

ATTACHMENT D

**Revisions (RV01) to the Final Supplemental Environmental Impact Report
(14EIR-00000-00002)**

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**COUNTY OF SANTA BARBARA
PLANNING AND DEVELOPMENT
LONG RANGE PLANNING
MEMORANDUM**

Date: October 27, 2015

To: Santa Barbara County Planning Commission

From: Matt Schneider, Deputy Director
Long Range Planning Division

Subject: Revisions (RV01) to the Final Supplemental Environmental Impact Report
(14EIR-00000-00002)

The County of Santa Barbara prepared a Final Supplemental Environmental Impact Report (FSEIR) for the Isla Vista Master Plan (IVMP) Update. On October 5, 2015, Planning and Development staff held a community meeting in Isla Vista to receive public input regarding the on-street parking survey and monitoring program proposed as part of the IVMP Update. The result of this meeting was a proposed minor change to Parking and Transit Policy 1.1 within the IVMP, which was analyzed in the FSEIR. This EIR revision letter evaluates the plan modifications recommended by the Planning Commission.

The California Environmental Quality Act (CEQA) Guidelines Section 15088.5 describes the circumstances under which a lead agency is required to recirculate an EIR when new information is added to the EIR after public notice is given of the availability of the Draft EIR for public review, but before the EIR certification. Significant new information that would require recirculation would include a new significant impact or an un-mitigated substantial increase in the severity of an impact. According to Guidelines Section 15088.5, “information” can include changes in the project or environmental setting as well as additional data or other information. New Information added to an EIR is not “significant” unless the EIR is changed in a way that deprives the public of a meaningful opportunity to comment upon a new substantial adverse environmental effect of the project or a feasible way to mitigate or avoid such an effect. Section 15088.5(b) states, “recirculation is not required where the new information added to the EIR merely clarifies or amplifies or makes insignificant modifications in an adequate EIR”.

The Planning Commission finds that the FSEIR (14EIR-00000-00002), as herein amended by the enclosed EIR Revision Letter analysis, may be used to fulfill the environmental review requirements for the IVMP (Planning Commission September 2, 2015 Staff Report, Attachment B – Findings for Approval). None of the changes recommended by the Planning Commission would result in any new, changed, or unmitigated environmental impacts nor would they cause changes to the conclusions in the impacts analysis in the FSEIR, or deprive the public of a

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meaningful opportunity to comment. Hence, pursuant to CEQA Guidelines Section 15088.5(b), the proposed revisions described in this document have not been recirculated. The Final SEIR for the IVMP is hereby amended by this revision document, together identified as (14EIR-00000-00002 RV01).

Enclosure: Isla Vista Master Plan Update Final SEIR 14EIR-00000-00002 Revision Letter (RV01)

Isla Vista Master Plan

Final Supplemental Environmental Impact Report

14EIR-00000-00002

SCH #2003101095

Revision Letter (RV 01)

October 27, 2015

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Revisions to the Final Supplemental Environmental Impact Report
(14EIR-00000-00002, SCH#2003101095)

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Attachment A – IVMP Parking and Transit Policy 1.1, Revised

Attachment B – Zoning Map - Revised Isla Vista Incentive Area

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I. Background

Pursuant to the California Environmental Quality Act (CEQA) Guidelines Section 15168, a Program Supplemental Environmental Impact Report (SEIR) (14EIR-00000-00002) (SCH#2003101095) was prepared for the Isla Vista Master Plan (IVMP) update. The Draft SEIR for the IVMP update was released for public comment on May 21, 2015. A publically noticed Draft SEIR comment hearing was held on June 24, 2015. Public and agency comments were received until the end of the comment period on July 6, 2015. The County responded in writing to comments received on the Draft SEIR in accordance with CEQA Guidelines Section 15088. The comments did not address project-specific issues. The Final SEIR evaluated two project alternatives in addition to the proposed project, as follows: No Project Alternative; and Permit Parking Program Alternative.

