurface grading.</p>	<p>P&amp;D qualified archeologist and Native American representative are retained by the applicant to evaluate the significance of the find pursuant to Phase 2 investigations of the County Archeological Guidelines. If remains are found to be significant, they shall be subject to a Phase 3 mitigation program consistent with County Archeological Guidelines and funded by the applicant. This mitigation measure will prevent the destruction of unknown, buried archeological resources during grading activities.</p>	mitigation
3.8 Hazards and Hazardous Materials		<p><b>Impact HAZ-2: Development of the proposed project would potentially cause the release of asbestos fibers.</b></p> <p>Existing buildings in the project area could potentially have been constructed with ACBM. With implementation of the IVMP a number of these buildings could be remodeled/ demolished resulting in the potential release of asbestos fibers into the environment and potential health impacts</p>	<p><b>Mitigation Measure HAZ-2.1:</b> Prior to remodeling/demolition activities of a residential building with less than four units or an <u>institutional, industrial, or commercial building</u> <del>involving pre-1979 structures</del>, the applicant shall determine whether the structure(s) proposed for demolition contains asbestos that is friable (i.e. brittle) during demolition or disposal. If the structure does contain friable asbestos, a contractor who is state-certified for asbestos removal</p>	Less than significant with mitigation

Resource Area	Project Component	Impact Summary	Mitigation Measure Summary	Residual Impact
<b>Class II Impacts</b>				
		<p>on community members. Impacts are considered <i>potentially significant</i>.</p>	<p>shall remove the asbestos. Determining the existence of ACBM's and removing them safely will be important in preserving the long term health of both construction workers and residents associated with potentially contaminated structures.</p> <p><b>Mitigation Measure HAZ-2.2:</b> Prior to remodeling/demolition activities of a residential building with more than four units or a <u>an institutional, industrial, or</u> commercial building involving pre-1979 structures, a APCD Asbestos Demolition and Renovation Compliance Checklist will be completed and a certified asbestos consultant shall conduct asbestos sampling and develop a plan for removal, as deemed necessary by the APCD and County Fire. <u>Depending upon the amount and type of asbestos and the type of project, advanced notification to the APCD may required before asbestos is disturbed and/or removed. Notification requirements may also include notifying local residents and occupants of buildings where asbestos work is being done.</u></p>	
<p>3.8 Hazards and Hazardous Materials</p>		<p><b>Impact HAZ-3: Redevelopment of buildings could increase the risk of exposure to lead and lead-based paint.</b>                      Lead-based paint (LBP) could become separated from building materials during the demolition process. Separated paint can be classified as a hazardous waste if the lead content exceeds 1,000 parts per million and would need to be disposed of accordingly. Additionally, LBP chips can pose a hazard to workers and adjacent sensitive land uses. Both the federal and California OSHA regulate all worker exposure during construction activities that impact LBP. Interim Final Rule found in 29 CFR Part 1926.62 covers construction work where employees may be exposed to lead during such activities as demolitions, removal, surface preparation for re-painting, renovation, clean up and routine maintenance. The OSHA-specified method of compliance includes respiratory protection,</p>	<p><b>Mitigation Measure HAZ-3.1:</b> Potential exposure of construction workers to LBP shall be minimized through disclosure of the potential presence of LBP for demolition and renovation of structures that were constructed prior to 1979. Prior to any demolition or renovation of buildings constructed to 1979 on any painted surfaces, a LBP survey shall be conducted by the applicant to determine the level of risk posed to construction workers, building occupants, business owners and their employees from exposure to the paints present. Results of the LBP survey shall be documented with the applicable County agencies. Any recommendations made in that survey related to the paints present at the project site shall be implemented prior to the demolition or renovation of the painted surfaces.</p> <p><b>Mitigation Measure HAZ-3.2:</b> If a determination is made that LBP is present in a building slated for demolition or renovation, the applicant shall implement</p>	<p>Less than significant with mitigation</p>

Resource Area	Project Component	Impact Summary	Mitigation Measure Summary	Residual Impact
<b>Class II Impacts</b>				
		<p>protective clothing, housekeeping, hygiene facilities, medical surveillance, training etc. Since most of the residences and commercial buildings were built prior to the 1979 regulations that limited the use of lead, it is reasonable to assume that surfaces may have been treated with LBP. In addition, it is possible that painted surfaces on existing structures were applied prior to 1978 when the Consumer Products Safety Commission lowered the allowable concentration of lead in paints to 0.5 percent by weight. Therefore, some painted building material surfaces may contain unhealthful amounts of lead. If lead is found, the potential exposure of construction workers to LBP would have <i>potentially significant</i> impacts.</p>	<p>a LBP abatement plan, which shall include the following components:</p> <ol style="list-style-type: none"> <li>1. A site Health and Safety Plan, as needed.</li> <li>2. Containment of all work areas to prohibit off-site migration of paint chip debris.</li> <li>3. Removal of all peeling and stratified lead-based paint on building surfaces and on non-building surfaces to the degree necessary to safely and properly complete demolition activities per the survey recommendations.</li> </ol> <p>The LBP abatement plan shall be prepared by a consulting firm certified in LBP removal and documented with the applicable County agencies. Undergoing this process will limit unnecessary exposure to construction workers and occupants present at the project site.</p>	
3.9 Hydrology and Water Quality		<p><b>Impact HYD-1: Construction associated with IVMP development/redevelopment could create water quality impacts.</b></p> <p>Development/redevelopment projects could generate pollutants and sediment in runoff during activities such as site clearing, demolition, excavation, grading, and construction. Bare soil exposed during site clearing and grading would be more prone to erosion than under existing conditions.</p> <p>Construction projects disturbing one or more acres are subject to NPDES Phase II permit regulations, which require preparation of a SWPPP to control the discharge of pollutants, including sediment, into local surface water drainages. The SWPPP is designed to minimize water quality degradation through storm water monitoring, establish BMPs, implement erosion control measures, and implement spill prevention and containment measures.</p>	<p><b>Mitigation Measure HYD-1:</b> At a minimum, the following BMPs designed to reduce or eliminate construction site pollutants shall be incorporated into all project plans as a condition of approval and be implemented during construction:</p> <p><i>Construction Site Planning BMPs</i>, including but not limited to:</p> <ol style="list-style-type: none"> <li>a) the amount of cuts and fills shall be minimized</li> <li>b) only the minimum amount of vegetation necessary for construction shall be removed</li> <li>c) the clearing limits, setbacks, protected habitat areas, trees, drainage courses, and buffer zones shall be delineated on plans and in the field to prevent excessive or unnecessary soil disturbance and exposure</li> <li>d) excavation and grading shall be avoided during the rainy season</li> <li>e) grading operations shall be phased to reduce the extent of disturbed areas and length of exposure</li> <li>f) impervious surface areas shall be minimized and permeable paving materials shall be used</li> </ol>	Less than significant with mitigation

Resource Area	Project Component	Impact Summary	Mitigation Measure Summary	Residual Impact
<b>Class II Impacts</b>				
		<p>In addition to NPDES permit requirements, construction activities would also be subject to the County’s grading ordinance. The grading ordinance generally requires a grading permit and an Erosion and Sediment Control Plan for all new grading, excavations, fills, cuts, borrow pits, stockpiling, compaction of fill, and land reclamation projects on privately owned land where the transported amount of materials exceeds 50 cy or the cut or fill exceeds three feet in vertical distance to the natural contour of the land. The County will accept a SWPPP in lieu of an Erosion and Sediment Control Plan, as long as the SWPPP contains the requirements of the County’s Erosion and Sediment Control Plan. In addition, a master drainage plan is required as part of the grading plan for all grading permit applications.</p> <p>a) In accordance with NPDES and/or grading permit requirements, the SWPPP or Erosion and Sediment Control Plan would describe 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. Implementation of a SWPPP or Erosion and Sediment Control Plan would reduce potential impacts to less than significant levels.</p> <p>b) For projects not subject to NPDES or grading permit requirements, <i>potentially significant</i> impacts may occur. Implementation of the following mitigation measures would ensure that construction related water quality impacts are reduced to less than significant levels</p>	<p>whenever possible</p> <p>g) concrete, asphalt, and seal coat shall be applied during dry weather only; storm drains and manholes within the construction area shall be covered when paving or applying seal coat, slurry, fog seal, etc.</p> <p><i>BMPs to Minimize Soil Movement</i>, including but not limited to:</p> <p>a) exposed stockpiles of soil and other erosive materials shall be covered during the rainy season</p> <p>b) soil stabilizers shall be employed, as appropriate</p> <p>c) disturbed soils shall be restored and revegetated as soon as practicable</p> <p>d) sediment and construction materials shall be dry-swept from finished streets the same day they are deposited</p> <p>e) tire wash stations, gravel beds, and/or rumble plates will be installed at site entrance and exit points to prevent sediment from being tracked onto adjacent roadways</p> <p>f) any sediment or other materials tracked off site shall be removed the same day as they are tracked using dry cleaning methods</p> <p>g) site runoff control structures, such as earth berms, gravel bags, silt fences, drainage swales, and ditches that reduce erosion and convey surface runoff during construction into temporary or permanent sediment detention basins shall be installed and made operational in the initial phase of construction, as necessary.</p> <p><i>Good Housekeeping BMPs</i>, including but not limited to the following requirements:</p> <p>a) all storm drains, drainage patterns, and creeks</p>	

Resource Area	Project Component	Impact Summary	Mitigation Measure Summary	Residual Impact
<b>Class II Impacts</b>				
			<p>located near the construction site prior to construction shall be identified to ensure that all subcontractors know their location to prevent pollutants from entering them</p> <ul style="list-style-type: none"> <li>b) storm drain inlets shall be protected from sediment-laden waters for the duration of the grading period and until graded areas have been stabilized by structures, long-term erosion control measures or landscaping</li> <li>c) all leaks, spills, drips shall be immediately cleaned up and disposed of properly</li> <li>d) one or more emergency spill containment kits shall be placed on-site in easily visible locations and personnel will be trained in proper use and disposal methods</li> <li>e) vehicles and heavy equipment shall be refueled and serviced in one designated site located at least 500 feet from creeks and drainage swales; vehicles and heavy equipment that are leaking fuel, oil, hydraulic fluid or other pollutants shall be immediately contained and either repaired immediately or removed from the site</li> <li>f) temporary storage of construction equipment shall be limited to a 50- x 50-foot area and shall be located at least 100 feet from any water bodies</li> <li>g) trash cans shall be placed liberally around the site and properly maintained</li> <li>h) dry clean-up methods shall be used whenever possible</li> <li>i) construction material and waste management practices shall be identified, including temporary borrow and waste disposal areas, temporary debris and garbage disposal, and chemical/fuel storage areas</li> <li>j) washing of concrete trucks, paint, equipment, or similar activities shall be at least 100 feet from any storm drain, water body or sensitive biological resources and shall occur only in</li> </ul>	

Resource Area	Project Component	Impact Summary	Mitigation Measure Summary	Residual Impact
<b>Class II Impacts</b>				
			<p>areas where polluted water and materials can be contained for subsequent removal from the site; wash water shall not be discharged to the storm drains, street, drainage ditches, creeks, or wetlands</p> <p>k) all subcontractors and laborers shall be educated about proper site maintenance and storm water pollution control measures through periodic “tailgate” meetings</p>	
<p>3.9 Hydrology and Water Quality</p>		<p><b>Impact HYD-3: IVMP Build-out would increase surface runoff.</b></p> <p>Build-out under the IVMP would add 51,485 sf of commercial space and 1,447 residential units, 382 of which would be located in the downtown. Most of the property in the downtown is already developed and the additional square footage of commercial space would be added by additions to existing structures, with infill on underdeveloped properties. The downtown residential units would be added as second or third stories above commercial space on the ground floor. The IVMP also proposes to remove and relocate some of the existing structures and parking lots in the downtown parks, which would decrease impervious surfaces in the downtown. Build-out outside of the downtown would convert some existing vacant property to residential land uses. Some of the new units would result from density increases on underdeveloped land. New IVMP policies and development standards encourage the use of pervious materials and the reduction of impervious surfaces for new development and redevelopment, except along south side Del Playa Drive where bluff top erosion</p>	<p><b>Mitigation Measure HYD-2:</b> New development and redevelopment project that would increase impervious surfaces beyond existing site conditions shall include a drainage plan to be submitted to the County Public Works and County Flood Control District for review, assessment of runoff impact to Isla Vista storm drain capacity, and conditioned for BMPs to retain or detain runoff onsite as required by the SWQMP. Where infiltration or retention on site is proposed, the drainage plan shall also be reviewed by the P&amp;D registered geologist for soil feasibility and design constraints.</p> <p><b>Mitigation Measure HYD-3:</b> To reduce storm water runoff, one of the following driveway designs shall be used on new development and redevelopment projects paving only under wheels, flared driveway, or use of permeable surfaces for temporary or non-permanent parking areas.</p>	<p>Less than significant with mitigation</p>

Resource Area	Project Component	Impact Summary	Mitigation Measure Summary	Residual Impact
<b>Class II Impacts</b>				
		<p>is a concern. Therefore, increases in impervious surfaces would be relatively minor compared to existing conditions. Nonetheless, build-out of the IVMP would result in an overall increase in impervious surfaces and associated runoff.</p> <p>Because some streets in the project area experience localized flooding during heavy storms when runoff exceeds storm drain capacity, an increase in runoff would be a significant impact for these areas. Projects that increase impervious surfaces by more than 25% would trigger the threshold identified above and would be required to implement BMPs that would reduce impacts to less than significant. Projects that increase impervious surfaces by less than 25% are generally considered to be insignificant; however, due to the storm drain capacity issues that currently exist in Isla Vista, runoff from these projects could create a <i>potentially significant impact</i>.</p>		
3.10 Noise		<p><b>Impact NSE-1: Temporary construction-related noise could impact surrounding noise sensitive land uses.</b></p> <p>Build-out under the Draft IVMP could produce an additional 1,447 new residential units and 51,485 sf of commercial space. Construction activities would result in short-term noise impacts on sensitive receptors (primarily residential) located within 1,600 feet of the construction area and along truck haul routes. Noise in excess of the 65 dBA CNEL threshold would be generated during demolition, excavation, grading, material hauling and delivery, and building/remodeling activities. The use of heavy equipment such as jackhammers, backhoes, graders, heavy trucks and pile drivers typically produce short-term, high noise levels in excess of 75 dBA and peaking as high as 105 dBA. Table</p>	<p><b>Mitigation Measure NSE-1:</b> 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. Non-noise generating construction activities, such as interior painting, are not subject to these restrictions.</p> <p><b>Mitigation Measure NSE-2:</b> Construction equipment that generates noise exceeding 65 dBA at the nearest sensitive receptors shall be located the maximum feasible distance from nearby sensitive uses and shall be shielded with noise attenuation barriers or muffling devices to reduce to 65 dBA.</p> <p><b>Mitigation Measure NSE-3:</b> The project applicant shall provide a construction schedule to adjacent property owners at least seven days in advance of construction activities.</p>	Less than significant with mitigation

<sup>4</sup> Assumes that most construction projects would be completed within 10 years as shown in Table 3.1-3 Project Phasing in Chapter 3.0, Project Description.

Resource Area	Project Component	Impact Summary	Mitigation Measure Summary	Residual Impact
<b>Class II Impacts</b>				
		<p>4.10-1 shows the noise levels that are typically produced by different types of construction equipment at a distance of 50 feet.</p> <p>Depending on the project, these impacts can last anywhere from a few months to more than a year for each specific project, mainly over the course of a 10 year period.<sup>4</sup> Construction noise levels will fluctuate throughout the workday and will vary depending on the type of equipment that is used. However, peak exterior construction noise levels would potentially be in excess of 65 dBA CNEL with interior noise levels likely exceeding 45 dBA CNEL, assuming 20 dB of noise attenuation for typical residential building materials.</p>		
3.11 Parks, Open Space and Recreation		<p><b>Impact REC-1: Build-out of the IVMP will increase demand for recreational facilities and neighborhood parks.</b></p> <p>Increased population associated with build-out of the Master Plan could increase demand for recreational facility deficit in the project area and the addition of new residents within the project area would increase use and could lead to physical deterioration of existing facilities. Residential development associated with the Master Plan could introduce additional residents (approximately 4,355 persons, assuming 3.01 people per household) into the project area. While this additional population could increase the use of the existing area parks, including Isla Vista parks and recreational areas, it is not expected that such usage would directly lead to substantial physical deterioration of the existing parks. Master Plan implementation is anticipated to reduce the ratio of persons per household, while providing an increase in</p>	<p><b>Mitigation Measure REC-1.1:</b> The following Isla Vista Master Plan policies and actions apply to Impact REC-1:</p> <p><i>Open Space and Parks Policy 1:</i> The parks system shall be enhanced to meet social and community needs and provide more active recreational places.</p> <p><i>Open Space and Parks Action 1.1:</i> 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><i>Open Space and Parks Action 1.2:</i> 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><i>Open Space and Parks Action 1.3:</i> 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>	Less than significant with mitigation

<sup>5</sup> Based on a population of 51,835 people.

