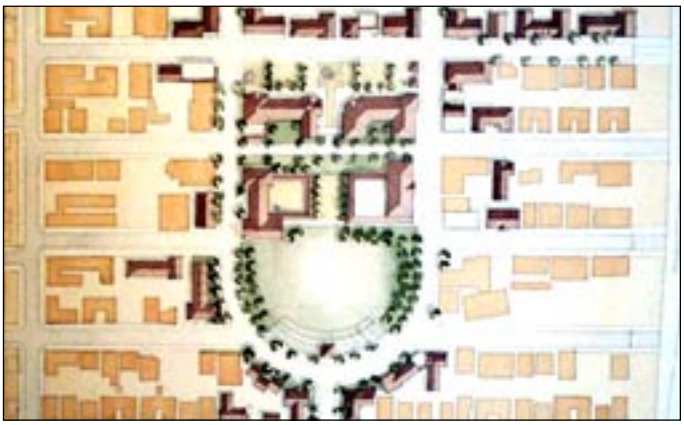

"Creating Community Through Partnerships"

[Re]Vision Isla Vista: Master Plan Design Workshop April 9-16, 2002

Workshop Summary Report

Opticos Design
Berkeley, California

Sponsored by: Santa Barbara County, the University of California at Santa Barbara and the Isla Vista Recreation and Parks District

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Workshop Summary Report

Project Area Committee Members:
Bryan Brown, Zoila Cabrera, Craig Geyer, Joy Hufschmid, Arthur Kennedy, Lucero Màrquez, Scott McDowell, Joel Silverman, Holly Jo Sparks, Janet Stich, Lou Ventura, Cyndi Wilson

Workshop Team:
Opticos Design: Daniel Parolek, Stefan Pellegrini, Karen Parolek

Sargent Town Planning: David Sargent, *Urban Design and Planning*

Strategic Economics: Dena Belzer, *Economics*

Nelson\Nygaard: Jeff Tumlin, *Transportation*

Swift & Associates: Peter Swift, *Circulation*

The Office of Katie O'Reilly Rogers: Katie O'Reilly Rogers, Claudia Earl, *Open Space and Landscape Design*

180 Degree Design Studio: Kevin Klinkenberg, *Urban Design and Architecture*

Rasmussen & Associates: Scott Boydstun, *Urban Design and Architecture*

Associated Transportation Engineers: Scott Schell, *Circulation*

Robert Alminana, *Urban Design and Architecture*

Oscar Machado, *Urban Design and Architecture*

Tim Slattery, *Urban Design, Architecture and Renderings*

Leo Casas, *Urban Design and Architecture*

Sponsors:
Santa Barbara County

The University of California at Santa Barbara

The Isla Vista Recreation and Parks District

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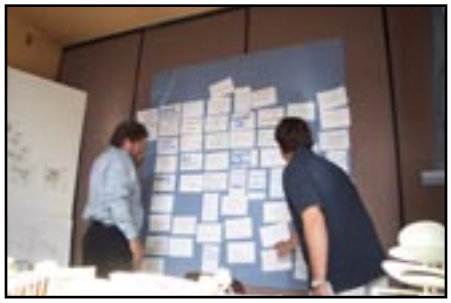
Chapter 1: Introduction

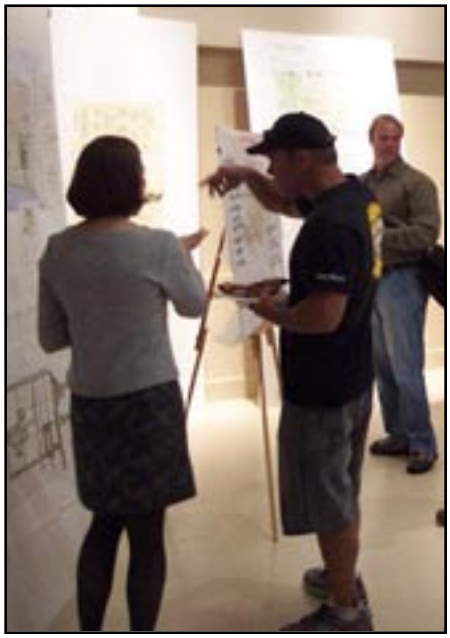
The Isla Vista Master Plan Workshop was held on April 9th-16th in the Hillel Center in Isla Vista. The objective of the eight-day workshop was to work with participants to develop a framework for their vision for Isla Vista that can be incorporated into the Isla Vista Master Plan.

The participation for the workshop was very good at both the primary presentations and the break out sessions covering special topics (A complete list of those participants who signed in can be found in the appendix). In addition, the planning team received helpful input, comments, and criticisms from local residents, property owners, and business owners.

This document summarizes the many ideas that were discussed and developed during this workshop. These community-driven ideas will become the basis for the Isla Vista Master Plan Document that will be developed with continued community input throughout the next several months.

This Master Plan process is being co-sponsored by Santa Barbara County, University of California at Santa Barbara (UCSB), and the Isla Vista Recreation & Park District (IVRPD). The collaboration of entities that all play a major role in the future development of Isla Vista is unique and unprecendented.





Overview

Isla Vista is an unincorporated community within Santa Barbara County California. It is located adjacent to the Pacific Ocean on the "South Coast" which is a narrow coastal plain lying between the Santa Ynez Mountains and the Pacific Ocean. It is surrounded on the south by the Pacific Ocean, the east by the University of California at Santa Barbara (UCSB) Main Campus, the west by UCSB West Campus, and the north by UCSB Storke Campus.

The current population of Isla Vista is 21,068; approximately 13,500 of which is students. Isla Vista is know primarily for its role in providing housing for students from UCSB as well as Santa Barbara City College.

From an urban design and community design perspective, Isla Vista represents a tremendous opportunity. Isla Vista has a one of the highest concentrations of people (67 people per acre) in California, prominent pedestrian and bicycle traffic, and a wonderful geographic location adjacent to a prominent University. In addition, all of the characteristics that are inherent in good neighborhood and town planning are already in place here. Isla Vista has an integrated network of streets, well defined edges, an obvious center, it is a walkable size (at 1/2 mile square), it has a diverse mix of uses and building types, and it is designed in a pattern that supports a transit system.

The workshop results will help direct the Master Plan and will enable the community of Isla Vista to meet the objectives it has established throughout the community process. The intent is to take advantage of the opportunity that exists within Isla Vista to create a planning framework that will ultimately allow the community to become more environmentally sustainable, improve the quality of life for residents, improve safety for bicyclists and pedestrians, improve the interface with UCSB, and enhance the connection to the natural environment by emphasizing the connection to the Pacific Ocean and the Santa Ynez Mountains.

As the workshop evolved, the plan proposals were divided into components to help clarify the individual planning strategies intended to address the many complex issues Isla Vista faces. These components were transportation, downtown, The Estero neighborhood center, housing, the Isla Vista/ UCSB interface, open space and landscape, the regulating system, and implementation. Each of these categories is covered within a chapter of this workshop summary document.

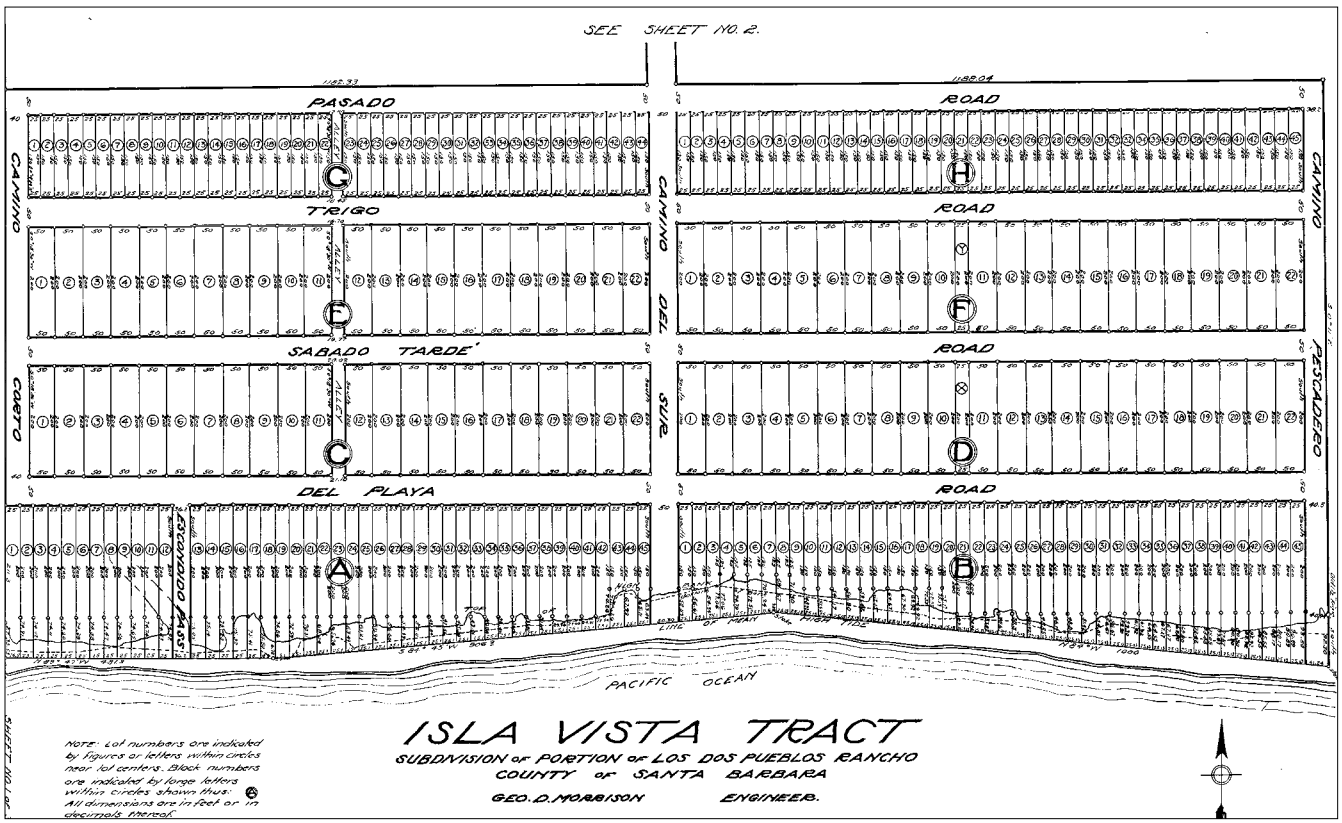
Due to its location adjacent to UCSB, Isla Vista will likely always function primarily as a student-oriented community. There are many examples of student-oriented communities across the United States with high population densities that are extremely vibrant and attractive places for students and non-students to live that could serve as a model for Isla Vista. The primary difference between these communities and Isla Vista is that the form within these places was built to accommodate this function whereas Isla Vista was built with primarily a typical suburban infrastructure which does not. The role of the strategies created at the workshop are not to change the function of Isla Vista, but rather to adjust the form to enable the community to meet their objectives and create a vibrant and attractive place for students and non-students to live.

History of Isla Vista

Isla Vista's modern origins can be traced back to 1915, when Pauline and John Ilharreguy purchased a 408-acre parcel of land framed by the Santa Ynez mountains and the waters of the Pacific Ocean. The area was rich in at least a potential for oil and natural gas, and in 1925 the area was subdivided into small lots and narrow streets to provide a unique investment opportunity for a new generation of Californians.

The hopes of finding oil in Isla Vista never materialized and by the early 1940s several oil companies and private entrepreneurs had all but given up on the prospect. In the late 1940s, however, the University of California made a decision to locate a new campus immediately adjacent to the community, providing Isla Vista with the opportunity to grow into a sizeable town.

As the population of Isla Vista grew, it became clear that the community would have to deal with a physical form that had never intended to accommodate such urbanity. Aggressive, high-density zoning, combined with entrepreneurial property owners and a nearly insatiable demand for new housing resulted in an often quickly and poorly-constructed townscape. Today, the community continues to be pressured by a high demand for housing, a transient student population, and a declining natural environment, characterized most clearly by the erosion of the ocean bluffs. Periods of social unrest in the 1960s and 70s, as well as shifts in the regional economy, have resulted in a gradual decline of the social and physical infrastructure of the community, including the public realm.



History of the Planning Process

Over the last 35 years, the public planning process in Isla Vista has been active. Numerous issues have been identified during previous planning efforts including limited parking, overcrowding, substandard housing, and deteriorating infrastructure. The problems in Isla Vista have persisted for years, and past attempts to solve them have result in relatively little permanent change.

Early reports which outlined Isla Vista problems and potential solutions include The Report of the Commission of Isla Vista ("The Trow Report,") 1970, Recommendations for Isla Vista Planning, 1973, and the Isla Vista Enhancement Report, 1996.

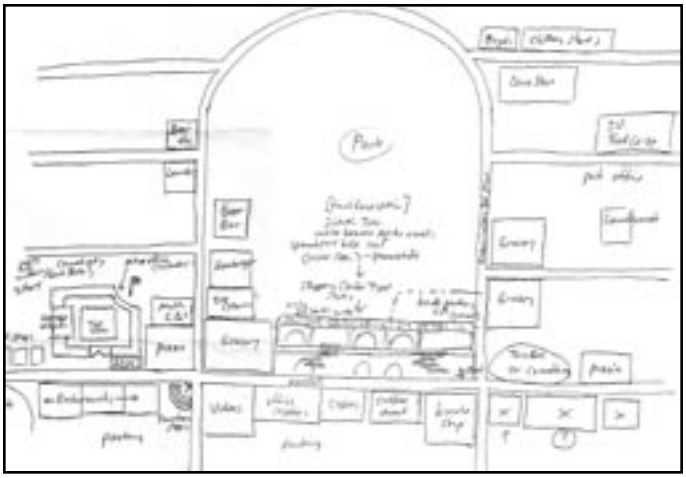
In 1990, the Santa Barbara County Board of Supervisors, in an effort to begin addressing issues identified in past reports and then-up-to-date studies, adopted the Redevelopment Plan for the Isla Vista Redevelopment Project ("Redevelopment Plan"). The objectives of that plan were to acquire environmentally sensitive property, increase public open space, develop public infrastructure improvements, construct a community center and encourage housing rehabilitation. Only some of these objectives were achieved by early redevelopment efforts; the recession in the early 1990s slowed development and many of the projects expected to generate substantial revenue for the agency were delayed.

In 1999 a working group comprised of UCSB, Isla Vista Recreation and Parks District (IVRPD), and Planning and Development began to meet to discuss the status of Isla Vista. The group sought to find ways to address issues related to overcrowding, residential dwelling quality, adequacy of downtown services, architectural design quality, bluff erosion, parking, traffic, and overall quality of the existing infrastructure. Santa Barbara County, UCSB, and the Isla Vista Recreation and Parks District (IVRPD) signed a memorandum of understanding (MOU) in 1999 establishing a strategy to jointly fund and develop a Revedelopment Plan for Isla Vista.

As a first step toward creating the master plan, the multi-agency planning team held an international design competition in 2000 to select a consultant. The competition, which consisted of four presentations, more than five public workshops, and 18 exhibit-days, concluded when a jury of community representatives and design professionals selected Opticos Design (formerly Envision Design) from Berkeley, California, as the winning entry.

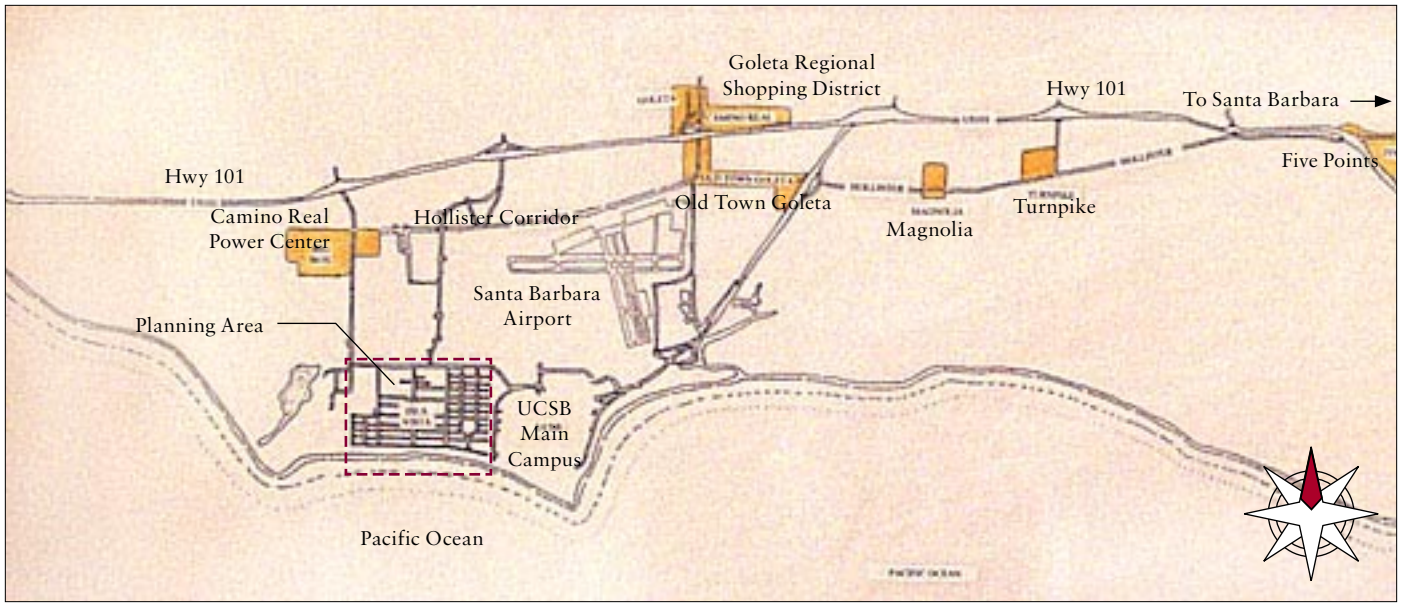
To provide for formal review of Redevelopment Plan amendments and to serve as a vehicle for the community to actively participate in the master plan process, a Project Area Committee (PAC) was formed in October 2001. The PAC is a group of residents, property owners, business owners, and representatives of community organizations from Isla Vista. The Isla Vista PAC is comprised of 13 individuals representing various community interests. The PAC has been meeting on roughly a monthly basis since December 2001.

In April 2002, the project partners held an intensive 8-day Design Workshop led by Opticos Design to assist the community in shaping the Master Plan. The Design Workshop was an opportunity for community members to interact with urban planners, architects, designers, engineers, and financing experts to discuss the future of Isla Vista. The results from the Design Workshop and from prior efforts are summarized in this report.



A plan for downtown Isla Vista drawn by a local resident clarifying the desire for more amenities in Isla Vista.

Isla Vista is located in a magnificent setting framed by the Pacific Ocean and the Santa Ynez Mountains. It is virtually landlocked; on three sides by the University of California at Santa Barbara and along its southern edge by the Pacific Ocean. It is conveniently located near the Santa Barbara airport and a variety of commercial amenities in the adjacent community of Goleta.

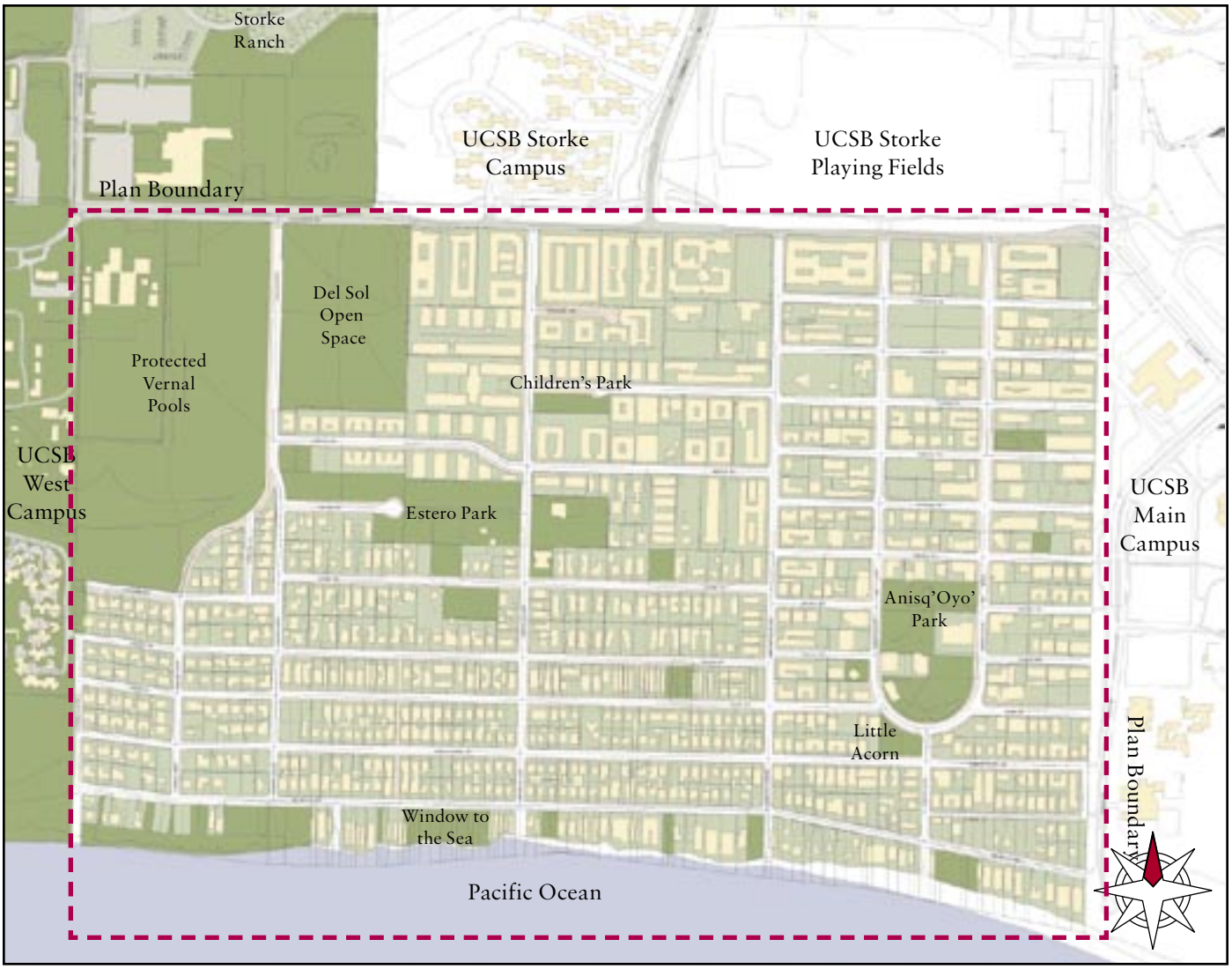


Isla Vista is located adjacent to UCSB, near the Santa Barbara Airport, a short distance from Goleta, and about 10 miles from Santa Barbara.

Isla Vista is an unincorporated community located adjacent to the Pacific Ocean on the "South Coast" of Santa Barbara County. The South Coast is a narrow coastal plain lying between the Santa Ynez mountains and the Pacific. More than 200,000 people live on the South Coast. The region's economy is largely driven by education, tourist, and service sectors though technology and agriculture both play a significant role.

More than 80,0000 people live in the Goleta Valley. Traditionally an agricultural community, the University of California at Santa Barbara is now Goleta's largest employer. Enrollment at the University is capped at 20,000 students. U.S. Highway 101 divides the Goleta Valley and is the principal route connecting the Valley to other communities. Los Carneros Road connects Isla Vista to U.S. Highway 101 and a number of major employers. The Goleta Valley is also host to the Santa Barbara Municipal Airport (SBMA), which is located in close proximity to Isla Vista and UCSB.

The Goleta Valley Community Plan has guided land development patterns in the area since its adoption in 1993. The City of Goleta's recent incorporation will lead to a new general plan for much of the Valley. This new jurisdiction now has land use authority within its boundaries. Decisions made by the new city will influence the quantity, timing and quality of growth in areas neighboring Isla Vista.



Isla Vista is composed of a 1/2 square mile of built fabric. The streets are composed of a rectilinear grid with exception of Embarcadero Del Norte and Embarcadero Del Mar that define a loop around Anisq'Oyo' Park within the downtown. There is a fine-grain block pattern in the northeast and southwest corners, but the blocks become quite large and irregular in the center of Isla Vista. The boundaries are made up of the Pacific Ocean to the south, UCSB Main Campus to the east, UCSB West Campus to the west, and UCSB Storke Campus and playing fields to the north.

Local Context/Setting

Pedestrian and Bicycle Orientation

The first thing one notices about Isla Vista is that it is packed with pedestrians and bicyclists. The primary reasons for this are its high population densities, the high percentage of students who populate Isla Vista, and its proximity to the UCSB Main Campus. Even the planning team joined the locals and toured Isla Vista on bicycles.

Housing

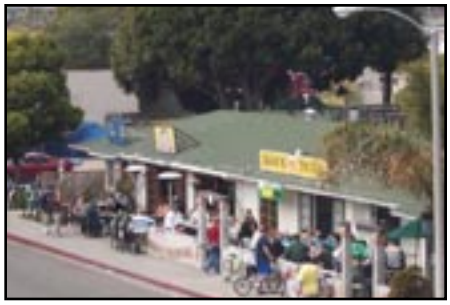
The housing in Isla Vista consists mostly of medium and high density types aside from the 8 blocks of single family residences in the southwest corner. Most of the original housing stock dates from the mid 20th century and is often poorly designed urbanistically and/or poorly maintained. Some of the more recent construction and renovations have begun to incorporate courtyard housing types and more appropriately designed housing that creates a safer and more aesthetically pleasing street environment.

Local Context/Setting

Natural Setting & Parks and Open Space

The natural setting of Isla Vista is quite breathtaking. The Pacific Ocean and the Channel Islands lie to the south and the Santa Ynez Mountains lie to the North. The open space within Isla Vista reinforces it natural context and provides opportunities for relaxation and recreation for residents.

Downtown



The downtown of Isla Vista consists of mostly one-story structures. The Pardall corridor (shown above) is the focus of the commercial activity.

Streets

Isla Vista is composed primarily of a rectilinear grid of streets. This pattern supports the pedestrian and bicycle traffic. The existing street designs are quite wide which often contributes to higher vehicle speeds. The streets are typically undefined by the buildings.

Chapter 2: Opportunities and Constraints

In order to properly prepare for the workshop, the planning team completed 4-6 weeks of background analysis that included economic analyses of both the retail and housing markets to help give the team direction on appropriate building types and build-out alternatives, surveys to help understand auto use patterns in and around Isla Vista, traffic and bicycle counts to understand the circulation system, GIS mapping to understand existing conditions and constraints, photo documentation, and plan-based analysis to understand the framework of built environment. In addition, the planning team and Santa Barbara County Planning staff opened communication with many stakeholders in Isla Vista.

During the workshop, the team gathered valuable information from participants to help refine an appropriate approach to the plan. Each of the individual break out sessions, as well as individual input over the period of the week helped the team define area-specific and overall issues. The clarification of these issues helped establish a set of overall objectives which provided the framework for the planning team over the period of the week.

For a list of additional background studies and documentation please see Appendix C.

Overall Issues and Opportunities

Issues:

1. **Pedestrian and bicycle safety (conflicts between pedestrian and automobiles).**
2. **Low quality of housing**
3. **Affordability of housing**
4. **Deterioration of the natural environment**
5. **Lack of day to day amenities within community**
6. **Diminishing character of the built environment**
7. **Predominant presence of automobiles**
8. **Lack of enforcement combined with a general sense of lawlessness**
9. **Inability of current setting to accommodate the number of people wanting to live here**
10. **Decreasing number of full-time residents**
11. **Poor interface with UCSB**

Opportunities:

1. **Framework for a great community is already in place:**
   - **-High concentration of people**
   - **-Integrated network of streets**
   - **-Variety of housing types**
   - **-Clearly defined center and edges**
   - **-Walkable size**
   - **-Pattern that supports transit**
2. **Proximity to University**
3. **Beautiful natural setting**
4. **Progressive minded community**
5. **Unique collaboration of Santa Barbara County, UCSB, and the Isla Vista Recreation and Parks District**
6. **No through traffic**
7. **Some of the highest concentrations of people in California**

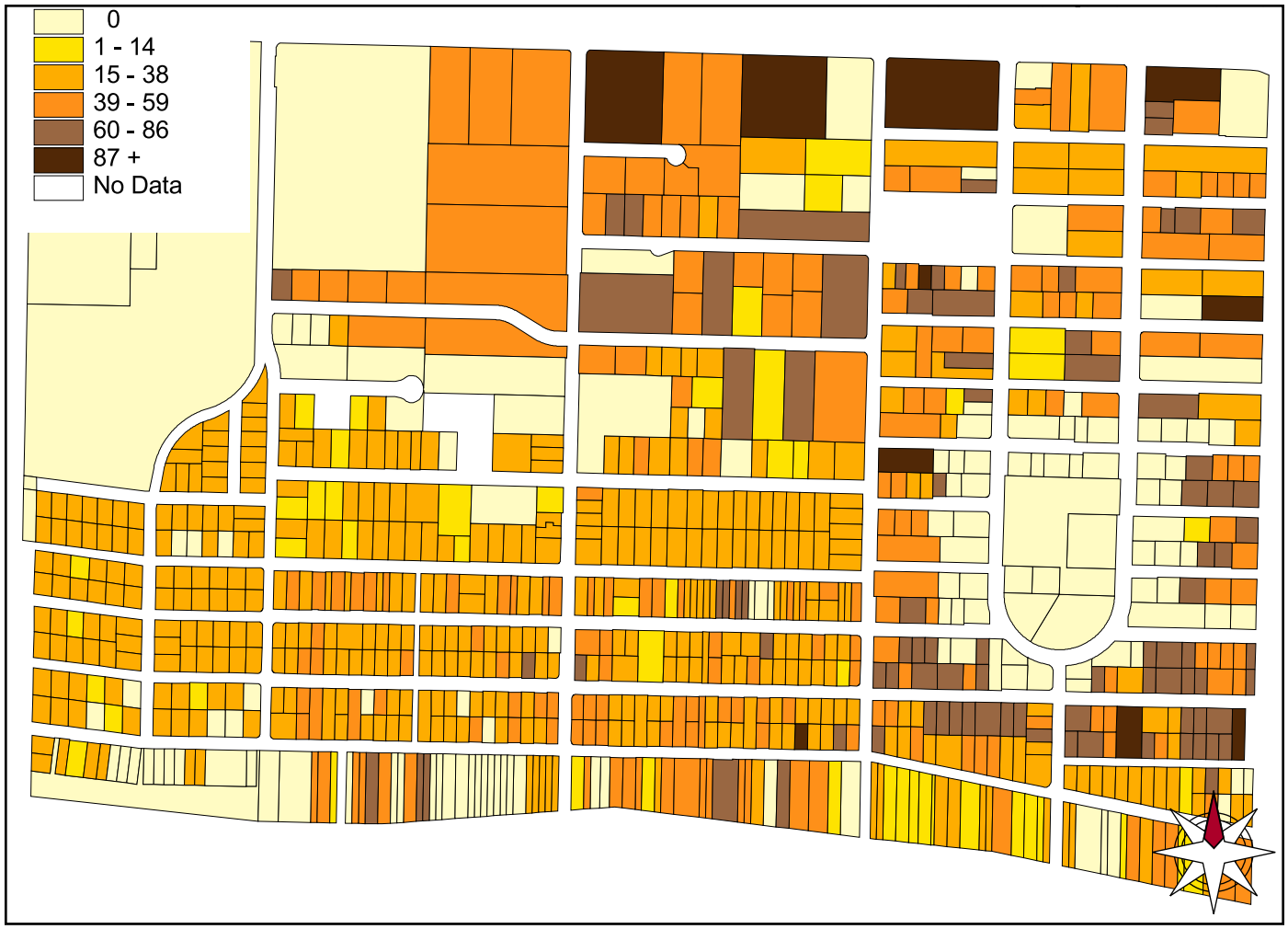
Figure Ground Plan

The Figure Ground drawing illustrates only the footprints of buildings within Isla Vista and the surrounding area. This map clearly shows the contrasting scale and "grain" of existing development. The fine grain of properties closer to the ocean is contrasted by the large, institutionally scaled apartments in northern Isla Vista and the academic buildings of the University. The other qualities that this drawing emphasizes is the isolation of Isla Vista, the drastically different patterns of adjacent development, and the clear lack of integration between Isla Vista and UCSB.

Impervious Surface Diagram

This map illustrates the large percentage of land area within Isla Vista that have been paved over with asphalt: parking lots, streets, driveways, etc. It is primarily a representation of how the presence of cars within Isla Vista has had a negative impact on the character of the place and quality of the built environment. In many instances the only outdoor spaces for apartment buildings have been paved for parking, thus leaving little communal space outside of the apartments.

This map illustrates the existing parks and open spaces, as well as public institutions, in Isla Vista. Although the network is extensive, substantial opportunity exists to connect these open spaces into a coherent "network" that can better serve the community as a whole.



Density of an area is typically calculated in units per acre. In Isla Vista, the value of property is closely tied to the number of bedrooms. In fact, taxes levied by the Isla Vista Recreation and Parks District are done so by bedroom. The density is typically calculated in bedrooms per acre. The evaluation of this map gives a very clear understanding of the areas within Isla Vista that suffer from the highest bedroom densities as well as those that provide the greatest economic opportunity for change. The lots ranging in color from light orange to light yellow are the lots that are the most underutilized and could potentially accommodate more units under existing zoning regulations. Based on this evaluation, the central area of Isla Vista has the greatest opportunity for change.