The Final SEIR concluded that the IVMP would result in less than significant (Class III) impacts to: Transportation and Circulation, and Greenhouse Gas Emissions.

The Planning Commission considered the IVMP updates and IVMP Final SEIR during public hearings on September 2, 2015, and November 4, 2015.

II. Revisions to the SEIR Analysis

At the November 4, 2015 hearing, the Planning Commission's recommendation to approve the IVMP update included the following minor amendments to the project description, which are analyzed below. These changes result in minor text amendments and clarifications to the IVMP and corresponding text revisions, where necessary, to the Final SEIR. This EIR Revision Letter presents the revised language with strikethrough and underline text.

The minor revisions documented in this EIR Revision Letter do not require recirculation of the EIR pursuant to CEQA Guidelines Section 15088.5(b), as they do not involve substantial increases in impacts or new mitigation strategies, and do not deprive the public of a meaningful opportunity to comment.

A. Analysis of Revisions to Parking and Transit Action 1.1

The following changes were made to Parking and Transit Action 1.1 in the IVMP (Attachment A):

1. Specifying that on-street parking surveys should take place while both the University of California, Santa Barbara (UCSB) and Santa Barbara City College (SBCC) are in session.
2. Adding a sub-action to have the County hold a community meeting in Isla Vista prior to releasing a Request for Proposal (RFP) for a consultant to conduct a parking survey.

“Parking and Transit Action 1.1: The County shall conduct on-street parking availability surveys to assess the adequacy of available on-street parking within the Plan Area.

1. Prior to releasing a Request for Proposal (RFP) for a consultant to conduct a parking survey, the County will hold a community meeting in Isla Vista to seek input on parking survey methodology.
2. ~~1.~~ On-street parking surveys shall be conducted annually while UCSB and Santa Barbara City College (SBCC) are-is in session. The surveys shall take place over a two day period between the hours of 7:00 am to 7:00 pm with a baseline count collected between 5:00 am and 7:00 am. If the on-street parking surveys show a parking vacancy rate below 15% for two consecutive survey periods, the County will increase the frequency of parking surveys to occur two times a year.
3. ~~2.~~ If the on-street parking surveys continue to result in a parking vacancy rate below 15% for three consecutive UCSB Quarters surveyed, the County will implement a permit parking program, or other appropriate measures to bring parking vacancy rates above 15%, within 18 months of the last on-street parking survey. In the event the bi-annual on-street parking surveys result in a vacancy rate above 15%, the County will resume conducting parking surveys annually while UCSB and SBCC are is in session.
4. ~~3.~~ Per Santa Barbara County Code, Chapter 23B-15, the permit parking program shall include an allowance for visitors, guests, and daily for-sale parking passes, while offering subsidies for low-income persons. The County shall examine effectiveness of the parking permit program annually after implementation and modify the permit parking program, as warranted, to meet the program goals and objectives. The on-street permit parking program should include the following provisions:

-The program would be enforced throughout the Plan Area during night-time hours only, from 3 a.m. to 5 a.m.

-Residential permit holders would be exempt from enforcement and able to park on area streets 24 hours a day.

-Guest passes would be made available to guests of residents for a minimal fee.

-During non-enforcement hours, all on-street parking would be equally available to residents and non-residents on a first-come, first-served basis.

-The program will not apply to the downtown commercial core.”

These IVMP revisions require concurrent minor revisions to the Final SEIR in the following sections: Transportation and Circulation (“Impact 4.1.2: On-Street Parking Availability and Coastal Access” section, page 4.1-11 and 4.1-12), and Appendix D (“Updated Isla Vista Master Plan” section, page 2-29).