Resource Area	Project Component	Impact Summary	Mitigation Measure Summary	Residual Impact
<b>Class II Impacts</b>				
		<p>developable units. Increased development will generate additional funding for the IVRPD, through their per bedroom property tax, to maintain Isla Vista parks and open spaces. This additional funding will enable the IVRPD to maintain the parks and open spaces at a level commensurate with existing maintenance levels.</p> <p>The overall projected increase in the residential population of 4,355 persons could result in a related increase in demand for parks or other recreational facilities within the City of Goleta and at UCSB. Currently, unincorporated County of Santa Barbara contains 8,372 acres of parkland, and the City of Goleta contains 382 acres of parkland (Garciaceley, 2003). UCSB contains 185 acres of recreational and landscaped open space areas, which include soccer and ball fields, basketball, volleyball and tennis courts, the Pauley Track and the Recreation Center and Aquatics Complex.</p> <p>Local parklands total over 624 acres, or 12 acres of parkland per 1,000 residents combined with City of Goleta parkland, UCSB-owned recreational and open spaces and Isla Vista parks and open spaces<sup>5</sup>. While, this is substantially more than the respective adopted countywide ratio of 4.7 acres per 1,000 persons, this figure does not account for regional usage for areas such as the Ellwood Shores/Devereux Slough area and the Goleta Beach Park. Furthermore, a majority of this parkland provides passive recreational opportunities, instead of active recreational facilities. This impact is considered <i>potentially significant</i>.</p>	<p>A variety of available recreational opportunities are essential to the general health and well being of any community. Undertaking these measures will provide adequate recreational outlets for the residents of the project area.</p> <p><b>Mitigation Measure REC-1.2:</b> Following adoption of the Master Plan, the RDA and County Parks Department shall meet with IVRPD staff every five years review funding and IVRPD maintenance of county-owned parks, open spaces, coastal access points and trails.</p>	

Resource Area	Project Component	Impact Summary	Mitigation Measure Summary	Residual Impact
<b>Class II Impacts</b>				
3.11 Parks, Open Space and Recreation		<p><b>Impact REC-2: Expansion of the trail network could have impacts to bluff top erosion and sensitive plant communities.</b></p> <p>The Master Plan proposes expansions to the existing trail network and encourages the addition of bluff top connection points, in addition to improved coastal access points. Expansion of the trail network could increase erosion at certain access points and along bluff top areas. In addition, certain bluff top trails could be sited adjacent to sensitive biological resources. Impacts from an expanded trail network are considered <i>potentially significant</i>.</p>	<p><b>Mitigation Measure REC-2.1:</b> In developing and maintaining the Isla Vista trail system, provision shall be made for the following:</p> <ul style="list-style-type: none"> <li>a. Construction of trails with pervious materials and appropriate set-backs to minimize erosion potential;</li> <li>b. Adequate coastal access point signage;</li> <li>c. Drought tolerant, native landscaping; and</li> <li>d. Avoidance of sensitive biological resources along the bluff tops.</li> </ul> <p>Maintaining the condition of bluff tops in the project area is important. These mitigation measures will help preserve sensitive biological resources and minimize erosion potential.</p>	Less than significant with mitigation
3.12 Public Service and Utilities		<p><b>Impact SW-3: Increases in solid waste may occur due to potential demolition/remodels.</b></p> <p>Build-out under the IVMP would involve both new construction on vacant properties as well as substantial renovation and/or reconstruction of existing properties and infrastructure. The IVMP also proposes improvements to multiple roadways, parks, gardens, and orchards. Significant amounts of debris and/or construction materials would be generated (e.g. concrete, asphalt, building materials, green waste, etc.)</p> <p><b>A. Road improvements, mini-roundabouts, and parking</b> - These public improvements could result in <i>potentially significant</i> impacts associated with generation of debris and/or excess construction materials.</p> <p><b>B. Park improvements, and public access and trail improvements</b> – The redesign and improvements to open spaces and parks in Isla Vista could result in the generation of excess construction material, sand, and green waste, resulting in a <i>potentially significant</i> impact on the</p>	<p><b>Mitigation SW-3:</b> Development projects shall be required to provide recycling bins at the construction site to minimize construction-generated waste requiring landfill disposal. Demolition and/or excess construction materials shall be separated onsite for reuse/recycling or proper disposal (e.g., concrete, asphalt, building materials, etc.).</p> <p>This mitigation measure serves to further reduce items that enter the solid waste stream.</p>	Less than significant with mitigation

Resource Area	Project Component	Impact Summary	Mitigation Measure Summary	Residual Impact
<b>Class II Impacts</b>				
		<p>solid waste stream.</p> <p><b>C. Remaining residential build-out</b> - The construction and/or remodel of 847 units may result in <i>potentially significant</i> impacts associated with generation of debris and/or excess construction materials as well as green waste during both the demolition and construction phases of the projects.</p>		
4.1 Aesthetics/ Visual Resources	Affordable Housing	<p><b>Impact AH-AES-2: Proposed affordable housing catalyst project development and landscaping would obstruct views of the Santa Ynez Mountains currently available from the project area.</b></p> <p>Proposed build-out of affordable housing sites under the Draft IVMP would result in the construction of new two- and three-story structures, up to 35 feet high, on the affordable housing sites. The introduction of taller, three-story development would also block most existing views of the Santa Ynez Mountains through affordable housing sites 1, 4, 5, 6, and 8, as depicted in the Existing View graphics included earlier in this section..</p> <p>New housing will obstruct some views of the Santa Ynez Mountains; however, these impacts are generally limited to fragmented view corridors. More important views along north-south streets would not be significantly impacted. Therefore, impacts on important view resources looking northward would be <i>adverse, but less than significant</i> (Class II).</p>	The project description includes design standards, the form based code, and streetscape improvements. All of these project components are intended to improve the visual character of the downtown and serve to mitigate this impact, which is <i>less than significant</i> (Class II).	Less than significant with mitigation
4.1 Hydrology and Water Quality	Affordable Housing	<p><b>Impact AH-HYD-1: Housing operations may impact water quality.</b></p> <p>Development of housing on certain affordable housing sites would change onsite drainage and runoff characteristics. Development standards and policies in the Draft IVMP encourage the use of pervious materials and the reduction of impervious surfaces for new development and redevelopment,</p>	<p><b>Mitigation Measure AH-HYD-1:</b> Development that would increase impervious surfaces shall be submitted to the County Public Works Department for review to determine if site runoff would impact storm drain capacity and whether BMPs to retain or detain runoff onsite would be required per the <i>Santa Barbara County Storm Water Quality Management Plan</i>.</p> <p><b>Mitigation Measure AH-HYD-2:</b> Development plans</p>	Less than significant with mitigation

Resource Area	Project Component	Impact Summary	Mitigation Measure Summary	Residual Impact
<b>Class II Impacts</b>				
		<p>except along Del Playa Drive where bluff top erosion is a concern. However, none of the affordable housing sites are located along Del Playa Drive. Nonetheless, even with adoption of the IVMP policies and standards, construction of new housing on most of these sites would ultimately increase impervious surfaces. Without site plans for the new units, it is not possible to determine the exact change to site drainage and impervious surfaces that would occur.</p> <p>Because some streets in the project area experience localized flooding during heavy storms when runoff exceeds storm drain capacity, an increase in runoff would be a significant impact for these areas. Projects that increase impervious surfaces by more than 25% would trigger the County threshold and would be required to implement BMPs to reduce impacts to less than significant. Projects that increase impervious surfaces by less than 25% are generally considered to be insignificant; however, due to the storm drain capacity issues that currently exist in Isla Vista, runoff from these projects could create a <i>potentially significant</i> impact.</p> <p>The following mitigation measures serve to contain, control and decrease surface runoff caused by increased impervious surfaces from new development.</p>	<p>shall provide for on-site retention of storm water runoff, infiltration, and recharge where feasible. Feasibility shall be determined by the P&amp;D Registered Geologist and County Flood Control engineer during development permit review.</p> <p><b>Mitigation Measure AH-HYD-3:</b> To reduce storm water runoff, one of the following driveway designs shall be used in new development and redevelopment projects: paving only under wheels, flared driveway, or use of permeable surfaces for temporary or non-permanent parking areas. The use of permeable surfaces prevents excess storm water runoff by allowing water to be absorbed through the soil while providing a usable surface for driveways, parking spots, and walkways.</p>	
4.2 Aesthetics and Visual Resources	Downtown Isla Vista	<p><b>Impact DT-AES-2: Three-story maximum heights within the proposed downtown area development may increase the intensity of development compared to surrounding one- and two-story commercial and residential buildings.</b></p> <p>The intensification of development within the downtown area would alter the existing visual setting from an eclectic array of one- and two-story commercial structures to a more consistent, yet unified built environment characterized by larger two- and three-story mixed use buildings.</p>	<p><b>Mitigation Measure DT-AES-2.1:</b> The installation of street trees along with the Plan’s proposed Form-Based Regulating Code will serve to break up massing and ensure that the increased massing would be architecturally integrated as the downtown buildings revitalize and redevelop during Plan build-out.</p>	Less than significant

Resource Area	Project Component	Impact Summary	Mitigation Measure Summary	Residual Impact
<b>Class II Impacts</b>				
		<p>Streetscape amenities and street trees are proposed along the length of Pardall Road, which would provide some visual screening of the new buildings. The proposed height of the two- and three-story structures, at up to 40 feet, would be consistent with the heights of several structures currently located in different locations within downtown, such as the two-story Silvergreens building. However, the majority of development downtown consists of smaller-scale, one-story structures. The contrast in mass and bulk between the proposed maximum 40-foot high structures and the adjacent, existing one-story buildings would potentially be substantial.</p> <p>The proposed Downtown Design Guidelines includes extensive direction with regard to appropriate architecture, massing, design elements, signage, streetscape amenities, parking, and landscaping, and includes broad direction regarding the nature of future development within the downtown area. The architectural design theme for this portion of the project area is characterized as “classic beach style.” This seaside style emphasizes buildings with simple massing, pitched roofs, horizontal wood siding, tall vertical windows, and porches and balconies.</p> <p>The general theme of “classic beach town” architecture, density, and massing would appear to be compatible with surrounding development, and would be effectively regulated by the Form-Based Regulating Code. The addition of new three-story structures would initially, however, substantially increase the intensity in terms of mass and bulk of development downtown, a <i>less than significant impact</i>.</p>		
4.2 Aesthetics and Visual Resources	Downtown Isla Vista	<p><b>Impact DT-AES-5: Development of specific vacant parcels will reduce views of the Santa Ynez Mountains and eliminate visual resources.</b></p> <p>Development of sites identified in the Existing</p>		The project includes design standards, the form based code, and

Resource Area	Project Component	Impact Summary	Mitigation Measure Summary	Residual Impact
<b>Class II Impacts</b>				
		<p>Views 1 and 6 will result in the elimination of limited mountain views through these specific sites. While the sites currently are not maintained, and used as equipment storage and parking, some views of the Santa Ynez Mountains will be impacted as a result of developing 3-story mixed use structures on these sites.</p> <p>Development of the Pardall Gardens site will alter the overall visual character of this area by converting the site from a recreational use to a mixed use development. Surrounding development consists of commercial and residential uses. While the existing park does provide some visual relief from the built environment; the park does not function as a significant aesthetic resource.</p>		streetscape improvements in the downtown. All of these project components are intended to improve the visual character of the downtown and serve to mitigate this impact, which is <i>less than significant</i> (Class II).
4.2 Air Quality	Downtown Isla Vista	<p><b>Impact DT-AIR-1: Operational emissions may cause air quality impacts.</b></p> <p>The URBEMIS2002 (Version 8.7.0) model was used to calculate potential air emissions using ADT volumes from Section 3.15 Traffic and Circulation and default settings for area sources. Results are shown in Table 4.2-3. Area emissions (i.e., fireplaces, restaurant kitchens, consumer products natural gas-fired space and water heaters, etc.) would be the primary source of operational air emissions associated with revitalization of the downtown. Total mitigated operational emissions (vehicle + area) for ROG would exceed APCD and County thresholds. The project would be subject to Mitigation Measure AIR-3-<del>32</del>, Section 3.4 which specifies that only advance combustion or natural gas fireplaces would be allowed to reduce area emissions.</p>	<p><b>Mitigation Measures: Measure AIR-3-<del>3</del>-2</b> in Section 3.4 Air Quality would apply.</p>	Less than significant with mitigation
4.2 Hazards and Hazardous	Downtown Isla Vista	<p><b>Impact DT-HAZ-1: Development of mixed use buildings could increase the risk of exposure from hazardous materials to building occupants.</b></p>	<p><b>Mitigation Measure DT-HAZ-1:</b> County P&amp;D and the County Fire Department review and approval shall be required for any new mixed use project and for the</p>	Less than significant with mitigation

Resource Area	Project Component	Impact Summary	Mitigation Measure Summary	Residual Impact
<b>Class II Impacts</b>				
Materials		The storage of hazardous materials in mixed use buildings could increase the risk of exposure to building occupants. Businesses that are required to develop a Hazardous Material Business Plan (HMBP) would minimize impacts through implementation of the HMBP. However, businesses which are exempt from filing an HMBP could potentially have significant impacts.	addition of any residential units to existing businesses to ensure that materials present in the business would not create a hazard to occupants of the residence.	
4.2 Hydrology and Water Quality	Downtown Isla Vista	<p><b>Impact DT-HYD-1: Housing operations may impact water quality.</b></p> <p>Development of mixed use buildings in downtown would change onsite drainage and runoff characteristics. Development standards and policies in the IVMP encourage the use of pervious materials and the reduction of impervious surfaces for new development and redevelopment. Nonetheless, even with incorporation of the IVMP policies and standards, redevelopment of the downtown may increase impervious surfaces. Without site plans for the new projects, it is not possible to determine the exact change to site drainage and impervious surfaces that would occur.</p> <p>Because some streets in the project area experience localized flooding during heavy storms when runoff exceeds storm drain capacity, an increase in runoff would be a significant impact for these areas. Projects that increase impervious surfaces by more than 25% would trigger the County threshold and would be required to implement BMPs to reduce impacts to less than significant. Projects that increase impervious surfaces by less than 25% are generally considered to be insignificant; however, due to the storm drain capacity issues that currently exist in Isla Vista, runoff from these projects could</p>	<p><b>Mitigation Measure DT-HYD-1:</b> Development that would increase impervious surfaces shall be submitted to the County Public Works Department for review to determine if site runoff would impact storm drain capacity and whether BMPs to retain or detain runoff onsite would be required.</p> <p><b>Mitigation Measure DT-HYD-2:</b> Development plans shall provide for on-site retention of storm water runoff, infiltration, and recharge where feasible. Feasibility shall be determined by the P&amp;D Registered Geologist and County Flood Control engineer during development permit review.</p> <p><b>Mitigation Measure DT-HYD-3:</b> To reduce storm water runoff, one of the following driveway designs shall be used in new development and redevelopment projects: paving only under wheels, flared driveway, or use of permeable surfaces for temporary or non-permanent parking areas. The use of permeable surfaces prevents excess storm water runoff by allowing water to be absorbed through the soil while providing a usable surface for driveways, parking spots, and walkways.</p>	Less than significant with mitigation