Key

- Environmentally Sensitive Habitat
- Bluff Edge
- 75 Year Bluff Retreat Line
- Suspected Fault
- Fault

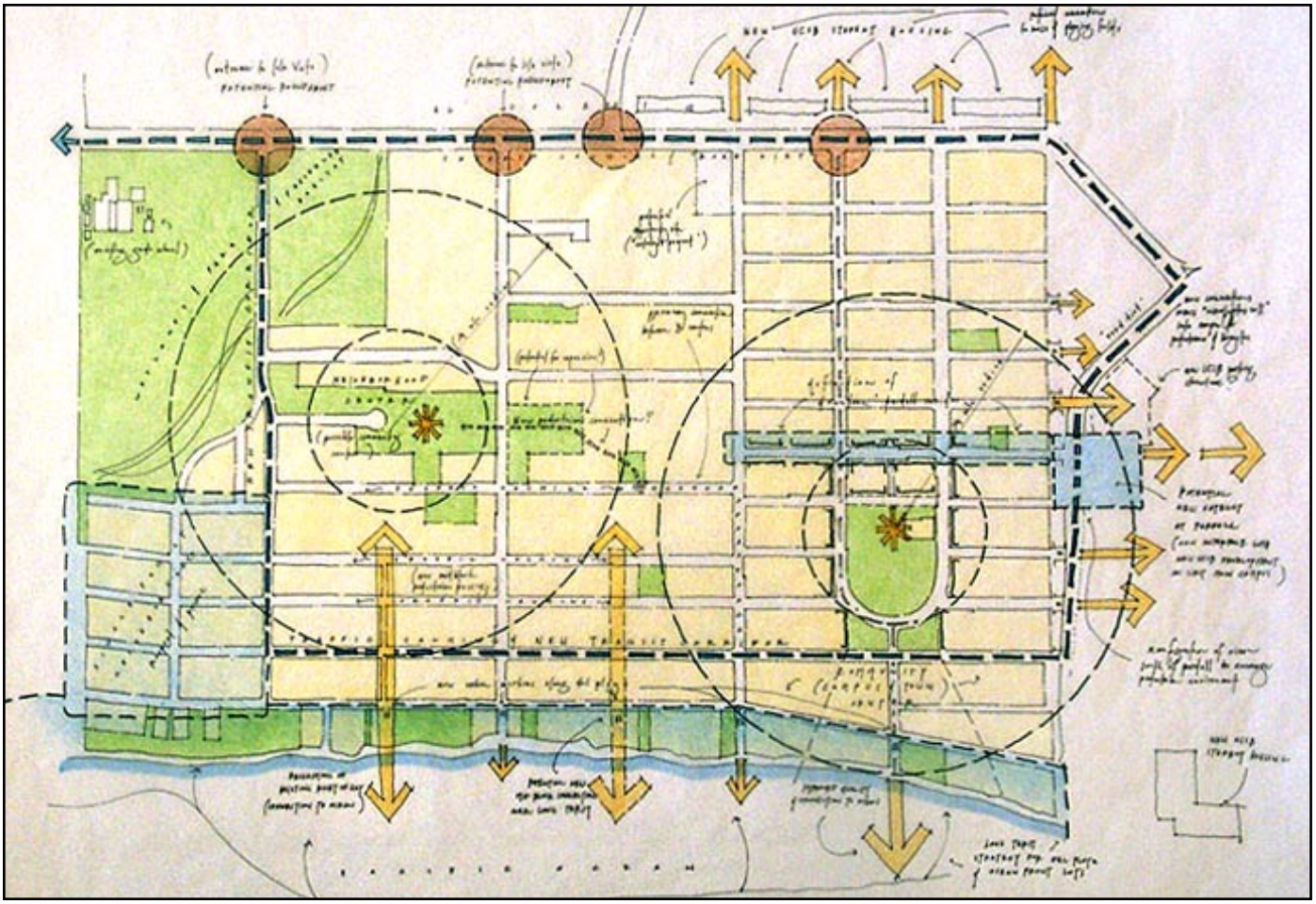
The map illustrates the environmental constraints within Isla Vista. It illustrates several environmentally sensitive areas located within the built fabric in the northwestern corner and within Anisq'Oyo' Park, and a fault and suspected fault running across the northwestern edge of the community. In addition, the 75 year bluff retreat line demonstrates the amount of Isla Vista's fabric along the southern edge that could be completely eradicated by the bluff retreat.

Overall Objectives

Objectives

1. **Create a physically, socially, and economically sustainable plan for Isla Vista.**
2. **Improve the quality of life for residents by enhancing the character of the built environment, promoting a more diverse population, and providing more amenities for residents.**
3. **Integrate strategies that increase bicycle and pedestrian safety**
4. **Promote transit oriented land use and transportation decisions.**
4. **Improve the interface with UCSB by strengthening physical and visual connections at the edges.**
5. **Enhance the connection to the natural environment by emphasizing orientation and connections to the Pacific Ocean and the Santa Ynez Mountains.**

Concept Plan



Principles of the Concept Plan:

1. **Encourage the development of two distinct neighborhoods in Isla Vista centered around Pardall Road and Estero Park**
2. **Look for opportunities to link the open space and parks network**
3. **Improve Circulation along El Colegio Road**
4. **Improve the community's physical and visual connection to the ocean and the Santa Ynez Mountains.**
5. **Enhance existing transit opportunities so that all Isla Vista residents are within 1/4 mile of transit**
6. **Encourage the revitalization of the Pardall corridor as a walkable, downtown area providing a variety of housing and retail opportunities**
7. **Introduce new traffic calming and street designs that create a safer environment for pedestrians and bicyclists**
8. **Look for opportunities for incremental growth and change within the residential areas**
9. **Improve the interface between the University and Isla Vista**

Chapter 3: Transportation

Throughout the workshop it was apparent that many of the participant's concerns were centered around transportation-related issues. These issues consisted of parking, conflicts between pedestrians/bicyclists and cars, and the overall dominating presence of automobiles within the community.

The planning team recommended a holistic approach to these issues which included traffic calming strategies, improved bicycle and pedestrian routes, an overall parking management system, and the provision of real alternatives to auto-ownership such as improved transit options and car sharing programs. The participants showed a high level of interest in these components which are explained in this chapter in great detail.

Issues

1. **Pedestrian/automobile conflicts**
2. **Shortage of parking for residents and shoppers**
3. **Current bus service**
   - **a. Infrequency of service**
   - **b. Overly complex routing (hard to understand)**
4. **UCSB commuters parking all day on the streets of Isla Vista**
5. **Back up of traffic on El Colegio at intersections**
6. **Speed of automobiles on IV streets**
7. **Unappealing auto parking on housing lots**
8. **Conflicts between parked delivery trucks and pedestrians**
9. **No competitive alternative to owning and using a car**

Objectives

1. **Reduce bicycle- and pedestrian-related collisions in IV by redesigning streets so automobiles travel at bike compatible speeds and pedestrians' right-of-way is better respected.**
2. **Reduce the impact of the automobile on the community by minimizing automobile dependence.**
   - **a. Internalize the full economic costs of automobile ownership to users.**
   - **b. Make transit more attractive than driving for most IV residents by providing frequent, reliable, rapid, all-day service.**
3. **Create efficient and effective mechanisms to manage the parking supply.**

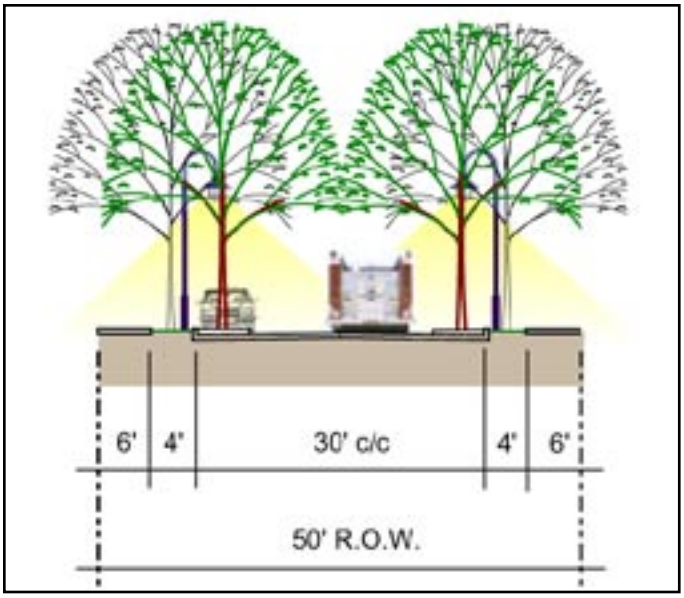
Key

- Framework Streets
- Transit Corridors
- Sidewalk Streets
- Traffic Calmed Streets
- "Rural" Streets
- Pardall Road
- Embarcadero
- Sueno
- Estero-Pardall Bike Path
- Bike Lanes
- Parking Meters
- New Pardall Parking
- Optional Meters

Although Isla Vista is composed of a rectilinear grid of streets, each of these streets serve a different function. Generally speaking, the north-south streets serve as entrances for automobiles into the community and therefore are more heavily trafficked. The east-west streets serve primarily local circulation and therefore have higher volumes of pedestrians and cyclists. El Colegio is a busy arterial that handles relatively heavy volumes of automobile traffic primarily heading toward UCSB.

The street transformation plan recognizes these differences, and groups streets according to their function. In turn, the appropriateness of measures such as sidewalk improvements and traffic calming also depends on the function of each individual street.

Street Transformations

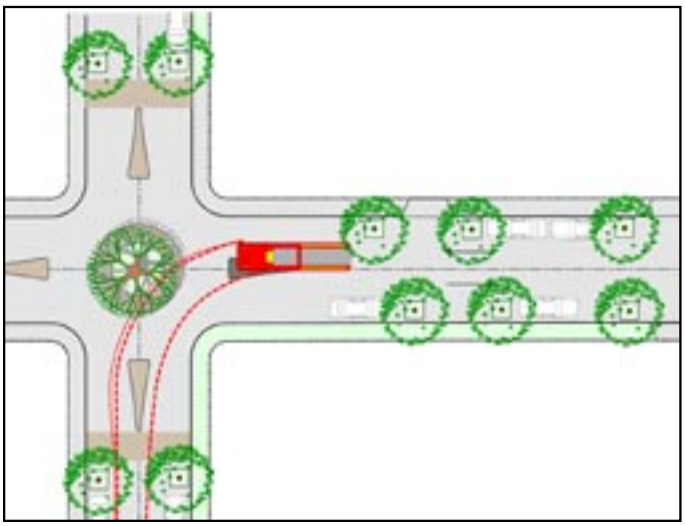


Traffic Calmed Streets

Many east-west streets lack sidewalks, and there is limited room to add them without losing on-street parking, ripping out landscaping or acquiring additional right of way. In most instances, this could be seen as an opportunity to transform the whole street into a "sidewalk". Narrow lane widths and the presence of pedestrians already help to slow vehicles down, and the proposed traffic calming could be used to further slow cars to speeds that are compatible with pedestrians. Rotaries or traffic circles should replace stop signs at some intersections – particularly in the east-west direction -- slowing automobile traffic while easing the flow for cyclists and making crossings easier for pedestrians. Street trees should be sited in either the parking lane or a planted strip between the sidewalk and roadway. Lighting should be at a pedestrian scale. The whole design of the street should give car drivers a sense that they are "guests" on the street.

Sidewalk Streets

North-south streets tend to be wider and carry higher traffic volumes, meaning that sidewalks are a high priority, rather than allowing pedestrians to share the same space as cars. Sabado Tarde should also be a 'sidewalk street' since it will also be a primary transit street. In addition, Sueno Road could also integrate sidewalks as a primary carrier of east-west pedestrian traffic. Roundabouts should be added at key intersections.

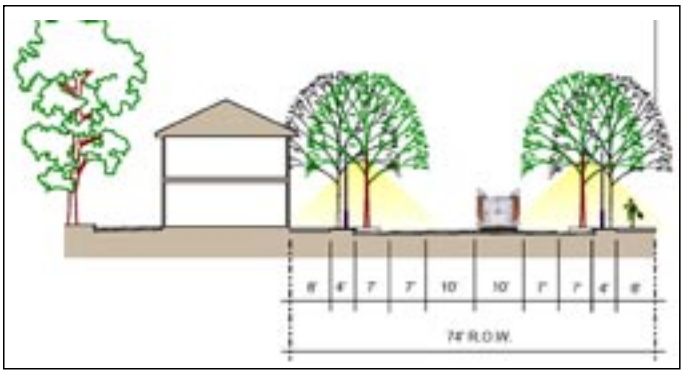


Rural Streets

Streets on the west side of Isla Vista such as Sueno tend to have a less pronounced urban character. They are 'yield streets' with a typical width of 30', meaning that there is insufficient room for cars to pass – traffic in one direction must yield to traffic coming the other way.

Only limited changes are needed to these streets, and any improvements should build on their rural nature. Street trees should be added in the parking lane, and rotaries or traffic circles introduced at intersections.

Street Transformations



Individual Street Design

Certain streets are of particular importance in Isla Vista, and warrant their own special design. Below are summaries of a few of the recommended changes. See the following proposed street design illustrations for more detailed information.

Ocean Road

Ocean Road marks the transition between Isla Vista and the UCSB campus. It should be narrowed to two 10' lanes, and include bike lanes and on-street parking.

The intersection with Pardall – the major bike route to UCSB – is particularly important. One option is to replace the Pardall bike tunnel with an at-grade roundabout. Alternatively, half of the Ocean bridge could be removed, and Pardall re-graded to smooth the transition between Isla Vista and the campus. The solid wall above the roadway should be replaced with a railing and the coarse concrete re-surfaced in a more attractive material in better keeping with the community character.

Embarcadero Loop

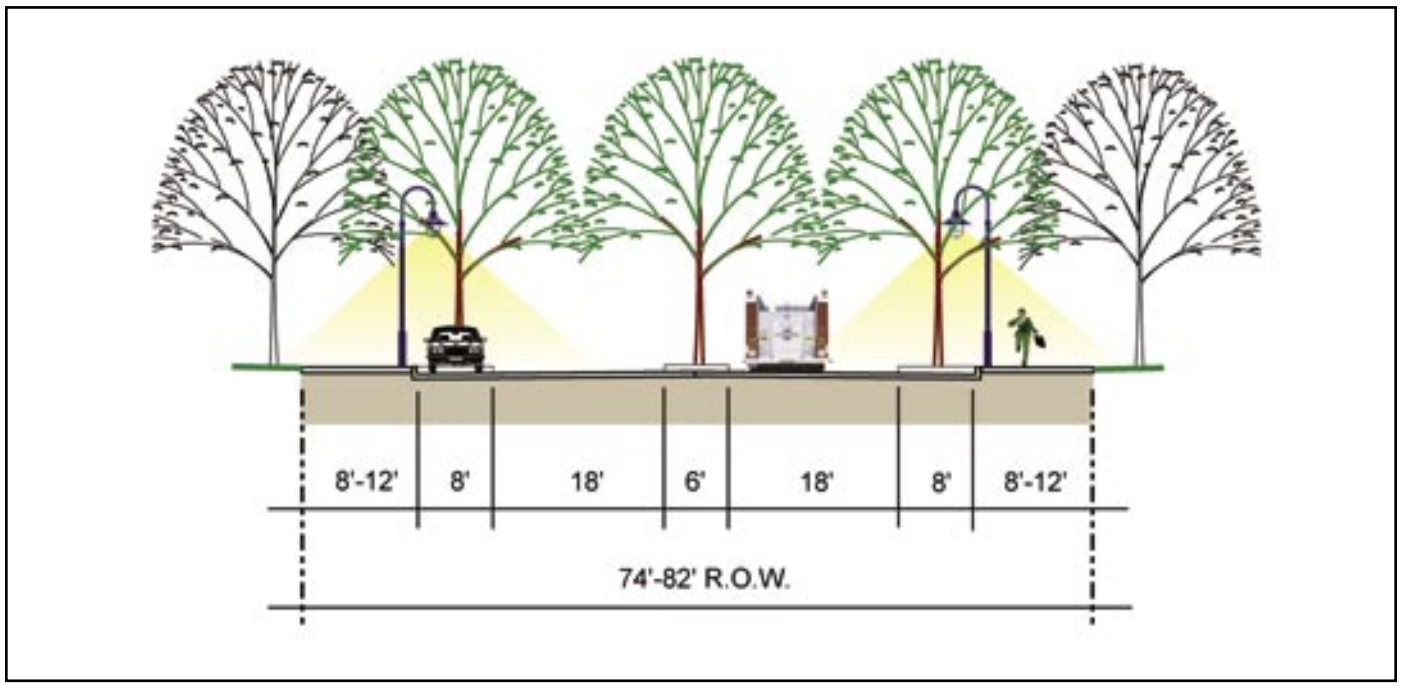
Automobile lanes on this street should be narrowed to 10', allowing sidewalks to be widened while maintaining the bike lanes. Trees can be planted in the parking lanes, and roundabouts may be appropriate at key intersections.

El Colegio

El Colegio is the major street for both automobiles and transit in Isla Vista. While motorists experience some delays, the key aim should be to prioritize space for transit users, pedestrians and cyclists to maximize the number of people the street can carry.

The Public Works Department and UCSB should use their existing funding allocations to rebuild El Colegio. This would include modern roundabouts at key intersections, improved sidewalks, bus stops, median, and one travel lane in each direction. The El Colegio bicycle path must be realigned north of San Clemente, in order to avoid driveway hazards.

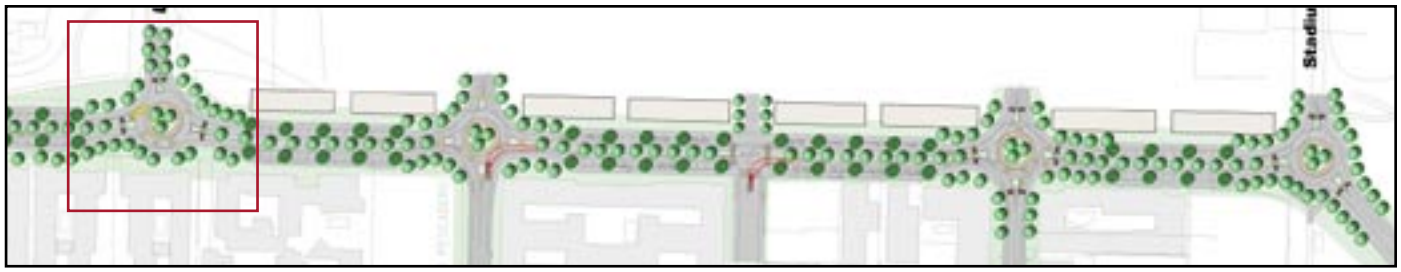
Proposed Plan of El Colegio Avenue Illustrating proposed roundabouts at (left to right) Los Carneros Road, Camino Pescadero, Embarcadero Del Norte, and Stadium Road



Proposed Typical Section for El Colegio Avenue: Scale 1" = 20'

El Colegio Avenue

@ Los Carneros Road
E/W Street

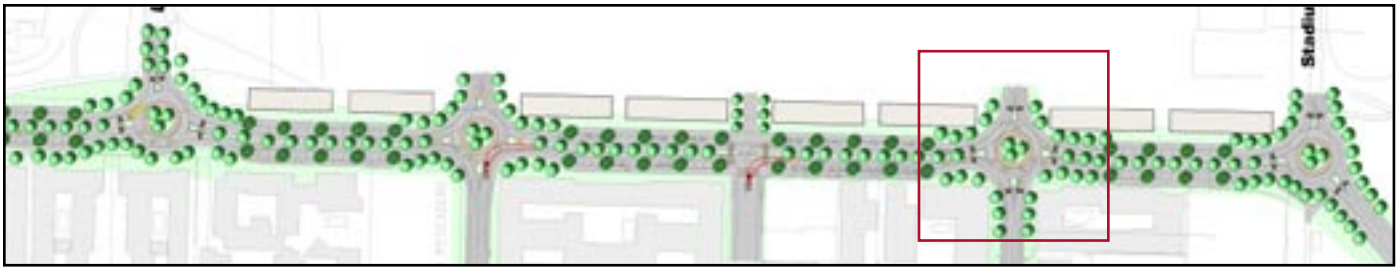


Key Plan

Proposed Roundabout at Los Carneros and El Colegio - Scale 1” = 40’

El Colegio Avenue

@ Embarcadero Del Norte
E/W Street

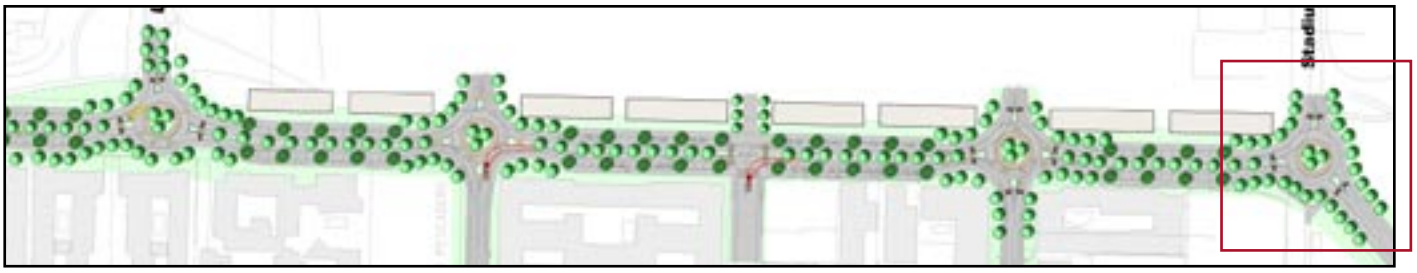


Key Plan

Proposed Roundabout at Embarcadero Del Norte and El Colegio - Scale 1” = 40’

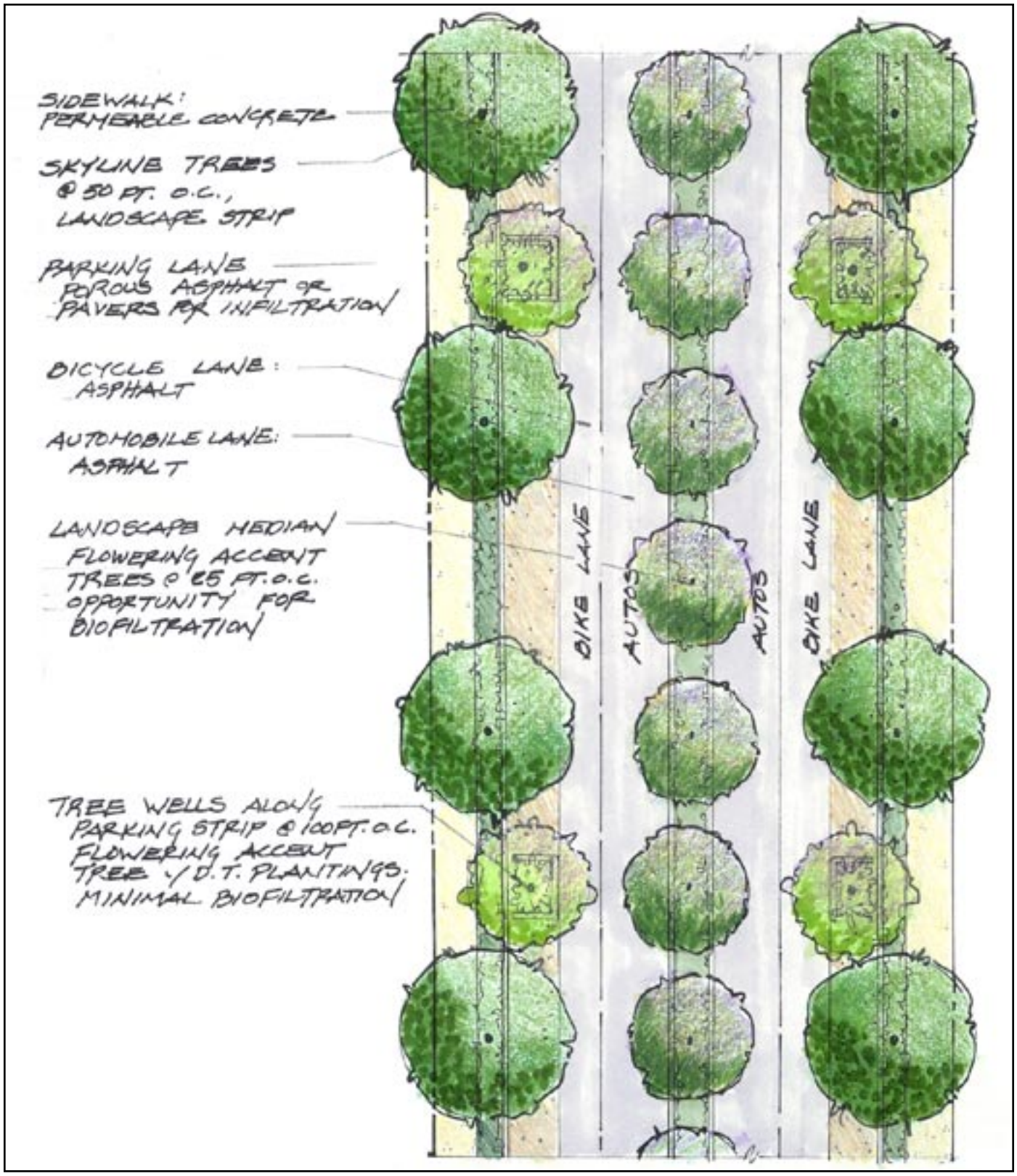
El Colegio Avenue

@ Ocean Road
E/W Street



Key Plan

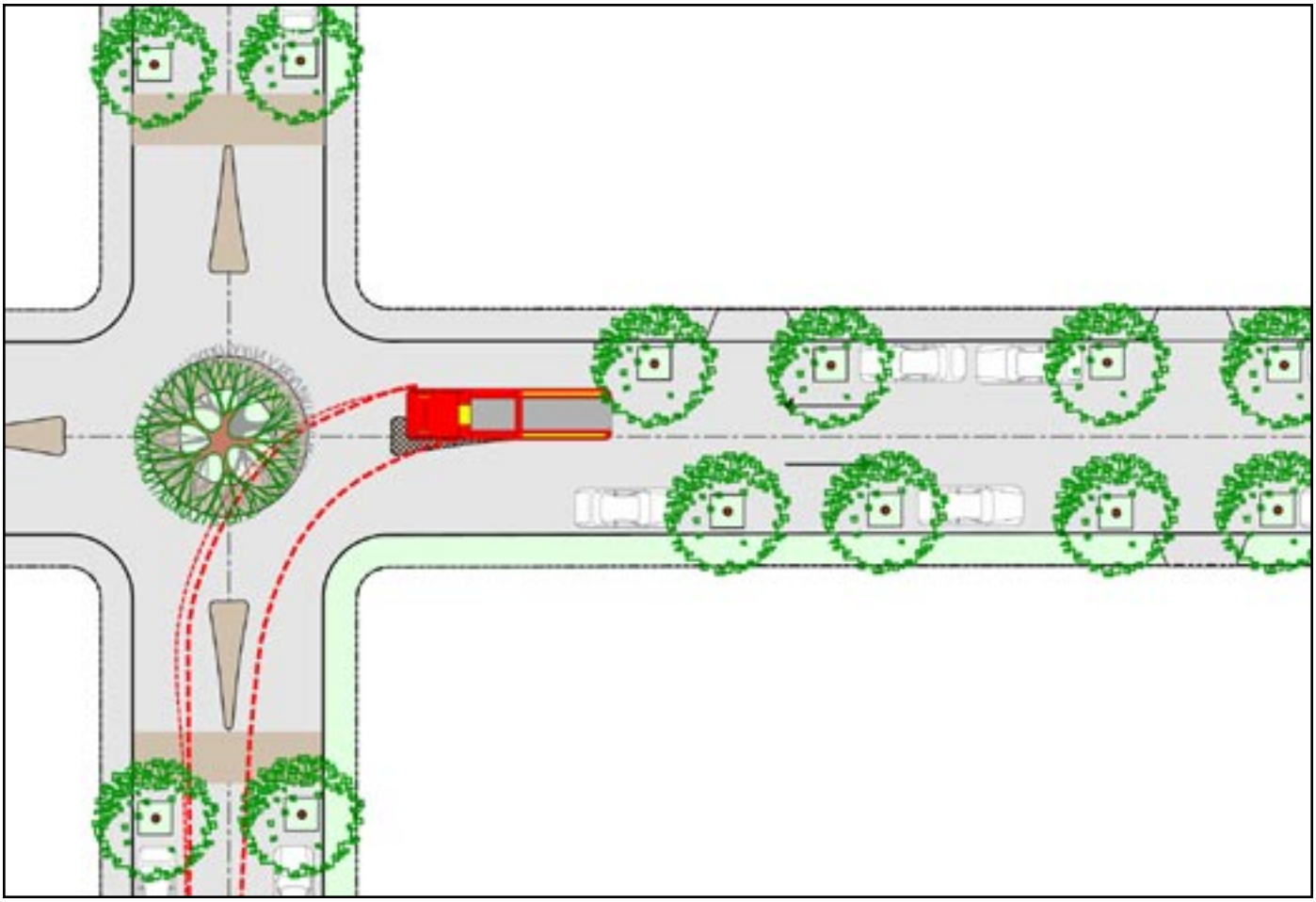
Proposed Roundabout at Ocean Road - Scale 1” = 40’



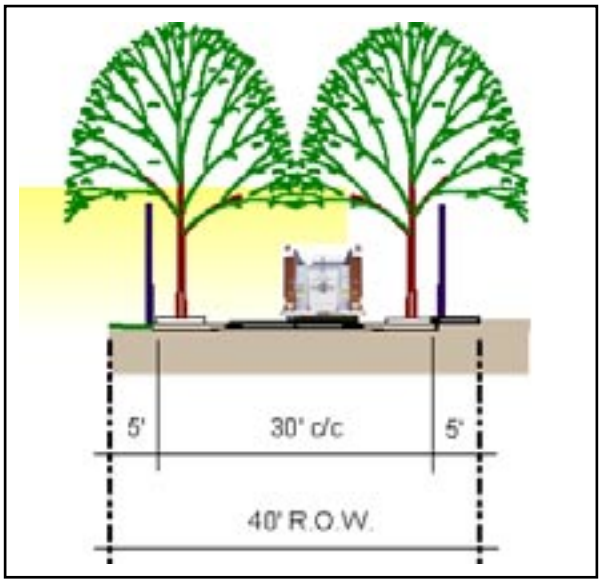
Proposed Landscape Standards for El Colegio

Photo of El Colegio at Los Carneros looking East

Final Condition	
Type of Street:	Residential Edge
Type of Movement:	Intermediate
R.O.W Width:	Varies (74-82')
Curb to Curb Width:	58' w/ 6' Central Median
On Street Parking:	8' Both Sides
Travel Lane Width:	11' Two Way w/ 6' Central Median
Bike Lane:	7' Both Sides
Type of Curb:	Raised Curb
Width of Sidewalk:	7'
Type of Trees:	Skyline Trees @ 50' on center. along planting strip; Flowering Accent Trees @ 25' O.C. along central median; Flowering Accent Trees @ 100' O.C. in tree wells in Parking Lane



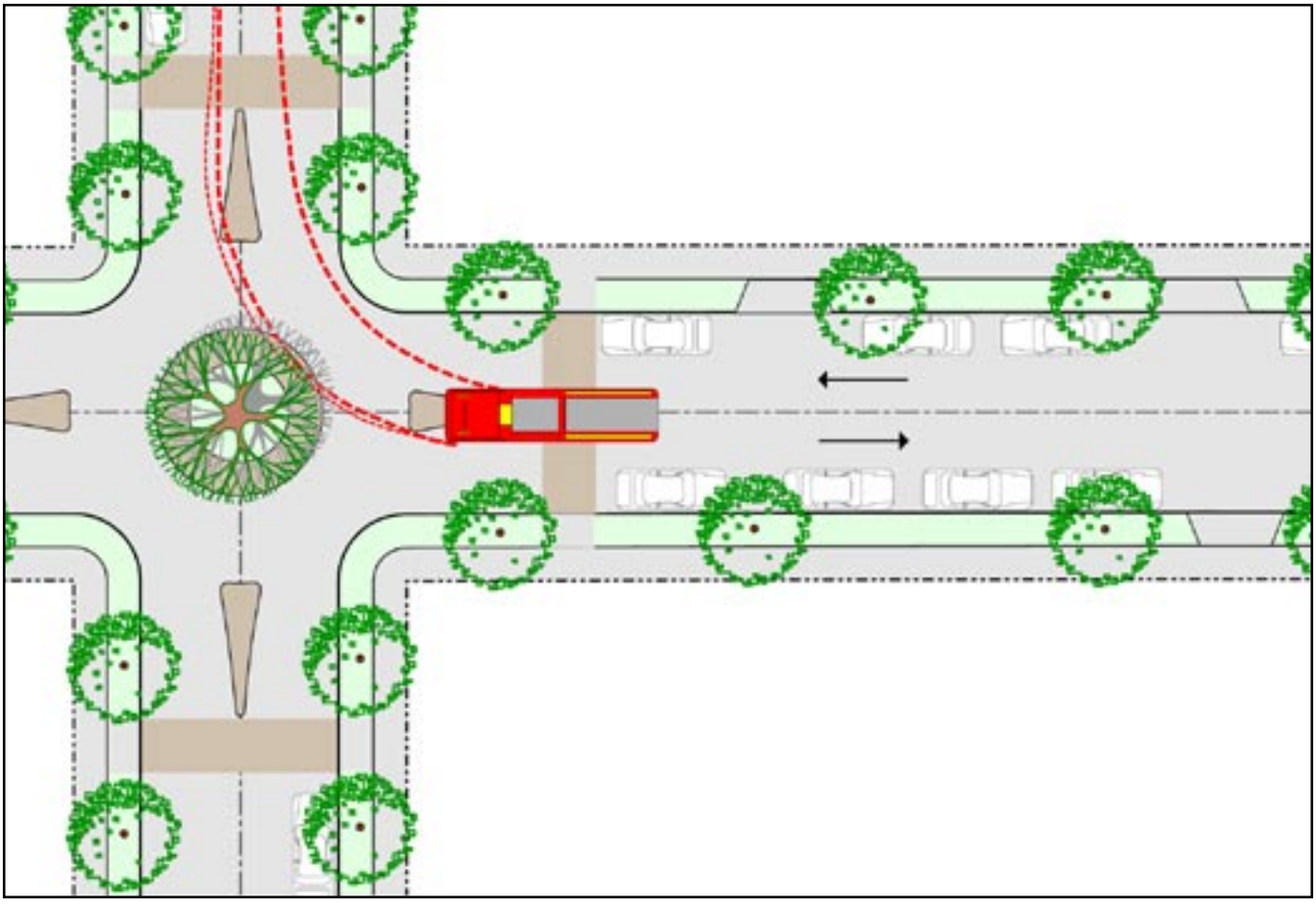
Rural Plan Detail of Sueno Road showing Rotary at Typical Intersection (West of Camino Del Sur)