Residual Impacts

These revisions serve to clarify project specific requirements for transportation and circulation and allow for better survey design to address parking adequacy and availability in the plan area. The revisions would not result in any new environmental impacts or cause a substantial increase in the severity of Impact 4.1.2 analysis in the Final SEIR. Additionally, the revisions would not increase greenhouse gas emissions and would not result in any new environmental impacts in the severity of Impact 4.2.1 analysis in the Final SEIR. Therefore, no change to the Final SEIR analysis is warranted, and impacts to transportation and circulation and greenhouse gas emissions would remain less than significant (Class III).

B. Analysis of Revisions to Isla Vista Incentive Area Figure

The IVMP zoning map figure (IVMP, page 4-41) has been revised to include “Isla Vista Incentive Area” boundary which was previously omitted from the map (Attachment B). Projects seeking to participate in the Isla Vista Built-Right Housing Incentive Program (IVMP Housing Policy 6) must be located within the Isla Vista Incentive Area boundary. The Isla Vista Built-Right Housing Incentive Program is intended to encourage developers to assemble sites, utilize green building techniques, and build public infrastructure within the Incentive Program Area.

Residual Impacts

This change serves to clarify existing information and would not result in potential physical impacts to the environment. Therefore, no change to the Final SEIR analysis is warranted.

III. Conclusion

Minor revisions to Parking and Transit Action 1.1 and an existing figure within the IVMP resulted in minor corrections and clarifications to the text of the Final SEIR. None of the changes would result in any new, changed, or unmitigated environmental impacts nor would they cause changes to the conclusions of the impacts analysis in the Final SEIR, or deprive the public of a meaningful opportunity to comment.

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ATTACHMENT A

IVMP Parking and Transit Action 1.1 (revised)

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ATTACHMENT A IVMP Parking and Transit Action 1.1 (Revised)

Parking and Transit Policy 1: In residential neighborhoods, adequate on-street parking should be available to serve the needs of Isla Vista residents. Parking should not be provided in amounts and locations that encourage residents to unnecessarily bring automobiles into the community. The full economic costs of automobile ownership should be internalized to users and not subsidized by the public.

Parking and Transit Action 1.1: The County shall conduct on-street parking availability surveys to assess the adequacy of available on-street parking within the Plan Area.

1. Prior to releasing a Request for Proposal (RFP) for a consultant to conduct a parking survey, the County will hold a community meeting in Isla Vista to seek input on parking survey methodology.

21. On-street parking surveys shall be conducted annually while UCSB and Santa Barbara City College (SBCC) are in session. The surveys shall take place over a two day period between the hours of 7:00 am to 7:00 pm with a baseline count collected between 5:00 am and 7:00 am. If the on-street parking surveys show a parking vacancy rate below 15% for two consecutive survey periods, the County will increase the frequency of parking surveys to occur two times a year.

32. If the on-street parking surveys continue to result in a parking vacancy rate below 15% for three consecutive UCSB Quarters surveyed, the County will implement a permit parking program, or other appropriate measures to bring parking vacancy rates above 15%, within 18 months of the last on-street parking survey. In the event the bi-annual on-street parking surveys result in a vacancy rate above 15%, the County will resume conducting parking surveys annually while UCSB and SBCC are in session.

43. Per Santa Barbara County Code, Chapter 23B-15, the permit parking program shall include an allowance for visitors, guests, and daily for-sale parking passes, while offering subsidies for low-income persons. The County shall examine effectiveness of the parking permit program annually after implementation and modify the permit parking program, as warranted, to meet the program goals and objectives. The on-street permit parking program should include the following provisions:

-The program would be enforced throughout the Plan Area during night-time hours only, from 3 a.m. to 5 a.m.

-Residential permit holders would be exempt from enforcement and able to park on area streets 24 hours a day.

-Guest passes would be made available to guests of residents for a minimal fee.

-During non-enforcement hours, all on-street parking would be equally available to residents and non-residents on a first-come, first-served basis.

-The program will not apply to the downtown commercial core.

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ATTACHMENT B

IVMP Zoning Map, Page 4-41 (Revised)

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