Resource Area	Project Component	Impact Summary	Mitigation Measure Summary	Residual Impact
<b>Class II Impacts</b>				
		create a potentially significant impact.		
4.2 Land Use, Population and Housing	Downtown Isla Vista	<p><b>Impact DT-LU-1: Neighborhood Incompatibility – APN 75-211-08</b></p> <p>The IVMP proposes rezoning APN 75-211-08 to Mixed Use-40 (MU-40). The parcel is a ‘through lot’ with frontage on both Trigo and Sabado Tarde Roads, with commercial development facing Trigo Road and parking on the south side of the lot facing Sabado Tarde Road. Sabado Tarde Road is a residential street with no commercial development. With the MU-40 zoning designation, APN 75-211-08 could be developed with a commercial business facing Sabado Tarde Road. This would result in impacts to existing residential land uses on Sabado Tarde Road from vehicle traffic and noise creating a potentially incompatible use. These impacts are considered <i>potentially significant</i>.</p>	<p><b>Mitigation DT-LU-1.1:</b> Commercial development on APN 75-211-08 shall face Trigo Road. Public entry points into commercial development on APN 75-211-08 shall be located on Trigo Road. Any parking for APN 75-211-08 that faces Sabado Tarde Road should be screened from the public right-of-way view with landscaping and a low wall at the sidewalk edge. This will help reduce negative visual impacts caused by increased traffic and parking lot use.</p>	Less than significant with mitigation
4.2 Fire Protection and Police Services	Downtown Isla Vista	<p><b>Impact DT-FIRE-1: Fire hydrant spacing and flow requirements may be impacted by downtown development.</b></p> <p>In areas with commercial uses, County Fire requires fire hydrant spacing to be no more than 300 feet apart with a water flow of at least 1,250 GPM. Fire hydrants on Pardall Road are spaced 500 feet apart, and one hydrant, #464, located at the intersection of Embarcadero Del Norte and Pardall Road has a flow of only 735 gallons per minute (GPM). Downtown catalyst project development would pose a <i>potentially significant impact</i> on fire protection resources.</p>	<p><b>Mitigation Measure DT-FIRE-1:</b> New development in the downtown which requires a “Fire Protection Certificate” shall be required to install, or fund the installation of, fire hydrant improvements so that that said development is served by a fire hydrant within 500 feet that provides 1,250 GPM. Projects that require a “Fire Protection Certificate” includes, but are not limited to:</p> <ul style="list-style-type: none"> <li>• New buildings</li> <li>• Additions to existing non-residential structures of more than 500 square feet</li> <li>• Additions that cause the total square footage to equal 5,000 square feet or more</li> </ul>	Less than significant with mitigation
4.3 Hydrology and Water Quality	Downtown Parking Structure	<p><b>Impact PLOT-HYD-1: The parking lot could increase impervious surfaces depending on whether or not the location is presently developed.</b></p> <p>Runoff from the parking lot would generate pollutants associated with automobiles such as</p>	<p><b>Mitigation PLOT-HYD-1:</b> The parking area and associated driveways shall be designed to minimize degradation of storm water quality. BMPs such as oil/water separators, sand filters, landscaped areas for infiltration basins or equivalent BMPs shall be installed to intercept and effectively prohibit pollutants from discharging to the storm drain system.</p>	Less than significant with mitigation

Resource Area	Project Component	Impact Summary	Mitigation Measure Summary	Residual Impact
<b>Class II Impacts</b>				
		oil/grease, rubber, asbestos and metals. If the parking includes more than 25 parking spaces, a SWQMP and treatment control BMPs would be required. This presents a <i>potentially significant</i> impact to water quality.		
4.4 Biological Resources	Isla Vista Community Center	<p><b>Impact CC-BIO-1: Development of the Community Center may result in the removal of protected trees.</b></p> <p>The redevelopment of Estero Park, including construction of the Community Center, will require the removal or relocation of up to 105 trees, including 16 oak trees, 57 fruit trees, and 32 miscellaneous trees. A survey and assessment of Estero Park trees was conducted and the report can be found in Appendix J. The trees were assessed by registered consulting arborist Bill Spiewak for IVRPD. The report determined that many of the trees are both small and in poor condition, yet some do fit the standards for protection under Article II. The removal of protected trees poses a <i>potentially significant</i> impact on biological resources.</p>	<p><b>Mitigation Measure CC-BIO-1:</b> The “Survey and Assessment of Estero Park Trees” report recommends the following mitigations which are incorporated into this DEIR:</p> <ul style="list-style-type: none"> <li>• Impacts to native trees should be mitigated with planting of saplings (or oaks grown from acorns) at a ratio of three to one.</li> <li>• Impacts to native large Monterey Cypress should be mitigated at a ratio of five to one using 24” boxed trees.</li> <li>• Significant trees should be replaced with 24” boxed trees at a ratio of three to one.</li> <li>• Replacement of fruit trees should be left to the discretion of the IVRPD and community garden participants.</li> <li>• Other trees should be replaced with 15-gallon trees at a ratio of one to one.</li> </ul>	Less than significant with mitigation
4.4 Biological Resources	Isla Vista Community Center	<p><b>Impact CC-BIO-3: Development resulting from Master Plan implementation would have the potential to result in the degradation of wildlife habitat for nesting and foraging raptor species.</b></p> <p>Development activities within the project area that would potentially affect native vegetation and trees could impact individual animals and wildlife habitat. Affected species would include primarily birds, the most important of which are nesting raptors that have been recorded to nest in the area. These raptors species have a nesting season identified between March 1 and August 15. In a report prepared for the Isla Vista Parks and Recreation District, Watershed Environmental (2004) recommended that construction activities within the vicinity of potential raptor nesting habitat</p>	<p><b>Mitigation Measure BIO-3:</b> For any construction activity on a vacant parcel within 300 feet of Estero Park and/or Camino Majorca eucalyptus windrows, requiring a coastal development permit and occurring between March 1 and August 15, the project applicants shall fund biological surveys to identify any presence of raptor nesting and/or roosting sites in vegetation or trees. The surveys shall be conducted 2 weeks prior to the start of ground clearing or grading activity. If survey results indicate the presence of raptor species nesting or foraging within or adjacent to any of these parcels, a 300-foot “no construction disturbance zone” measured from each raptor nest or roosting site shall be maintained during construction activities. Conducting these surveys will decrease the likelihood that raptor reproductive cycles are impacted by construction</p>	Less than significant with mitigation

Resource Area	Project Component	Impact Summary	Mitigation Measure Summary	Residual Impact
<b>Class II Impacts</b>				
		<p>be scheduled outside of the nesting season. If avoiding the nesting season would not be feasible, establishing a buffer of 300 feet between construction activities and observed raptor nests is recommended.</p> <p>At least one pair of nesting red-shouldered hawks has been observed within a eucalyptus tree in the western portion of Estero Park (Watershed Environmental 2004). Proposed Estero Park improvements would occur within the vicinity of this tree. Disturbances to nesting raptors resulting from construction equipment noise and disturbance to nesting or roosting trees would be a <i>potentially significant impact on biological resources</i>.</p> <p>The Goleta Community Plan Development Standards BIO-GV-18 and BIO-GV-18.1 require that trees providing raptor nesting or roosting habitat be preserved to the maximum extent feasible and that buffers be established around trees to protect raptor use. The following measure would ensure consistency with GCP development standards BIO-GV-18 and 18.1 and would minimize potential construction impacts on sensitive bird species habitats.</p>	<p>activities proposed in this project.</p>	
<p>4.4 Hydrology and Water Quality</p>	<p>Isla Vista Community Center</p>	<p><b>Impact CC-HYD-1: Community Center operation may cause impacts to water quality.</b></p> <p>The entire Community Center site totals 8.17 acres, of which 1.30 acres are currently covered by impermeable surfaces (16% of the site). Post-construction development would create an additional 1.25 acres of impermeable surfaces for a total of 2.55 acres, a 96% increase in impervious surfaces. An existing bio-swale is present on the site south of the community gardens. This bio-swale will be modified to better capture post-development runoff, and will remain functional during construction. In addition, a second bio-swale will be constructed on the northern portion of</p>	<p><b>Mitigation CC-HYD-1:</b> The parking area and associated driveways shall be designed to minimize impacts to surface water quality. BMPs such as oil/water separators, sand filters, landscaped areas for infiltration basins or equivalent BMPs shall be installed to intercept and effectively prohibit pollutants from discharging to the storm drain system.</p>	<p>Less than significant with mitigation</p>

Resource Area	Project Component	Impact Summary	Mitigation Measure Summary	Residual Impact
<b>Class II Impacts</b>				
		<p>the site to manage the additional runoff created by the increase in impervious surfaces.</p> <p>Because the project would increase the amount of impervious surfaces by more than 25% and would include more than 25 parking spaces, a SWQMP and treatment control BMPs would be required. In addition, Section 3.9 mitigation measures <b>HYD-2, HYD-3 and HYD-4</b>, and the following <b>site specific</b> mitigation measure would apply:</p>		
4.4 Noise	Isla Vista Community Center	<p><b>Impact CC-NSE-1: Operational noise associated with the Estero Park Community Center could impact neighboring land uses.</b></p> <p>The proposed site for the community center is presently occupied by the IV Teen Center, community gardens, and Estero Park, which includes basketball courts, picnic areas, play area, a Frisbee golf course, and on-site parking. The park is currently used by over 120 people per day. The proposed community center design would add one half-court basketball court, a skate park, a soccer field, the relocated IVYP, the Multi-Purpose Center, and the Intergenerational Center.</p> <p>The expanded facilities associated with the community center would increase community use and daily vehicle trips to the site, which would increase ambient noise levels in the immediately surrounding area. The project site is surrounded by residential uses, with the closest residences being located to the north and south.</p> <p>Noise impacts associated with the project include increased vehicle traffic, noise from soccer games and the skatepark, and noise from special events held at the Multi-Purpose Center. Access to the site would continue to be from Camino Corto and Camino Del Sur with parking along Estero Road and off Camino Del Sur, similar to existing</p>	<p><b>Mitigation Measure CC-NSE-1:</b> An acoustical analysis for the skate park shall be prepared by a certified engineer prior to approval of coastal development permits. The report shall evaluate the potential for noise impacts on surrounding land uses and provide design criteria to ensure that noise levels at adjacent residences do not exceed 65 dBA. Potential design elements to reduce noise impacts include below grade construction, walls, berms, landscaping, and sound absorbing materials.</p> <p><b>Mitigation Measure CC-NSE-2:</b> Any noise clearly discernable at a distance of 100 feet from the community center property line or which are in excess of 60 decibels at the edge of the community center property line shall not occur later than 10:00 PM on weekdays and midnight on weekends in accordance with the County noise ordinance.</p>	Less than significant with mitigation

Resource Area	Project Component	Impact Summary	Mitigation Measure Summary	Residual Impact
<b>Class II Impacts</b>				
		<p>conditions. Additional use of the site would increase noise associated with vehicles arriving at and leaving the site. However, this would not cause significant new noise impacts since site access and parking locations would not change.</p> <p>Relocating the IVYP across the street to the community center site would not create new noise impacts to the surrounding area. The present site of the IVYP would be converted to residential use, which would generate less noise than the existing IVYP on the site.</p> <p>The soccer field and skatepark would be a new source of noise on the project site. The skatepark would operate from 3:00 PM to 6:00 PM on weekdays and 10:00 AM to sunset on holidays and weekends. Noise associated with the skate park could create <i>potentially significant</i> impacts if exterior noise levels exceed 65 dBA at neighboring sensitive land uses. Preparation of a noise analysis shall be required to determine potential noise levels at neighboring sensitive uses and the project design must be modified to reduce exterior noise levels at neighboring sensitive receptors to 65dBA. Incorporation of these elements would reduce impacts to less than significant (Class II). The soccer field will be open to the public 24 hours a day, but will not be equipped with lighting for evening play.</p> <p>The Multi-Purpose Center would be open from 6:00 PM to 12:00 AM on weekdays and 9:00 AM to 12:00 AM on weekends. Facility capacity would be less than 100 people. The Intergenerational Center would have two rooms available for community use. Evening events could create additional noise in the area. Events that are held indoors would muffle potential noise. Noise impacts from outdoor events would be <i>potentially significant</i></p>		

Resource Area	Project Component	Impact Summary	Mitigation Measure Summary	Residual Impact
<b>Class II Impacts</b>				
		It is estimated that the community center would add 248 ADT, 61 of which would occur during the P.M peak hour. Vehicles accessing and leaving the site in the evening would add to ambient noise levels since evening events are generally not currently held at the proposed site. However, the majority of vehicle traffic would occur during the day. Because the project site is located in an urban setting with existing street traffic and community noise, the increase in vehicle traffic would not cause a significant increase in ambient noise levels.		
4.4 Traffic and Circulation	Isla Vista Community Center	<p><b>Impact CC-CIRC-7: Proposed Estero Road reconfiguration may be ineffective and under landscaped.</b></p> <p>The site plan shows that the angled parking would be designed to allow vehicles driving westbound towards Camino Corto to pull into the spaces. Under this design, vehicles would drive past the parking stalls to the basketball court area at the end of Estero Road, turn around and then drive back to the park. Implementation of a turnaround would require reconfiguration of the parking spaces at the end of Estero Road and the basketball court area. It is also noted that the angled parking design does not contain any landscaped fingers within the parking area. This is a <i>potentially significant</i> impact to traffic and circulation.</p>	<p><b>Mitigation CC-CIRC-7.1:</b> For this system to function effectively, a more formal hammerhead type turnaround area would need to be installed at the end of Estero Road adjacent to the basketball courts. This turnaround area would also need to be provided to accommodate Fire Department requirements. It is required that landscape islands be provided in the angled parking area to meet County standards. A figure illustrating these design modifications is contained in the IV Community Center Traffic and Parking Study.</p>	Less than significant with mitigation
4.4 Traffic and Circulation	Isla Vista Community Center	<p><b>Impact CC-CIRC-8: Proposed East Plaza design may create conflicting traffic movements.</b></p> <p>Access to the East Plaza is proposed via two full access driveways on Camino Del Sur. The internal parking lot circulation is proposed as a two-way looped system. This system could create</p>	<p><b>Mitigation Measure CC-CIRC-8.1:</b> It is required that the parking lay-out be redesigned to a one-way looped system with angled parking and curb-side parallel parking. This layout would simplify circulation and reduce the amount of surface area required for the parking lot.</p>	Less than significant with mitigation

Resource Area	Project Component	Impact Summary	Mitigation Measure Summary	Residual Impact
<b>Class II Impacts</b>				
		<p>conflicting movements in and out of the parking lot and the adjacent drop-off area and could lead to parallel parking on the east side of the circulation loop opposite the designated curbside parallel parking spaces. This poses a <i>potentially significant</i> impact to circulation.</p>		
<p>4.5 Biology</p>	<p>Downtown Parks</p>	<p><b>Impact PARK-BIO-1: Development of Downtown Parks Catalyst projects would potentially result in the adverse effects on habitat for fish, wildlife, and plants at Anisq ‘Oyo Park.</b></p> <p>The Master Plan proposes a series of Downtown Parks Catalyst project improvements at Anisq ‘Oyo Park that would increase recreational use over a period of 10 to 15 years. Catalyst project components include: redirecting pedestrian activity from Pardall Road into the park by recontouring existing undulating topography and providing direct pedestrian access; increased active public space areas; installing new fountains; public art; landscaping; and lighting; and removing and relocating existing park buildings.</p> <p>Direct and indirect impacts to the Anisq ‘Oyo Park habitat would include:</p> <ul style="list-style-type: none"> <li>potential for runoff of pollutants during short-term construction including sediments, concrete truck washout, and trash from construction activities into storm drains that flow into the wetland habitat within Anisq ‘Oyo Park (including runoff from construction activities in the park);</li> <li>potential increase in long-term pollutants through stormwater runoff, depending on the amount of increased impervious surfaces and runoff throughout the park; and,</li> <li>the loss of native trees and vegetation to</li> </ul>	<p><b>Mitigation Measure PARK-BIO-1a:</b> In order to reduce the potential risk of increased pollutants entering into the wetland habitat, Best Management Practices (BMPs) as identified in the County’s Standard Conditions for Project Approval Water Quality BMPs shall be implemented as components of Anisq‘Oyo Park Catalyst projects, including the following:</p> <p><i>Short-term Construction</i></p> <ul style="list-style-type: none"> <li>a. Conduct construction activities immediately adjacent to the ESH habitat in the dry season (April 15 - November 15) whenever feasible.</li> <li>b. Prohibit concrete truck washout activity within the Park area;</li> </ul> <p><i>Long-term Operations</i></p> <ul style="list-style-type: none"> <li>c. Incorporate a bioswale adjacent to the pond to capture and treat runoff prior to entering the basin; and</li> <li>d. Install sediment and trash traps in all storm drain inlets to the pond in Anisq‘Oyo Park and maintain them regularly, including prior to forecast storms.</li> </ul> <p><b>Mitigation Measure PARK-BIO-1b:</b> Restoration and revegetation of Anisq‘Oyo’ Park shall maximize the use of native species and only use non-invasive plant species.</p> <p><b>Residual Impact:</b> Though Downtown Catalyst projects would introduce several new designs and activities for Anisq‘Oyo Park, the long-term impact on park habitat</p>	<p>Less than significant with mitigation</p>