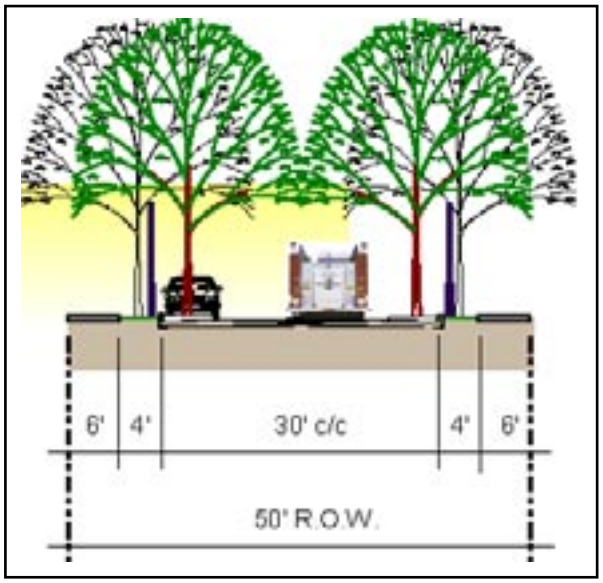
Rural Section Detail of Sueno Road

Sueno Road

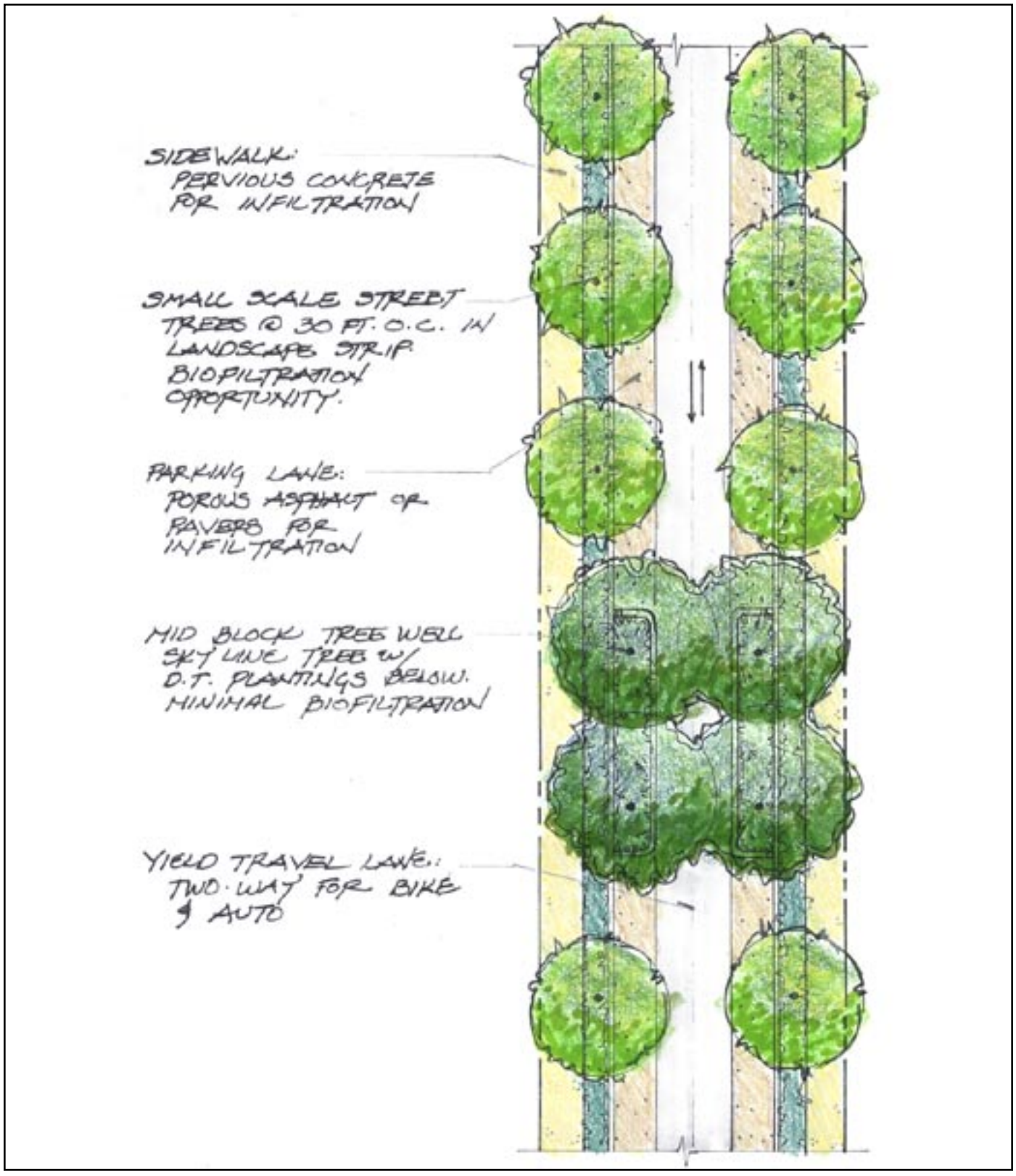
Standard Condition, Between Camino Del Sur and Camino Pescadero E/W Street



Standard Plan Detail of Sueno Road showing Rotary at Typical Intersection (East of Camino Del Sur)



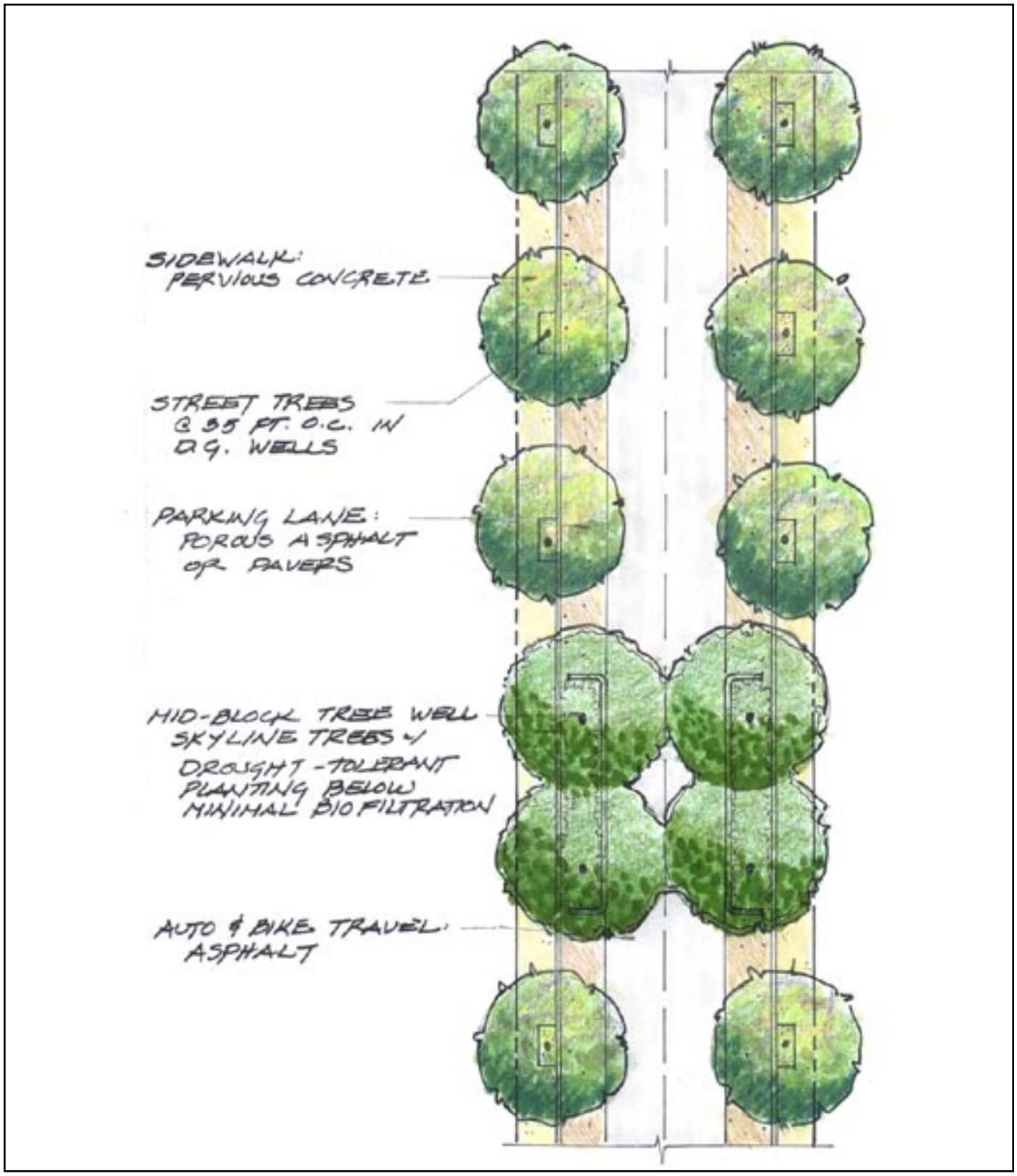
Standard Section Detail of Sueno Road



Proposed Landscape Standards for Sueno between Camino Corto and Camino Pescadero

Photo of Sueno Road between Camino Del Sur and Camino Pescadero looking East

Final Condition	
Type of Street:	Shared Street
Type of Movement:	Slow
R.O.W Width:	Varies (40'-50')
Curb to Curb Width:	30'
On Street Parking:	8' Both Sides
Travel Lane Width:	14' Shared Two Way
Type of Curb:	Raised Curb
Width of Sidewalk:	Varies (0-6')
Width of Planter:	3'
Types of Trees:	Small Scale Street Trees @ 30' on center; Mid Block Skyline Trees in Wells w/ D.T. Plantings Below

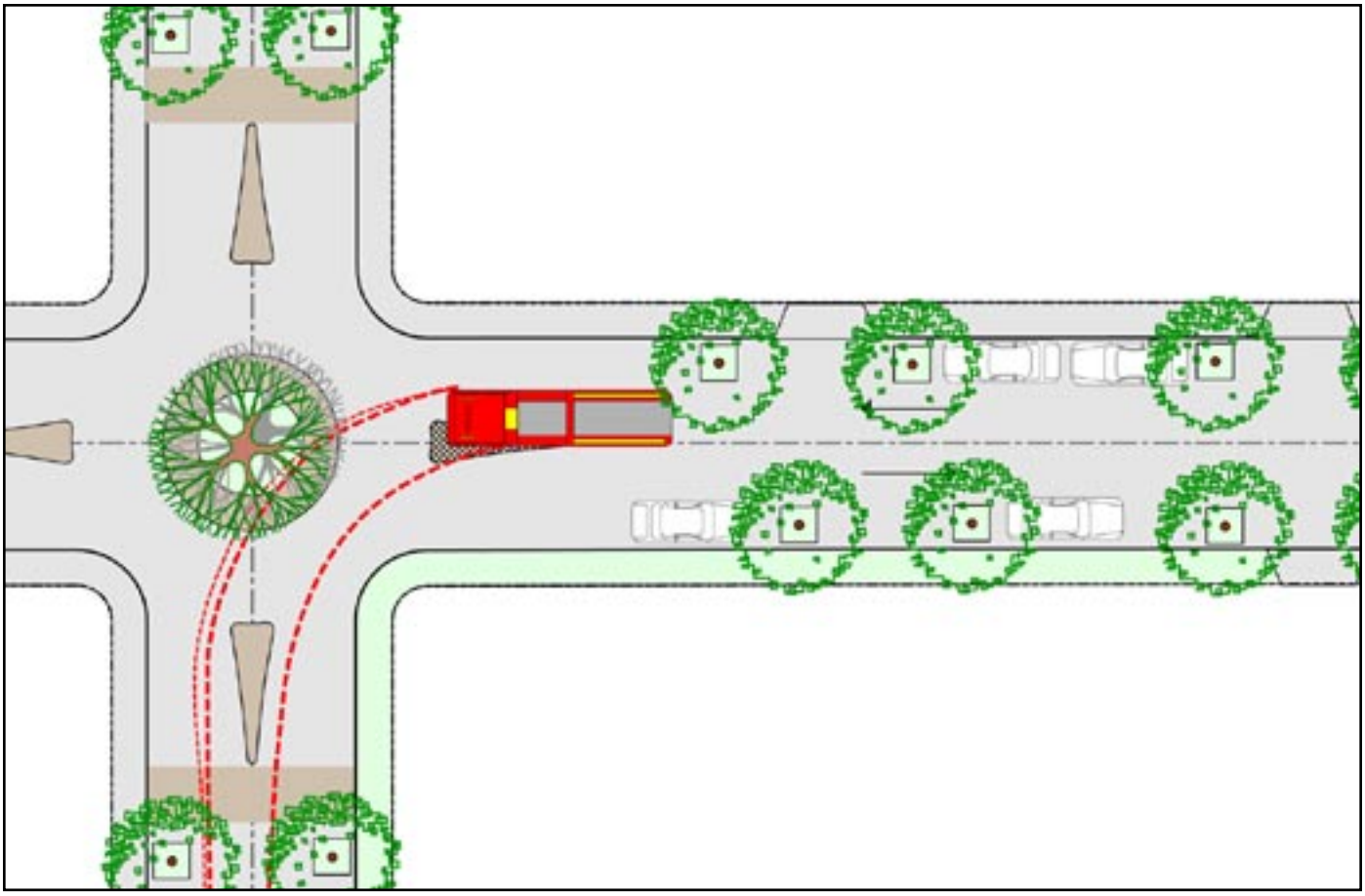


Proposed Landscape Standards for Sabado Tarde and Abrego Streets

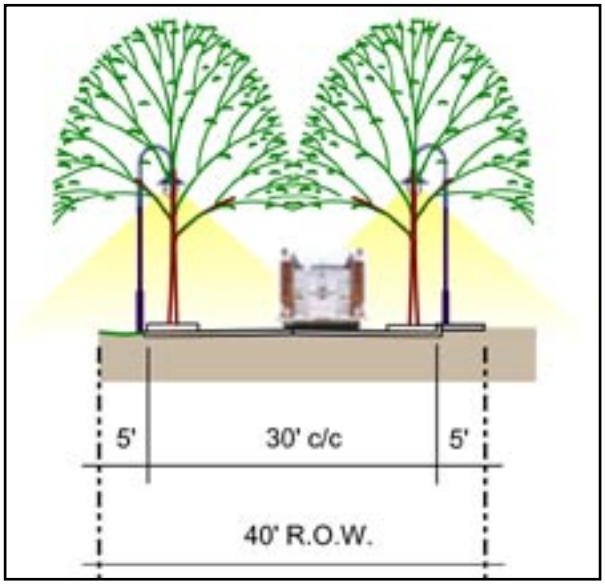
Sabado Tarde
Abrego

Photo of Sabado Tarde looking East

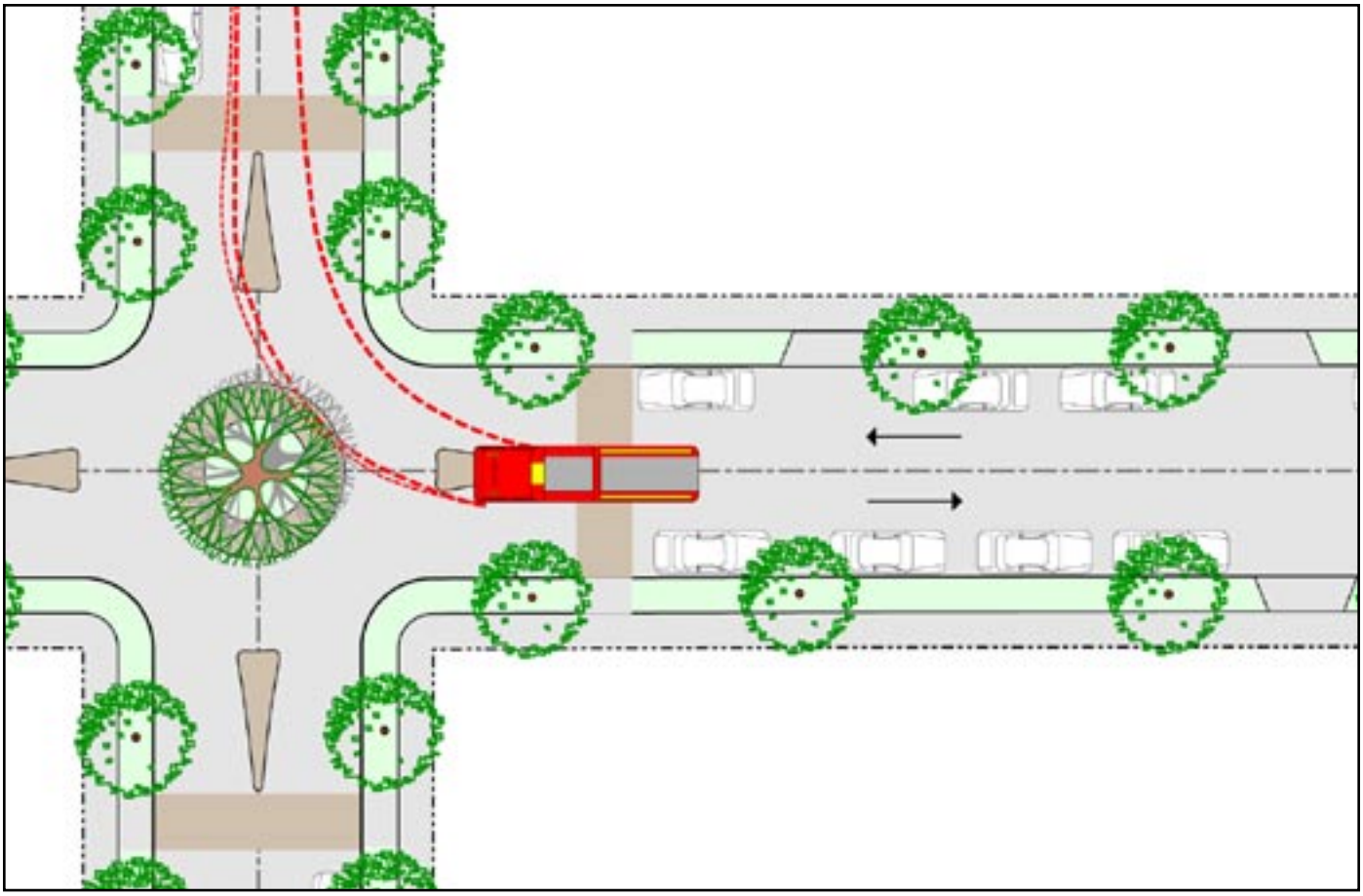
Final Condition	
Type of Street:	Residential, Commercial, etc
Type of Movement:	Shared
R.O.W Width:	50’
Curb to Curb Width:	36’
On Street Parking:	8’ Both Sides
Travel Lane Width:	10’ Two Way
Type of Curb:	Raised Curb
Width of Sidewalk:	4’
Width of Planter:	3’
Type of Trees:	Street Trees @ 35’ O.C.
	Mid Block Skyline Trees in Wells



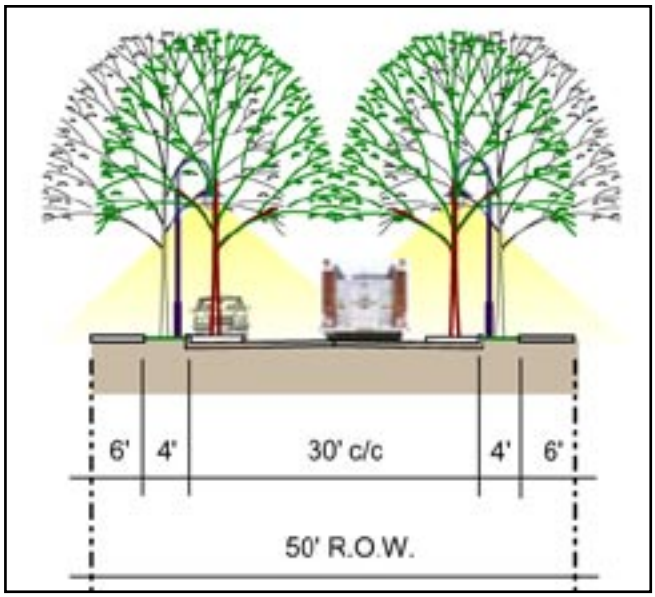
Plan Illustrating Street Trees in Tree Wells



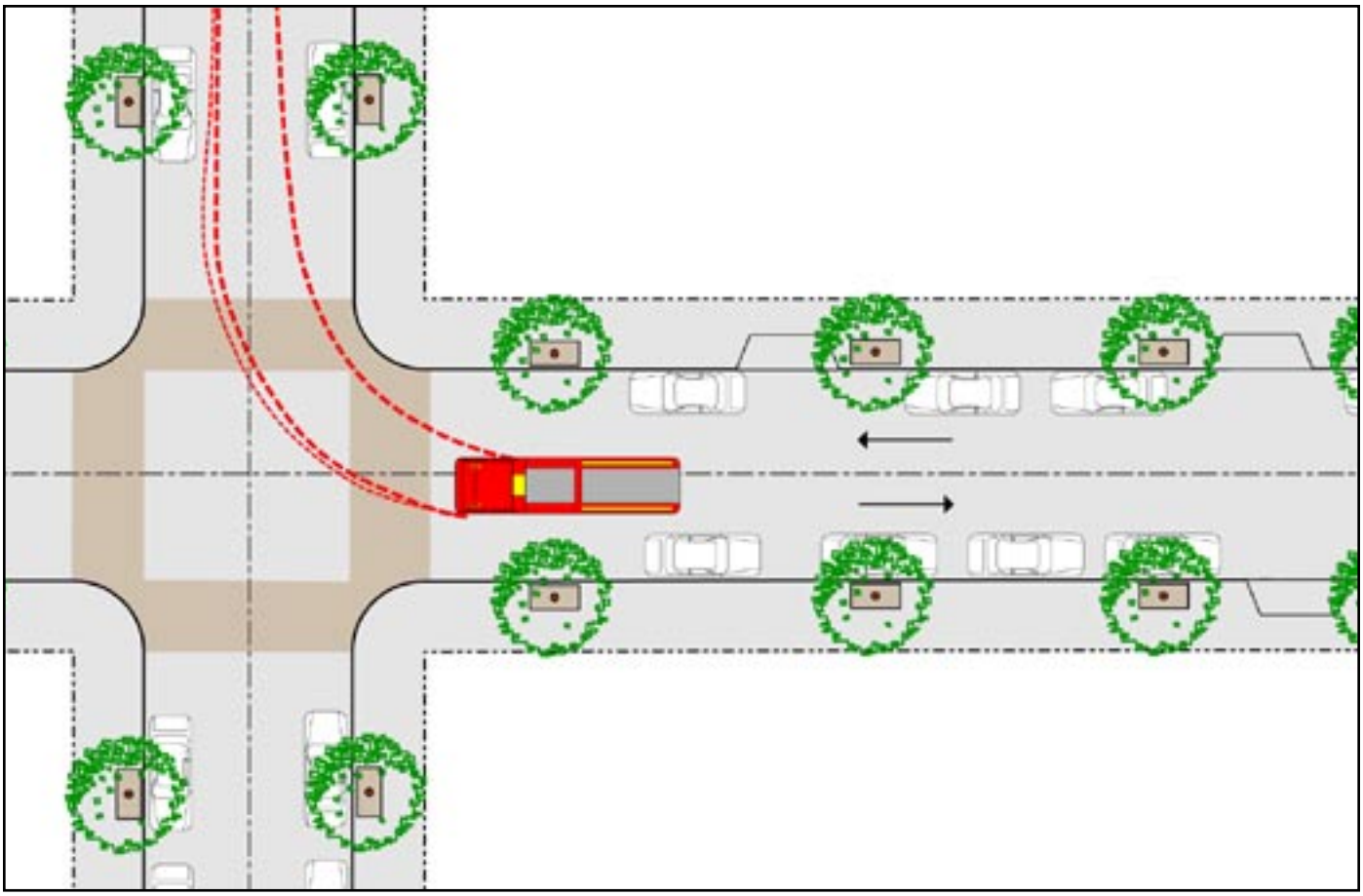
Section Illustrating E/W Rural Condition



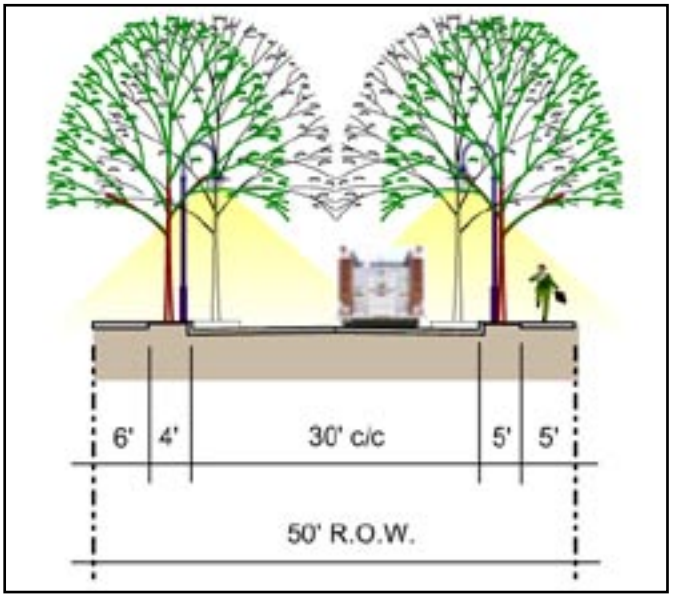
Plan Illustrating Tree Verge and 50' Right-of-Way



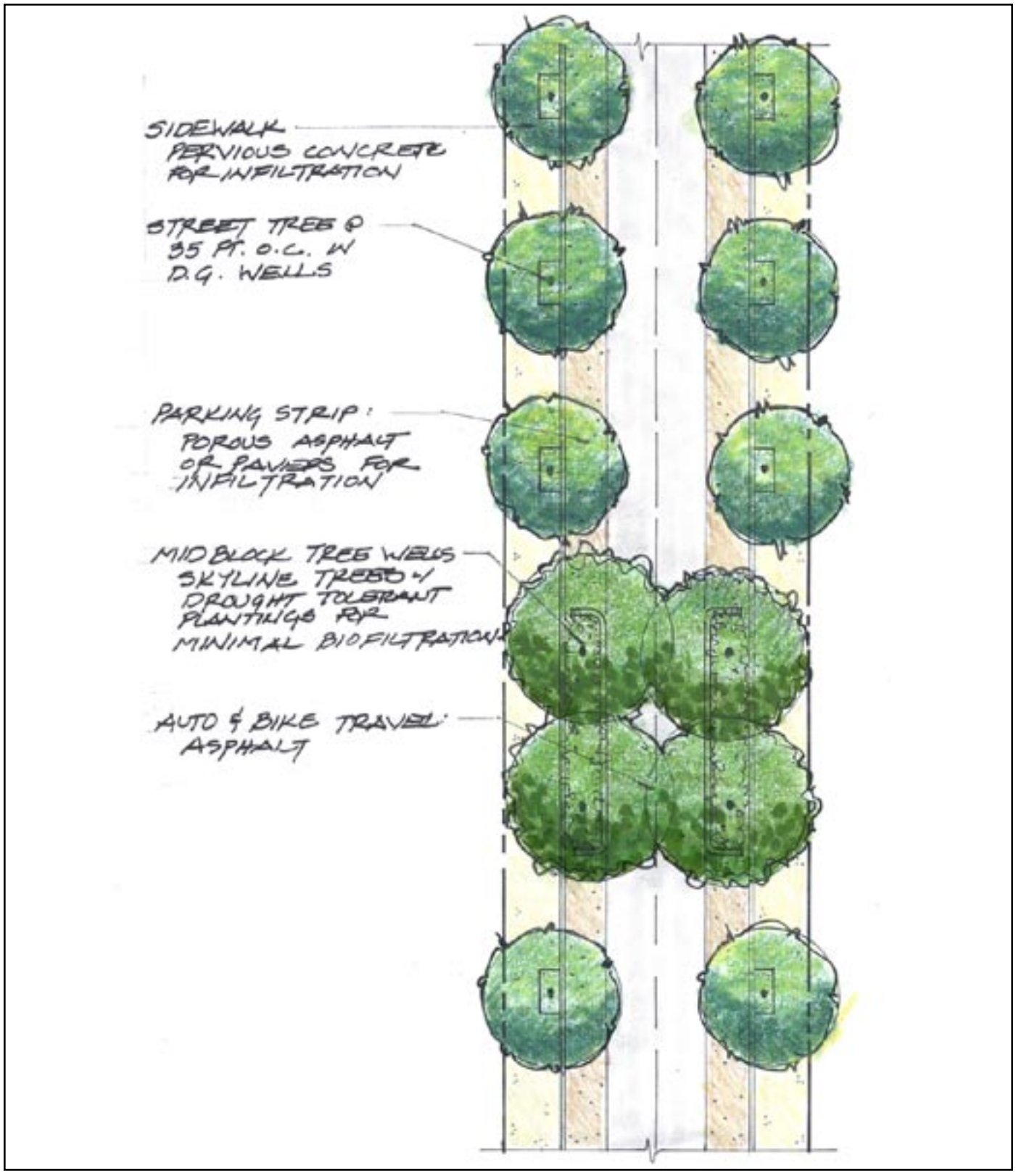
Section Illustrating E/W Standard Condition



Plan Illustrating full Sidewalks and Street Trees



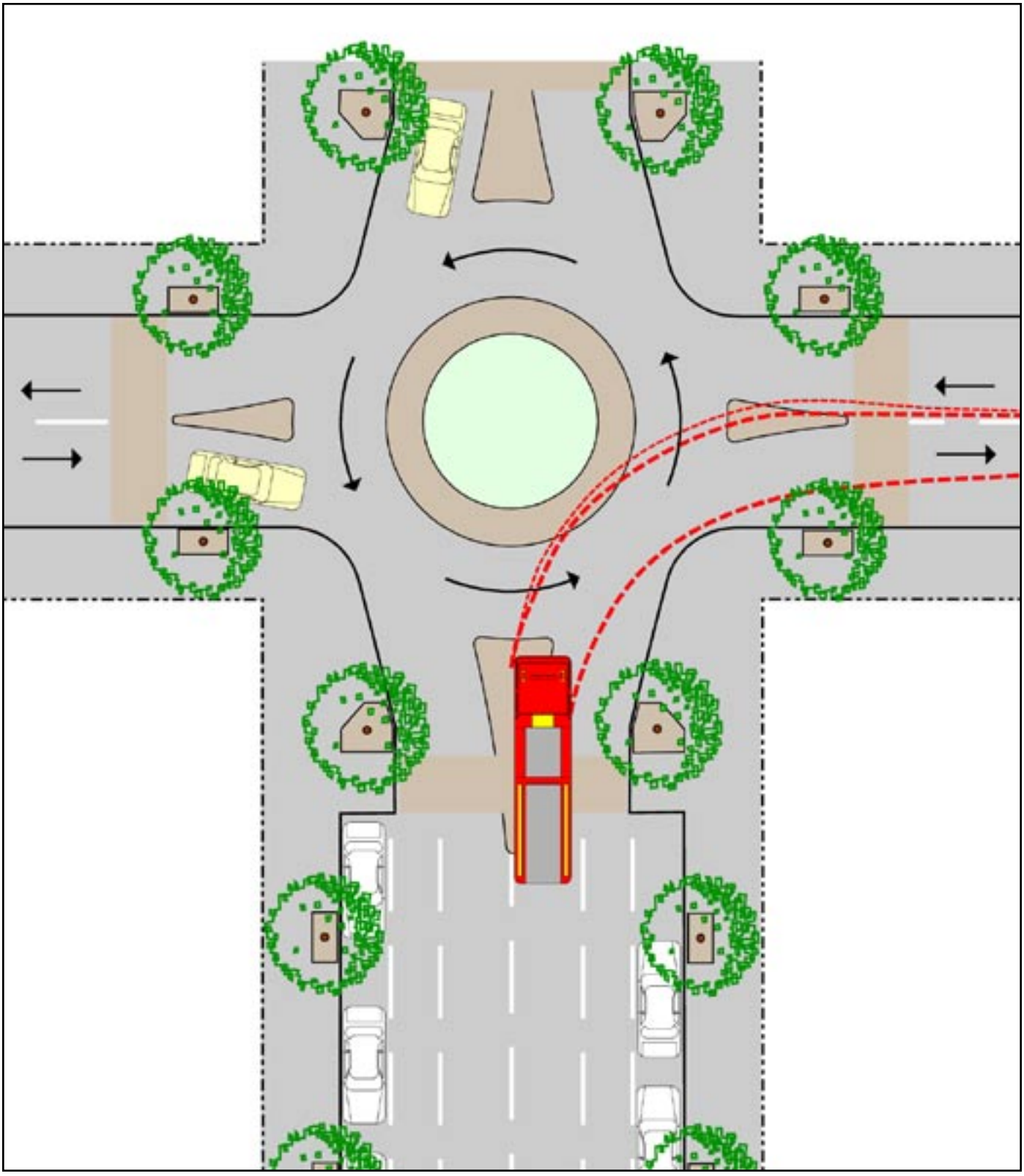
Section Illustrating Typical E/W Urban Condition