Resource Area	Project Component	Impact Summary	Mitigation Measure Summary	Residual Impact
<b>Class II Impacts</b>				
		<p>development and redesign activities.</p> <p>The potential long-term storm water pollution impacts to the pond are reduced as a bio-swale and both sediment and trash traps are included in the project description at all drainage points that enter the pond from the street.</p> <p>Though the value of existing Anisq' Oyo Park and pond wildlife habitat is limited, these impacts represent a <i>potentially significant impact on biological resources</i>.</p> <p>Both the Goleta Community Plan Development Standards and the Santa Barbara Coastal Plan require setbacks from ESH areas. Policy 9-9, protecting wetland habitat, requires a minimum buffer of 100 feet along the periphery of wetlands. However, much of the development around and within Anisq 'Oyo Park existed prior to the creation of the pond and associated wetland. Consequently, a natural 100-foot buffer area has never existed for this wetland. The proposed project allows the buffer to be modified to allow for redevelopment where development already exists in the buffer area so long as the following conditions are met.</p> <p style="padding-left: 40px;">The new structure does not encroach further into the buffer zone than an existing legal or legal nonconforming structure that it is replacing.</p> <p style="padding-left: 40px;">The new structure is designed to minimize wetland impacts to the maximum extent feasible.</p> <p style="padding-left: 40px;">If proposed development nonetheless significantly impacts the wetland or buffer area, mitigation measures to enhance the wetland or buffer shall be required.</p>	<p>would be essentially unchanged. Implementing the proposed mitigation measures accompanied with the proposed improvements to the habitat within Anisq 'Oyo Park would mitigate impacts on biological resources to <i>less than significant levels</i> (Class II).</p>	

Resource Area	Project Component	Impact Summary	Mitigation Measure Summary	Residual Impact
<b>Class II Impacts</b>				
		<p>Current uses within 100 feet of the pond include walking paths, an amphitheater, lawn area, children’s play equipment, a public restroom, public streets and sidewalks, and private development. There are limited areas around the pond that provide any transition zone between the wetland and urban/park uses. Implementation of the IVMP will result in improved conditions for the wetland through additional pre-treatment of storm runoff prior to it entering the wetland, increased wetland transition zones, and overall habitat enhancement. The project includes a new policy, specific to downtown Isla Vista, 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>		
4.5 Biology	Downtown Parks	<p><b>Impact PARK-BIO-2: Downtown Park improvements have the potential to remove native and non-native trees and vegetation that could conflict with local policies protecting such species.</b></p> <p>Anisq ‘Oyo’ Park improvements would require the removal of several trees and mature brush to enhance the function of the pond, increase the physical connection between the park and downtown project area, and to reconfigure and expand park uses.</p> <p>Relevant local policies that protect native species and vegetation include the following. The Santa Barbara County Coastal Plan Policy 9-35 requires that all land use activities be carried out to avoid damage to oak trees. The Santa Barbara County Coastal Zoning Ordinance, Article II, Sec. 35-140 regulates removal of any tree meeting certain</p>	<p><b>Mitigation Measure PARK-BIO-3:</b> A Tree Protection Plan (TPP) shall be prepared and reviewed during permit approval for all downtown park redevelopment or enhancement projects.</p>	<p>Though Downtown Catalyst projects would introduce several new designs and activities for Anisq ‘Oyo Park, the long-term impact on park habitat would be essentially unchanged. Implementing the proposed mitigation measures accompanied with the proposed</p>

Resource Area	Project Component	Impact Summary	Mitigation Measure Summary	Residual Impact
<b>Class II Impacts</b>				
		<p>criteria for size, location, and habitat value. In addition, trees are not to be removed unless they are dead, diseased, otherwise weakened, or are preventing construction of an already approved project. Goleta Community Plan Policy BIO-GV-16 and BIO-GV-17 require preservation and protection of mature, healthy native trees to the maximum extent feasible, and Development Standard BIO-GV-16.3 states that a Tree Protection Plan (TPP) may be required where the project site contains native oaks or other biologically valuable trees that would be potentially damaged by project activities. A TPP would be prepared by a certified arborist who would summarize the type of project, identify the potential impacts, and document the type and number of trees affected. The TPP would then make conclusions and recommendations accordingly.</p> <p>All of these policies and development standards would apply to processing of individual Master Plan Catalyst project review and implementation. These policies and development standards would minimize the removal of mature trees where feasible alternatives for avoidance would exist. Planting of trees in locations to enhance the urban park and installation of street trees along the perimeter of the park would provide for replacement trees.</p>		<p>improvements to the habitat within Anisq'Oyo Park would mitigate impacts on biological resources to <i>less than significant levels</i> (Class II).</p>
4.6 Aesthetics/ Visual Resources	Pardall Rd Streetscape	<p><b>Impact PARDALL-AES-1: Landscaping of proposed structures in the downtown area with deciduous trees along Pardall Road and the Embarcadero Loop could result in ineffective accenting or partial screening of proposed structures during winter months.</b></p> <p>Street trees would be planted at evenly spaced locations along Pardall Road and the Embarcadero Loop. The proposed trees could achieve heights of up to 40 feet, and are intended to partially screen the proposed maximum structural height of 35 feet.</p>	<p><b>Mitigation Measure PARDALL-AES-1:</b> In order to increase the year-round accent of proposed development along Pardall Road and the Embarcadero Loop, the IVMP and Downtown Design Guidelines shall be revised to augment the proposed exterior deciduous accent plantings with an increased distribution of evergreen accent trees, such as Evergreen Pistache, (<i>Pistacia lentiscus</i>), Brisbane Box (<i>Tristania Conferta</i>), Firewheel Tree (<i>Stenocarpus sinuata</i>), Cape Chestnut (<i>Calodendron capense</i>), Holly Oak (<i>Quercus ilex</i>), Evergreen Pear (<i>Pyrus kawakamii</i>), or Bottle Tree (<i>Brachychiton populneus</i>). Such trees</p>	<p>Less than significant with mitigation</p>

Resource Area	Project Component	Impact Summary	Mitigation Measure Summary	Residual Impact
<b>Class II Impacts</b>				
		<p>These trees would potentially provide some screening of views of the proposed two and three-story buildings (see Figures 4.6-3 and 4.6-4, Proposed View) during the late spring and summer months. Many of the trees proposed (Chinese Flame and Pistacia), however, are deciduous (the presumption is that the proposed Draft Downtown Design Guidelines refer to <i>Pistacia atlantica</i>, a screen tree achieving a height of 45-60 feet, rather than the evergreen <i>Pistacia lentiscus</i> that grows to 25 feet, but is used as a ornamental around patios, etc ) and lose their leaves in the winter (Gilman and Watson 1993; Arizona Board of Regents 2004). Therefore, for approximately 3 months of the year during winter, the trees would not fully accent project development (see Figure 4.6-5). During this time, tree trunks, limbs, and branches would provide some level of screening from public viewing points, but substantial portions of the new larger buildings would be visible and would create a view that could be considered objectionable. This would be a <i>potentially significant</i> impact on visual resources during the winter months.</p> <p>Mitigation Measure PARDALL-AES-1 requires introduction of evergreen trees that would minimize potential ineffective accent of proposed two- and three- story structures during winter months resulting in impacts to views that are mitigated to <i>less than significant levels (Class II)</i>.</p>	<p>shall be planted intermittently in groups along Pardall Road and the Embarcadero Loop to maintain some accent of the proposed buildings during the winter months when proposed deciduous species would be barren.</p>	

Resource Area	Project Component	Impact Summary	Mitigation Measure Summary	Residual Impact
<b>Class III Impacts</b>				
3.2 Aesthetics/ Visual Resources		<p><b>Impact AES-1: The proposed new housing types may increase the intensity of development compared to surrounding residential buildings.</b>            Increased residential densities proposed under the Draft IVMP would provide incentives to individual property owners to increase the number of units on their properties. This could result in the removal of existing single-story structures, and replacement with more substantial two-story multi-family units. Three housing types are proposed under the IVMP: Courtyard Housing; Linear Courtyard Housing; and Large Home. Courtyard Housing would construct units arranged around a semi-private courtyard and at two-stories would typically yield up to 40 units per acre. As with all housing types proposed, parking would be provided behind the structure. The Linear Courtyard Housing type is similar to the previously identified courtyard type but would have a central access drive that would connect to a parking area in the rear. It would be composed of several small buildings that can accommodate a more semi-private lifestyle. The Large Home type looks similar to a single-family home, but would accommodate apartments, a single-family home, or condominiums.</p> <p>In the downtown the general beach town architecture, density, and massing would be visually compatible with surrounding development, and would be effectively regulated by the Form-Based Regulating Code.</p> <p>In residential areas in the proposed new Isla Vista Residential Zoning District, vacant lots and some existing single-story residences would reasonably be replaced by new larger and more densely developed two-story residences that could potentially be larger than neighboring structures. However, this area of Isla Vista is currently developed with a range of housing types, styles and densities. Therefore, the proposed project will not</p>	<p><b>Mitigation Measure AES-1.1:</b> Where sufficient nexus exists, new private residential development or redevelopment that increases the intensity of development in terms of mass, bulk and scale shall dedicate sufficient right of way to provide for the installation of street trees along the street frontage. Placing trees at the street frontage will reduce the visual impacts of increased development.</p>	Less than significant

Resource Area	Project Component	Impact Summary	Mitigation Measure Summary	Residual Impact
<b>Class III Impacts</b>				
		<p>create additional aesthetic conflicts or a significant change to the visual character of the area. The proposed project does not change the zoning in the single family area in western Isla Vista. This increase in intensity of residential development in terms of mass and bulk would have a less than <i>significant</i> visual impact.</p>		
3.13 Traffic and Circulation		<p><b>Impact CIRC-3: Parking Impacts</b></p> <p>It is estimated that the proposed project will result in 655 existing spaces being made available, 3,262 new parking spaces will be created at project build out, while total additional parking demand at project build out will be 2,857. As a result, the project is expected to result in increased parking availability. Therefore the parking impacts from the proposed project are less than significant (Class III)</p>		Less than significant
3.1 Land Use		<p><b>Impact LU-1: Loss of Privacy</b></p> <p>Build-out of the IVMP as a whole would result in 1,447 new residential units and 51,485 new square feet of commercial space. The IVMP includes growth inducing elements such as housing throughout the downtown, a community center, and new housing on vacant lots in the residential portions of Isla Vista. Zone changes would also facilitate new residential growth throughout the community. Public improvements including Pardall Road reconstruction and parking lots/garage along with zoning changes in the downtown would also induce subsequent development. Those same public improvements will also resolve infrastructure deficiencies in the community improving quality of life. Public improvements and public/private partnerships are intended to be catalysts for the revitalization effort and as such would directly and indirectly stimulate growth in the project area. This</p>		Less than significant

Resource Area	Project Component	Impact Summary	Mitigation Measure Summary	Residual Impact
<b>Class III Impacts</b>				
		will result in population growth in the project area which will result in an overall loss of privacy to Isla Vista residents. However, Isla Vista is currently a developed urban community, and the plan includes provisions to increase the amount of public open space over the long term, which provides addition outdoor space for people seeking privacy. As a result, this growth would not generally result in a substantial change in the community with regard to privacy. These impacts are considered <i>less than significant</i> (Class III).		
3.2 Aesthetics/ Visual Resources		<p><b>Impact AES-3: Project development, including new parking lot lighting, streetlights, structural exterior illumination, and window treatments would introduce new sources of light and glare that could substantially degrade existing nighttime visual conditions.</b></p> <p>Proposed new development throughout the project area, including in the Downtown and Estero Park areas, would introduce new light and glare sources into the surrounding environment. New street lighting is proposed for major thoroughfares throughout the project area, including along Pardall Road and the Embarcadero Loop, and exterior safety lighting would be provided on all new structures, including the Community Center. These types of lighting could diminish the quality of the night sky and alter nighttime lighting characteristics.</p> <p>The Downtown Design Guidelines include design principles for new project area lighting to ensure consistency with GCP policies and development standards, including VIS-GV-6 and VIS-GV-6.1, identified above. 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. In all surrounding residential</p>		Less than significant

Resource Area	Project Component	Impact Summary	Mitigation Measure Summary	Residual Impact
<b>Class III Impacts</b>				
		neighborhoods, VIS-GV-6 and VIS-GV-6.1 apply to reduce fugitive light and glare. Therefore, as project lighting components would be designed to reduce external glare, development under the Master Plan would have an <i>adverse, but less than significant impact (Class III)</i> due to spillover light and glare.		
3.4 Air Quality		<p><b>Impact AIR-2: Short-term construction related ozone precursor emissions</b></p> <p>The use of heavy equipment during construction activities would produce NO<sub>x</sub> and ROG emissions. Development under the IVMP would be phased, occurring over a 25 year implementation period. Consequently, construction related emissions would be spread out over many years and not concentrated over a period of a few years.</p> <p>The County has no thresholds for short-term NO<sub>x</sub> and ROG emissions from construction equipment because construction operations constitute a small percentage of the total annual emissions. NO<sub>x</sub> emissions from construction equipment in the County were estimated to comprise approximately six percent of the 1990 county-wide NO<sub>x</sub> emissions, which is generally considered to be insignificant.<sup>6</sup> Emissions from the construction of development projects have been accounted for in the County ozone attainment planning process. Therefore, impacts from ROG and NO<sub>x</sub> emissions from construction operations would be <i>adverse, but less than significant (Class III)</i>.</p>		Less than significant
3.5 Biological Resources		<b>Impact BIO-4: Proposed roadway improvements, widening of sidewalks, landscaping, parkland improvements, and other infrastructure improvements could result in</b>		Less than significant

<sup>6</sup> APCD and Santa Barbara County Association of Governments, *1993 Rate of Progress Plan: Federal Ozone Standard Countywide*, 1993, as cited in *Santa Barbara County Environmental Thresholds and Guidelines Manual*, 2002.