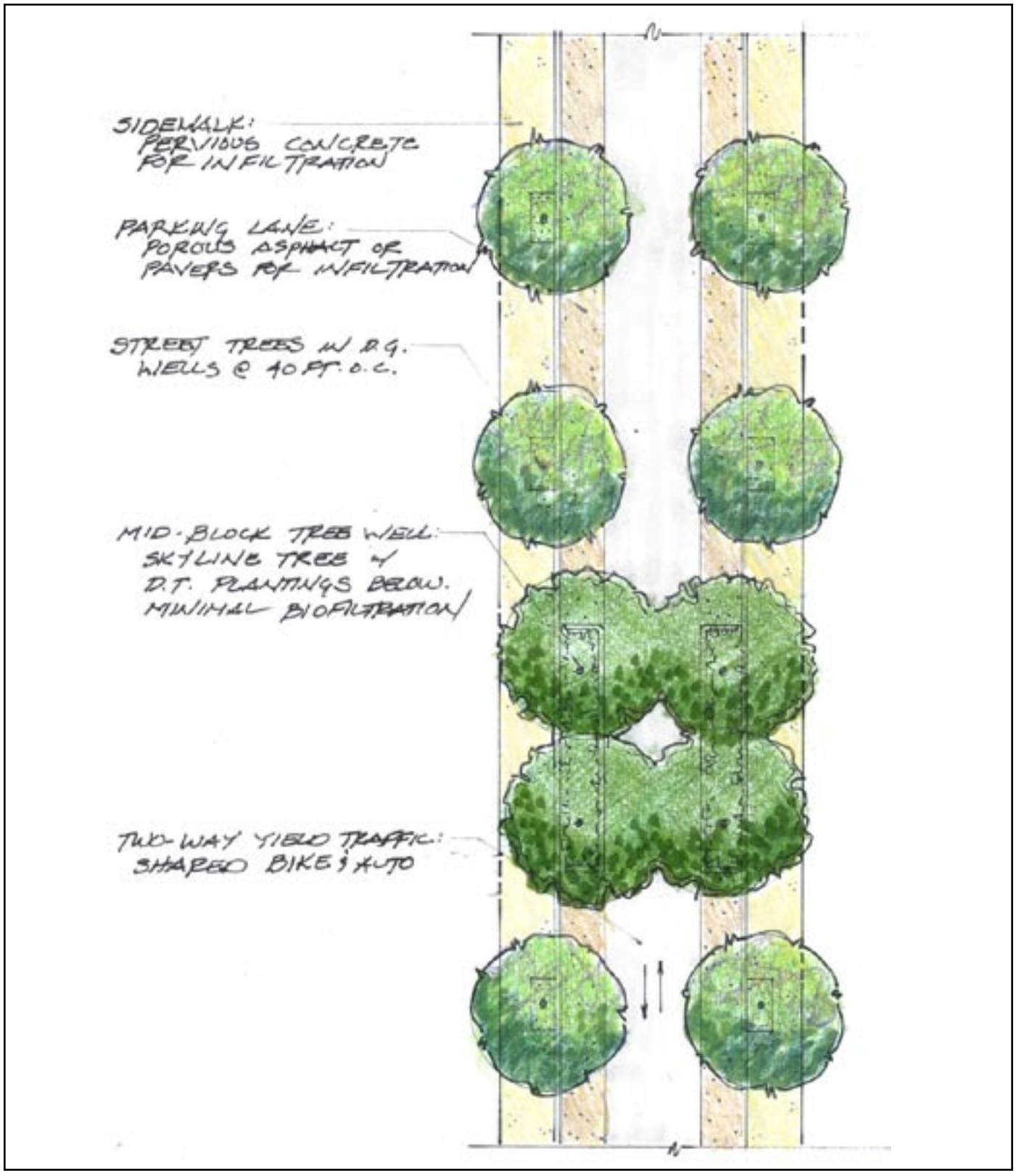
Proposed Partial Plan

Photo of Madrid Road looking East towards UCSB

Final Condition	
Type of Street:	Residential
Type of Movement:	Yield
R.O.W Width:	50’
Curb to Curb Width:	30’
On Street Parking:	7’
Travel Lane Width:	16’ Shared Two Way
Type of Curb:	Raised Curb
Width of Sidewalk:	6’
Width of Planter:	3’
Type of Trees:	Street Trees @ 35’ O.C.
	Mid-Block Skyline Trees in Wells



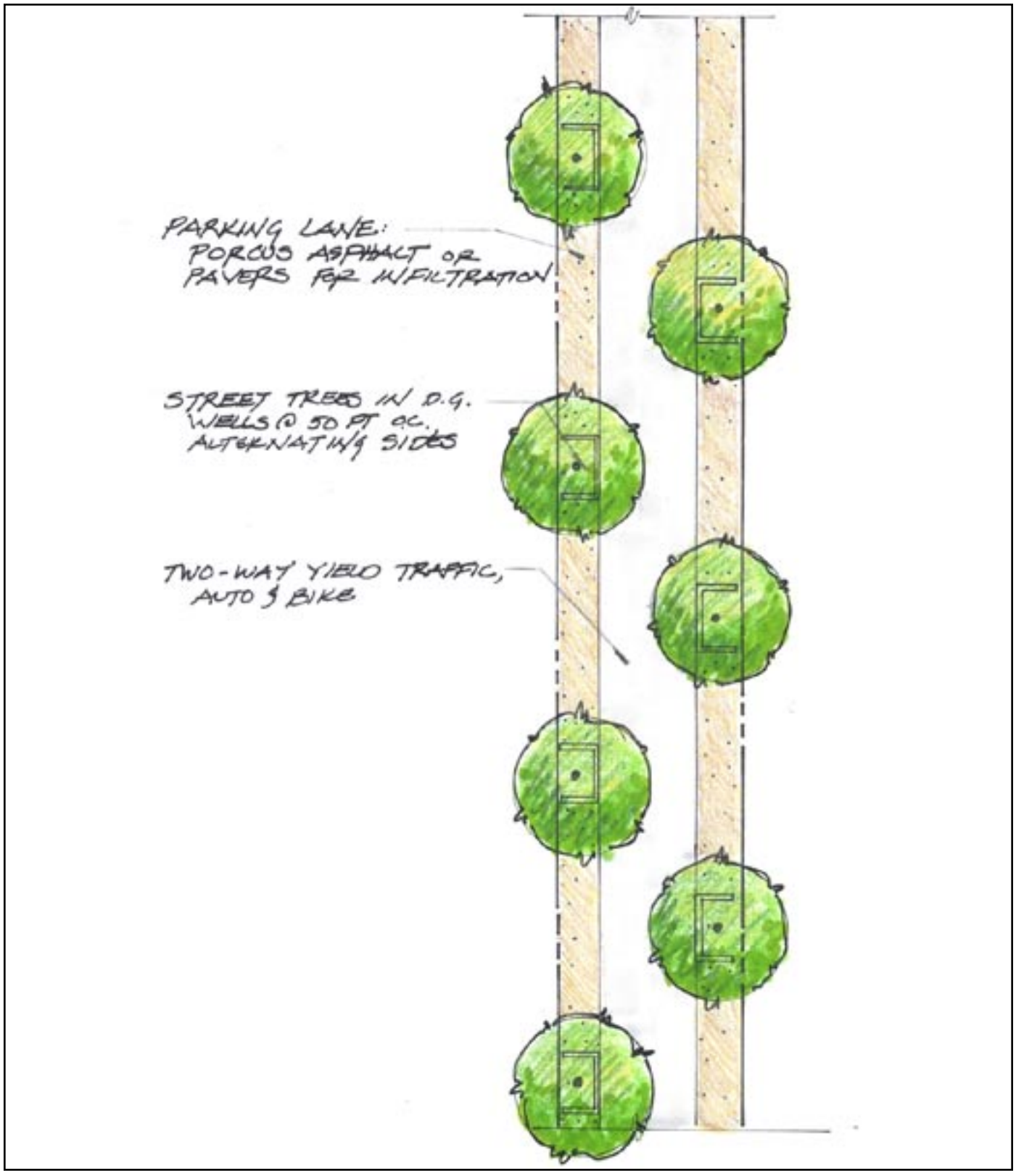
Partial Plan of Pardall Road at Embarcadero Del Mar illustrating rotary - Scale 1” = 20’



Proposed Partial Plan

Photo of Pardall Street looking West

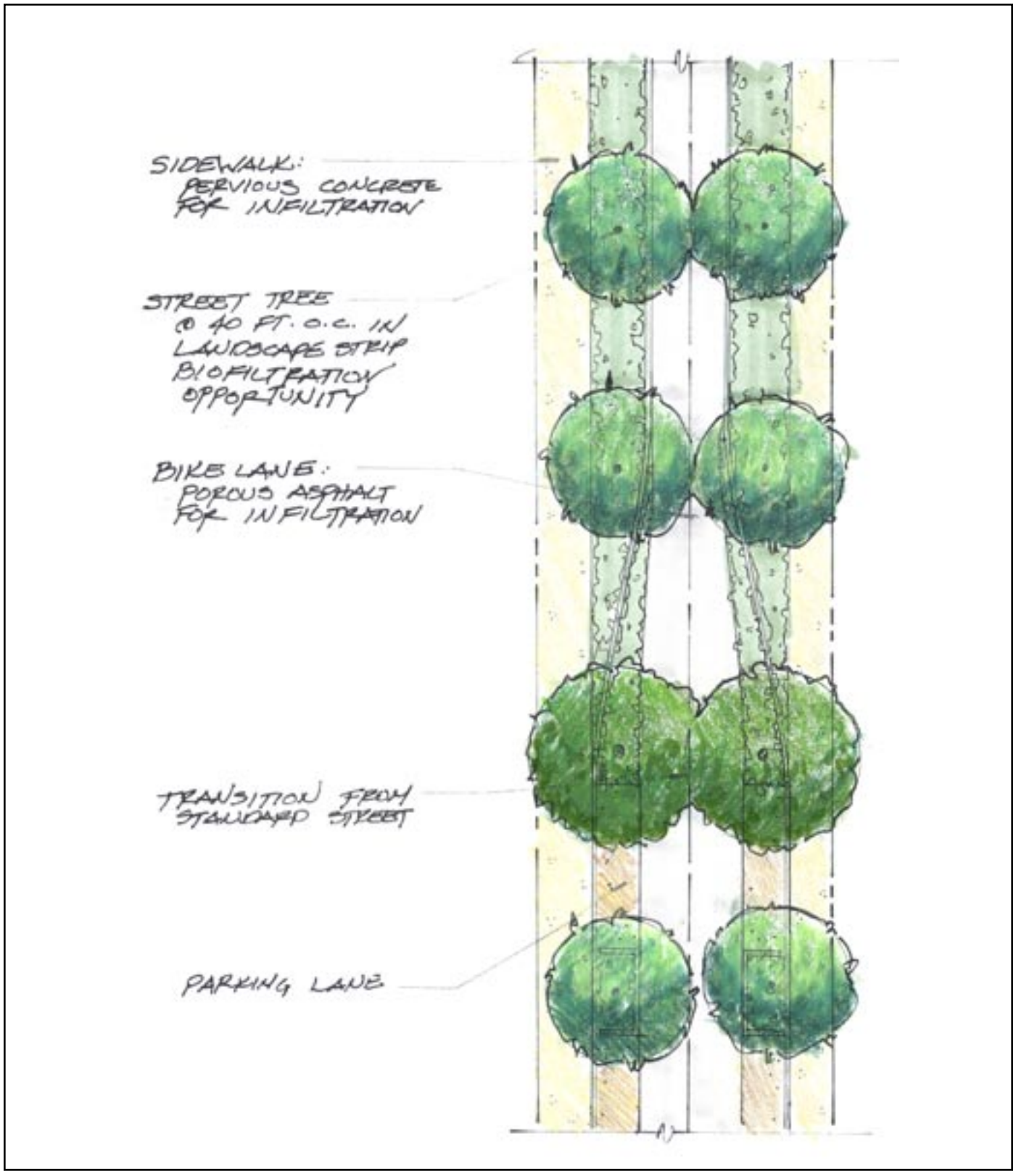
Final Condition	
Type of Street:	Commercial/Mixed-Use
Type of Movement:	Yield
R.O.W Width:	50’
Curb to Curb Width:	30’
On Street Parking:	7’ Both Sides
Travel Lane Width:	16’ Shared
Type of Curb:	Raised Curb
Width of Sidewalk:	10’
Width of Planter:	3’
Type of Trees:	Street Trees in Wells @ 40’ O.C. Mid-Block Skyline Trees in Wells with D.T. Planting Below



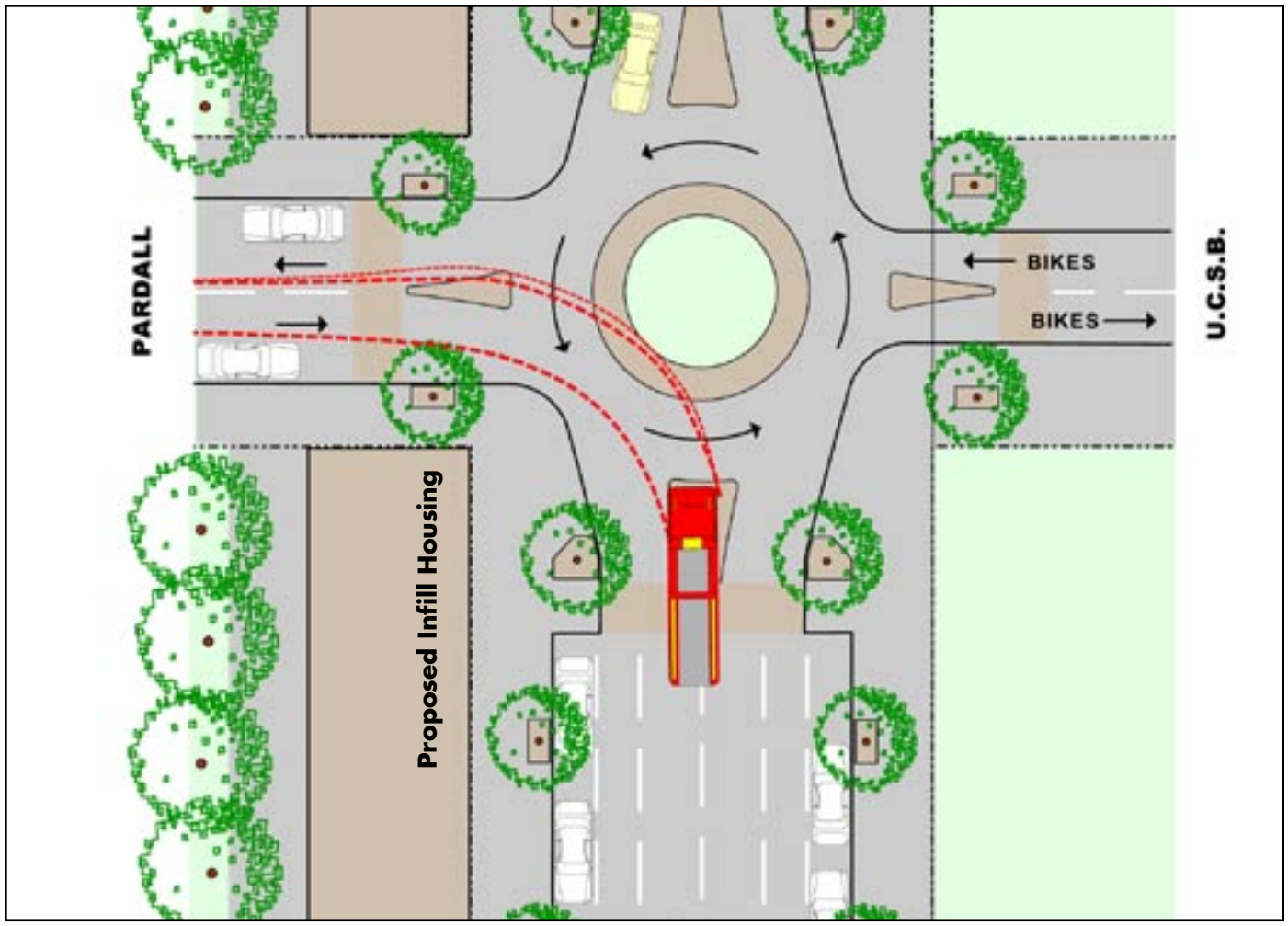
Proposed Landscape Standards for El Nido Lane

Photo of El Nido Lane looking West

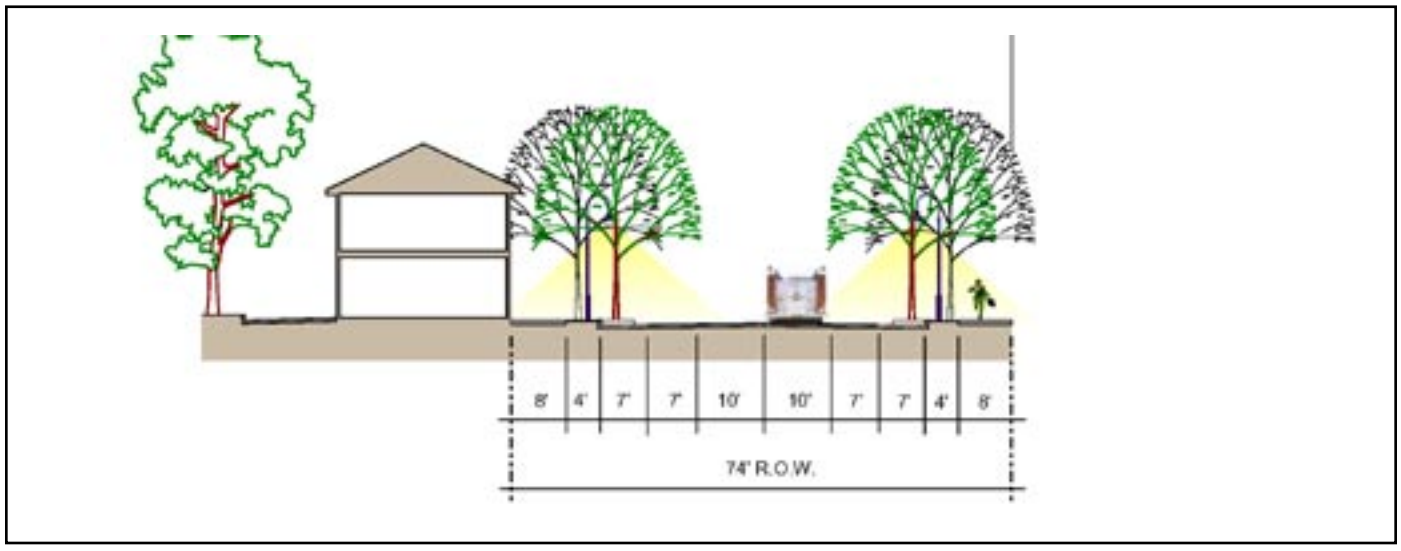
Final Condition	
Type of Street:	Residential
Type of Movement:	Slow
R.O.W Width:	30’
Curb to Curb Width:	30’
On Street Parking:	7’ Both Sides
Travel Lane Width:	16’ Shared
Type of Curb:	Raised Curb
Width of Sidewalk:	xxx
Width of Planter:	7’ Square
Type of Trees:	Street Trees @ 50’ O.C.



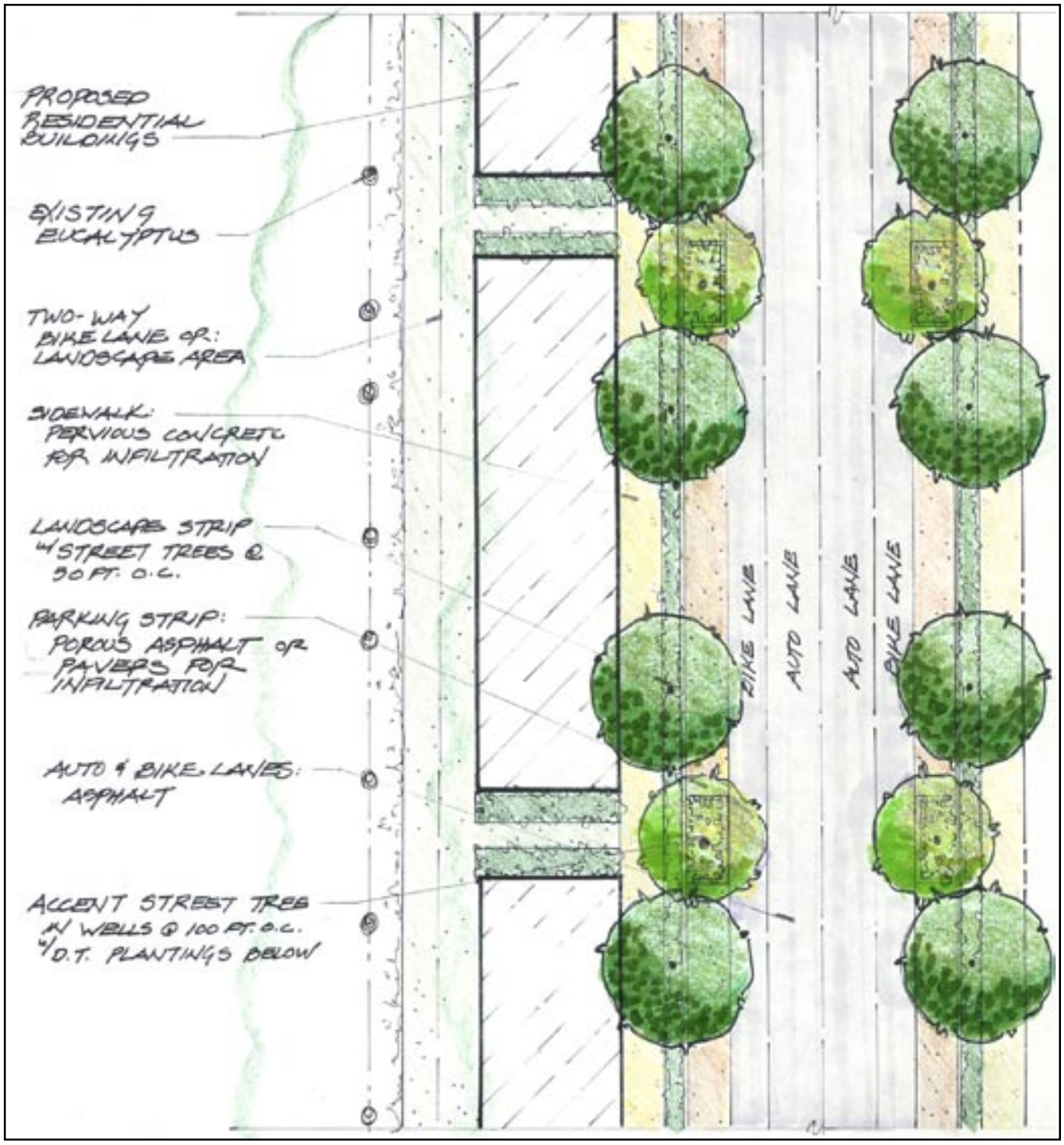
Proposed Landscape Standards for East/West Streets connecting to Ocean Road



Proposed Partial Plan illustrating Ocean Road at intersection with Pardall



Proposed Section of Ocean Road with proposed Infill Housing

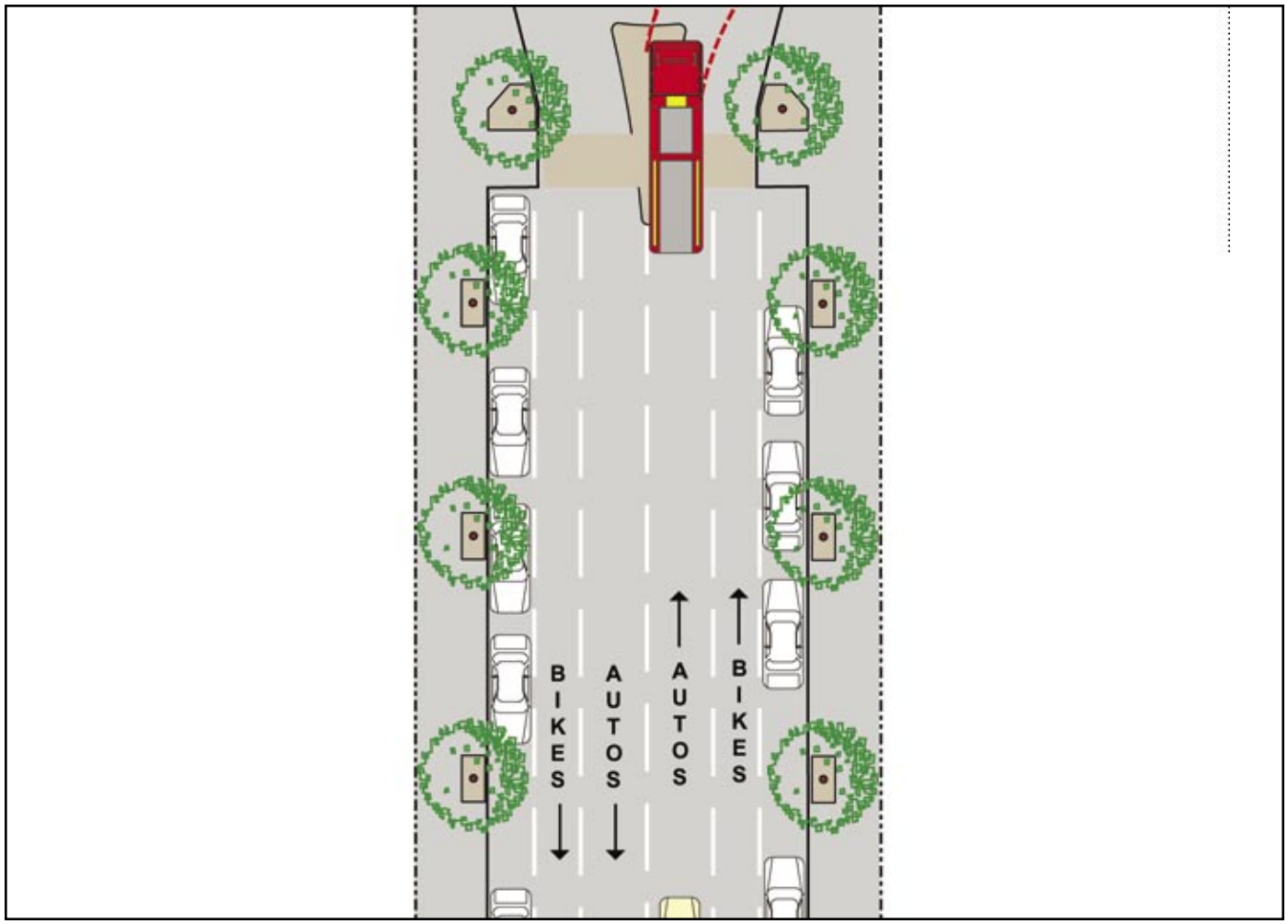


Proposed Landscape Standards for Ocean Road

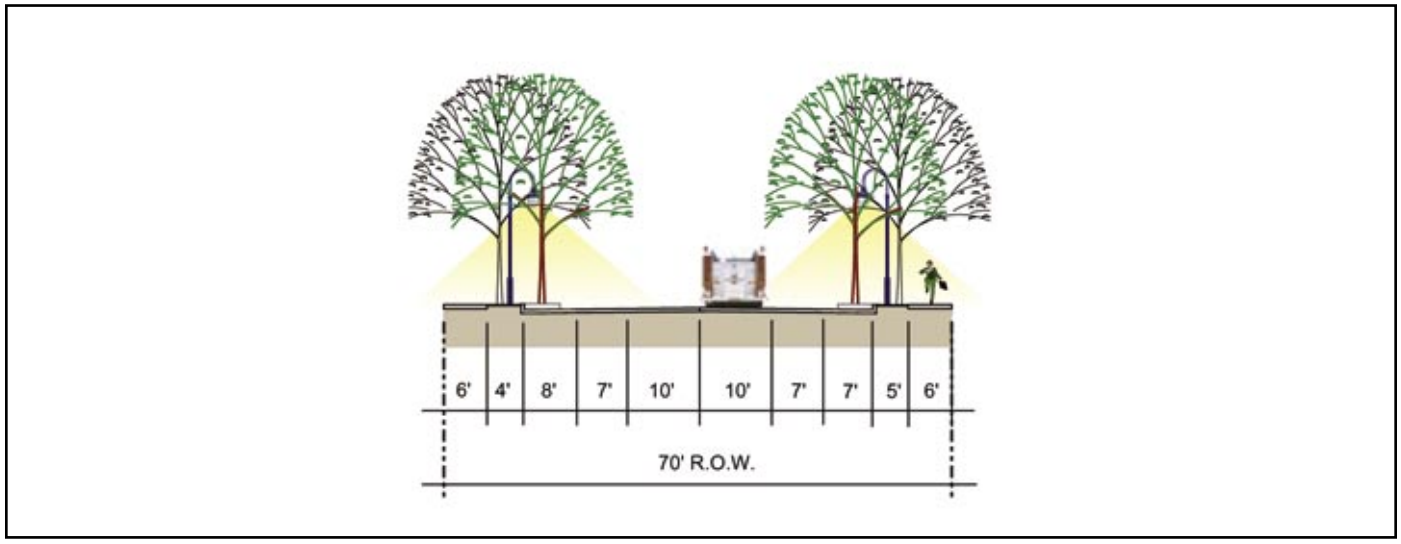
Photo of Ocean Road looking South

Final Condition	
Type of Street:	Residential/ UCSB Service
Type of Movement:	Slow
R.O.W Width:	74’
Curb to Curb Width:	50’
On Street Parking:	8’ Both Sides
Travel Lane Width:	10’ Two Way
Type of Curb:	Raised Curb
Width of Sidewalk:	8’ Both Sides
Width of Planter:	8’
Type of Trees:	Street Trees @ 50’ O.C. Accent Street Trees in Wells @ 100’ O.C.