Resource Area	Project Component	Impact Summary	Mitigation Measure Summary	Residual Impact
<b>Class III Impacts</b>				
		<p><b>substantial impacts on non sensitive wildlife species diversity or abundance.</b>  Elements of the Master Plan including roadway improvements, widening of sidewalks, landscaping, parkland improvements, and other infrastructure improvements could result in the loss of habitat used by a variety of wildlife in the project area. However, most of the wildlife in the project area is accustomed to urban development and extensive human presence. Most of the planned improvements discussed in the Master Plan are centered in the most populated areas that offer the least value to most wildlife species, and are therefore expected to result in only minimal impacts to wildlife and wildlife habitat. Also, most of the undeveloped habitat within undeveloped parcels in the project area is highly degraded and supports primarily non-native annual grasses and herbaceous species, which are known to be common locally and regionally. Therefore, the loss of non-native annual grasses and herbaceous species would not contribute to the decline of any unique wildlife species and would be <i>an adverse, but less than significant impact</i> (Class III) on biological resources.</p>		
3.6 Cultural/ Historic resources		<p><b>IMPACT CH-2: Master Plan build-out would potentially demolish residential structures over 50 years old located throughout Isla Vista, outside of the downtown and Estero Park plan areas.</b>  Increased residential densities allowed under the Master Plan would provide incentives to individual property owners to increase the number of units within their holdings. This could in cases result in the modification or removal of existing single-family structures and replacement with more substantial multi-family units. The single-family structures over 50 years old are located adjacent to or within lot boundaries that could feasibly be impacted by Master Plan build-out. A windshield</p>	<p><b>Recommended Mitigation Measure CH-2.1:</b> The age and integrity of structures proposed for modification or demolition shall be determined as a result of individual application review. Age shall be determined by reviewing existing building materials (e.g., absence of substantial use of modern materials including aluminum, plastic, vinyl, etc.) and style (single vs. two-story, vernacular vs. contemporary, etc.). Structural integrity shall be based on the presence of original exterior building materials and the absence of substantial structural additions that eliminate the ability to recognize the original age, design, and style, in compliance with CEQA guidelines. Structures over 50 years of age and retaining their exterior structural integrity (interior structural modifications shall not be</p>	Less than significant

Resource Area	Project Component	Impact Summary	Mitigation Measure Summary	Residual Impact
<b>Class III Impacts</b>				
		<p>survey of Isla Vista revealed that there are approximately 35 structures over 50 years of age. The structures would likely not relate to an important event that has made “a significant contribution to the broad patterns of California’s history and cultural heritage,” (significance Criterion A) as they were built for primarily secondary use (summer or weekend homes), or for farm worker occupation. It is possible, however, that “individual persons important in our past” (significance Criterion B) may have lived in some of these structures. If so, the structure where this occurred would possibly have some historic importance under significance Criterion B. It is not likely, based on the informal historical survey, that the structures embody the distinctive characteristics of a type, period, region, or method of construction, or represent the work of an important creative individual, or possesses high artistic values (significance Criterion C), nor due to their age (less than 100 years) would they “likely yield, or be likely to yield, information important in history” (significance Criterion D).</p> <p>GCP Policy HA-GV-1 directs that significant cultural, archaeological and historical resources in the Goleta area shall be protected and preserved to the maximum extent feasible. When an individual application is received, staff will analyze on a case-by-case basis to determine whether additional historical analysis is necessary. Adherence to GCP policies, along with CEQA guidelines would result in <i>adverse, yet less than significant impacts</i> (Class III) to historic resources.</p> <p>The following recommended mitigation measure will assist in age and integrity determination for structures that appear potentially historic.</p>	<p>considered) shall be the subject of a Phase 1 Historic Resources Significance Assessment by a County-qualified architectural historian funded by the project applicant to determine if the structure is related to individual persons important in our past. In the event the structure is found to be potentially significant, recommendations consistent with CEQA Section 15064.5 shall be undertaken. This could include measures to guide structural rehabilitation and reconstruction, and/or historical documentation (e.g., photographing and recordation).</p>	
3.7		<b>Impact GEO-1: IVMP project build-out would potentially increase the risk from seismic</b>	<b>Mitigation Measure:</b> All development in the Master Plan area will continue to be subject to Seismic Zone 4	Less than

Resource Area	Project Component	Impact Summary	Mitigation Measure Summary	Residual Impact
<b>Class III Impacts</b>				
Geological Hazards		<p><b>hazards.</b></p> <p>No active or potentially active faults have been identified in the project area (Dibblee, 1987). The More Ranch fault, with associated branches, is located north of the project area. The Santa Barbara County Safety Element (1979) considers the More Ranch fault(s) to be active. However, the More Ranch fault has not yet been zoned as an active fault by the State of California (Jennings, 1994). Based on the available geologic information, the future placement of new buildings across or adjacent to an active fault is not anticipated to occur as part of plan build-out. Thus, the fault rupture hazard in the planning area is <i>potentially considered very low and deemed less than significant</i>.</p> <p>As with all of southern Santa Barbara County, strong shaking during earthquakes can be expected to occasionally affect the planning area. This seismically-active area has experienced numerous strong earthquakes over the past two centuries. These include events in 1812 (fault unknown; magnitude <math>M_w &gt; 7.1</math>), 1857 (San Andreas, <math>M_w = 8.4</math>), 1925 (More Ranch or Mesa Fault, <math>M_w = 6.3</math>), 1927 (Hosgri Fault, <math>M_w = 7.3</math>) and 1978 (North Channel Fault, <math>M_w = 5.9</math>). (The above information is based on studies by Topozada et al, 1981; Dolan and Rockwell, 2001; Sylvester, 2003; and Sylvester and Darrow, 1979).</p> <p>Although severe shaking in the planning area could occur as a result of an earthquake on a fault located a substantial distance from the area, the maximum amount of shaking would likely occur on the nearest major active fault. The More Ranch Fault, identified as a major fault, is considered to be part of the Mission Ridge and Arroyo Parida faults identified to the east (Gurrola, 2001). Given a potential rupture length of 44 miles, the More Ranch fault system is capable of generating a maximum credible earthquake with a magnitude of</p>	<p>construction standards in the adopted Uniform Building Code for Santa Barbara County is sufficient toward addressing this impact.</p>	<p>significant</p>

Resource Area	Project Component	Impact Summary	Mitigation Measure Summary	Residual Impact
<b>Class III Impacts</b>				
		7.2. The maximum amount of ground shaking, measured as a ratio of ground acceleration to the acceleration due to gravity (g), is estimated to range from 0.60g (Mualchin, 1996) to 0.80g (Hoover, 1984).		
3.7 Geological Hazards		<p><b>Impact GEO-2: IVMP project build-out would potentially increase the risk of liquefaction.</b></p> <p>Liquefaction is a geologic condition that occurs as a result of severe ground shaking during an earthquake. Water-saturated sandy soils may suffer a loss of soil strength during shaking that can cause severe damage to buildings and other man-made structures. Poorly consolidated sand and a water table within 20 feet of the ground surface are generally required for liquefaction to occur.</p> <p>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 overlie dense claystone of the Pliocene Sisquoc Formation. Groundwater is only present as perched water that flows along the top of the claystone.</p>		Less than significant
3.7 Geological Hazards		<p><b>Impact GEO-3: IVMP project build-out along Del Playa Drive would potentially increase the risk of slope instability and increase sea cliff retreat for existing bluff properties.</b></p> <p>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</p>		Less than significant

Resource Area	Project Component	Impact Summary	Mitigation Measure Summary	Residual Impact
<b>Class III Impacts</b>				
		to the County-adopted Uniform Building Code require safety fencing to be placed along the cliff edge. P&D also has a regular inspection program to identify hazardous conditions resulting from the ongoing sea cliff retreat that affects 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. Impacts are <i>considered less than significant (Class III)</i> .		
3.7 Geological Hazards		<b>Impact GEO-4: Additional development in the plan area could increase the risk from soils hazards.</b> The generally sandy soils present within the planning area contain some proportion of expansive clays that could adversely affect new buildings. Sandy soils are also subject to collapse (rapid subsidence) when initially placed under load by the construction of a building. These potential hazards would be addressed as a routine part of the Building Permit process. For each proposed development, a soils investigation report prepared by a licensed geotechnical engineer is routinely required in order to identify the foundation design necessary to avoid such hazards. Impacts are considered <i>less than significant (Class III)</i> .		Less than significant
3.9 Hydrology and Water Quality		<b>Impact HYD-2: Water quality may be impacted by build out of the IVMP from occupancy-generated storm water runoff pollution.</b> Increased development could potentially reduce the quality of runoff when it picks up pollutants as it flows over rooftops, driveways, sidewalks, roads, and parking lots, which are then carried to receiving		Less than significant

Resource Area	Project Component	Impact Summary	Mitigation Measure Summary	Residual Impact
<b>Class III Impacts</b>				
		<p>waters. Four CDS units are installed along Del Playa Drive to intercept trash before the storm drains discharge to the ocean. The units do not remove dissolved constituents or material smaller than 5 millimeters.</p> <p>Individual development projects with a potentially significant impact on water quality would be required to implement a SWQMP as described above under Thresholds of Significance part (c) to reduce the impact to the maximum extent practicable. The SWQMP would require identification of potential pollutant sources that may affect the quality of the discharges to storm water, the proposed design and placement of structural and non-structural BMPs, and inspection and maintenance of BMPs over the life of the project.</p> <p>Measures that can effectively mitigate impacts associated with occupancy-generated storm water runoff pollution fall into three classes of BMPs:</p> <ul style="list-style-type: none"> <li>• <i>Site Planning Measures</i> that minimize directly-connected impervious surfaces and maximize infiltration, including the following required measures: using pervious paving materials to the maximum extent practicable; directing runoff from roofs and driveways into either a subsurface infiltration trench, French drains, adjacent landscaped areas, or into the site’s irrigation system; clustering development and; mandating creation of open space areas.</li> <li>• <i>Pollution Prevention/Source Control Measures</i> that avoid polluting storm water over the long-term by eliminating sources, including the following required measures: providing sufficient waste receptacle containers, creating berms around waste receptacle areas; incorporating low- or no-irrigation landscapings; and, employing Integrated Pest Management techniques in landscape</li> </ul>		

Resource Area	Project Component	Impact Summary	Mitigation Measure Summary	Residual Impact
<b>Class III Impacts</b>				
		<p>maintenance.</p> <ul style="list-style-type: none"> <li>• <i>Treatment Control Measures</i> that capture, treat, and/or filter water to remove pollutants from on-site runoff before it enters the storm drain system or other receiving waters must meet design standards of Public Works. These measures may include, but not be limited to: infiltration, evapotranspiration, and storage/reuse, e.g., rooftop catchment systems, vegetated filter strips and bioswales, storm water detention basins, storm drain filters/inserts, and in-line clarifiers or separators.</li> </ul> <p>Implementation of the SWQMP and post-construction BMPs would generally reduce storm water quality impacts to <i>less than significant levels (Class III)</i>.</p>		
3.12 Public Service and Utilities		<p><b>Impact POLICE-1: IVMP build-out will increase demand on police services.</b></p> <p>Build out of the IVMP would add a maximum of 1,447 new housing units, which translates to 4,355 new residents, assuming an average household size of 3.01 persons per unit. There are presently 21.5 police officers serving a population of 18,344 in Isla Vista, which provides a service ratio of 1:853. Assuming that police staffing in Isla Vista were to stay the same at 21.5 officers, this population increase would not create a significant impact on service levels as the ratio of police officers to people would be 1:1,052, which is still below the County standard of 1:1,200. Law enforcement services for the Isla Vista area are a budgeted portion of the total Sheriff's Department budget. If the Sheriff's Department's budget were to be reduced to the point requiring layoffs this would impact the entire County, including Isla Vista. Future IVFP staffing levels are expected to remain</p>		Less than significant

Resource Area	Project Component	Impact Summary	Mitigation Measure Summary	Residual Impact
<b>Class III Impacts</b>				
		largely the same, as expressed by County Sheriff’s Department, UCSB police, as well as the CHP. Therefore, impacts would be <i>less than significant (Class III)</i>		
3.12 Public Service and Utilities		<p><b>Impact SCH-1: IVMP build-out will affect the approaching capacity of SBSB.</b></p> <p>Full project build-out of the IVMP would generate an additional 130 students for the Santa Barbara School District.</p> <p>Dos Pueblos High School may enroll an additional 72 students generated by the proposed project. The current Facilities Master Plan for the SBSB indicates that Dos Pueblos can accommodate an additional 449 students before additional classrooms would become necessary.</p> <p>Goleta Valley Junior High is presently under-utilized and would have no need for additional classrooms to accept the new students generated by the implementation of the Plan.</p> <p>The additional students generated by the IVMP would result in <i>adverse, yet less than significant impacts (Class III)</i> to the SBSB. David Heytonk, Superintendent of SBSB, stated that SBSB would accommodate students from new development in the District’s area<sup>7</sup>.</p>		Less than significant
3.12 Public Service and Utilities		<p><b>Impact WAT-1: IVMP build-out will increase water demand.</b></p> <p>Total build-out permitted under the IVMP would result in a net new water demand of approximately 173 AFY. Section 4.2.1 of the WSA states that the projected supply is determined to be sufficient for the proposed project. (Appendix G) This is based on: 1) the GWD’s conservative approach to SWP</p>		Less than significant

<sup>7</sup> Heytonk, Personal Communication, August 2004

Resource Area	Project Component	Impact Summary	Mitigation Measure Summary	Residual Impact
<b>Class III Impacts</b>				
		and Cachuma Project supplies, which may allow 100% deliveries in years where the cutback could otherwise be as great as 80% and 26%, respectively, 2) the historical record of the Cachuma reservoir, proving its reliability even during the historic drought of record, and 3) the GWD's conjunctive use program and right to bank groundwater that it can rely upon to meet the expected critical or multiple dry year demands. This analysis provides substantial evidence that GWD will have sufficient water supplies to meet the demand of the proposed project. Therefore, the project will result in an <i>adverse, yet less than significant</i> impact to water resources (Class III)		
3.12 Public Service and Utilities		<b>Impact WW-1: IVMP build-out will increase wastewater treatment demand.</b>  Build-out permitted under the IVMP would result in <i>less than significant (Class III)</i> wastewater treatment impacts since the 1,523 ERU's of new wastewater flows would neither exceed remaining GWSD capacity nor bring the remaining capacity within the EPA and RCQWB 75% checkpoint review.		Less than significant
4.1 Air Quality	Affordable Housing	<b>Impact AH-AIR-1: Operational emissions may impact air quality.</b>  The URBEMIS2002 (Version 8.7.0) model was used to calculate potential air emissions using ADT volumes from Section 3.13 Traffic and Circulation. Results are shown in Table 4.1-2. Minor emissions would also result from on-road vehicle emissions. Vehicle emissions would not exceed the APCD and County thresholds. However, area emissions may exceed the thresholds during winter months due to wood burning fireplaces. New residential units would be subject to Mitigation Measure AIR-3.32, section 3.4, which specifies that only advance combustion or natural gas fireplaces would be	<b>Recommended Mitigation Measures:</b> Mitigation Measure AIR-3.32 in Section 3.4 Air Quality would apply.	Less than significant

Resource Area	Project Component	Impact Summary	Mitigation Measure Summary	Residual Impact
<b>Class III Impacts</b>				
		allowed in order to reduce area emissions. Impacts would be <i>adverse, yet less than significant</i> .		
4.2 Aesthetics and Visual Resources	Downtown	<p><b>Impact DT-AES-1: Proposed downtown catalyst project development and landscaping would obstruct views of the Santa Ynez Mountains currently available from the project area.</b></p> <p>Proposed downtown build-out under the Draft IVMP would result in the construction of new two- and three-story structures throughout the downtown are up to 40-feet high, including along Pardall Road. The Project Simulation View in Figure 4.2-6 depicts future structures at 35-feet high, a reasonably expected scenario for most 3-story development. The proposed maximum height in the downtown is 40 feet, which is intended to allow additional design flexibility, creating a more varied building skyline. The 40-foot height limit is expected to result in buildings of varying height, as compared to a 35-foot height limit which could result in nearly all new buildings built at the same height. The maximum 40-foot build-out of structures on the northeast corner of the Pardall Road/Embarcadero del Mar intersection is depicted in Figure 4.2-6. The difference in visual obstruction between the 35-foot height and the maximum 40-foot height would be relatively subtle to the observer at ground level. The introduction of taller, three-story development would also block any remaining fragmented view corridors of the Santa Ynez Mountains as currently experienced by pedestrians and bicyclists traveling along Pardall Road as shown in Figure 4.2-7, Proposed View.</p> <p>Visual impacts to particular mountain views from development at specific vacant parcels is analyzed in DT-AES-5, and summarized in table 4.2-4.</p> <p>Proposed development along the Embarcadero Loop would obstruct some of the panoramic view of the Santa Ynez Mountains currently experienced at points along the roadway as shown in Figure 4.2-5, Proposed View. Increased downtown structural</p>		Less than significant

Resource Area	Project Component	Impact Summary	Mitigation Measure Summary	Residual Impact
<b>Class III Impacts</b>				
		height and density would obstruct some views of the Santa Ynez Mountains; however, these would be limited to more fragmented view corridors. More important views along north-south trending streets would not be significantly impacted. Therefore, impacts on important view resources looking northward from within the downtown area would be <i>adverse, but less than significant</i> .		
4.2 Aesthetics and Visual Resources	Downtown Isla Vista	<p><b>Impact DT-AES-4: Build-out of two- and three-story structures in the downtown area would result in more extensive shadowing during winter months.</b></p> <p>Increased development of two- and three-story structures along Pardall Road Embarcadero Del Sur, and Embarcadero Del Norte would increase the massing on either side of the street. Shadows during winter months would be more extensive (see Figure 4.2-8). In addition to the increased urban bulk and scale of the downtown neighborhood, the shadows cast during the shorter winter days when the sun is lower in the sky would result in a darker seasonal visual character in the downtown area. Though shadows would be lengthened over existing conditions, the change would not result in a substantial inconsistency with the existing downtown character of the project site or region. The impact on <i>visual resources during the winter months would be adverse, but less than significant</i> (Class III).</p>		Less than significant
4.2 Cultural/ Historic Resources	Downtown Isla Vista	<p><b>IMPACT DT-CH-2: Development of the proposed project would potentially affect the significance of historic resources located within the Downtown area.</b></p> <p>Although no structures 50 years or older were identified within the Downtown area during the field inventory conducted as part of this analysis, the commercial building at 955 Embarcadero Del Mar and several other structures built in the 1960s will likely reach this age at commencement of construction of downtown catalyst sites. A visual</p>		Less than significant

Resource Area	Project Component	Impact Summary	Mitigation Measure Summary	Residual Impact
<b>Class III Impacts</b>				
		<p>assessment of the commercial building and other structures dating from this period and later indicates that although it does not appear to be architecturally significant based on design, style, construction materials or techniques, it is associated with the first commercial development, businesses, and other services established on the downtown loop that had been designated to cater to resident needs. Structures built in the 1950s and 1960s could be associated with events that have made a significant contribution to the development of contemporary Isla Vista, or be associated with a particular person important during that time. Therefore, these structures could meet Public Resources Code §5024.1 historic resources criteria A or B, respectively, which would make them eligible for listing as a historical resource.</p> <p>In the event a permit is requested to remove or modify a structure of 50 years or older, the historical significance of such structure will be assessed per adopted county standards identified in the County of Santa Barbara Environmental Thresholds and Guidelines Manual (2002) and consistent with CEQA Guidelines Section 15064.5. The applicant will be required to mitigate impacts identified in such assessments including avoidance of demolition, adoption of development restrictions, or special construction techniques for protection. These mitigations could further include measures such as historical documentation (e.g., photographing and recordation), development of interpretive signage or public display, etc.</p> <p>Accordingly, redevelopment or demolition of the structure at 955 Embarcadero Del Mar and other structures built in the 1950s and 1960s as a result of this catalyst project and associated residential build-out would have an <i>adverse, but less than significant</i> impact on cultural/historic resources (Class III)</p>		
4.2 Parks,	Downtown Isla Vista	<b>Impact DT-REC-1: Mixed use development of Pardall Gardens would result in loss of</b>		Less than significant

Resource Area	Project Component	Impact Summary	Mitigation Measure Summary	Residual Impact
<b>Class III Impacts</b>				
Recreation and Open Space		<p><b>recreation use of parcel.</b></p> <p>The IVMP proposes rezoning the existing Pardall Gardens into the Downtown Mixed use zone district. Development of this 0.18 acre parcel could generate 7 residential units and 2,156 square feet of commercial space. Current development concepts include the provision of affordable housing on the site. In its current configuration, Pardall Gardens does not serve as a significant recreational amenity. It does not contain adequate recreational amenities only picnic tables and a grassy area. The Sheriff’s Department is frequently called to respond to violations of local ordinances at the park. Conversion of the site to residential and commercial uses is considered <i>less than significant (Class III)</i>.</p> <p>IVRPD is currently preparing a park land use plan for Anisq’Oyo’, Perfect, and People’s Parks. This plan shall reconfigure Isla Vista’s downtown parks so they provide a visually prominent core for the community and downtown and provide a venue for community events. In addition, the plan shall provide active recreational opportunities to the maximum extent possible. The implementation of the plan would offset any loss of recreation at Pardall Gardens.</p> <p>The following Isla Vista Master Plan policies and actions apply all downtown park improvements and indirectly to Impact DT-REC-1:</p> <p><i>Open Space and Parks Policy 1:</i> The parks system shall be enhanced to meet social and community needs and provide more active recreational places.</p> <p><i>Open Space and Parks Action 1.1:</i> 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>		

Resource Area	Project Component	Impact Summary	Mitigation Measure Summary	Residual Impact
<b>Class III Impacts</b>				
4.3 Aesthetics and Visual Resources	Downtown Parking Structure	<p><b>Impact PLOT-AES-1: The parking structure may obstruct some fragmentary views of the Santa Ynez mountain range.</b></p> <p>The proposed downtown parking structure, if constructed as a three-story building, may block some remaining fragmented view corridors of the Santa Ynez Mountains as currently experienced by pedestrians and bicyclists traveling along Pardall Road. Increased structural height may obstruct some views of the Santa Ynez Mountains, however, these would be limited to more fragmented view corridors. More important views along north-south trending streets would not be impacted. Therefore, impacts on important view resources looking northward from within the downtown plan area would be <i>adverse, but less than significant</i> (Class III).</p>		Less than significant
4.3 Air Quality	Downtown Parking Structure	<p><b>Impact PLOT-AIR-1: Operational Emissions.</b></p> <p>On-road vehicle emissions would be the only source of air emissions associated with operation of the parking lot. As the parking lot is intended to operate as part of an in-lieu parking fee program, all impacts associated with the parking spaces in the structure were assessed in the downtown catalyst project as on-site parking. The ultimate location of the parking lot could produce local air quality impacts, which will be assessed when the site is identified. Impacts would be <i>adverse, but less than significant</i> (Class III).</p>		Less than significant
4.4 Aesthetics and Visual Resources	Isla Vista Community Center	<p><b>Impact CC-AES-1: Relocation of the Red Barn structure from Estero Park to the Sueno Orchards on the south side of Sueno Road would not substantially obstruct views of this important visual resource, or northward views of the Santa Ynez Mountains.</b></p> <p>Community Center development would require relocation of the Red Barn about 250 feet south to a new location within the Sueno Orchards for potential use as a gardening and storage facility.</p>		Less than significant

Resource Area	Project Component	Impact Summary	Mitigation Measure Summary	Residual Impact
<b>Class III Impacts</b>				
		<p>This move would not obstruct any existing fragmentary views of the Santa Ynez Mountains available from locations south of the orchard, including along Pasado Road, as the intervening orchard vegetation and residential development would shield views of the structure.</p> <p>Although the current scenic view of the Red Barn in Estero Park against the dense oak tree grove background would be replaced by views of the new Community Center complex, a new, equally important view of the barn within a complimentary agricultural context, i.e., orchards would be created. Obstruction of the existing view would be offset by creation of a new view corridor south from Sueno Road, an <i>adverse, but less than significant impact</i> (Class III).</p>		
4.4 Air Quality	Isla Vista Community Center	<p><b>Impact CC-AIR-1: Community Center operation may cause impacts to air quality.</b></p> <p>The URBEMIS2002 (Version 8.7.0) model was used to calculate potential air emissions using ADT volumes from Section 3.13 Traffic and Circulation and default settings for area sources. Results are shown in Table 4.4-5. Vehicle emissions and total operational emissions would not exceed the APCD thresholds. Impacts would be <i>less than significant</i>.</p>	<p><b>Recommended Mitigation Measures:</b> Although impacts for this project are considered less than significant, Mitigation Measures <a href="#">AIR-2-3.1 and 3.2</a> in Section 3.4 applies for all projects.</p>	Less than significant
4.4 Biological Resources	Isla Vista Community Center	<p><b>Impact CC-BIO-2: Implementation of the project may impact the man-made bio-swale drainage feature, identified as wetland, and encroach upon its buffer zone.</b></p> <p>The IVRPD constructed a bio-swale for drainage and pollutant filtering purposes on the grounds of Estero Park. Though the bio-swale meets the description as a wetland, it functions as a drainage channel while providing infiltration and groundwater recharge. Currently landscaping, paths, and other impervious surfaces are located within the 100-foot buffer of this wetland.</p>	<p><b>Recommended Mitigation Measure CC-BIO-2:</b> The drainage bio-swale constructed on Estero Park, though mapped as a wetland, was built to filter and drain runoff and shall not be subject to the required wetland buffer and may be maintained and modified by IVRPD.</p>	Less than significant

Resource Area	Project Component	Impact Summary	Mitigation Measure Summary	Residual Impact
<b>Class III Impacts</b>				
		<p>Reconfiguration of Estero Park will result in no new permanent structures within the wetland or buffer area except structures of a minor nature, as permitted under Coastal Plan Policy 9-9. In addition, the project will result in minor new landscaping and reconfiguration of existing paths and impervious surfaces within the buffer area. This impact is <i>less than significant (Class III)</i> impact on biological resources.</p>		
<p>4.4 Cultural/ Historic Resources</p>	<p>Isla Vista Community Center</p>	<p><b>Impact CC-CH-1: Development of the proposed project would potentially affect the significance of the Red Barn located in the Estero Park neighborhood plan area.</b></p> <p>Construction of the Isla Vista Community Center would require relocation of the Red Barn approximately 250 feet south of its existing location to a new site within the Sueno Orchards, along the south side of Sueno Road. The barn would continue to be used as a gardening and storage facility for the Community Gardens, which would also be relocated to the Sueno Gardens site, to allow for construction of a new soccer field.</p> <p>Despite the partial loss of exterior integrity to the barn as a result of the 1991 fire, the barn appears structurally sound and would feasibly be relocated to the new location within the Estero Park neighborhood plan area. There would be no impacts to the immediately surrounding property as a result of relocating the barn, as the original landscape, including buildings and fields, have been significantly altered since the time of its placement there, between 1938 and 1950. Although the barn has been at its existing location for over 50 years, the potential significance of the structure is not related to its location. The importance is related to its architectural style: it is the only barn in the plan area. Therefore, though the structure is potentially historically significant and has been at its current</p>		<p>Less than significant</p>

Resource Area	Project Component	Impact Summary	Mitigation Measure Summary	Residual Impact
<b>Class III Impacts</b>				
		location for over 50 years, relocation of the structure within the plan area would not result in a substantial degradation of the resource's architectural integrity. Accordingly, the barn relocation would have <i>an adverse, but less than significant impact on historic resources (Class III)</i> .		
4.4 Parks, Open Space and Recreation	Isla Vista Community Center	<p><b>Impact CC-REC-1: Development of the Isla Vista Community Center will reduce open space in Estero Park.</b></p> <p>Development of the Isla Vista Community Center includes an intensification of uses at Estero Park. While this intensification of uses results in approximately 108,434 square feet (2.48 acres) of active recreational uses, it does result in a reduction of approximately 51,923 square feet (1.19 acres) of open space. This figure factors in the loss of the existing Frisbee golf course.</p> <p>Development of the Community Center will reduce passive recreational opportunities in Isla Vista; however the impact on this resource is mitigated because the acreage is being replaced with active recreational opportunities. Currently, there is an imbalance between active and passive recreational opportunities. Development of the Community Center will help to reduce the imbalance. Implementation of the IVMP policies, development standards and action items, compliance with existing Goleta Community Plan policies and development standards, and Mitigation Measure CC-REC-3 will reduce the impact of converting open space to active recreational uses at Estero Park.</p>		Less than significant
4.4 Parks, Open Space and Recreation	Isla Vista Community Center	<p><b>Impact CC-REC-3: Development of the Community Center will result in loss of the Frisbee golf course at Estero Park.</b></p> <p>The loss of the existing Frisbee golf course does not</p>	<b>Recommended Mitigation Measure CC-REC-3:</b> If feasible, the IVRPD shall explore options for relocating a Frisbee golf course within Isla Vista or shall coordinate with UCSB to provide a formalized course	Less than significant

Resource Area	Project Component	Impact Summary	Mitigation Measure Summary	Residual Impact
<b>Class III Impacts</b>				
		<p>trigger any threshold of significance; however the course does receive consistent use throughout the year and provides a popular form of active recreation in Isla Vista. UCSB has informal Frisbee golf holes on campus, and an 18-hole Frisbee golf course located a few miles from the community at Evergreen Open Space in Goleta.</p> <p>Though Frisbee golf will no longer be an active recreation amenity at Estero Park, many other active recreational opportunities such as basketball courts, soccer fields and other uses are included in the proposed project. While the park will not have a designated closing time, there will be no lighting for active recreation opportunities after dusk. The project includes low level lighting around the proposed buildings to facilitate safe access in the evening. Organized local sporting activities will occur on the soccer field. A skate park is also proposed for the site. Due to the other active recreational uses provided at Estero Park, the loss of the Frisbee golf course is considered an <i>adverse, yet less than significant impact (Class III)</i> to recreational resources.</p>	<p>on the UCSB campus. The relocated course shall have a minimum of nine holes.</p>	
4.4 Traffic and Circulation	Isla Vista Community Center	<p><b>Impact CC-CIRC-1: Impact to El Colegio Road.</b> The Existing and Cumulative traffic volumes on the segments of El Colegio Road located east and west of Los Carneros exceed the roadway design capacity for a two-lane arterial roadway. The project would add 21 ADT and 120 ADT on El Colegio Road east and west of Los Carneros Road respectively, increasing the ADT volumes on these segments by 0.5%. This increase does not exceed the County’s project-specific or cumulative impact thresholds. This impact is considered <i>adverse, yet less than significant (Class III)</i>.</p>		Less than significant
4.4 Traffic and Circulation	Isla Vista Community Center	<p><b>Impact CC-CIRC-2: Impact to Los Carneros Road.</b> The Existing and Cumulative traffic volumes on</p>		Less than significant

Resource Area	Project Component	Impact Summary	Mitigation Measure Summary	Residual Impact
<b>Class III Impacts</b>				
		Los Carneros Road between Hollister Avenue and Mesa Road exceed the design capacity and the volumes between Mesa Road and El Colegio Road exceed the acceptable capacity. The project would add 99 ADT to these segments, representing an increase of 0.5%. This increase does not exceed the County's project-specific or cumulative impact thresholds. This impact is considered <i>adverse, yet less than significant (Class III)</i> .		
4.4 Traffic and Circulation	Isla Vista Community Center	<b>Impact CC-CIRC-3: Impact to Storke Road south of Whittier Drive.</b> The Existing and Cumulative volumes on the two-lane segment of Storke Road south of Whittier Drive exceed the acceptable capacity standard. The project would add 77 ADT to the two-lane segment, increasing volumes by 0.4%. This increase does not exceed the County's project-specific or cumulative impact thresholds. This impact is considered <i>adverse, yet less than significant</i> .		Less than significant
4.4 Traffic and Circulation	Isla Vista Community Center	<b>Impact CC-CIRC-9: Inadequate bicycle access.</b> The site plan does not show a bicycle access or an on-site bicycle path. It is anticipated that a substantial portion of traffic attracted to the site would consist of bicyclists. This is an <i>adverse, yet less than significant impact (Class III)</i> to traffic and circulation.	<b>Recommended Mitigation Measure CC-CIRC-9.1:</b> It is recommended that the site plan show bicycle access and include bicycle parking areas.	Less than significant

Resource Area	Project Component	Impact Summary	Mitigation Measure Summary	Residual Impact
<b>Class IV Impacts</b>				
3.1 Land Use, Population and Housing		<p><b>Impact LU-3: Jobs/housing balance</b></p> <p>Currently there are more jobs than housing units on the South Coast of Santa Barbara. Consistent with direction from the Santa Barbara County Association of Governments, Housing Policy #11 from the Inter-Regional Partnership for Jobs, Housing and Mobility, the proposed project will result in increased residential opportunities in an area where the jobs/housing balance ratio is greater than 1.35:1.</p> <p>Further, the proposed project outlines a program whereby these residential housing units can be incorporated into the existing urbanized area, without an expansion of urban services into agricultural or open space lands elsewhere. By developing within existing urbanized areas, the proposed project avoids other environmental impacts which would result by developing on previously undeveloped sites. As a result, the project results in a <i>beneficial impact</i> (Class IV).</p>		Beneficial Impact
3.2 Aesthetics/ Visual Resources		<p><b>Impact AES-2: Implementation of the proposed project, including the installation of street trees, will improve the quality and character of residential buildings in Isla Vista.</b></p> <p>Most residences in Isla Vista were commonly constructed with low-cost building materials that in many cases have deteriorated and have been repaired or are in need of repair. No single architectural theme exists throughout the project area. Typical lots are small and often narrow, resulting in non-uniform building, parking, setback, and landscaping patterns.</p> <p>The IVMP, Community-Wide Form-Based Regulating Code, and Downtown Design Guidelines will provide a uniform architectural theme intertwined with characteristics of good design. These characteristics include: comfortable street frontage (porches, front yards), shared common spaces, rear parking which is screened from view, and sustainable, draught tolerant landscaping.</p>		Beneficial Impact