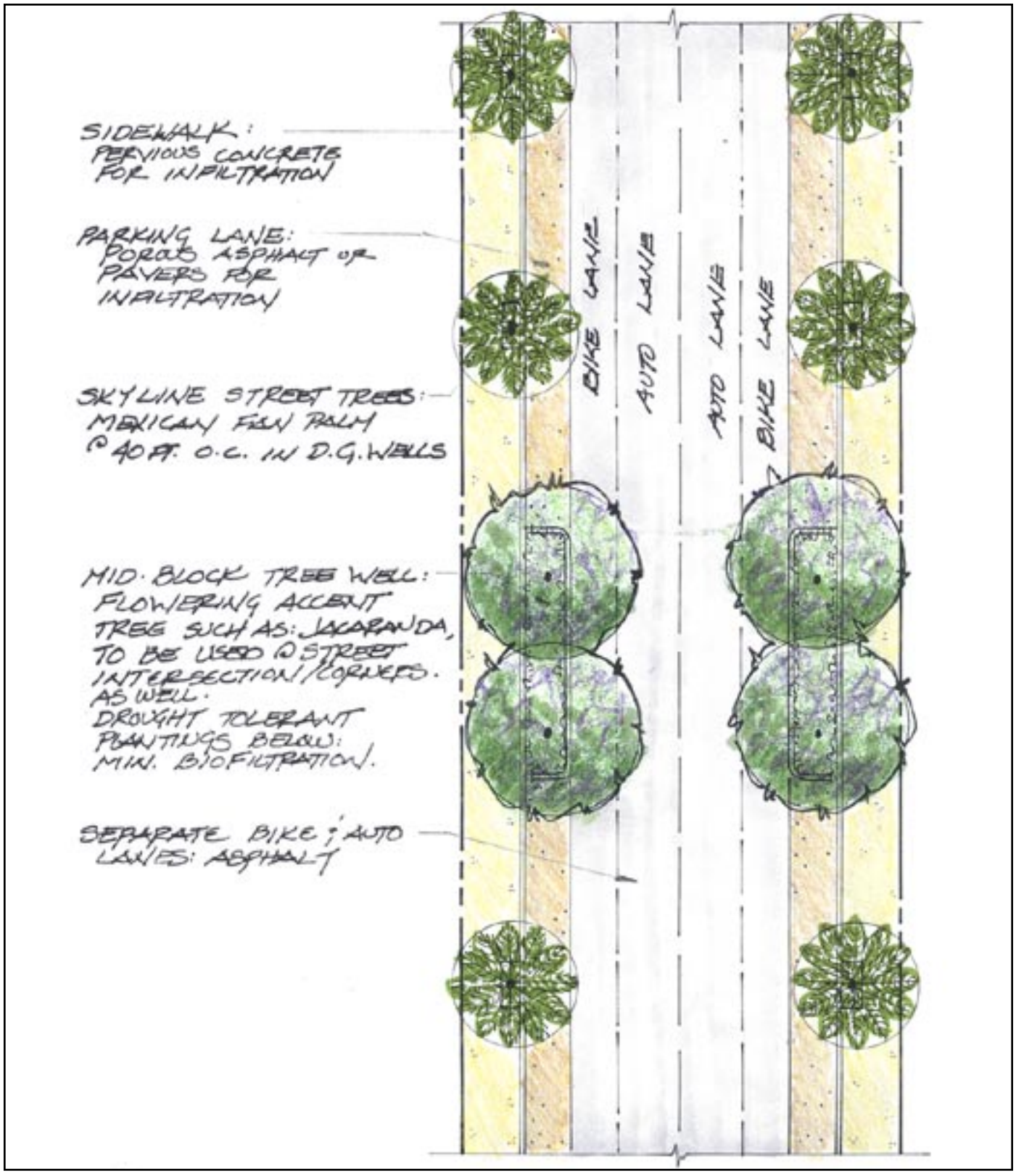
Embarcadero Del Mar
Embarcadero Del Norte



Proposed Partial Plan of Embarcadero Del Mar and Embarcadero Del Norte



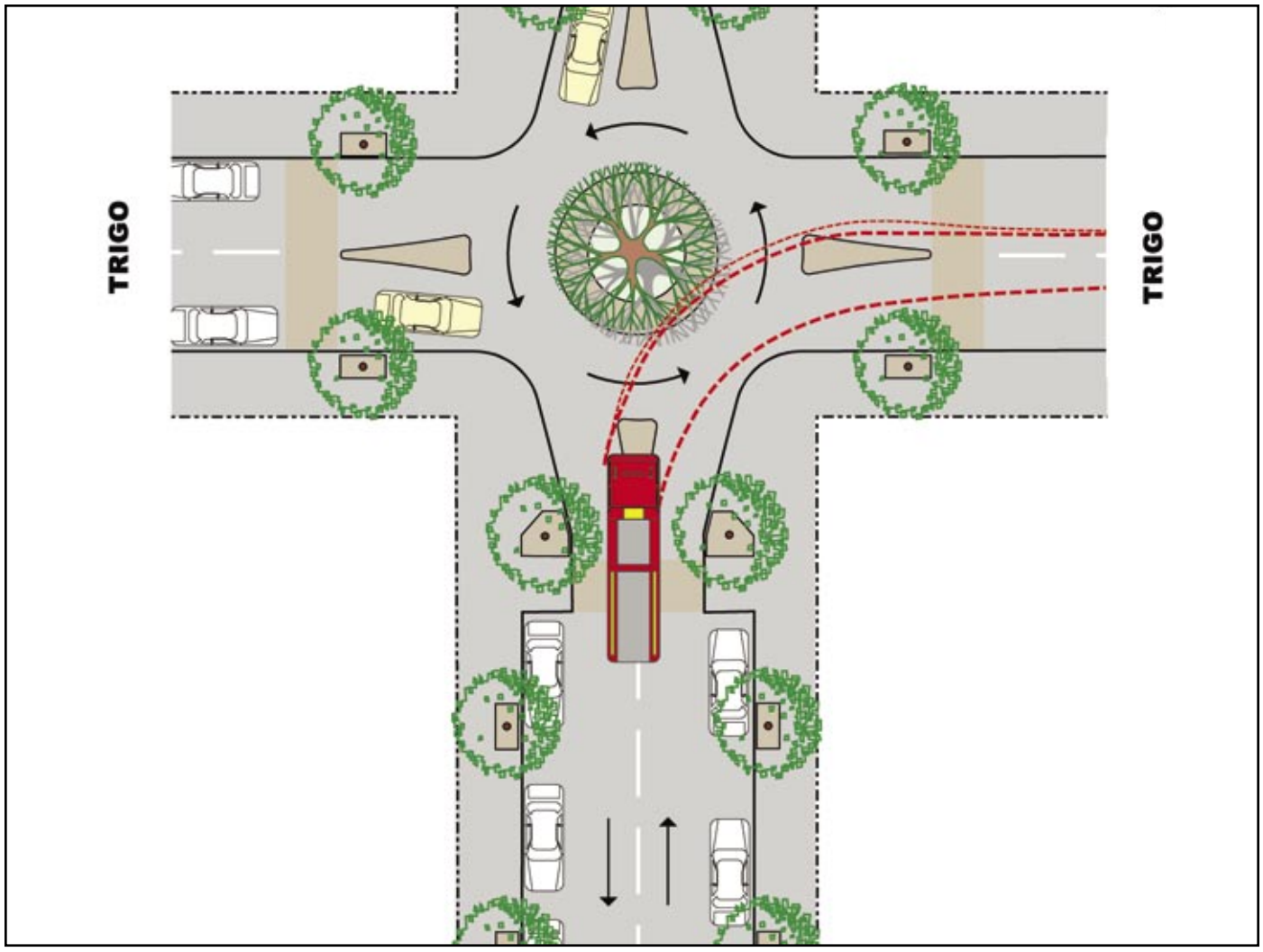
Proposed Section of Embarcadero Del Mar and Embarcadero Del Norte



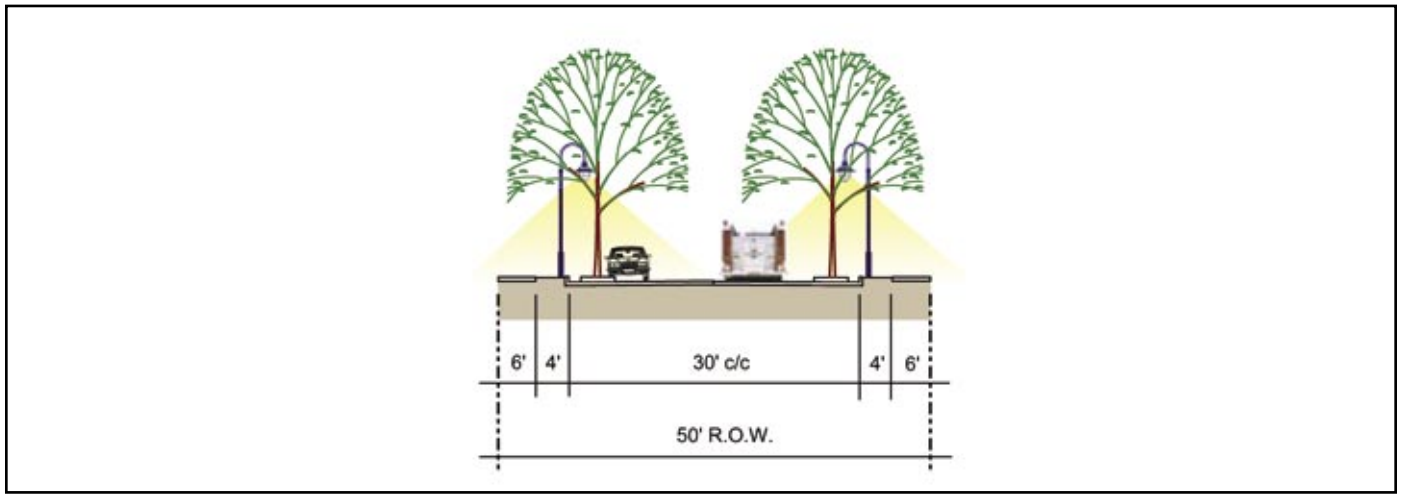
Proposed Partial Plan of the Embarcaderos illustrating Landscape Standards

Photo of Embarcadero Del Norte @ Picasso looking South

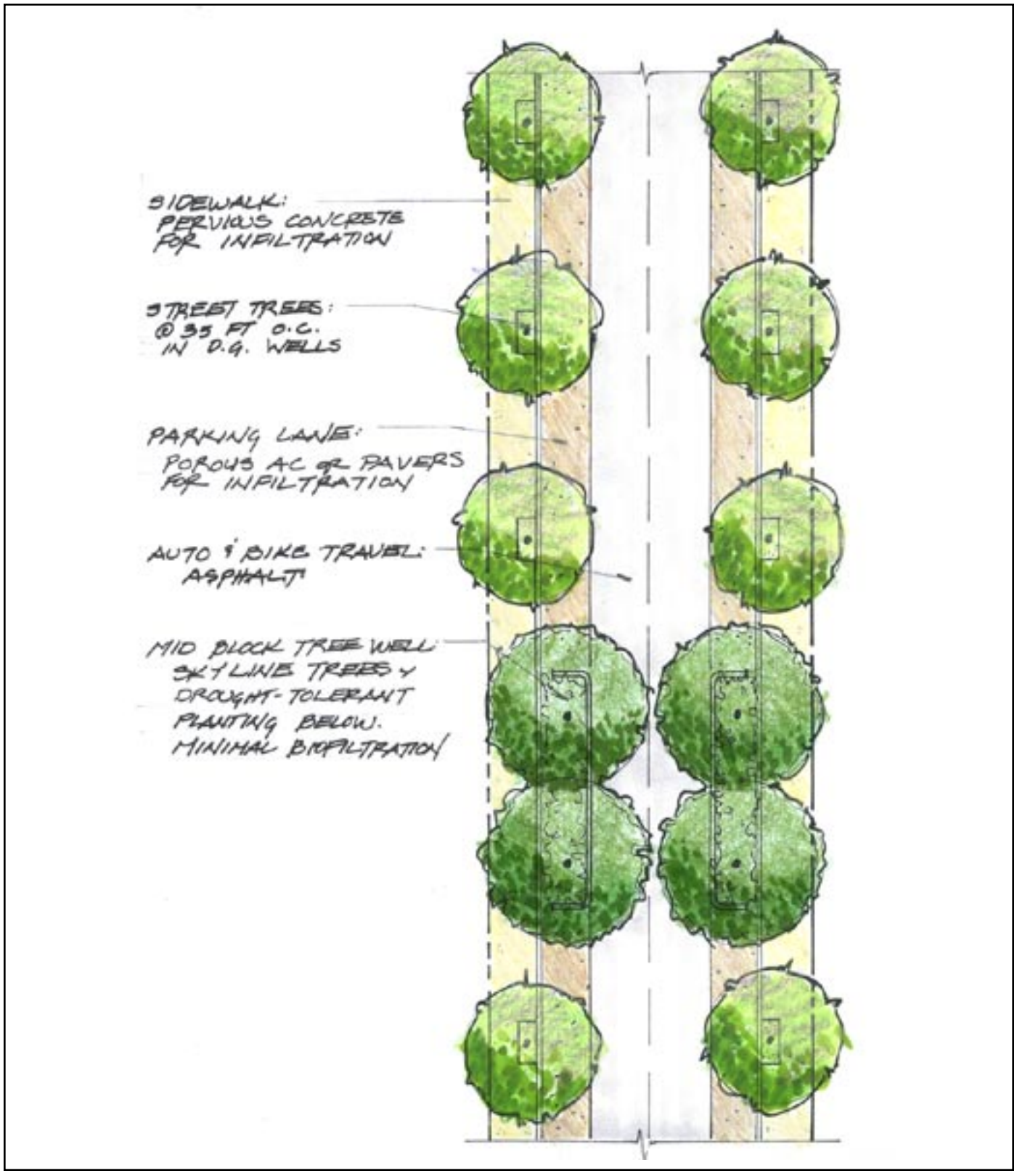
Final Condition	
Type of Street:	Residential/ Commercial
Type of Movement:	Slow
R.O.W Width:	70’
Curb to Curb Width:	50’
On Street Parking:	8’ Both Sides
Travel Lane Width:	10’ Two Way
Type of Curb:	Raised Curb
Width of Sidewalk:	6’ Both Sides
Width of Planter:	8’ Mid-Block Tree Well
Type of Trees:	Skyline Mexican Fan Palms @ 40’ O.C. in D.G. Wells Mid-Block Flowering Accent Trees (Jacaranda) in Tree Wells with D.T. Plantings Below



Partial Plan illustrating of Camino Pescadero and Camino Del Sur illustrating roundabout at Trigo



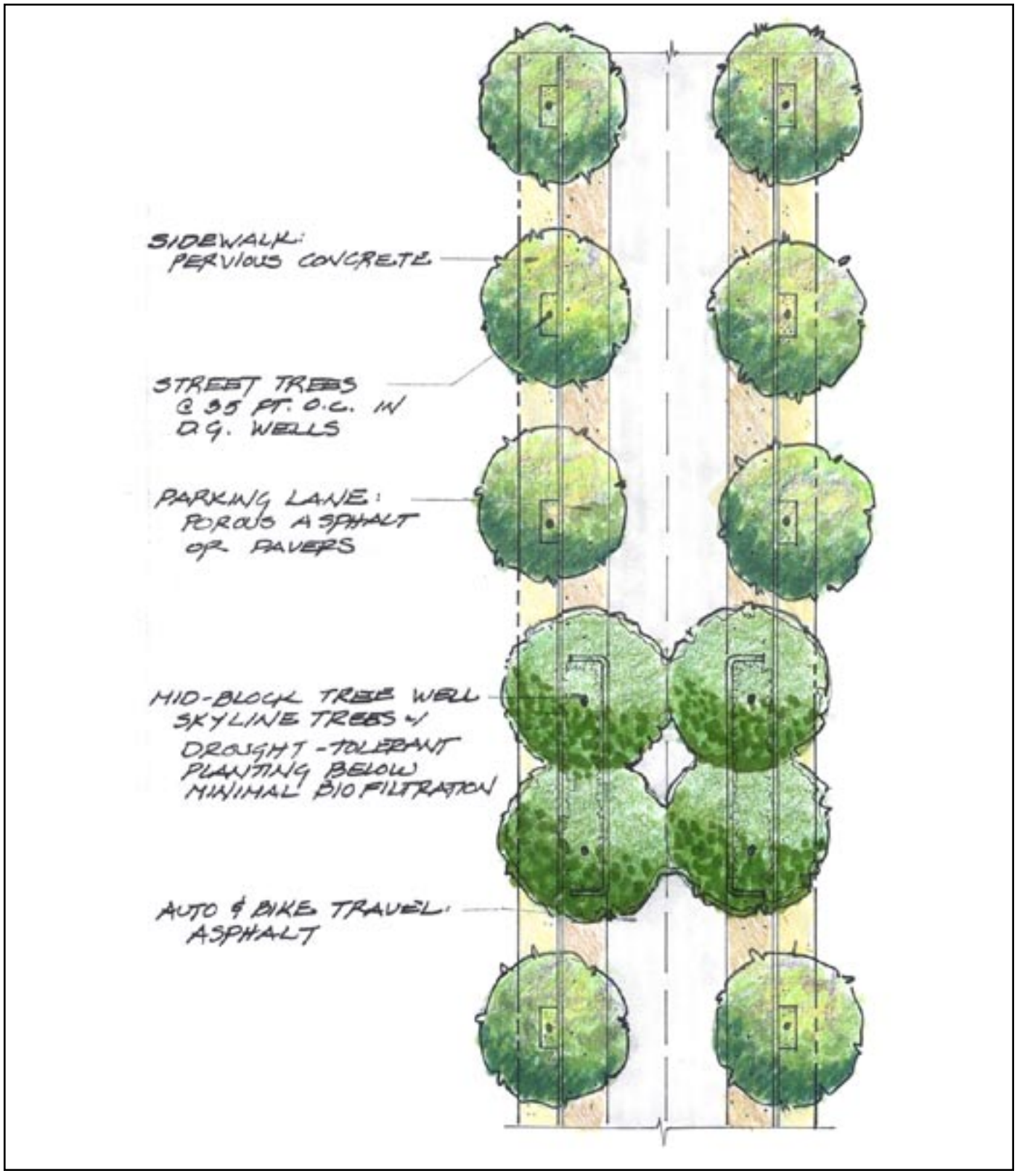
Section of Camino Pescadero and Camino Del Sur



Proposed Landscape Standards for Camino Pescadero and Camino Del Sur

Photo of Camino Pescadero at Picasso looking South

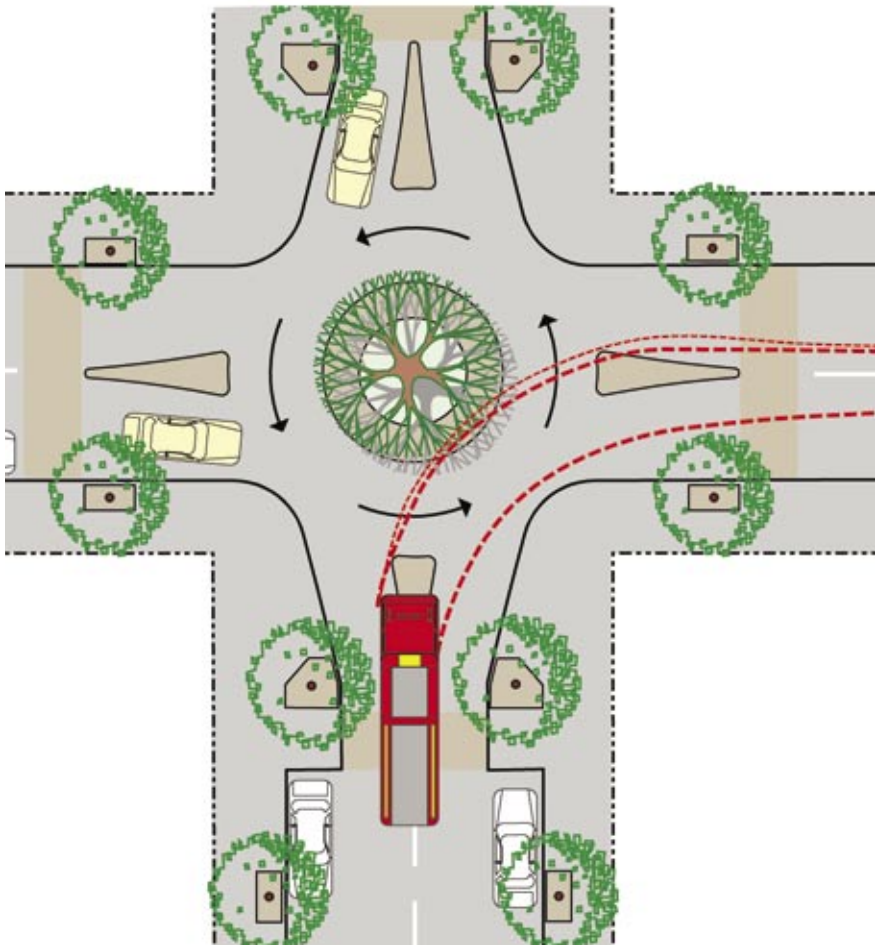
Final Condition	
Type of Street:	Residential
Type of Movement:	Slow
R.O.W Width:	55’
Curb to Curb Width:	36’
On Street Parking:	8’ Both Sides
Travel Lane Width:	10’ Two Way
Type of Curb:	Raised Curb
Width of Sidewalk:	9.5’ Both Sides
Width of Planter:	3’
Type of Trees:	Street Trees @ 35’ O.C. in D.G. Wells Mid- Block Skyline Trees in Wells w/ D.T. Planting Below



Proposed Landscape Standards for Camino Corto

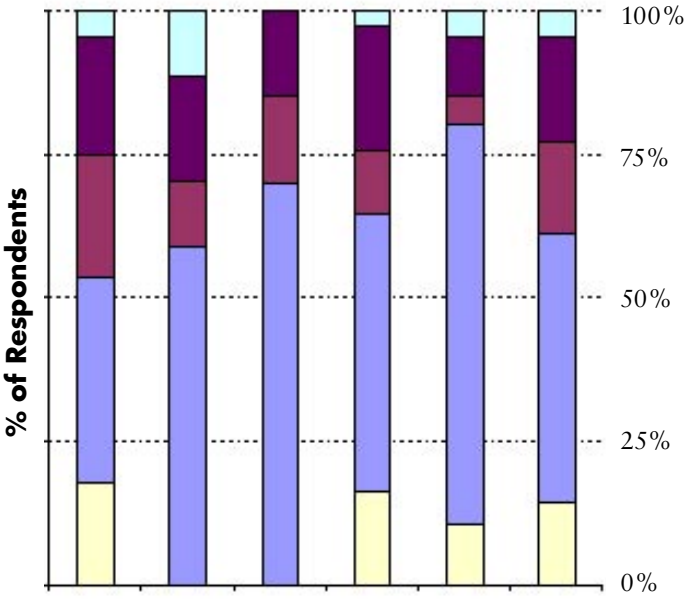
Photo of Camino Corto Street Looking South

Final Condition	
Type of Street:	Residential
Type of Movement:	Slow
R.O.W Width:	50’
Curb to Curb Width:	36’
On Street Parking:	8’ Both Sides
Travel Lane Width:	10’
Type of Curb:	Raised Curb
Width of Sidewalk:	4’ Both Sides
Width of Planter:	3’
Type of Trees:	Street Trees @ 35’ O.C. in De composed Granite (D.G.) Mid-Block Skyline Trees in Wells w/ D.T. Planting Below



Proposed Partial Plan illustrating traffic calming rotary at typical intersection

Parking



Parking Locations at Residence

- On-street
- Off-street, continuous access
- Off-street, sometimes blocked
- More than one of these
- Other

Car ownership in Isla Vista is relatively high. About 80% of all adult residents own a car, a figure that is similar between students, UCSB staff and faculty and other residents. This means that many households own two or more vehicles – particularly in the case of undergraduate students, where large household sizes mean that the average household owns more than four vehicles.

This level of car ownership, coupled with at least 350 commuters to UCSB who park in Isla Vista during the day and walk or bike to work or school, means that parking for residents, potential shoppers, and visitors in Isla Vista is often scarce, particularly on the east side. While nearly half of residents have a dedicated, off-street space, and 14% park on street, many others have to squeeze their cars into front yards, and need other vehicles to be moved to get in and out.

While some additional spaces can be gained by reconfiguring or introducing on-street parking, major additional increases in supply can only come through building new parking structures – an extremely expensive option. At the workshop, it was calculated that to cover a structure's costs, including land value, monthly parking charges would need to amount to $160-170 per space for a surface lot or structure, or $220 per space for an underground structure.[1] This means that an appropriate management plan is the key to improving parking availability in Isla Vista.

Charging for on-street parking is a key element of the proposed management plan, for three key reasons:

- Reduce the number of cars in Isla Vista – both those of residents and commuters to UCSB – helping to achieve the community's livability goals
- Raise money for transit, bicycle and pedestrian improvements in order to improve safety, mobility and social equity
- Achieve the sustainability goals of the community by removing subsidies for the automobile

The primary objective of parking fees is not to charge motorists or penalize drivers, but to raise money to improve transportation for everyone. At present, on-street parking is heavily subsidized. The value of land under a parking space is $7,300 or about $600 a year, while maintenance and operations add about $100 a year. Charging for parking will help to distribute this subsidy more equitably between motorists, transit users and pedestrians and cyclists. To maintain community support, it is crucial that all revenue is spent on parking and transportation projects that directly benefit Isla Vista.

[1] *Assumptions: 30-year loan at 7.5%, $2 million/acre land value, capital costs per space of $13,500 (structure), $30,000 (underground) and $2,500 (surface).*

Parking

Parking and Transportation Authority

The recommended alternative is that the Parking management should be overseen by a new Parking and Transportation Authority, comprised of local representatives appointed by the County. It would have the following core responsibilities:

- Oversee all public parking in Isla Vista, both on-street and off-street, including any parking permit programs, parking enforcement and construction of new parking facilities.
- Analyze and recommend the best mix of transportation improvements to meet the overall goals of the community.
- Raise money through parking permit fees and parking meters, and expend money for new parking facilities, transit improvements and other access improvements to best meet the goals of the community.

In addition, the Authority could be given these secondary responsibilities:

- Oversee prioritization of street maintenance, beautification and traffic calming projects.
- Contribute funding to such improvement projects and to utility undergrounding.
- Focus on "downtown IV" access improvements and promotions.

To ensure that there is a popular mandate for the Authority, and to give it clear power to levy market-rate parking permit fees, it should be established through a vote of the people. To work towards the establishment of the authority, and to help address some immediate issues, it is recommended that the County should form a Parking and Transportation Citizens Advisory Committee.

Provide new on-street spaces

Additional on-street spaces can be gained in the following locations:

- El Colegio. More than 200 new spaces can be provided as part of a rebuild of the street. On-street parking will also provide a buffer between pedestrians and traffic.
- Embarcadero Loop. 45 spaces can be gained through restoring parallel parking.
- Pardall. About 23 spaces can be gained by removing the red curb.

Parking Meters in the Commercial District

The planning team's proposal is that all of the parking spaces in Isla Vista's commercial core that abut a commercial property – a total of about 170 – should be converted to metered spaces as soon as possible. This change will in effect reserve these spaces for shoppers and others on short-term errands, rather than all-day commuters. It will make it possible to ensure high turnover, front door spaces for businesses, helping to improve the overall accessibility of the district.

Make Better Use of Existing Lots

Private lots in the commercial core are often underutilized. Around 250 spaces can be created through negotiating for shared use of these surplus spaces. In particular, the theatre lot, which is generally used only during the evenings should be converted into a short-term paid lot, generating about 50 spaces.

Residential Permit Parking Controls

A residential permit parking program prioritizes on-street spaces for residents. While it does not guarantee a space for a permit holder, it helps to improve availability by excluding commuters and others who compete for space with Isla Vista residents. Both the meters and residential permits will also mean that UCSB commuters cannot park in Isla Vista, freeing up at least 350 spaces per day.

Based upon the workshop findings, it is a recommendation of the planning team that residential permits should be implemented in Isla Vista as soon as possible. Initially, the law may limit the price of permits so that they only cover the administrative costs of setting up and administering the system. The Parking and Transportation Authority, however, can be given authority to increase permit prices further with approval from the community. This would allow market pricing to be used to limit the number of permits to the number of available spaces, and raise money for transportation improvements in Isla Vista.

Fees could vary across Isla Vista, with higher rates set where parking availability is scarcer. No fee might be necessary on the west side of IV, while a UCSB-scale fee might be appropriate on the east side. Fees could also vary by season, with summer cheaper or free, and each household might be eligible for a limited number of cheaper permits. For example, each address could be allowed one permit at $50 a year, a second permit at $100 a year, and subsequent permits at $250 a year. Such issues would be determined by the Parking and Transportation Authority.

Parking

Establish Daily Parking Permits

In order to make the residential parking control program acceptable, daily permits should also be available to non-residents. One recommended alternative would be to price these permits to roughly follow UCSB rates: They can be "scratch-off," pre-printed permits, where the users scratches off the date they want it valid for, just like a lottery ticket; or, they can be pay-and-display machines located in strategic locations in IV. In order to control nighttime parking issues, the permits could be required 24 hours.

Parking Controls for New Development

The feasibility of removing off-street parking requirements should be studied as the Master Plan evolves. It is proposed that developers should be allowed to build as little parking as they consider necessary to meet the needs of the likely owners or tenants. So that development does not adversely affect on-street parking for existing residents, deed restrictions could be allowed so that residents of new housing are not permitted to purchase on-street permits.

Satellite Parking Lot for Residents

Based on the concerns of workshop participants, the feasibility of providing a satellite parking lot outside of IV with shuttle service for Isla Vista residents will be studied as part of the further development of a transportation plan.

Shared Structure with UCSB

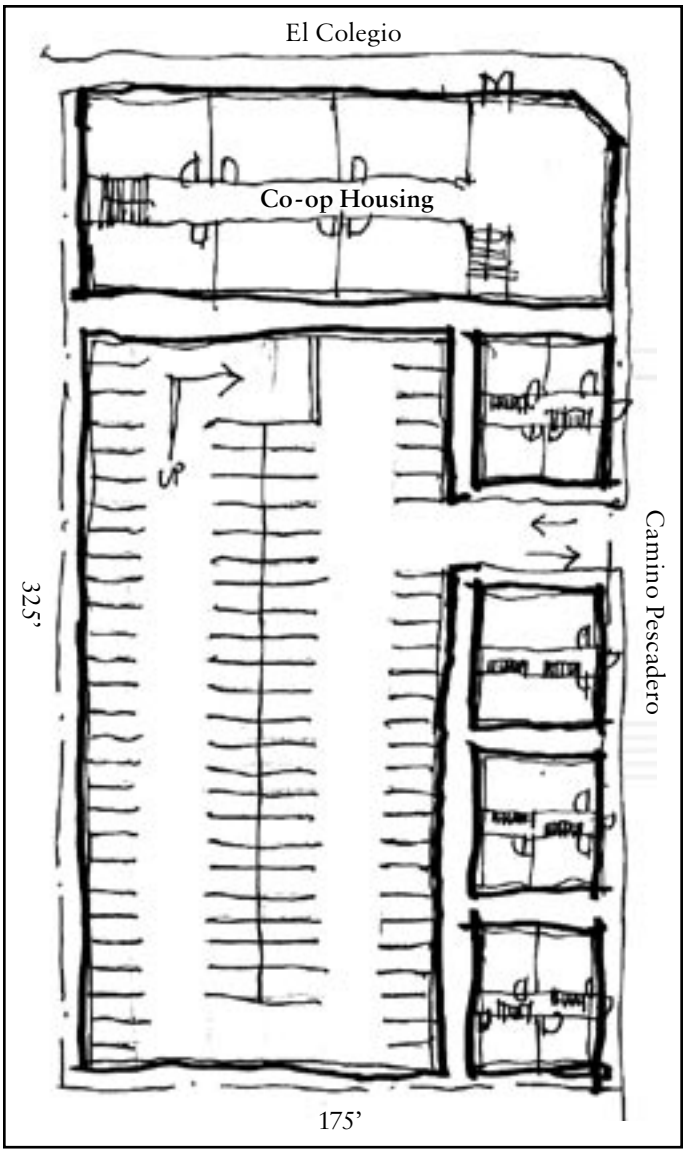
One of the discussed alternatives has been a shared parking structure with UCSB that would be constructed on their property along the Pardall corridor and a designated number of spaces would be allocated for Isla Vista residents and shoppers. The planning team does not think this parking will be necessary with the implementation of the proposed parking management system. Further exploration of this option will be integrated into the development of the Master Plan.

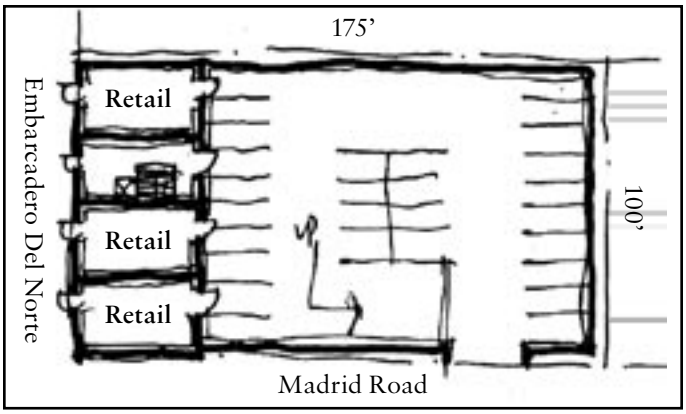
Bicycle Parking

The gentle grades, abundance of streets with little traffic and the proximity of destinations such as UCSB make cycling an ideal way to get around Isla Vista. Bicycle ownership is high, but there is little in the way of parking – particularly at residences, where bicycles are often leaned haphazardly against stairs or walls, and are a tempting target for theft.

Bicycle parking requirements should be set for all new developments. New parking should meet the following standards, and existing bike parking should be retrofitted to meet them:

- The stand should support the bicycle frame, and should allow the frame and wheel to be U-locked to it
- It should be obvious to use
- It should be bolted to the pavement, and not be able to be cut or dismantled





(Above) Madrid Road/Embarcadero Del Norte

Parking:	**30 Spaces/Level** **120 Spaces Total**
Retail:	**3 25'x50' Spaces**
Apartments:	**4 2-3 Bedroom Apts./** **Level Above Retail**

(Left) El Colegio/Camino Pescadero

Parking:	**100 Spaces/Level**
Apartments:	**4 Structures at 3 Stories Each** **6-12 Units/Structure**
Co-op Housing:	**50-70 Persons**

As mentioned earlier in this chapter, the cost of building parking structures in Isla Vista would be extremely high. Based on the calculations and the required per-space fee of $160-$170 a month, it is not likely that a structure would pay for itself. As a part of the workshop, the parking garage capacity of two underutilized lots within Isla Vista was studied. The first, which is a vacant lot along El Colegio and Camino Pescadero, could be used for general residential parking, while the small structure studied at Embarcadero Del Norte and Madrid Road could be used by shoppers. In both instances, an appropriate garage design is illustrated with street-level edges that are activated by appropriate uses.

Key

- Regional Transit Corridors
- Local Transit Corridors

Diagram illustrating recommended transit routes through Isla Vista which could provide higher frequencies, a simplified system that is easier to understand and use, and better accessibility to regional destinations. The recommendation proposes primary stops along El Colegio Road with a secondary route along Sabado Tarde. The new street design for El Colegio would provide bus turn outs. The new route along Sabado Tarde would provide transit within 1/4 mile of all Isla Vista residents. This route would pass through a new bus-only gate at Ocean Road to connect to campus.

Better transit service in Isla Vista is the most cost-effective solution to reducing traffic on county streets and highways, and improving downtown parking availability. Nearly two-thirds of driving trips by Isla Vista residents are to destinations on primary transit routes, such as downtown Santa Barbara, City College and Camino Real Marketplace. Meanwhile, UCSB undergraduates living in Isla Vista drive to school once a week on average, with 10% driving to class every day. Up to 15,000 vehicle trips a day could be eliminated if these people are persuaded to use transit instead.