Resource Area	Project Component	Impact Summary	Mitigation Measure Summary	Residual Impact
<b>Class IV Impacts</b>				
		These new housing types are not only aesthetically pleasing, but offer residents a higher quality of life by including courtyards, porches, balconies, and landscaping. Development on specific Affordable Housing sites, specifically sites 3 and 9, will result in the elimination of visual clutter and an improvement to visual resources. Implementation of the new housing types specified in the IVMP provides a <i>beneficial impact on visual resources</i> .		
3.2 Aesthetics/ Visual Resources		<b>Impact AES-5: Proposed bluff top active recreational improvements within the Del Playa Open Space and Del Playa Courts would result in additional beneficial views of Pacific Ocean visual resources.</b> Increased active recreational opportunities proposed at the Del Playa Open Space and Del Playa Courts, along with improvements to existing public trails along the southside of the roadway, would increase public opportunities for exposure to important Pacific Ocean scenic views. Improved facilities from which to experience these important visual resources would be a <i>beneficial impact on aesthetics and visual resources (Class IV)</i> .		Beneficial Impact
3.12 Public Service and Utilities		<b>Impact FIRE-2: Impact to access into Isla Vista for Fire Department vehicles through the use of roundabouts and mini-roundabouts.</b> The IVMP proposes the use of mini-roundabouts and roundabouts for intersections along the El Colegio corridor, as well as the Pardall Road, Embarcadero Del Mar and Embarcadero Del Norte intersections. These road improvements will be designed to accommodate delivery trucks and safety vehicles <sup>8</sup> .  The addition of roundabouts and mini-roundabouts to these non-signalized intersections will alter the traffic pattern for Fire Department vehicles which need access to the area in the event of an emergency. Currently, these intersections have the potential for congestion, with one direction of traffic with a stop sign and the other with the right-of-way. The roundabouts and mini-roundabouts will		Beneficial Impact

<sup>8</sup> Streets DevStd 1.4, IVMP

Resource Area	Project Component	Impact Summary	Mitigation Measure Summary	Residual Impact
<b>Class IV Impacts</b>				
		<p>ensure a continuous flow of traffic, and have elements that facilitate the movement of emergency vehicles, such as a mountable apron at the center of the roundabout, and a wide enough roadway between roundabouts to allow vehicles to pass stopped traffic.</p> <p>Federal Highway Administration guidelines state that, “Roundabouts provide emergency vehicles the benefit of lower vehicle speeds, which make roundabouts safer for them to negotiate than signalized crossings. Unlike at signalized intersections, emergency vehicle drivers are not faced with through-vehicles unexpectedly running the intersection and hitting them at high speed.”</p> <p>The implementation of roundabouts and mini-roundabouts is in line with Goleta Community Plan Policy FIRE-GV-4, which requires that emergency access be a consideration in the siting and design of new development. According to information from both the Federal Highway Administration and the Goleta Community Plan, this impact would be <i>beneficial (Class IV)</i> in regards to emergency vehicle access.</p>		
4.2 Aesthetics and Visual Resources	Downtown Isla Vista	<p><b>Impact DT-AES-3: Implementation of the proposed project, including the installation of street trees, will improve the quality and character of buildings in downtown Isla Vista.</b></p> <p>Most structures in downtown Isla Vista were commonly constructed with low-cost building materials that in many cases have deteriorated and have been repaired or are in need of repair. No single architectural theme exists throughout the project area. Typical lots are small and often narrow, resulting in non-uniform building, parking, setback, and landscaping patterns. The IVMP Downtown Design Guidelines and the Form-Based Regulating Code will provide a uniform architectural theme intertwined with characteristics of good design. These characteristics include: comfortable street frontage with porches and front yards, shared common spaces, rear parking which is screened from view, and sustainable, draught tolerant landscaping.</p>		Beneficial Impact

Resource Area	Project Component	Impact Summary	Mitigation Measure Summary	Residual Impact
<b>Class IV Impacts</b>				
		These new proposed mixed use buildings are not only aesthetically pleasing, but offer residents and shoppers a higher quality of life by including courtyards, porches, balconies, and landscaping. Development will result in a beneficial impact by reducing visual clutter and development of higher quality new mixed use buildings. Implementation of the new housing types specified in the IVMP provides a <i>beneficial impact on visual resources</i> .		
4.4 Parks, Open Space and Recreation	Isla Vista Community Center	<p><b>Impact CC-REC-2: Development of the Community Center will result in the addition of active recreational facilities.</b></p> <p>Development of the Isla Vista Community Center and other uses in Estero Park is anticipated to provide much needed active recreational opportunities for the community. By providing a park that offers a variety of passive and active recreational facilities, the park will function as more comprehensive recreational resource. As such, it is anticipated that redevelopment of Estero Park will result in increased recreational opportunities for the community. This impact is considered <i>beneficial</i>.</p>		Beneficial Impact
4.5 Aesthetics/ Visual Resources	Downtown Parks	<p><b>Impact PARK-AES-1: Proposed downtown catalyst project improvements would potentially result in additional views of Pacific Ocean visual resources.</b></p> <p>Conceptual downtown catalyst project improvements planned for Anisq' Oyo' Park would result in a visual change to the downtown visual environment. The small man-made knoll amphitheater landform would potentially be graded to street level, and a new amphitheater potentially constructed at the southern end of the park. In addition, a new north-south oriented paseo would be built to connect the reconfigured park uses to a new pedestrian entryway at Pardall Road. The new amphitheater location and paseo may provide a public viewing corridor towards the visually important Pacific Ocean. Increased visual access to the coastal horizon would potentially be a <i>beneficial impact</i> on aesthetics and visual resources.</p>		Beneficial Impacts

Resource Area	Project Component	Impact Summary	Mitigation Measure Summary	Residual Impact
<b>Class IV Impacts</b>				
4.5 Aesthetics/ Visual Resources	Downtown Parks	<p><b>Impact PARK-AES-2: Proposed downtown catalyst project improvements would improve the visual relationship and connection between the urban and recreational environments, and provide for a more integrated architectural character.</b></p> <p>New improvements planned for Anisq’ Oyo’ Park would initiate considerable change to the downtown visual environment (see Figure 4.5-6, Proposed View). Instead of a dense visual screen of trees and landscaping blocking views of interior park uses, a more open and inviting grassy space would be created through relocating several non-native trees, and removal of the dense, overgrown under story. The split-rail wooden fence bordering the park on Embarcadero Del Mar would also be removed and new streetscape amenities, such as streetlights and park benches, would be introduced. These actions would increase the integration between the proposed recreational facilities and adjacent urban structures and sidewalks, improving the visual transition between these components of the built environment.</p> <p>Additional changes include relocation of existing buildings currently located at the park. New two- and three-story buildings will be constructed that face the park to allow for expansion of park uses. New mixed-use development along the Embarcadero Loop would be sited to face the reconfigured and improved Anisq’ Oyo’ Park, and would present a visually uniform front along the roadway (see Figure 4.5-7, Proposed View). Existing single-story commercial structures, many of which are setback from the road with wide expanses of pavement and parking, would be replaced with new two- and three-story structures fronting the road. Implementation of uniform build to lines would provide a linear view corridor along the street, framing northerly views towards the scenic Santa Ynez Mountains, consistent with GCP development standard VIS-GV-1.1. Street trees would enhance the visual relationship between urban accent vegetation in the foreground and Santa Ynez Mountain and foothill</p>		Beneficial Impacts

Resource Area	Project Component	Impact Summary	Mitigation Measure Summary	Residual Impact
<b>Class IV Impacts</b>				
		<p>vegetation in the background. The trees would also maximize the scenic connectivity of street accent vegetation to the expanded open space at Anisq' Oyo' Park.</p> <p>An extensive landscaping and road improvement plan would provide for new street trees and landscaping along the length of several major thoroughfares throughout the project area. In addition, new streetlights, completed sidewalks, and narrowed roadways would be provided for a more pedestrian-friendly and visually attractive environment. A new traffic mini-roundabout is proposed for the Pardall Road/Embarcadero Loop intersections. Most of the screening 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, consistent with GCP policy VIS-GV-3. Two planting patterns are employed in the proposed landscape plan, including street tree and planters along roadways in downtown, and the Anisq' Oyo' Park improvements. As new street trees, landscaping, and architectural design treatments would improve the overall visual quality of the downtown plan area, the downtown catalyst project improvements would have a <i>beneficial impact on visual resources (Class IV)</i>.</p>		
4.5 Noise	Downtown Parks	<p><b>Impact PARK-NSE-1: Relocating the amphitheater in Anisq'Oyo' Park would shift noise impacts south to the Perfect Park area.</b></p> <p>Downtown park improvements would include the relocation of the amphitheater in Anisq'Oyo' Park from its present location at the northwest corner of the park to the southeast corner where Perfect Park is located. The amphitheater is the site of many community events. At its current location, the amphitheater is located behind several businesses along the south side of Pardall Road. Although commercial uses are not considered noise-sensitive land uses, these businesses can sometimes experience nuisance noise impacts when community events held at the</p>		Beneficial Impacts

Resource Area	Project Component	Impact Summary	Mitigation Measure Summary	Residual Impact
<b>Class IV Impacts</b>				
		<p>amphitheater. In addition, the commercial businesses along Pardall Road are all anticipated to have second and third story residential units added, which would be more sensitive to noise. Relocating the amphitheater to the southeast corner would alleviate this impact for these businesses and future residences. The southeast corner of the park would be surrounded by commercial uses along the Embarcadero Loop. However, these businesses would not be directly adjacent to the park and amphitheater as in the present configuration. With the proposed configuration, the businesses would be separated by the roadway and the amphitheater would be oriented toward the interior of the park to minimize nuisance noise impacts on surrounding land uses. Relocation would be considered <i>beneficial</i> in terms of long-term operational noise impacts on surrounding land uses (Class IV).</p>		
4.5 Recreation	Downtown Parks	<p><b>Impact PARK-REC-1: Implementation of the Master Plan includes improvements to downtown parks.</b></p> <p>The Master Plan proposes a series of specific downtown park improvements that will occur over a period of approximately 10-15 years. The primary purpose of these improvements is to refocus the community’s attention on this downtown asset. Redesigning these parks so they serve as the community’s focal point will add to the overall revitalization of the downtown. Current design concepts for Anisq’Oyo’, Perfect and People’s Park include: (1) establishment of a pedestrian paseo; (2) reconfiguration of the downtown parks; (3) relocation of the existing amphitheater and the creation of useable open space; and (4) restoration and enhancement of the urban pond area. Implementation of these identified public improvements and overall enhancement of Isla Vista’s downtown parks, which are urban parks, is considered <i>beneficial</i> (Class IV).</p>		Beneficial Impact
4.5 Traffic and Circulation	Downtown Parks	<p><b>Impact PARK-CIRC-1: Implementation of the Master Plan includes improvements to pedestrian circulation.</b></p>		Beneficial Impacts

Resource Area	Project Component	Impact Summary	Mitigation Measure Summary	Residual Impact
<b>Class IV Impacts</b>				
		Construction of the proposed pedestrian paseo from the south side of Pardall Road (between Embarcadero Del Mar and Embarcadero Del Norte) connecting to the path at the northern end of the park would improve pedestrian circulation in the downtown area. This is considered a <i>beneficial impact (Class IV)</i> .		
4.7 Noise	Sueno Bicycle Boulevard	<b>Impact SBB-NSE-1: Traffic Calming Devices.</b>  Upon completion of this project, the installation of traffic calming devices could reduce ambient noise levels as automobile traffic and speed is reduced on the roadway. This would be considered a <i>beneficial impact</i> of the project ( <i>Class IV</i> )		Beneficial Impacts

Resource Area	Project Component	Impact Summary	Mitigation Measure Summary	Residual Impact
<b>Cumulative Impacts</b>				
3.1 Land Use		<p>The pending and approved projects identified in Chapter 4, will result in cumulative impacts to land use, population and housing. Together, these cumulative projects will ultimately generate 3,351,485 sf of commercial and industrial development and 3,313 new residential units throughout the Goleta Valley, UCSB and Isla Vista area.</p> <p>The Goleta Valley, UCSB, and the Isla Vista area include a range of land uses including urban areas, suburban development, recreation uses, and natural open space. Existing plans for the area include measures to ensure the orderly development of this region through adopted land use plans, zoning ordinances, and housing programs. The Isla Vista project area is located in a predominantly urban setting. The IVMP calls for the redevelopment of existing urban development, which will result in an intensification of use, but limited changes in land use.</p> <p>Overall, the IVMP will contribute considerably to the cumulative growth to the area (1,447 housing units and 51,485 sf of commercial development).</p> <p>The project’s cumulative land use, population and housing impacts are significant (Class I). Impacts to other resource areas associated with this growth are addressed in the specific issue area chapters of this document.</p>		Significant
3.2 Aesthetics/ Visual resources		<p>The pending and approved projects identified in Chapter 3, will result in cumulative impacts to aesthetic and visual resources. Together, these cumulative projects will ultimately generate 3,351,485 sf of commercial and industrial development and 3,313 new residential units throughout the unincorporated and incorporated Goleta Valley, UCSB and Isla Vista area. This will result in a cumulatively significant amount of reduced view corridors.</p> <p>Under build-out of the GCP, high-density residential and</p>		Significant

Resource Area	Project Component	Impact Summary	Mitigation Measure Summary	Residual Impact
<b>Cumulative Impacts</b>				
		<p>industrial developments would dominate the scenic corridors of Hollister Avenue, Los Carneros Road, and Storke Road in western Goleta. Proposed development of the UCSB San Clemente housing project north of the project area would result in aesthetic impacts along the IVMP boundary by obstructing Santa Ynez Mountain and eucalyptus windrow views on the north of the UCSB playing fields as experienced from El Colegio Road and the adjacent bike path. Other development along the project area's eastern boundary, including a new UCSB parking garage and possible classrooms and meeting space, would not result in obstruction of important visual resource view corridors, but would also contribute to potential incompatibilities with existing structures and massing and night lighting. The combination of this development and development proposed under the IVMP has the ability to substantially reduce view corridors. The IVMP will contribute a significant amount of this cumulative growth to the area (1,447 housing units and 51,485 sf of commercial development). As a result, the project's cumulative impacts to aesthetic and visual resources are significant and unavoidable (Class I).</p>		
3.4 Air Quality		<p>The pending and approved projects identified in Chapter 3, will result in cumulative impacts to air quality. Together, these cumulative projects will ultimately generate 3,351,485 sf of commercial and industrial development and 3,313 new residential units throughout the Goleta Valley, UCSB and Isla Vista area. This will result in a cumulatively significant amount of reactive organic gasses, carbon monoxide, nitrogen oxides, and particulate matter that has the potential to affect air quality in the project area.</p> <p><b>ROG, NO<sub>x</sub> and PM<sub>10</sub> Emissions.</b> Cumulative development in the vicinity of the project area is listed in 3.1-8 of Section 3.0. Projects include approved and pending developments in the City of Goleta, unincorporated County, projects in the City of Santa Barbara Airport area, and build-out of the UCSB campus according to the 1990 Long Range Development Plan.</p>		Significant

Resource Area	Project Component	Impact Summary	Mitigation Measure Summary	Residual Impact
<b>Cumulative Impacts</b>				
		<p>Since the expected IVMP growth has not been accounted for in the CAP, the plan’s contribution to cumulative ROG, NO<sub>x</sub> and PM<sub>10</sub> emissions would be considered <i>significant and unavoidable (Class I)</i> due to the County’s nonattainment status for these pollutants.</p> <p><b>CO Emissions.</b> Cumulative traffic levels would exceed 800 peak hour trips and operate at less than LOS D at four intersections: HWY 101 SB Ramp/Los Carneros Road, Hollister Avenue/Storke Road, Mesa Road/Los Carneros Road, and El Colegio Road/Camino Pescadero. Two of these intersections, U.S. 101 SB Ramp/Los Carneros Road and Hollister Avenue/Storke Road, presently exceed 800 peak hour trips and operate at LOS D. All of these intersections have proposed modifications to ease traffic congestion (see section 4.15 Traffic and Circulation for more information). These modifications would reduce traffic impacts and resultant CO impacts at these intersections to less than significant levels, except Hollister Avenue/Storke Road which would remain at LOS D. The cumulative traffic levels at this intersection would exceed 800 peak hour trips and LOS D even without implementation of the IVMP. Although the IVMP would only add 13 peak hour trips to the center northbound lane on Storke Road, this would still be considered a significant impact according to the County threshold. No further mitigation measures are available and impacts would remain <i>significant and unavoidable (Class I)</i>.</p> <p>The IVMP will contribute a significant amount of this cumulative growth to the area by providing 1,447 housing units and 51,485 sf of commercial development. As a result, the project’s cumulative impacts to air quality are significant and unavoidable (Class I).</p>		
3.5 Biological Resources		Build-out of the IVMP, together with the pending and approved projects identified in chapter 3, will result in cumulative impacts to biological resources. Together, these cumulative projects will ultimately generate 3,352,973 sf of commercial and industrial development and 3,313 new residential units throughout the Goleta	<b>Mitigation Measure BIO-C-1: The Redevelopment Agency shall cause interpretive panels to be constructed and installed at the following beach access points in Isla Vista.</b>	Less than significant with mitigation

Resource Area	Project Component	Impact Summary	Mitigation Measure Summary	Residual Impact
<b>Cumulative Impacts</b>				
		<p>Valley, UCSB and Isla Vista area. This will result in a cumulatively significant amount of development that has the potential to affect biological habitats.</p> <p>Proposed project area impacts on biological resources, including direct and indirect impacts on ESHA, native and non-native trees and vegetation, and sensitive wildlife species would be mitigated to <i>adverse, but less than significant</i> (Class II) with proposed measures BIO-1 through BIO-6.2. As there are only 30 remaining undeveloped parcels throughout the highly developed and urban project area, impacts to biological habitat would be limited.</p> <p>Increased population, as a result of IVMP build-out, has the potential to impact the Western Snowy Plover (<i>Charadrius alexandrinus nivosus</i>). Suitable habitat for the Western Snowy Plover is not known in the project area and the plover is not expected to breed or roost there. However, the beach area near Devereux Slough, which is located 0.75 miles west of the project area, is a roosting and breeding site for nearly 200 birds. This stretch of Devereux Beach, including the Coal Oil Point Reserve, is designated as critical habitat by the USFWS. Devereux Beach is also a popular recreational area for Isla Vista residents. It is anticipated that an increase in beach usage and visitation will result from IVMP build-out.</p> <p>The Coal Oil Point Reserve currently facilitates and manages an active volunteer docent program during the plover's breeding season. The purpose of this program is to reduce disturbances to the plovers while still allowing for public beach use. This docent program has proven very effective over the last several years in terms of educating beach users on how to minimize impacts on the plovers. In addition, it is anticipated that the docent program will be expanded with implementation of the Joint Proposal for the Ellwood-Devereux Coast, and that a full time docent coordinator will be hired. Continuation of this program during the plover breeding season will</p>	<ol style="list-style-type: none"> <li>1. <a href="#">Camino Majorca</a></li> <li>2. <a href="#">Escondido Pass</a></li> <li>3. <a href="#">Camino Del Sur</a></li> <li>4. <a href="#">Camino Pescadero</a></li> <li>5. <a href="#">El Embarcadero</a></li> </ol> <p><u>Those interpretive panels shall include information about how to avoid snowy plover habitat as well as other information pertinent to snowy plover biology and habitat. The placement of these panels will ensure all existing, and any future, users that walk to Devereux Beach on the beach, or through UCSB property, will encounter information regarding the snowy plover prior to reaching Devereux Beach.</u></p>	

Resource Area	Project Component	Impact Summary	Mitigation Measure Summary	Residual Impact
<b>Cumulative Impacts</b>				
		<p>reduce cumulative project impacts.</p> <p>The IVMP will contribute a significant amount of this cumulative growth to the area (1,447 housing units and 51,485 sf of commercial development). As a result, the project's cumulative biologic impacts would be <i>significant, but feasibly mitigated to less than significant</i> (Class II).</p>		
3.6 Cultural/ Historic Resources		<p>Build out of the IVMP, together with the pending and approved projects identified in chapter 3, will result in cumulative impacts to cultural and historical resources. Together, these cumulative projects will ultimately generate 3,352,973 sq. ft. of commercial and industrial development and 3,313 new residential units throughout the Goleta Valley, UCSB and Isla Vista area. This will result in a cumulatively significant amount of grading and ground disturbance that has the potential to affect archeological and historic sites.</p> <p>Total avoidance of impacts is difficult. Increased human activity in the vicinity of cultural resources leads to greater exposure and potential for illicit artifact collection and accidental disturbance during construction. In many cases, these impacts can be minimized by site redesign or use of fill. These impacts would be addressed on a case-by-case basis, and implementation of existing County historical review procedures would ensure that the significance of archaeological resources is properly assessed and addressed as development occurs.</p> <p>Additionally, cumulative development could have a significant impact on the remaining approximately 35 structures over 50 years old in the region, and many that become over 50 years during the 20-year Master Plan build-out. This could happen through demolition or alteration of existing structures or during construction of new structures, roads, paths, trails, and public infrastructures such as utility pipelines. Although a detailed assessment of the total number and location of historic architectural resources throughout the entire plan</p>		Significant

Resource Area	Project Component	Impact Summary	Mitigation Measure Summary	Residual Impact
<b>Cumulative Impacts</b>				
		<p>area has not been completed, it is unlikely (though possible) for significant unavoidable impacts on unknown historic resources to occur. These impacts would be addressed on a case-by-case basis, and implementation of existing County historical review procedures would ensure that the significance of historic resources is properly assessed and addressed as development occurs.</p> <p>The IVMP will contribute a significant amount of this cumulative growth to the area (1,447 housing units and 51,485 sq. ft. of commercial development). As a result, the project's contribution to cumulative cultural and historic impacts are significant and unavoidable (Class I), consistent with the Goleta Community Plan findings.</p>		
3.7 Geological Hazards		<p>The pending and approved projects identified in Chapter 3, will result in cumulative impacts to geology and geologic resources. Together, these cumulative projects will ultimately generate 3,351,485 sf of commercial and industrial development and 3,313 new residential units throughout the Goleta Valley, UCSB and Isla Vista area. This will result in a cumulatively significant amount of development which has the potential to affect geologic hazards.</p> <p>As indicated in the above discussion, the planning area is a nearly level area generally not subject to substantial geologic hazards. The continued implementation of existing policies and procedures are adequate to mitigate the limited potentially significant hazards that could affect future development in the project area. Impacts are considered <i>adverse, but less than significant (Class III)</i></p> <p>The Draft IVMP will contribute a significant amount of this cumulative growth to the area (1,447 housing units and 51,485 sf of commercial development). As a result, the cumulative geologic impacts are significant and unavoidable (Class I).</p>		Significant

Resource Area	Project Component	Impact Summary	Mitigation Measure Summary	Residual Impact
<b>Cumulative Impacts</b>				
3.8 Hazards and Hazardous Materials		<p>The pending and approved projects identified in Chapter 3, will result in cumulative impacts to hazards and hazardous materials. Together, these cumulative projects will ultimately generate 3,351,485 sf of commercial and industrial development and 3,313 new residential units throughout the Goleta Valley, UCSB and Isla Vista area. This will result in a cumulatively significant amount of redevelopment, grading and ground disturbance that has the potential to cause the dispersal of hazards and hazardous materials.</p> <p>Implementation of the IVMP could result in the redevelopment of buildings throughout the downtown and residential areas. Full build-out could result in an additional 51,485 square feet of commercial uses and up to 1,447 new residential units. It is anticipated that this new commercial square footage will not result in an increase in hazardous material usage, storage or handling. It is expected that hazardous materials may be present during demolition. Compliance with all federal, state and local regulations will address impacts as a result of redevelopment activities. The project area is located near or adjacent to UCSB, the City of Goleta and the airport. Hazardous materials are likely present in each location, however; the management of hazardous materials under each jurisdiction is regulated by federal, state and local regulations. As a result, cumulative impacts are considered <i>adverse, but not significant (Class III)</i>.</p>		Less than significant
3.9 Hydrology and Water Quality		<p>The pending and approved projects identified in Chapter 3, will result in cumulative impacts to hydrology and water quality resources. Together, these cumulative projects will ultimately generate 3,351,485 sf of commercial and industrial development and 3,313 new residential units throughout the Goleta Valley, UCSB and Isla Vista area. This will result in a cumulatively significant amount of storm water runoff that has the potential to affect erosion, receiving bodies, and groundwater quality in the project area. Build-out under the IVMP would result in increased density and increased impervious surfaces. With respect to surface water</p>		Significant

Resource Area	Project Component	Impact Summary	Mitigation Measure Summary	Residual Impact
<b>Cumulative Impacts</b>				
		<p>quality, construction activity would increase potential sedimentation and other pollutants from spills or leaks, and new development would increase the generation of urban pollutants that can adversely impact water quality over the long-term.</p> <p>Because of the County's designation under the Phase II NPDES regulations, all discretionary projects (except those that do not result in a physical change to the environment) within the urbanized area whose contributions are cumulatively considerable must implement one or more BMPs to reduce their contribution to the cumulative impact. All future significant development would be subject to implementation of BMPs in accordance with NPDES permit and SQWMP requirements to reduce pollutants in storm water discharges to the maximum extent practicable. In addition, development in the project area would be subject to Mitigation Measures HYD-1 through 4. Therefore, with implementation of applicable requirements on all development in the area, IVMP program impacts would be <i>reduced to less than significant levels (Class II)</i>.</p> <p>The implementation of the IVMP will contribute a significant amount of this cumulative growth to the area (1,447 housing units and 51,485 sf of commercial development). As a result, the project's cumulative impacts to hydrology and water quality are significant and unavoidable (Class I).</p>		
3.10 Noise		Build-out of the Draft IVMP, together with the pending and approved projects identified in Chapter 3, will result in impacts to sensitive noise receptors in the planning area. Together, these cumulative projects will ultimately generate 3,352,973 sf of commercial and industrial development and 3,313 new residential units throughout the Goleta Valley, UCSB and Isla Vista area. This will result in a cumulatively significant increase in short term construction related noise and long term ambient noise levels.		Significant

Resource Area	Project Component	Impact Summary	Mitigation Measure Summary	Residual Impact
<b>Cumulative Impacts</b>				
		<p>The project area is located in an urban setting where typical noise sources consist of community noise and transportation noise. Construction noise is generally a part of the urban noise environment and cannot be avoided. There are numerous construction projects that are proposed in the community surrounding the project area. Construction noise impacts are short-term impacts that vary over the course of the construction phase and implementation of mitigation measures can lessen its effects on surrounding land uses so that impacts are minimized.</p> <p>Build-out under the Draft IVMP would increase the number of residents in the project area and thereby increase the average number of vehicle trips per day in the project area and surrounding community. Transportation related noise would be the greatest contribution to cumulative noise impacts. Although the goals of the Draft IVMP include reducing automobile dependency, installing traffic calming devices and improving public transportation, it is inevitable that there would be some increase in transportation related noise, particularly along major roads that access the project area. As described above in Impact NSE-2 and shown in Table 4.10-1, it is not expected that build out of the Draft IVMP and other cumulative projects would exceed County thresholds along roadways in the vicinity of the project area. However, increased urbanization over the long-term could create significant cumulative noise impacts by increasing ambient noise levels along other roadways that may exceed County thresholds. Therefore, impacts to noise levels due to implementation of the Draft IVMP program would be <i>significant and unavoidable</i> (Class I).</p> <p>The Draft IVMP will contribute a significant amount of this cumulative growth to the area (1,447 housing units and 51,485 sf of commercial development). As a result, the project's cumulative ambient noise impacts are significant and unavoidable (Class I).</p>		

Resource Area	Project Component	Impact Summary	Mitigation Measure Summary	Residual Impact
<b>Cumulative Impacts</b>				
3.11 Parks, Open Space and Recreation		<p>The pending and approved projects identified in Chapter 2, will result in cumulative impacts to Parks, Open Space and Recreational Resources. Together, these cumulative projects will ultimately generate 3,351,485 sq. ft. of commercial and industrial development and 3,313 new residential units throughout the Goleta Valley, UCSB and Isla Vista area. This will result in a cumulatively significant increase in demand for recreational facilities and neighborhood parks that has the potential to adversely affect these resources. Overall development would exacerbate the demand on already overburdened recreational facilities. The proposed project's contribution to this impact is considered <i>significant and unavoidable (Class I)</i>.</p> <p>The IVMP will contribute a significant amount of this cumulative growth to the area (1,447 housing units and 51,485 sf of commercial development). As a result, the project's cumulative impacts to parks, open space and recreational resources are significant and unavoidable (Class I).</p>		Significant
3.12 Public Services		<p>Wastewater: The pending and approved projects identified in Chapter 3, will result in cumulative impacts to wastewater resources. Together, these cumulative projects will ultimately generate 3,351,485 sf of commercial and industrial development and 3,313 new residential units throughout the Goleta Valley, UCSB and Isla Vista area. This will result in a cumulatively significant amount of wastewater generation that has the potential to affect wastewater resources.</p> <p>The IVMP will contribute a significant amount of this cumulative growth to the area (1,447 housing units and 51,485 sf of commercial development). Cumulative impacts of development projects in the GWSD service area would utilize an additional 450 ERU's. The flows from this new development, along with IVMP development would not exceed remaining capacity or cause the capacity to reach the 75% checkpoint review mark. Impacts would remain <i>adverse, but less than</i></p>		Significant

Resource Area	Project Component	Impact Summary	Mitigation Measure Summary	Residual Impact
<b>Cumulative Impacts</b>				
		<p><i>significant (Class III).</i></p> <p>Solid Waste: The pending and approved projects identified in Chapter 3, will result in cumulative impacts to solid waste resources. Together, these cumulative projects will ultimately generate 3,351,485 sf of commercial and industrial development and 3,313 new residential units throughout the Goleta Valley, UCSB and Isla Vista area. This will result in a cumulatively significant amount waste that has the potential to affect solid waste resources</p> <p>The IVMP will contribute a significant amount of this cumulative growth to the area (1,447 housing units and 51,485 sf of commercial development). As a result, the project’s cumulative solid waste impacts are significant and unavoidable (Class I).</p>		
3.13 Traffic and Circulation		<p>The pending and approved projects identified in Chapter 2, will result in cumulative impacts to traffic and circulation. Together, these cumulative projects will ultimately generate 3,351,485 sf of commercial and industrial development and 3,313 new residential units throughout the Goleta Valley, UCSB and Isla Vista area. This will result in a cumulatively significant increase in potential traffic and circulation impacts.</p> <p>The Baseline analysis outlined above includes all of the reasonably foreseeable future development within the Isla Vista-Goleta area. This analysis applies the City’s and County’s project-specific traffic impact thresholds to the IVMP, which are more stringent than the cumulative impact thresholds. Given that the Baseline traffic forecasts include trips generated by approved, pending and reasonably foreseeable projects and the application of the more stringent project-specific impact thresholds, all potential cumulative impacts have been addressed within the Baseline and Baseline + IVMP scenarios with mitigations.</p> <p>Implementation of mitigation measures identified in this section would reduce impacts to significant, but feasibly mitigated (Class II). Projects identified in the IVMP</p>		Significant

Resource Area	Project Component	Impact Summary	Mitigation Measure Summary	Residual Impact
<b>Cumulative Impacts</b>				
		<p>would be required to pay a County GTIP development fee to help fund construction of local roadway improvements. However, the payment of these fees does not guarantee the above roadway improvement would be completed prior to the identified impact occurring. Further, as a number of the proposed mitigation projects are not within County jurisdiction, the County cannot guarantee that they will be completed.</p> <p>Impact CIRC-3 is a cumulative examination of the parking impacts throughout the community and takes into account all proposed development, and projects, anticipated to affect impact Isla Vista.</p> <p>The IVMP will contribute a significant amount of this cumulative growth to the area (1,447 housing units and 51,485 sf of commercial development). Given the amount of growth attributable to this project, and the limited enforceability of mitigation measures, the project's cumulative traffic and circulation impacts are <i>significant and unavoidable (Class I)</i>.</p>		