To provide an attractive alternative to the automobile, transit service must be comprehensible, frequent, and run day and night. Santa Barbara MTD operates six routes in Isla Vista, and while its route structure is basically sound, even the most frequent routes run only every 30 minutes. To attract riders who have a choice of travel options, 12-15 minute frequencies are the minimum needed, so that people can simply turn up at the stop without the need to consult a schedule or plan their activities around bus times.

The following are the key improvements needed:

- A simplified routing structure that runs some lines on El Colegio and others on Camino Corto, Sabado Tarde and Ocean
- More frequent service on Sabado Tarde and El Colegio – a minimum of 15 minute frequency all day, connecting to Camino Real Marketplace, UCSB, City College and Downtown Santa Barbara
- A new bus-only gate at Ocean Road, allowing the Sabado Tarde route to connect to campus
- Later service – connecting to Camino Real, UCSB and Downtown until at least 11 pm most nights and 2 am Friday and Saturday
- Free transit passes to all Isla Vista residents, much like the City of Boulder's neighborhood-wide EcoPass

It is recommended that much of the revenue raised by the Parking and Transportation Authority from parking fees should go towards operating funds for these transit improvements. While up-front funding is also needed for pedestrian and bicycle improvements and street redesigns, this is easier to obtain from other sources.

Even before these new funding sources come on-stream, the County and both the Parking and Transportation Authority and Citizens Advisory Committee should strongly lobby SBMTD to improve transit service to Isla Vista – the single best potential transit market between San Francisco and Los Angeles. While these service improvements will almost certainly have to come at the expense of cuts to other areas, Isla Vista's density, demographics and development patterns mean that the opportunities to boost transit ridership are far greater than anywhere else in the region. However, the county and the committee will need to be very articulate in public about why SBMTD's resources should be shifted to communities with the highest potential for increased ridership.

While car ownership is Isla Vista is relatively high, many residents actually use their cars very little. They may walk or cycle to work or school, and use their cars only for shopping, errands and weekend trips.

This means that Isla Vista has great potential for car sharing to be successful. Rather than owning their own vehicles, residents would have the option to join the car share program, having 24-hour access to a fleet of shared vehicles parked around the neighborhood, and paying only by mileage and hours used. Car sharing can both improve mobility and dramatically reduce vehicle ownership – in San Francisco, half of those who owned a vehicle before joining the program have subsequently given at least one of them up.

The County and UCSB should work together to establish a car-sharing program in Isla Vista, modeled after the highly successful City CarShare in the Bay Area. The should also encourage the establishment of neighborhood car rental companies, which offer an important complement to car sharing for longer weekend or week-long trips.

Transportation: Immediate

1. Implement the new El Colegio design in the short term by targeting existing funding allocations
2. Establish a Parking and Transportation Advisory Committee
3. Develop a proposed structure, membership and responsibilities for the Parking and Transportation Authority, and requirements for collecting and spending parking revenues
4. Introduce a Residential Permit Parking program
5. Improve short-term parking availability in the commercial core, through introducing meters and arranging for shared use of private lots
6. Provide new on-street spaces at Pardall and Embarcadero Loop
7. Continue discussions with MTD to increase frequencies on key routes serving Isla Vista, and extend service later in the evening and at night
8. Seek funding to implement a car share program in Isla Vista
9. Encourage car-sharing firms to establish in Isla Vista and on the UCSB campus
10. Establish and track key performance measures to monitor the success of transportation improvements
11. Introduce bicycle parking requirements for new developments
12. Begin technical analysis of parking and transportation improvements
13. Clarify and develop catalyst projects
14. Incorporate new street standards into County's new GTIP funding
15. Create a list of design exceptions for new street standards so that new standards can be approved
16. Develop the cost and phasing of new street designs

Transportation: Short/Medium Term

1. Establish Parking and Transportation Authority, with the ability to raise funds through market pricing of on-street parking
2. Eliminate minimum parking requirements for new development
3. Implement a traffic calming program on east-west streets
4. Implement sidewalk improvements on north-south streets and in the commercial core
5. Introduce roundabouts at key intersections
6. Narrow Ocean Road and Embarcadero to two 10′ travel lanes, using the space for wider sidewalks, bike lanes and/or on-street parking
7. Realign the El Colegio bicycle path north of San Clemente
8. Simplify the SBMTD routing structure
9. Provide a bus-only gate at Ocean Road and Sabado Tarde
10. Provide free transit passes to all Isla Vista residents

Chapter 4: Downtown

Downtown Isla Vista serves as the social and commercial center for the community. As part of the Master Plan process, residents of Isla Vista have made one of the primary objectives to improve the local, day-to-day amenities provided within the downtown.

In addition, in speaking with local business owners, both individually and at the special session for the downtown, the planning team heard many concerns ranging from displacement during construction to the desire to stabilize and grow their businesses within Isla Vista.

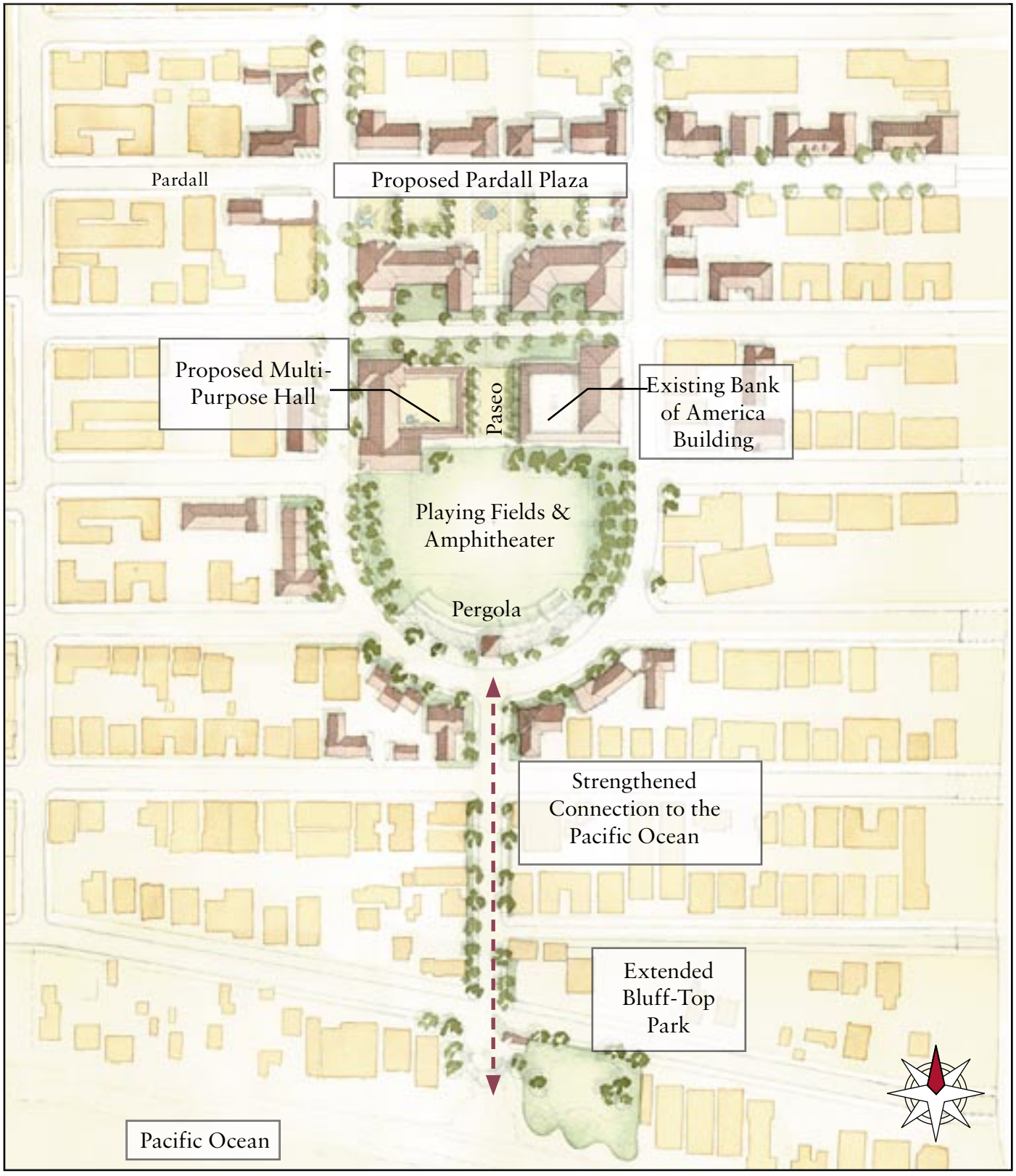
During the workshop, the planning team took the input from the participants and developed a series of alternatives for the long term plan for downtown that are described in this chapter.

Issues

1. **Lack of parking for shoppers due to all-day on-street parking by UCSB commuters (No parking enforcement)**
2. **Lack of business for retail during three-month UCSB summer break**
3. **Leakage of retail sales to other regional shopping areas**
4. **Limited marketing for local businesses**
5. **Negative image of Isla Vista deters shoppers**
6. **Streets and public spaces undefined due to typical one-story buildings**
7. **Existing on-site parking requirements make redevelopment of small properties nearly impossible**
8. **Shortage of commercial, street level space causes high rents for businesses**
9. **Lack of day-to-day amenities provided for residents within the downtown**
10. **Poor relationship between retail and Anisq'Oyo' Park**
11. **Poor usability/function of Anisq'Oyo' Park and Perfect Park**

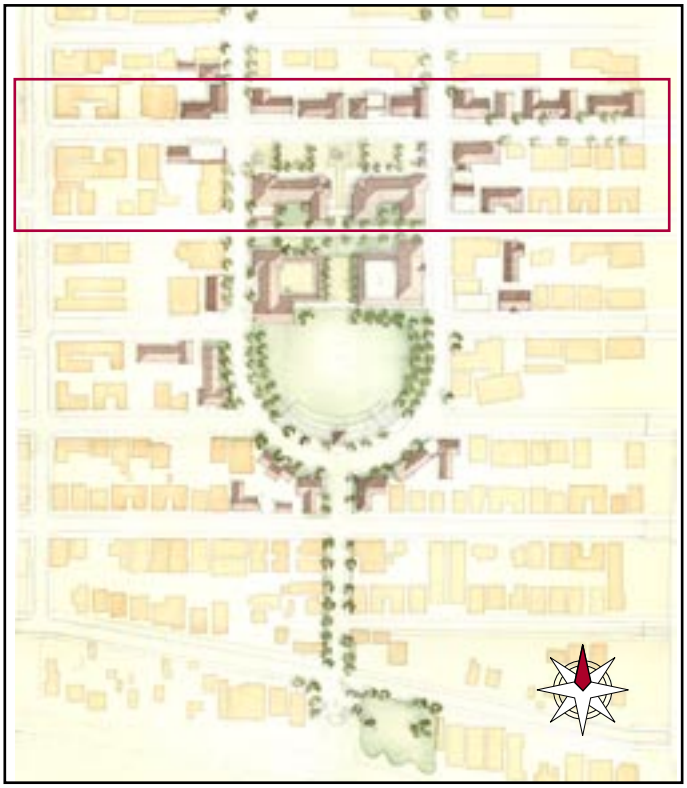
Objectives

1. **Improve amenities for residents while providing the opportunity for local businesses to prosper.**
2. **Emphasize the proximity to the Pacific Ocean as a unique quality of the Isla Vista commercial district by strengthening physical and visual connections.**
3. **Provide a variety of public open spaces within the downtown that allow people to gather and socialize and that strengthen the identity of the downtown as the primary center of the community.**
4. **Develop incentives and programs that trigger private-sector reinvestment in the downtown, enhance the overall character, and provide additional commercial space and housing.**

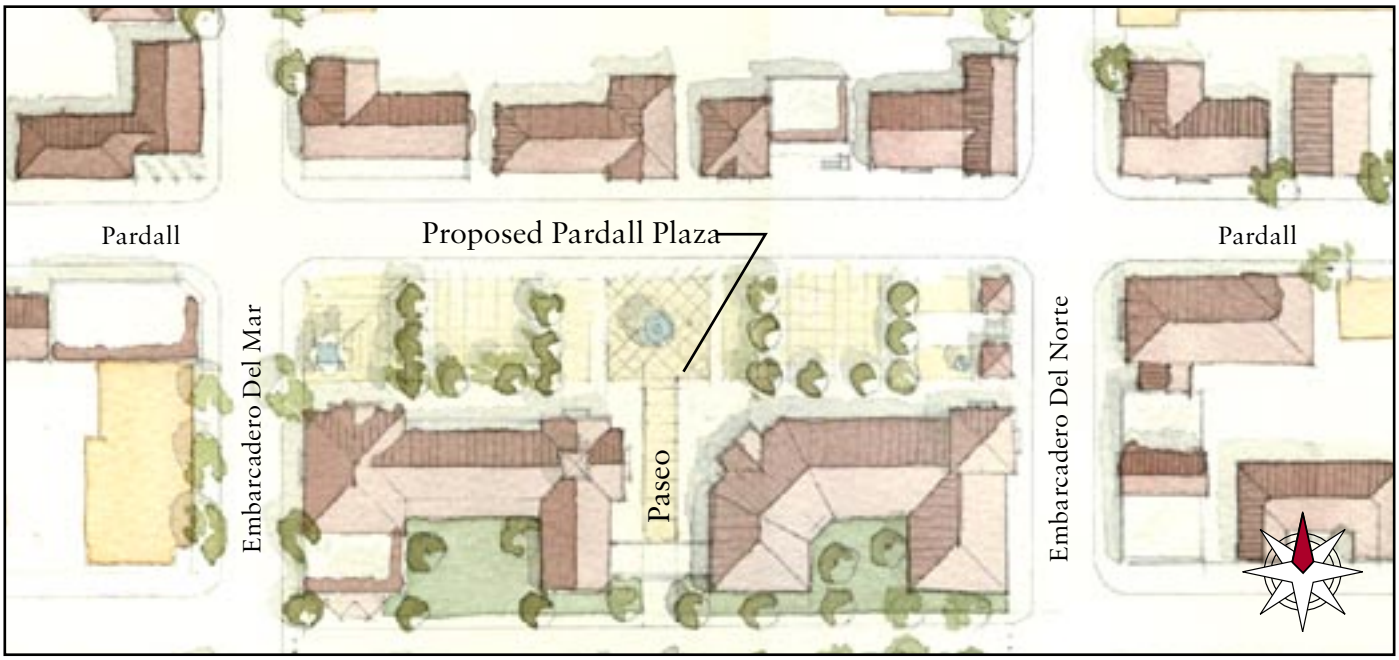

Pardall
Proposed Pardall Plaza
Proposed Multi-Purpose Hall
Paseo
Existing Bank of America Building
Playing Fields & Amphitheater
Pergola
Strengthened Connection to the Pacific Ocean
Extended Bluff-Top Park
Pacific Ocean

Based on community input during the workshop, the Pardall corridor should continue to be the focal point for commercial and social activity within Isla Vista. To accomplish this, the design team recommends that new regulations be established that will encourage property owners to build new mixed-use buildings along the corridor. These new buildings would enhance the character of the downtown area while providing additional commercial space at the street level and additional housing units above.

Option I incorporates a new public plaza between Embarcadero Del Norte and Del Mar. This plaza would serve as the social and physical focal point of the community and would allow north-facing businesses to spill into and activate the space. Within this scheme, the relationship between the Pardall Corridor and Anisq'Oyo' Park is strengthened by the introduction of a paseo that would connect Pardall Road to the improved amenities of Anisq'Oyo' and Perfect Park.

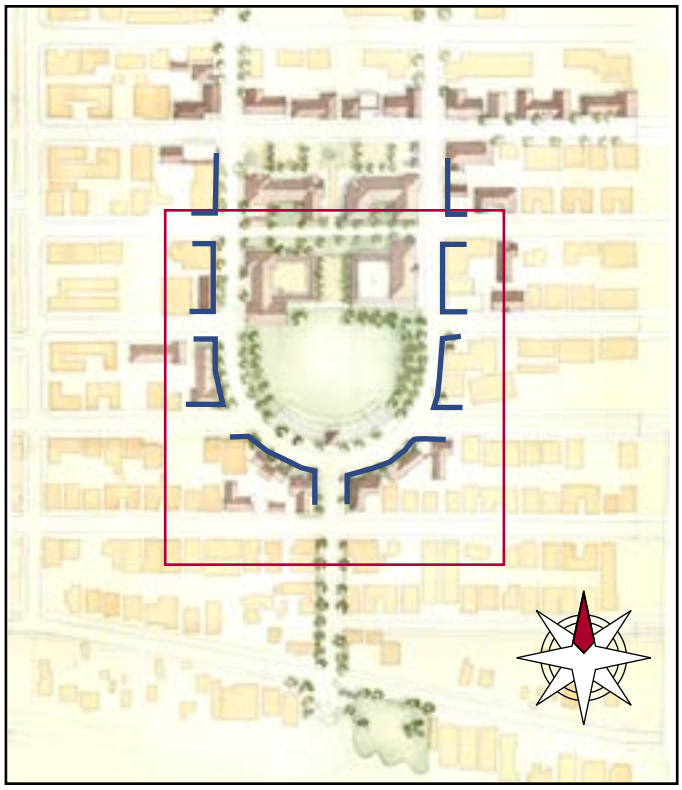


(Above) Key Plan (Below) Plan of the proposed plaza along Pardall Road (Left) View of proposed plaza from Pardall Road looking south through the paseo.



The Embarcadero Loop is located within the heart of the commercial district and is the only area within Isla Vista that is not composed of a rectilinear street grid. The proposal developed during the workshop could enhance the unique character of this area and its relationship to Anisq'Oyo' and Perfect Park by providing buildings that define the edges of the space and by incorporating trees along the park and street edges. To encourage the development of these new mixed-use buildings a new regulating system is begin proposed. The new system would handle parking on a district-wide basis rather than a lot-by-lot basis, therefore making mixed-use more feasible.

In order to enhance the experience and uniqueness of this area, new buildings that terminate views down Embarcadero Del Norte and Embarcadero Del Mar should be designed to provide an appropriate terminus in its massing or with elements such as a tower or cupola.

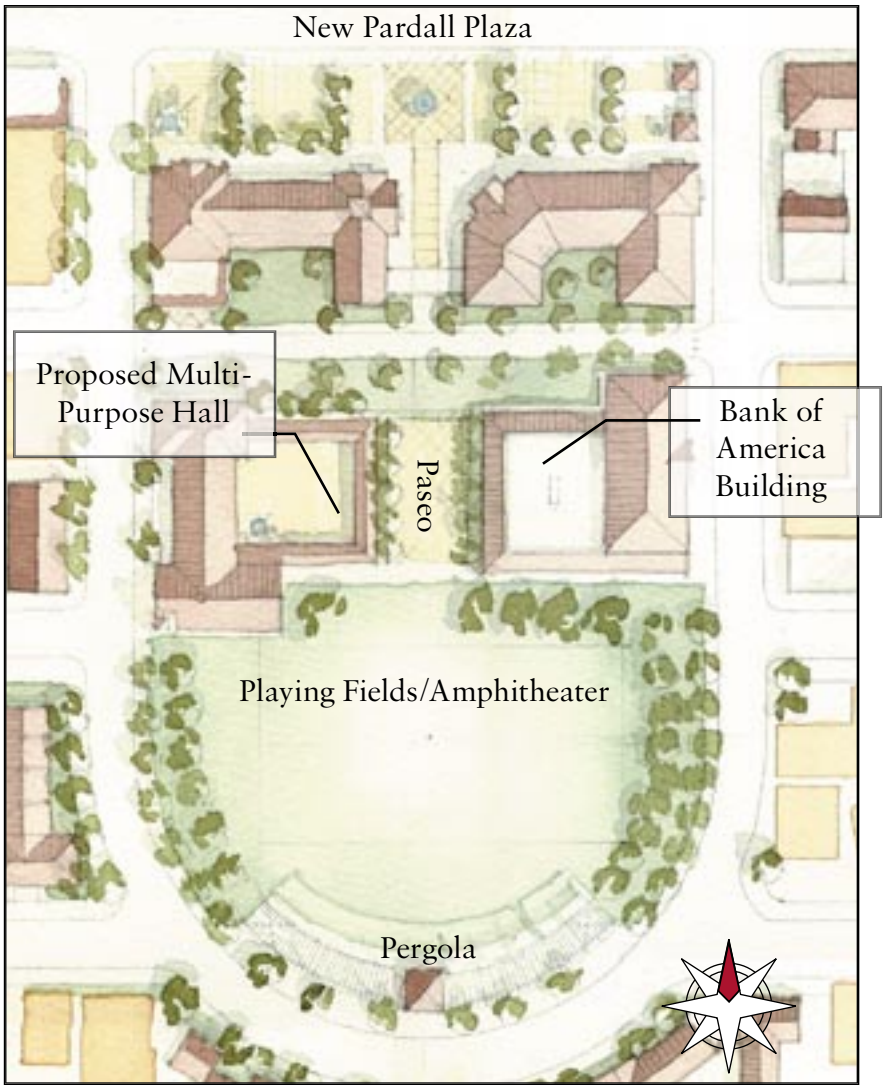


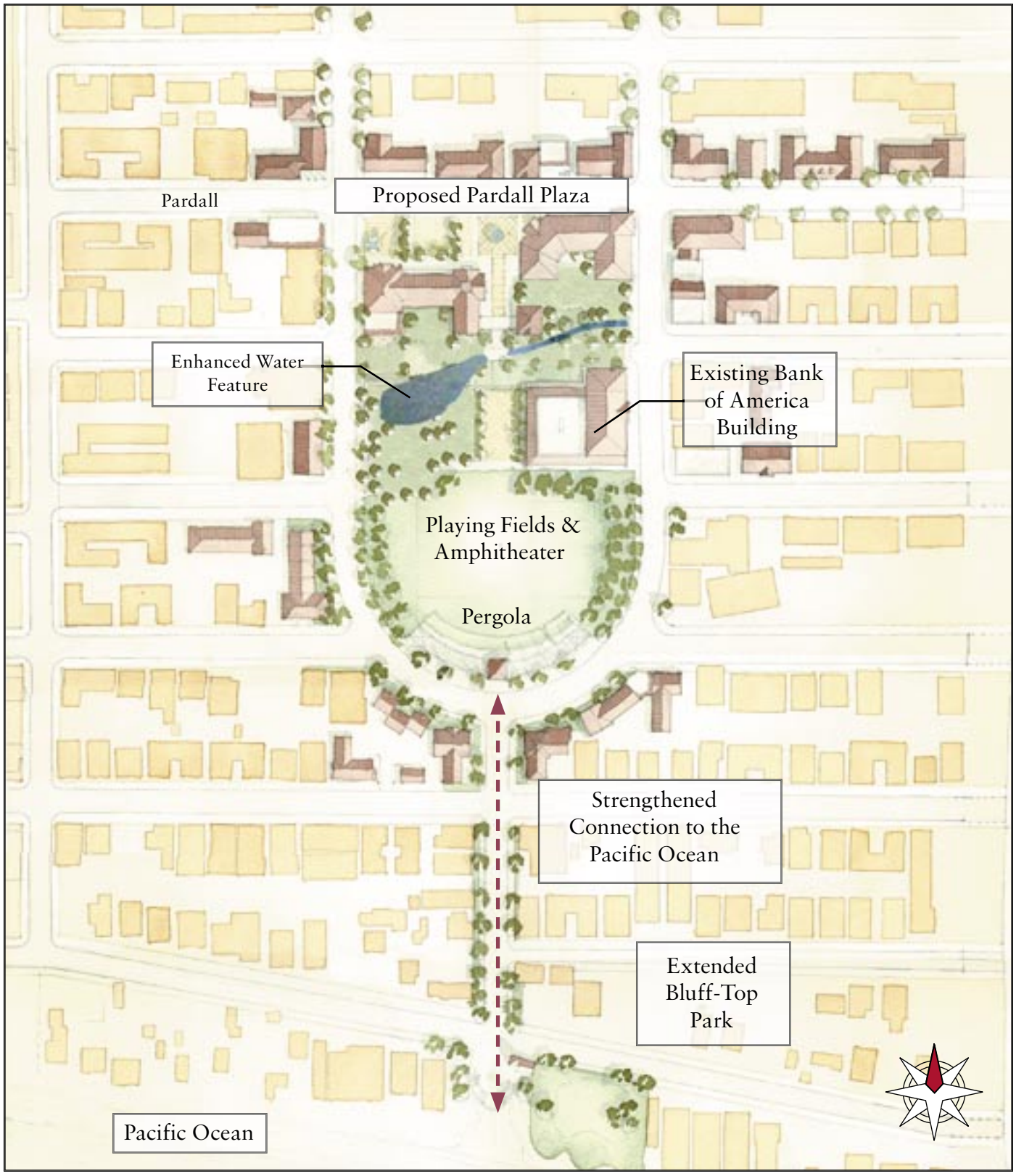
(Right) Key Plan (Below) View down Embarcadero Del Norte looking south

Many local residents voiced a desire for more active and passive recreational space within Isla Vista. To accomplish this, the design team studied ways to expand the function of Anisq'Oyo' and Perfect Park. Due to its location within the downtown and its proximity to many residents, the park could become a center for social activity within Isla Vista. The proposed redesign provides an expansive lawn at the southern edge of the park that could accommodate a variety of active and passive recreational activities such as soccer, frisbee, or just sitting in the sun with friends. In addition, this open field could provide an ideal location for outdoor concerts and other entertainment venues.

The removal of the buildings and the parking lot at the southern and western edges of the parks is the desired long term goal of this alternative. The means of acquiring this property would be complex, and could consist of land swaps between various owners or the outright purchase of the lots as funds become available.

(Right) Plan for proposed alternative for Anisq'Oyo' and Perfect Park
(Below) Historic photo of Anisq'Oyo' during an outdoor social event.




Pardall
Proposed Pardall Plaza
Enhanced Water Feature
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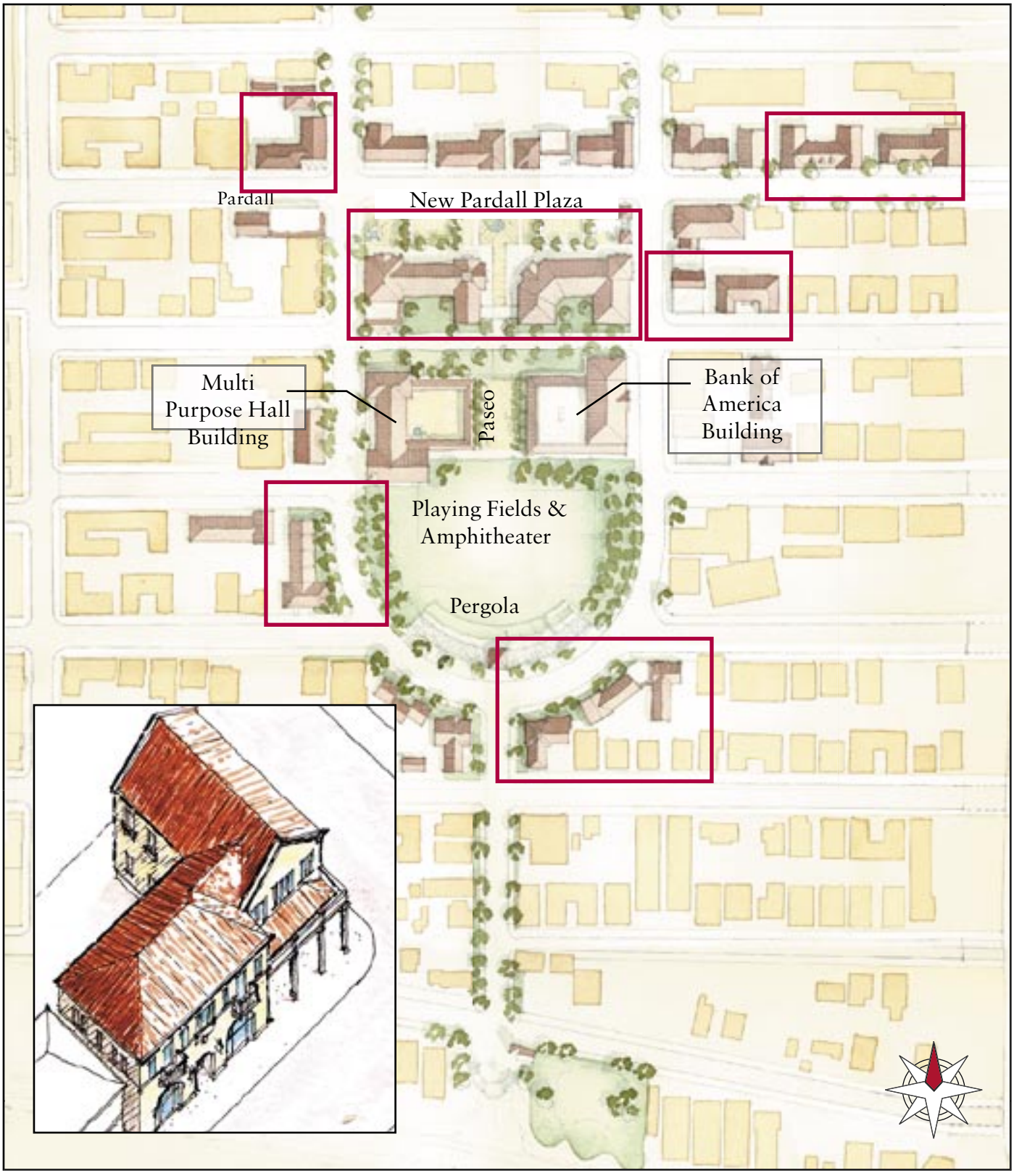
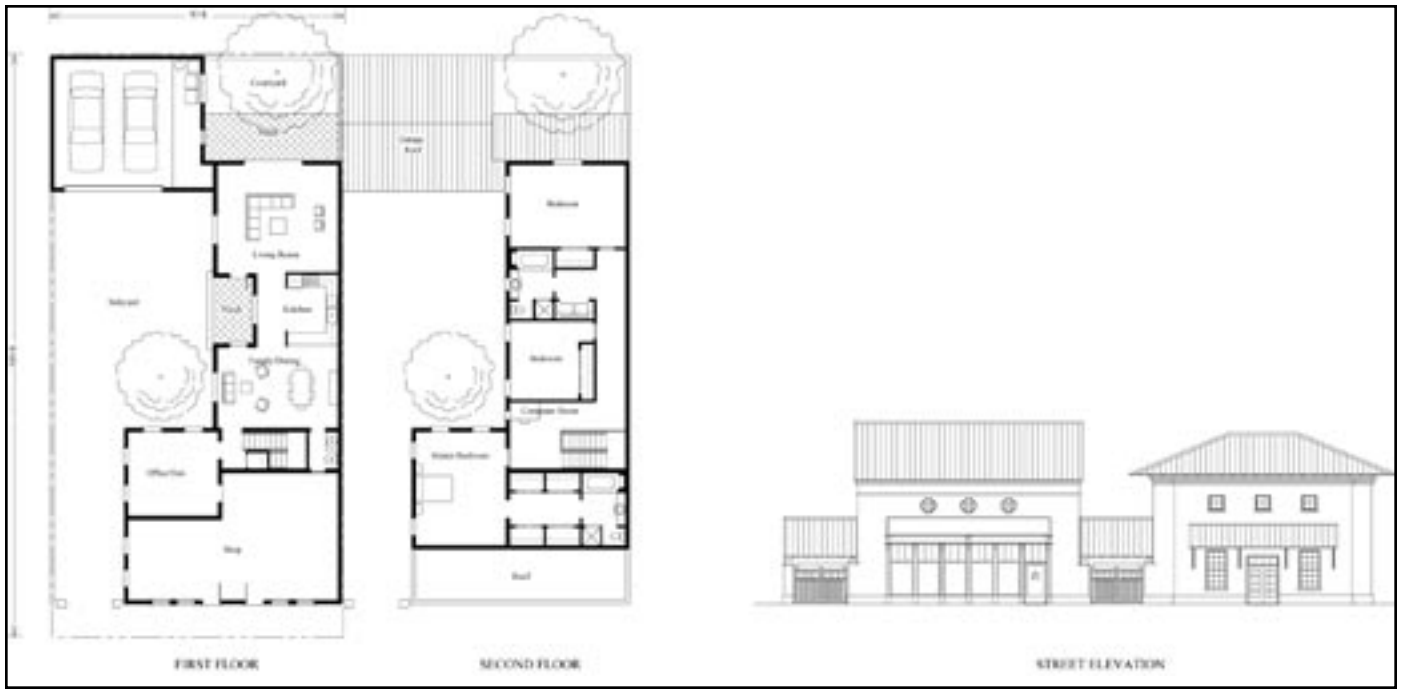
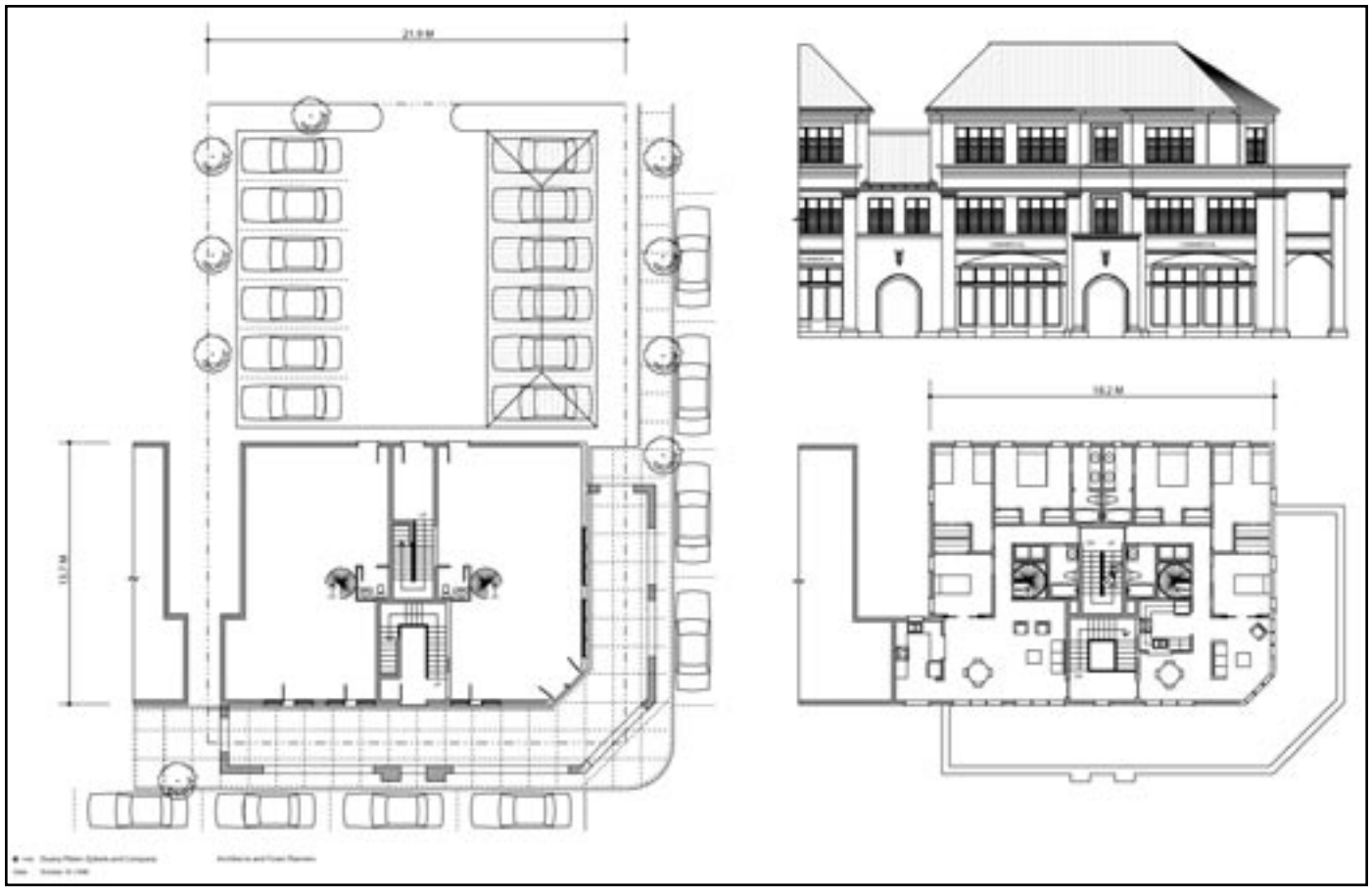

Pardall
New Pardall Plaza
Multi Purpose Hall Building
Paseo
Bank of America Building
Playing Fields & Amphitheater
Pergola



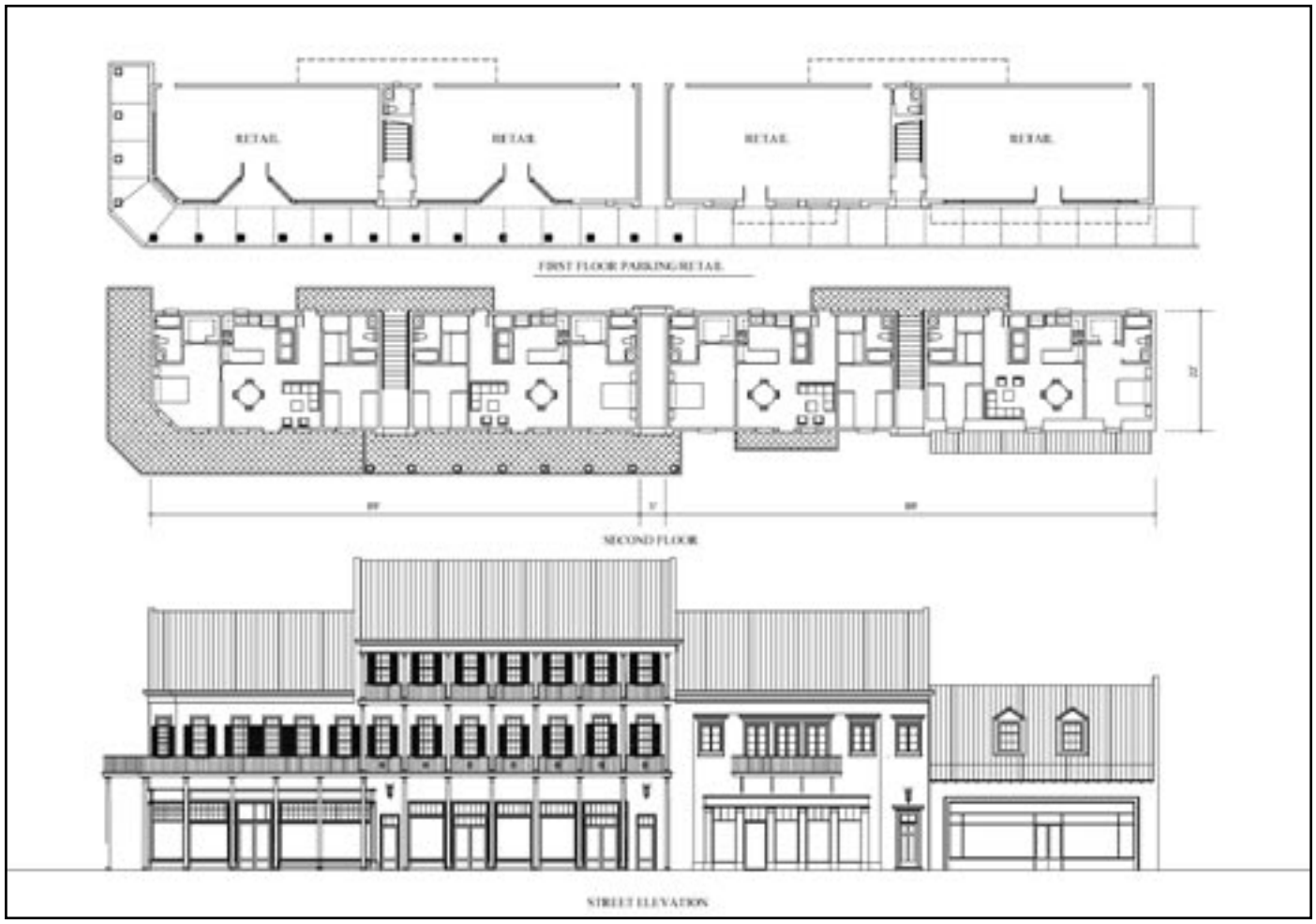
Sideyard Apartment Building

Appropriate for small infill and opportunity sites. These buildings can accommodate one story of housing or offices over ground-floor retail space.



3-Story Mixed-use Building

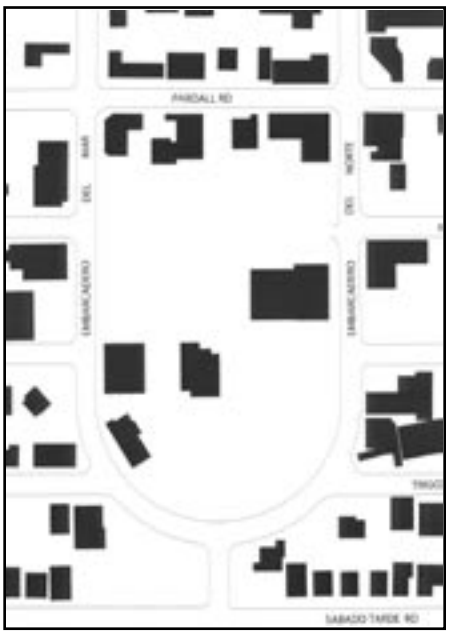
Appropriate for small infill and opportunity sites. These buildings can accommodate two stories of housing and/or offices above ground-floor retail. Parking is accommodated in small lots and courts to the rear of the building.



Mixed-use Liner Building

Appropriate for larger opportunity sites. These building type can accommodate two to three stories of housing and/or offices over ground-floor retail space on a relatively shallow lot. This building type may be used to screen parking structures.

Downtown Proposed Timing



Existing Conditions

5 Years

Long Term Vision

Existing Conditions

The current physical form in the downtown, and in particular around Ansiq'Oyo' Park, has no coherent hierarchy.

Time Frame One: 5 Years

The workshop proposal recommends that the redevelopment of the commercial properties along the southern edge of Pardall Road and the creation of a new public plaza should be a high priority in identifying a catalyst project that can stimulate the redevelopment of the entire area.

These projects should be combined with streetscape improvements and a parking management system to improve the retail environment in downtown.

Long-Term Goals

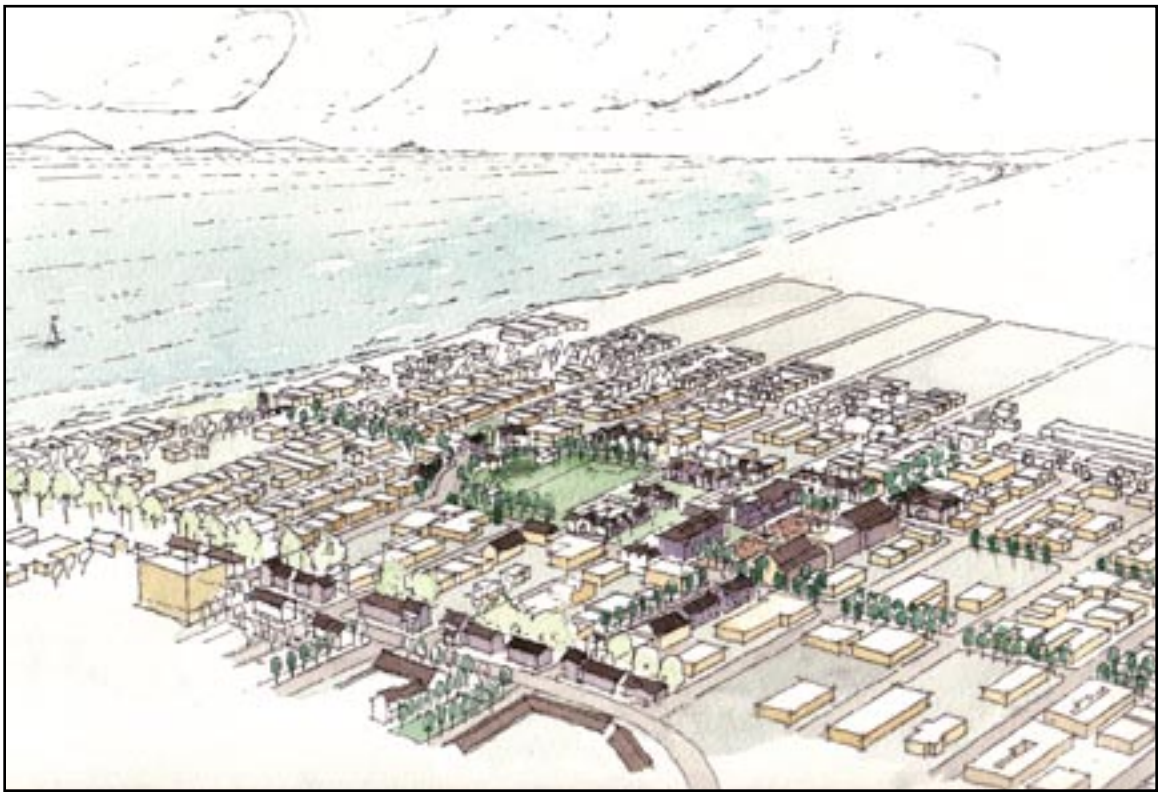
Workshop participants felt that more amenities could be provided within downtown Isla Vista. Over the long term, Anisq'Oyo' Park should be strengthened and reinforced by the removal of existing buildings within the park at the southern end and through the careful placement of new mixed-use buildings which would provide these amenities in addition to enhancing the character and image of the place.

This proposed, revitalized downtown center could also provide a variety of new housing opportunities for existing and new residents.

Implementation Steps

Downtown

1. **Begin to implement a long-term parking strategy, by placing parking meters within the downtown to provide parking for shop users.**
2. **Continue discussions with IVRPD about the redesign of Anisq'Oyo' Park, the proposed plaza, and the potential for a mixed-use project on their current site.**
3. **Open discussions with property owners within Anisq'Oyo' Park about future options.**
4. **Continue discussions with property owners about the potential mixed-use development opportunities.**
5. **Clarify and develop catalyst projects.**
6. **Create a strategy for transitioning existing businesses while storefronts are under construction.**
7. **Implement the new street design and new striping to increase on street parking.**
8. **Explore the possibility of mitigating the environmentally sensitive habitat in Anisq'Oyo' Park if the residents support this option.**
9. **Start a cooperative downtown marketing strategy.**
10. **Implement a new regulating system that will encourage the development of mixed-use within downtown.**



Chapter 5: Estero Neighborhood Center

As the planning team's analysis of Isla Vista progressed, it became apparent that the western portion of Isla Vista lacks a focal point. Based on the 1/4 mile neighborhood module that is typically used for community planning, the recommendation is that this western portion should become its own unique neighborhood. Due to the high concentration of activity in the area, the proposed location of the new neighborhood center is Estero Park.

The primary function of this neighborhood center would be recreation, but appropriate, neighborhood-scaled retail opportunities should also be accommodated as the economy allows.

Another important function that is being studied for this neighborhood center is the community center. The neighborhood center can function without the community center building, but this would create a strong orientation around Estero Park. Several alternatives are studied in this chapter and further exploration of the feasibility of the community center will be done following the workshop.

The components of this proposed neighborhood center are illustrated in this chapter.

Issues

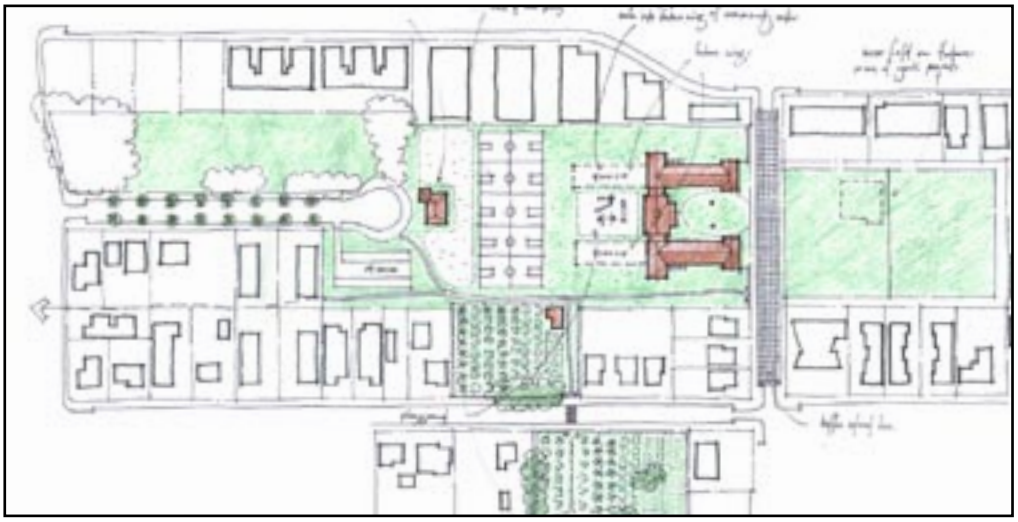
1. **Lack of focal point (center) in second neighborhood in IV**
2. **Few amenities nearby; must go to downtown core**

Objectives

1. **Utilize the existing Estero Park property to create a neighborhood center that is within a 1/4 mile walking distance of western Isla Vista's residents and can provide recreational and other neighborhood-based activities.**
2. **Provide the opportunity for small commercial amenities in the neighborhood center for residents.**
3. **Build upon the existing amenities of the park, such as the Frisbee Golf Course, Community Gardens, and Neighborhood Teen Center.**
4. **Incorporate a new Community Center that can provide permanent facilities for a variety of neighborhood groups and become an active center for surrounding residents.**

Estero Neighborhood Center Alternatives

Plan Alternative 1 - Sueno Community Center



Plan Alternative 2 - Camino Del Sur Community Center

The proposal is for the Estero Park Neighborhood Center to utilize the existing concentration of neighborhood amenities - such as the Teen Center, the frisbee golf park, Estero Park and the play fields, as well as the Community Gardens - in the development of a new neighborhood center. This center might incorporate new facilities - such as the potential Community Center - as well as new recreational facilities and better services for a variety of organizations, such as the Youth Projects and the After School Center.

During the course of the workshop, a variety of options were explored for the design of the Estero Park Neighborhood Center. Two alternatives have been developed for discussion.

Option One locates a modest Community Center along Sueno Avenue and includes a full-size soccer field on the site of the existing basketball courts and small play fields. In order to accommodate this recreational program, a portion of the community gardens would be removed. This option should be considered if additional land east of Camino Del Sur is unavailable for expansion or if the main Multi-Purpose Room of the Community Center is built in Anisq'Oyo' Park.

Option Two locates a larger Community Center facing Camino Del Sur. This scheme would build upon the existing Community Gardens and allow them to be expanded and improved. A small ancillary building could also be accommodated in the western portion of the site that could house an organization such as the Youth Projects that seeks a more autonomous relationship with the Center.

This preferred option illustrates the various components of the Estero Park Neighborhood Center. The new Community Center would face Camino Del Sur in a welcoming manner toward the street. New paving treatment along Camino Del Sur, as well as traffic calming and a drop-off lane could create a "plaza" that extends from the arms of the Community Center to the street. East of Camino Del Sur, a play field large enough to accommodate soccer can be incorporated into the existing Youth Projects site after they can be relocated - either within the new Community Center or in their own, autonomous building.

The addition of the Community Center along Camino Del Sur could make the area much more appropriate for "neighborhood center" uses, such as small mixed-use buildings and even a neighborhood "corner store." A new apartment building is illustrated at the corner of Sueno and Camino Del Sur - in the event that the Korean Church chooses to relocate - which might easily accommodate a ground floor retail use.

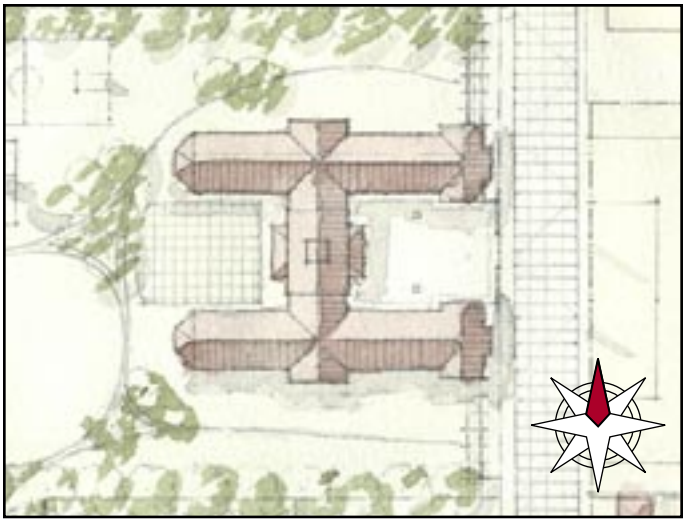
Estero Neighborhood Center Alternatives

The Isla Vista Community Center could potentially become the central landmark of the Estero Park Neighborhood Center. A building between 5,000 and 10,000 square feet, the Center would accommodate a number of neighborhood and community programs to serve the residents of Isla Vista, including the Isla Vista Teen Center, the IVPRD Recreation Program, local youth groups, UCSB tutoring and leisure programs, church and social groups, and private parties.

The building would include a large Multi-Purpose room to accommodate meetings of upwards of 500 people, as well as a variety of classrooms, smaller meeting rooms, offices, and an on-site staff apartment.

Perhaps most importantly, the Isla Vista Community Center is to be a model for sustainability, both in its construction and its ability in providing an explicit environmental model of how to build and live on the land.

Prior to the workshop, much work had been completed involving preliminary programming and design. During the Master Plan Workshop, additional visioning and programming meetings were held, and various strategies for the funding of the Center were discussed.

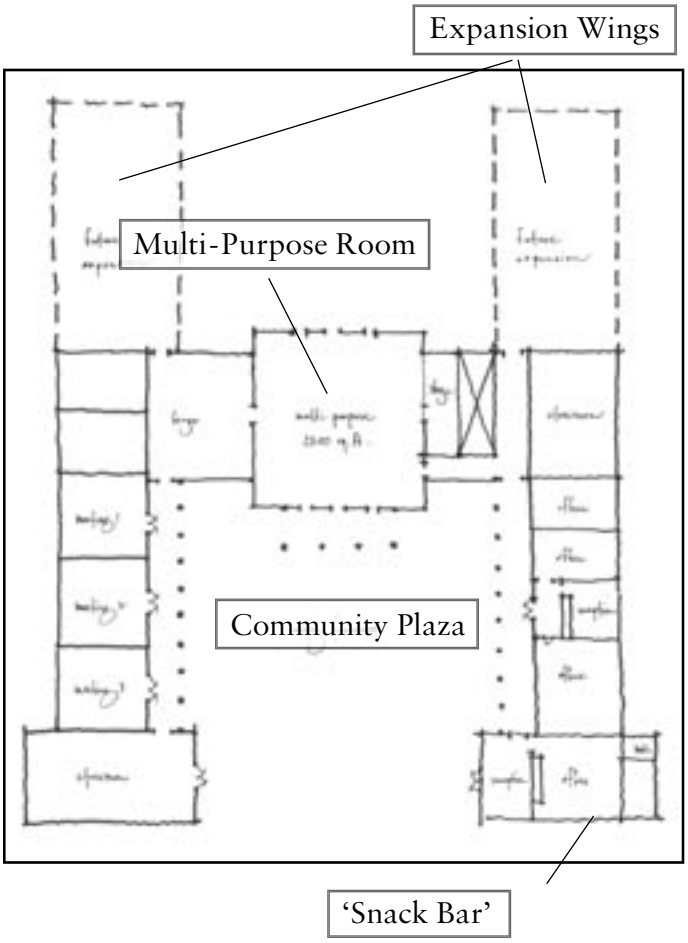


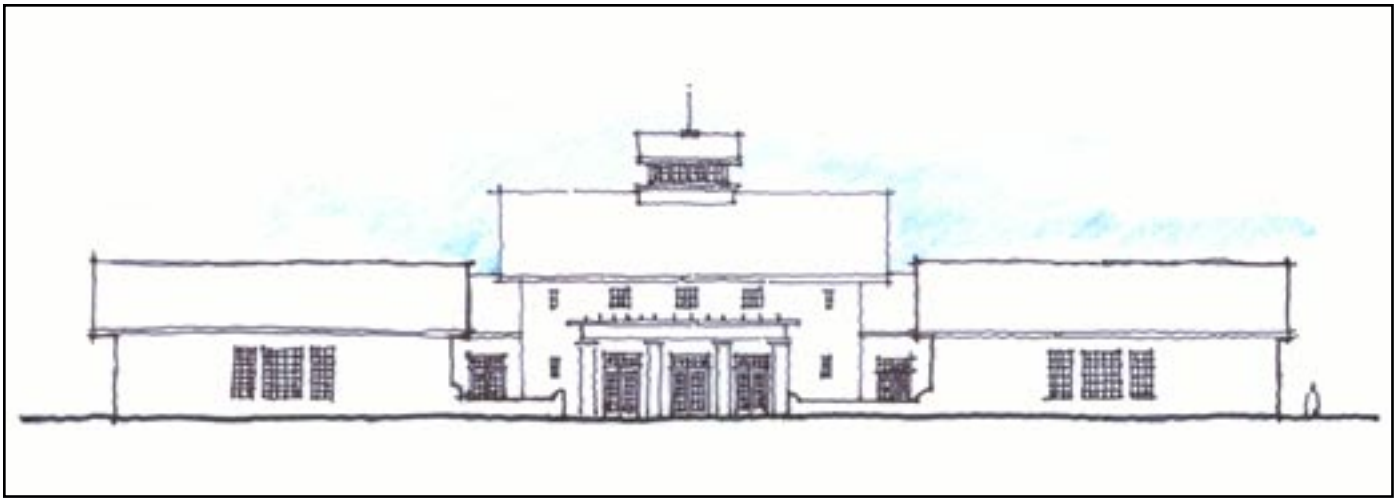
Estero Neighborhood Center Alternatives

Considering that the Community Center is to be a demonstrative model for sustainability, it was suggested that the building could utilize a simple construction technique that would allow for easy expansion, as the needs of the Center may change over time. This would also allow the construction of the Center before all players, such as the Isla Vista Youth Projects, were ready to move into the new center.

The conceptual design for the Community Center envisions the building as a series of wings that can easily be expanded. The multi-purpose room could be accommodated at the center of these two wings and even be built as a later phase. The design would also create a series of smaller courtyards appropriate for a variety of outdoor uses, as well as outdoor circulation and passive heating and cooling within the building.

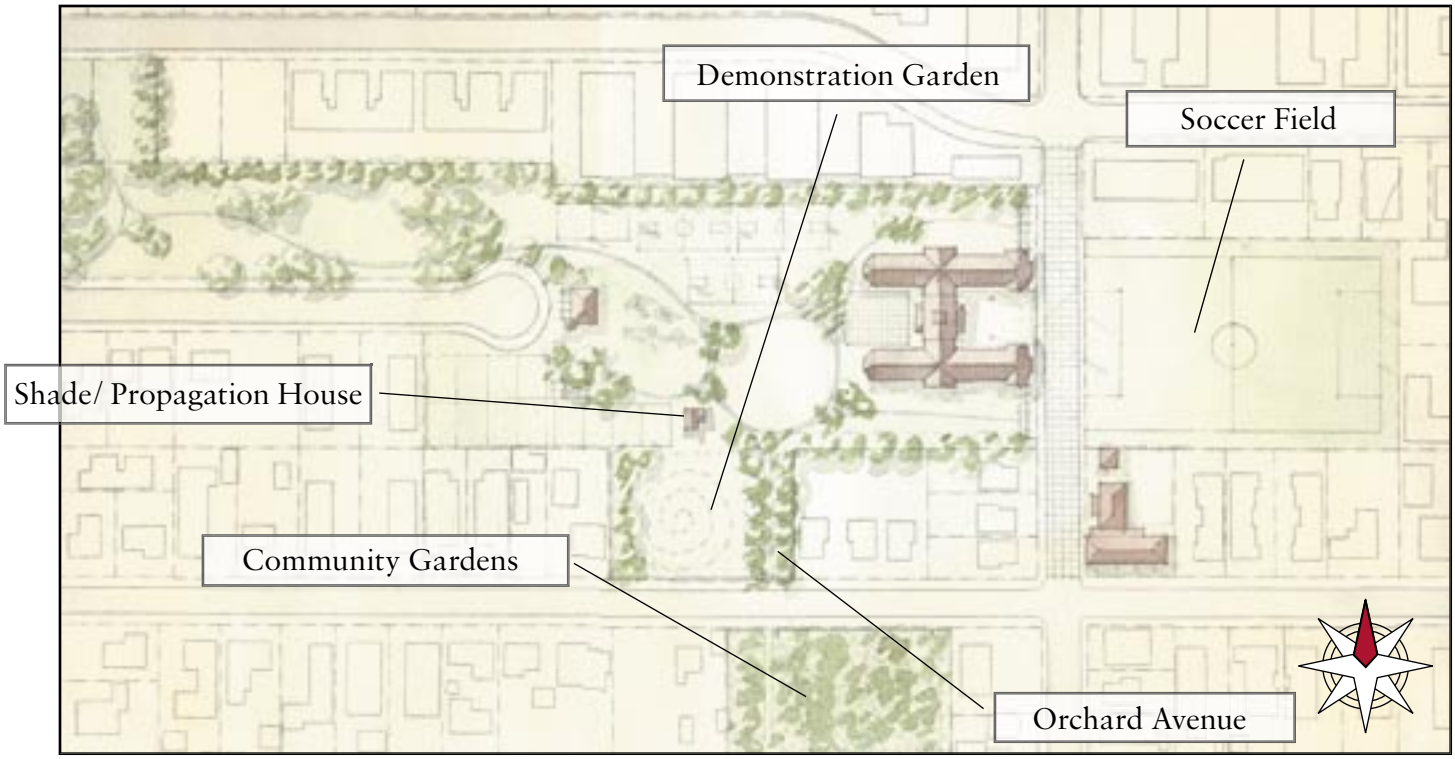
Along Camino Del Sur, a small snack bar or refreshment stand could be run and managed by Community Center staff, providing a lively focal point for the residents of western Isla Vista.





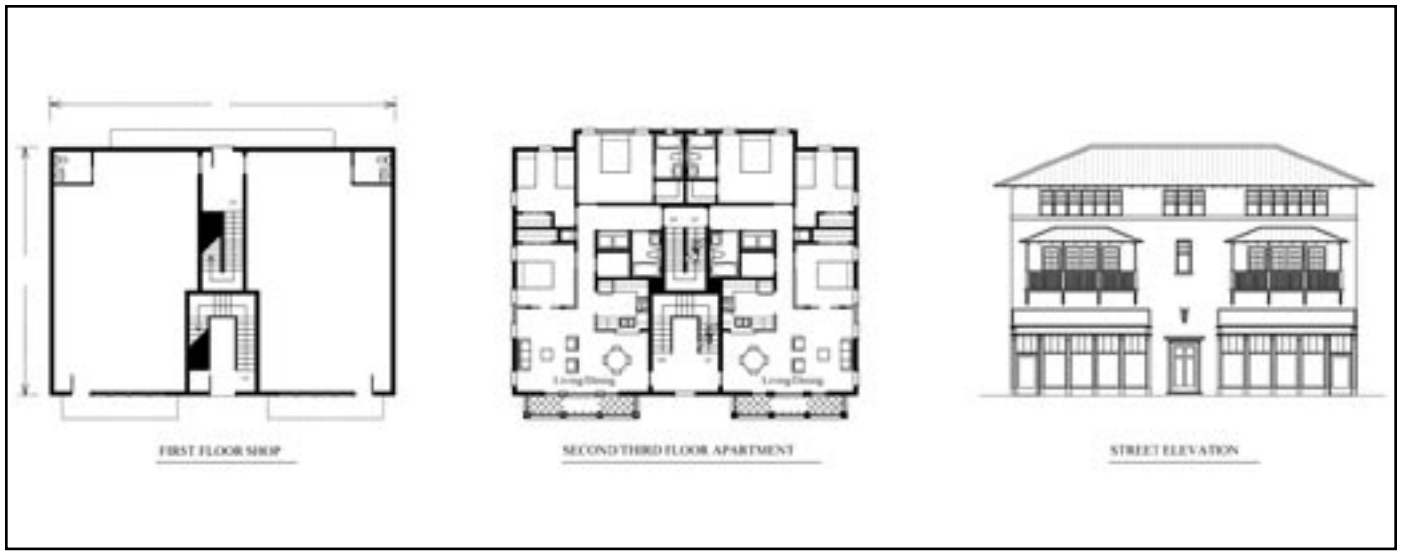
(Above) View of new community center along Camino Del Sur, (Below) Proposed east elevation.

Estero Neighborhood Center Alternatives



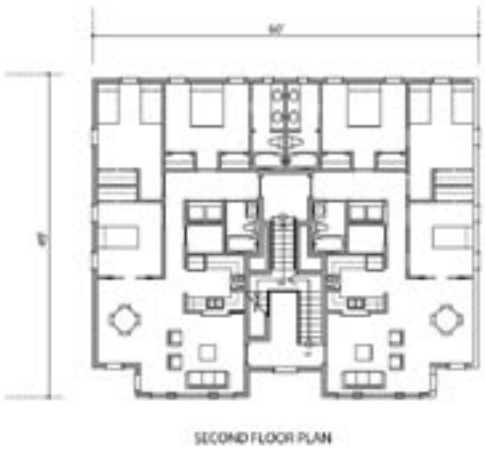
Recommendations

1. **Redesign the park to provide an appropriate and functional open space focal point for the surrounding neighborhood community.**
2. **Integrate adjacent open spaces.**
3. **Propose semi-formal entry landscaping to the Center and a community plaza.**
4. **Expand and improve the basketball and volleyball courts, frisbee golf course, children's play equipment and picnic and BBQ facilities.**
5. **Retain the community gardens and the shade/propagation house.**
6. **Develop a demonstration garden associated with the Community Gardens that incorporates permaculture principles and companion planting techniques with interpretive information.**
7. **Develop an Orchard Avenue to create a strong physical connection between Sueno Orchard and Estero Park.**
8. **Propose alternative pavers along the section of Sueno Road to reinforce the connection between the orchard and the park.**
9. **Extend the natural open space system to the west into Estero Park through the introduction of plant species typical to these environmentally sensitive habitats.**
10. **Include a play field large enough to accommodate soccer games.**



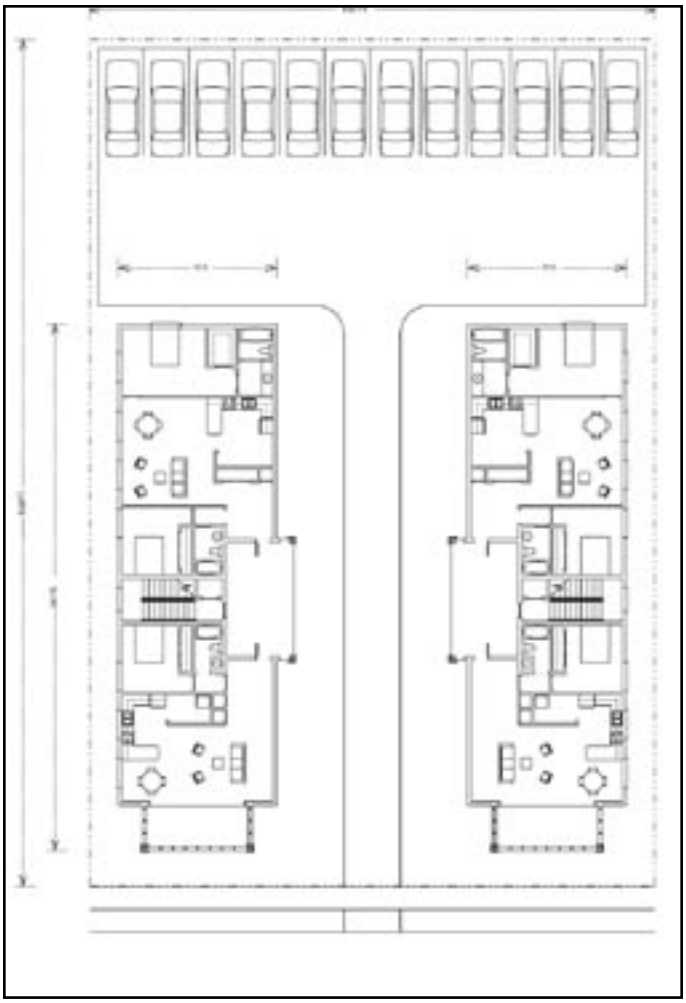
3-Story Mixed-Use Building

This building type is of a scale and size appropriate for the Estero Neighborhood Center. Two floors of housing are accommodated above ground floor retail uses.



2-Story Mansion Apartment Building

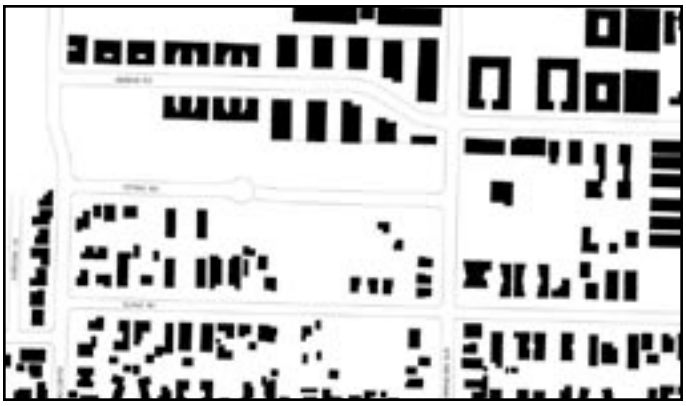
This apartment building is designed to look like a large, single-family house. Parking can be accommodated in the rear and is accessed by either a rear alley or a service drive.



Courtyard Apartments and Bungalow Courts

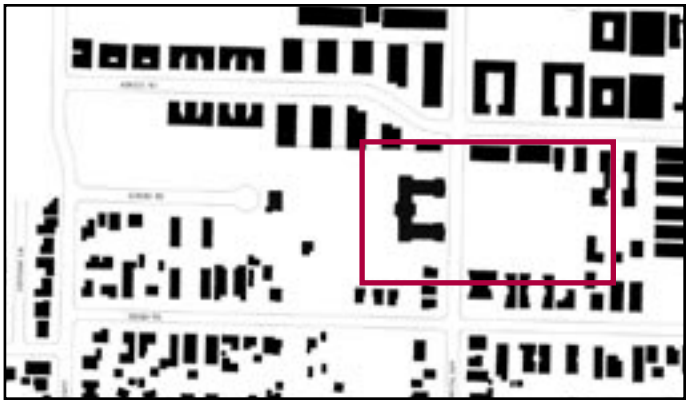
These building types are ideal for providing affordable houses and apartments to the residents of Isla Vista. As improvements to the Estero Neighborhood Center are made, large parcels for such developments may become available.

Estero Neighborhood Center
Proposed Timing



Existing Conditions: Estero Park currently provides some fine amenities, but it has grown in a very haphazard manner.

Timeframe I: Initial wings of the Community Center can be built as a catalyst project; playfields and Community Gardens can be reconfigured and improved; historic barn could be moved to a new location; an ongoing dialogue between all potential members of the Community Center, as well as the Youth Projects and the Korean Church, should be established and nurtured throughout the process.



Timeframe II: Youth Projects can move from existing site; Community Center can build a Multi-Purpose Room between wings and expand westward into Estero Park; soccer field might be developed on former Youth Projects site; service alleys should be included with the development of the Soccer Field to improve long-term access to residential blocks in the neighborhood.

Timeframe III: Korean Church may relocate and make a new development site available at the corner of Sueno and Camino Del Sur.

Estero Neighborhood Center

1. **Continue discussions with IVRPD about the redesign and improvement of Estero Park.**
2. **Continue discussions that involve all of the potential future players of the Isla Vista Community Center.**
3. **Continue to develop a strategy for the financing and implementation of the Community Center.**
4. **Implement a new regulating system that will encourage small-scale, mixed-use development along Camino Corto between Sueno and Abrego. Continue discussions with property owners in the area regarding potential redevelopment.**

Chapter 6: Housing

During the Design Workshop, housing was repeatedly discussed as one of the greatest issues facing Isla Vista. Isla Vista in its current form is very dense for an American city, and yet the community continues to suffer from high housing costs and an insatiable demand for new housing.

In addition, much of the current housing in Isla Vista is incompatible with the needs of its residents. Many areas suffer from overcrowding, and illegal units have continued to arise as current zoning is no longer able to accommodate the demands of Isla Vista residents.

Isla Vista is a community with few vacant lots and opportunity sites. However, there remains a great potential for redevelopment, albeit in a gradual and incremental manner.

This chapter outlines a strategy for redevelopment and presents a possible model for this redevelopment through a "case study" block on Sueno Avenue. This model uses the Regulating Plan, presented in chapter 10, as a basis for this redevelopment.

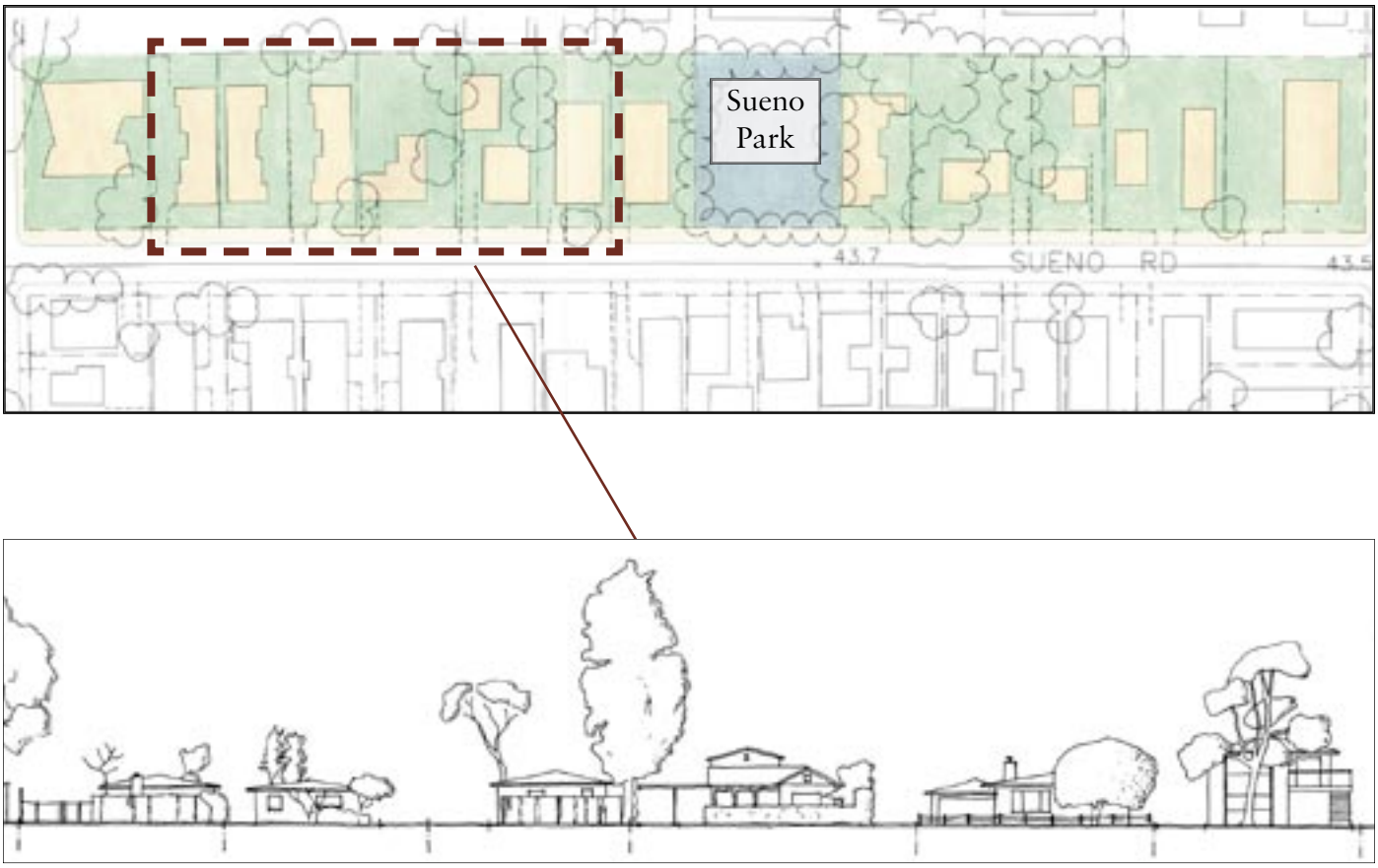
Housing will be key "building blocks" of a revitalized Isla Vista. A library of building types that is based on the rules of the Regulating Plan are also presented in this chapter.

Issues

1. **Decreasing numbers of permanent residents that provide stability within Isla Vista**
2. **Pent up demand for housing with little change in supply**
3. **Affordability for students, families, and University faculty and staff**
4. **Lack of character and maintenance**
5. **Provision of parking detracts from quality of public realm**
6. **Lack of incentive to reinvest in properties based on current zoning requirements, particularly increased off-street parking requirements and decreased density**
7. **Little housing within the immediate downtown area**

Objectives

1. **Provide housing opportunities that will enhance the public realm and encourage a diverse range of housing opportunities within Isla Vista.**
2. **Improve the quality and character of existing buildings and new development.**
3. **Provide a new regulating system that enhances the character of Isla Vista by designating building types within each area that promote appropriate scale, uses, and activated edges along the streets, and provides incentives for owners to invest or reinvest in their properties.**



During the Design Workshop, redevelopment strategies were discussed with the basic understanding that large-scale redevelopment projects would simply not be feasible or desirable in the community of Isla Vista. A "Value Recapture Strategy" was developed and discussed in order to make full use of available redevelopment funds while allowing the community to continue to benefit from investment over time.

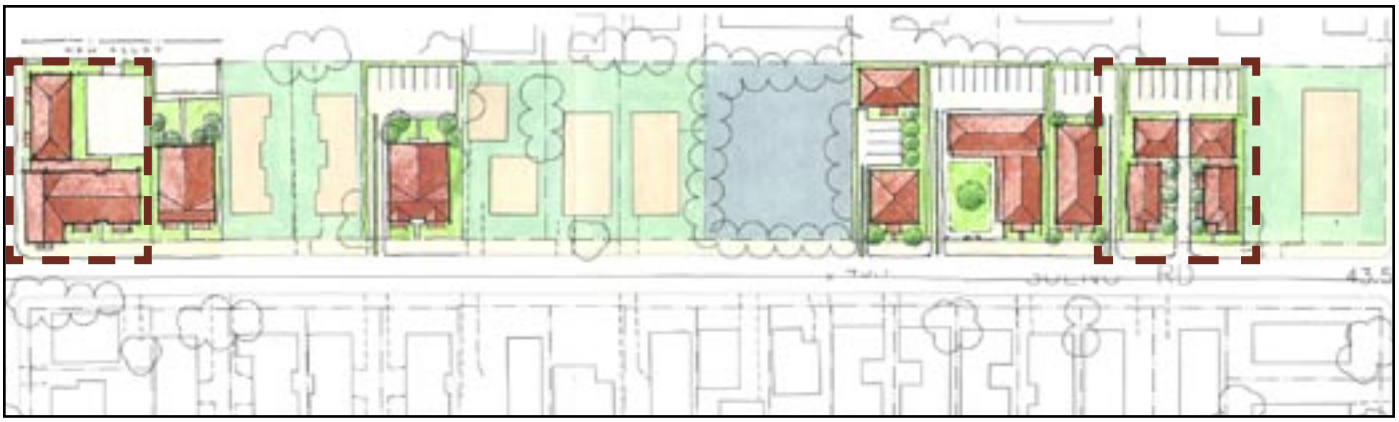
In this strategy, the Redevelopment Agency might choose to regulate redevelopment (and its adherence to improved and updated zoning regulations) through a system of special "development credits" rather than conventional tax-increment funding. This process would allow the Redevelopment Agency to provide incentives for private development in a manner that would ensure a continued reinvestment in public infrastructure improvements as well as other redevelopment projects in Isla Vista.

The north side of Sueno Road between Camino Del Sur and Camino Pescadero was selected as a case study to illustrate the potential changes in Isla Vista that might occur over time. This area was selected because, compared to other areas within Isla Vista, it is relatively underdeveloped.

This area currently includes several one-story houses, a co-op housing building, the Isla Vista Korean Church, and Sueno Park.

Analysis of this block of Sueno showed that four properties in particular would benefit most greatly if given the chance to be redeveloped. In this example, all four properties have been successfully redeveloped. The relaxed parking requirement allows for a much more efficient use of the land, and the proposed buildings closely follow the guidelines of the Regulating Plan.

In total, this redevelopment might have the potential to add between 24 and 36 new units to Sueno in a manner that does not promote overcrowding and is in keeping with the overall character of Isla Vista.



In later years, as additional property owners choose to add additional units or rebuild dilapidated properties, two more lots might become available for redevelopment.

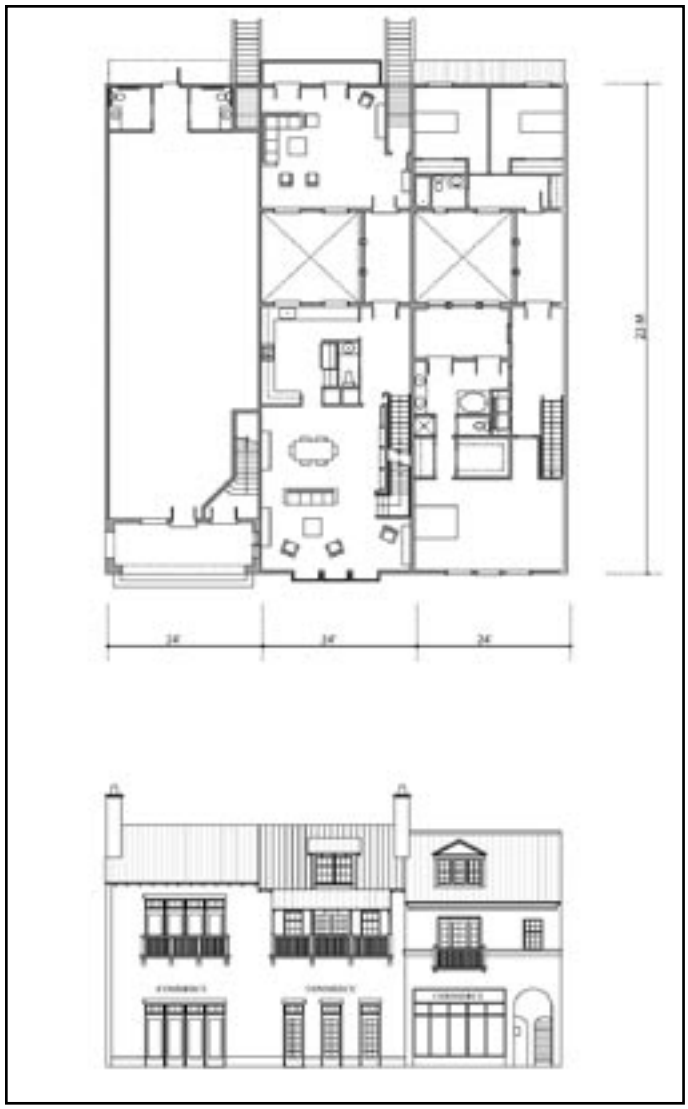
These larger lots can accommodate larger buildings for an overall gain of between 32 and 44 units of new housing.

Over the long term, the continued reinvestment in Isla Vista's redevelopment may generate income for public improvement projects.

In this ultimate phase, two additional properties are redeveloped which might add an additional 10-18 units of housing to the block. With a concerted effort, one mid-block property might be obtained or modified to create a north-south mid-block connection that can continue beach access north into Isla Vista, increase pedestrian and automobile circulation, and improve climatic conditions on Isla Vista's long blocks. An important part of the Concept Plan, this move would also make Sueno Park more accessible and usable to Isla Vista residents.

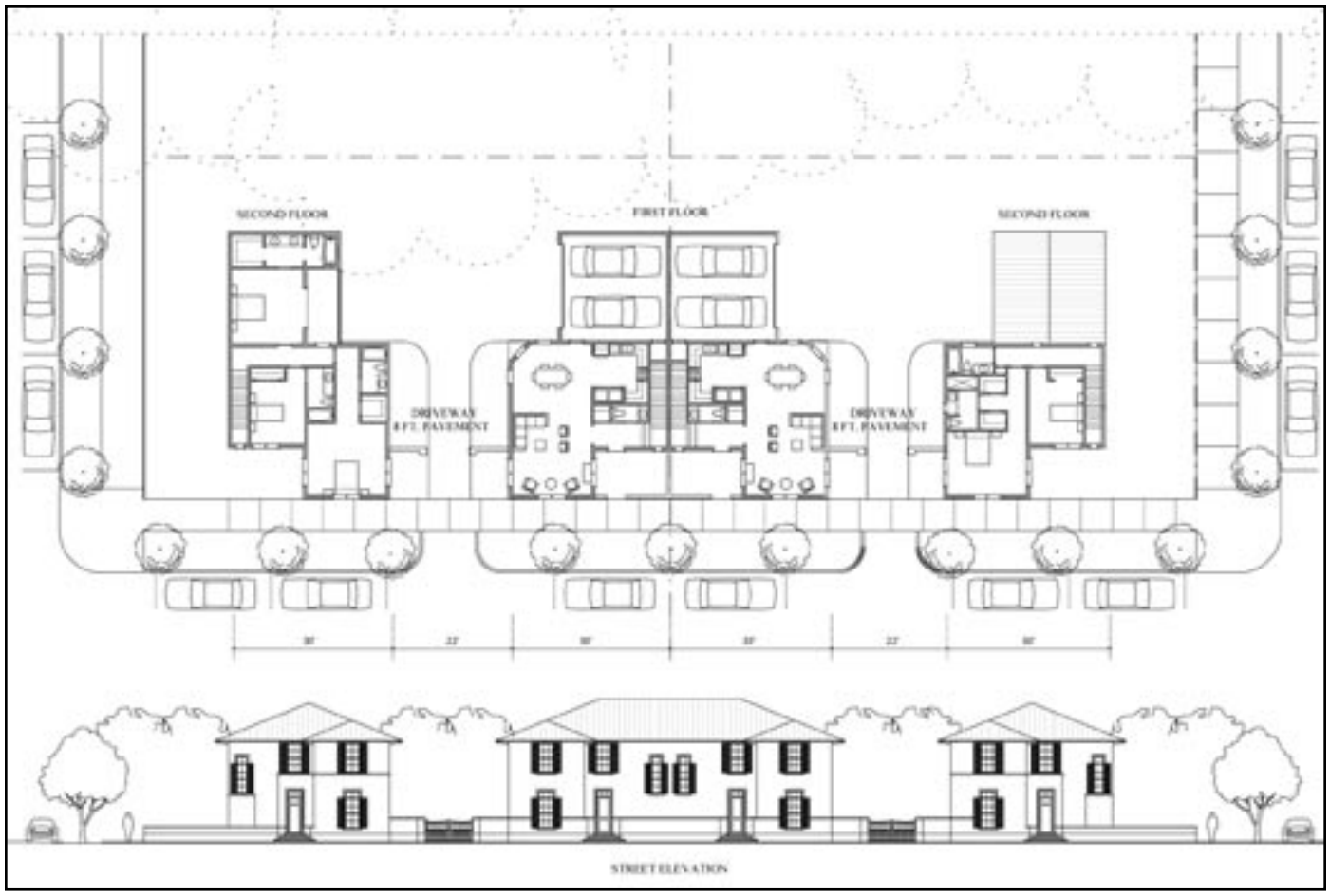
In conclusion, the Sueno Block Study illustrates how between 66 and 98 new units of housing might be added to Isla Vista in an incremental and sensitive manner. The "Value Recapture" program would be able to control the maximum number of new units in the area while possibly generating sufficient income to fund a mid-block open space acquisition.

This "Value Recapture Strategy" is discussed more in-depth in Chapter 10: Implementaion.



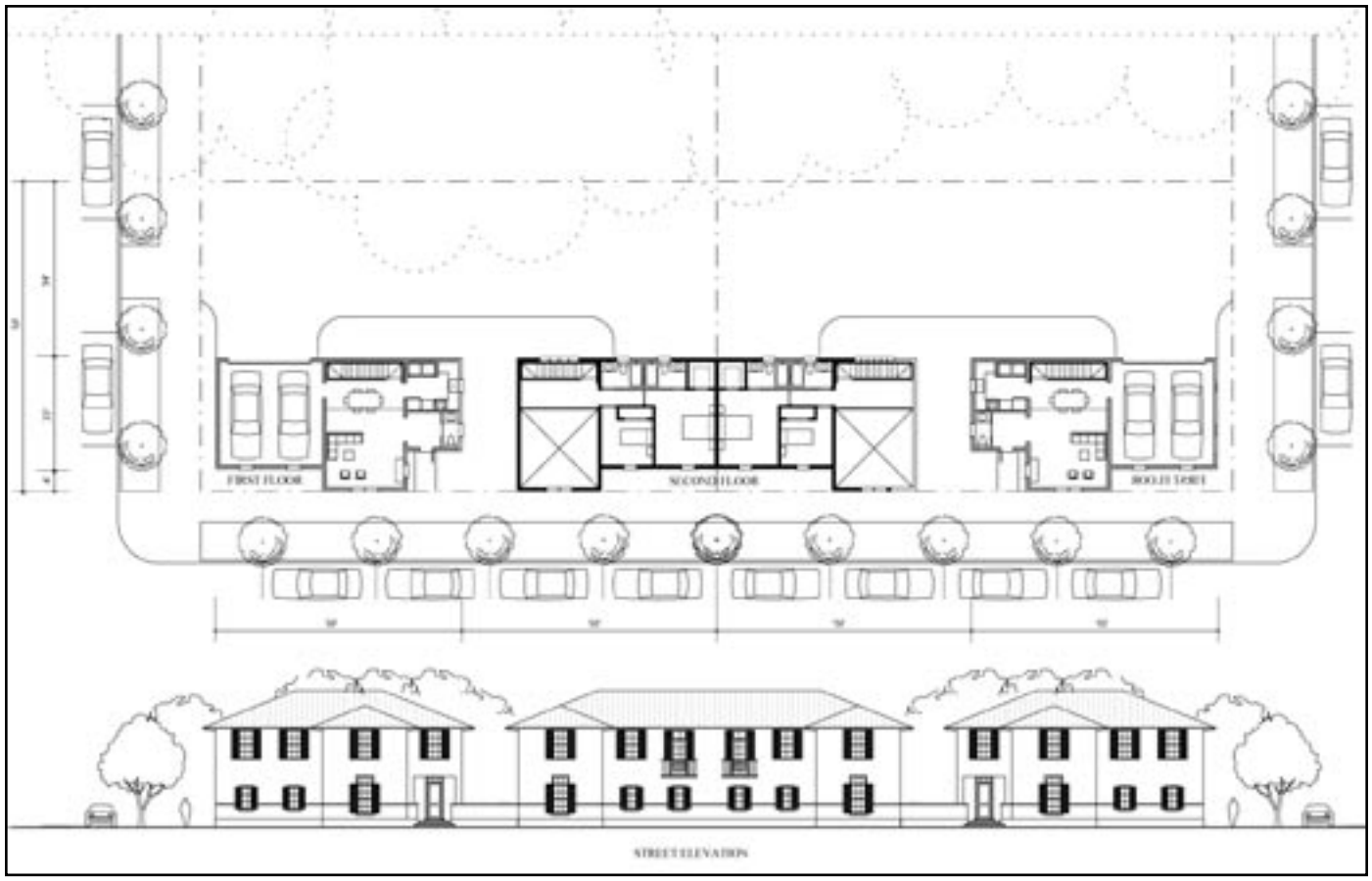
Live/Work Buildings

These buildings are designed to accommodate one floor of residential space over a ground-floor office or retail space. These buildings are appropriate for areas in or near downtown Isla Vista and can be developed alongside a great variety of building types.



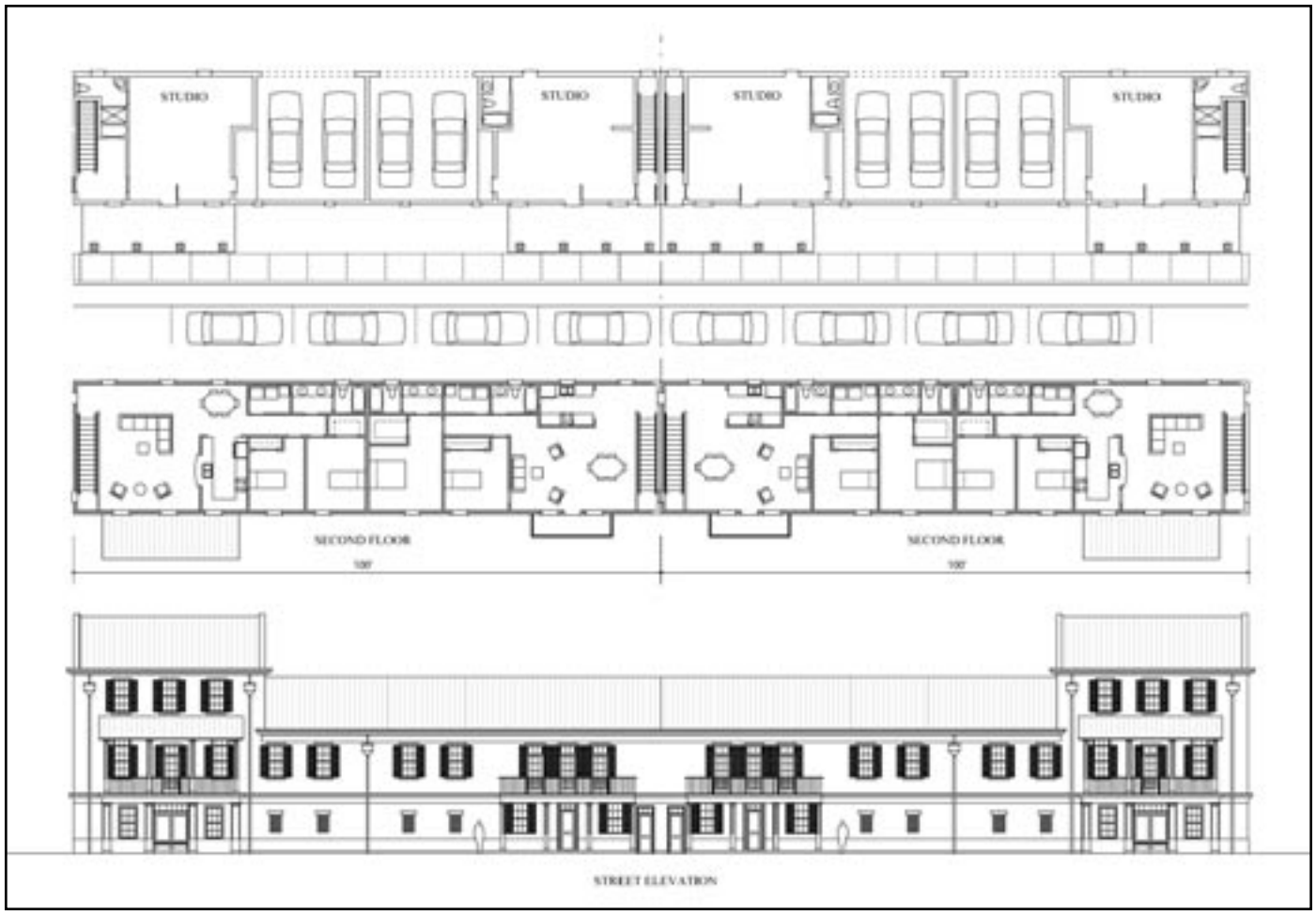
Multi-Family Liner Buildings A

This building type is most appropriate for shallow lots and areas that cannot accommodate typical building types, such as the IV/UCSB interface and in areas where larger structures, such as parking garages, may be screened.



Multi-Family Liner Buildings B

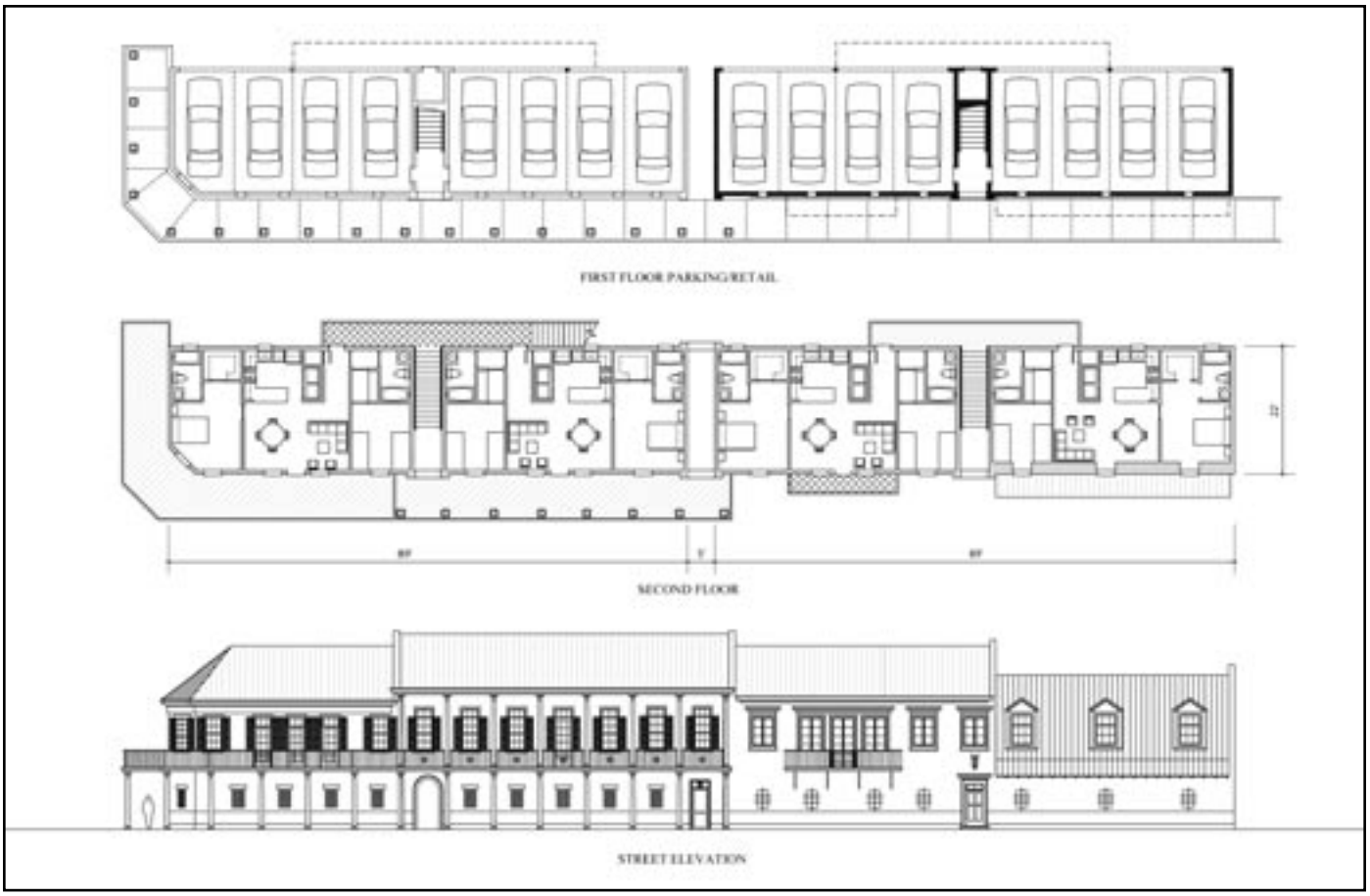
This building type is most appropriate for shallow lots and areas that cannot accommodate typical building types, such as the IV/UCSB interface and in areas where larger structures, such as parking garages, may be screened.



Multi-Family Liner Buildings C

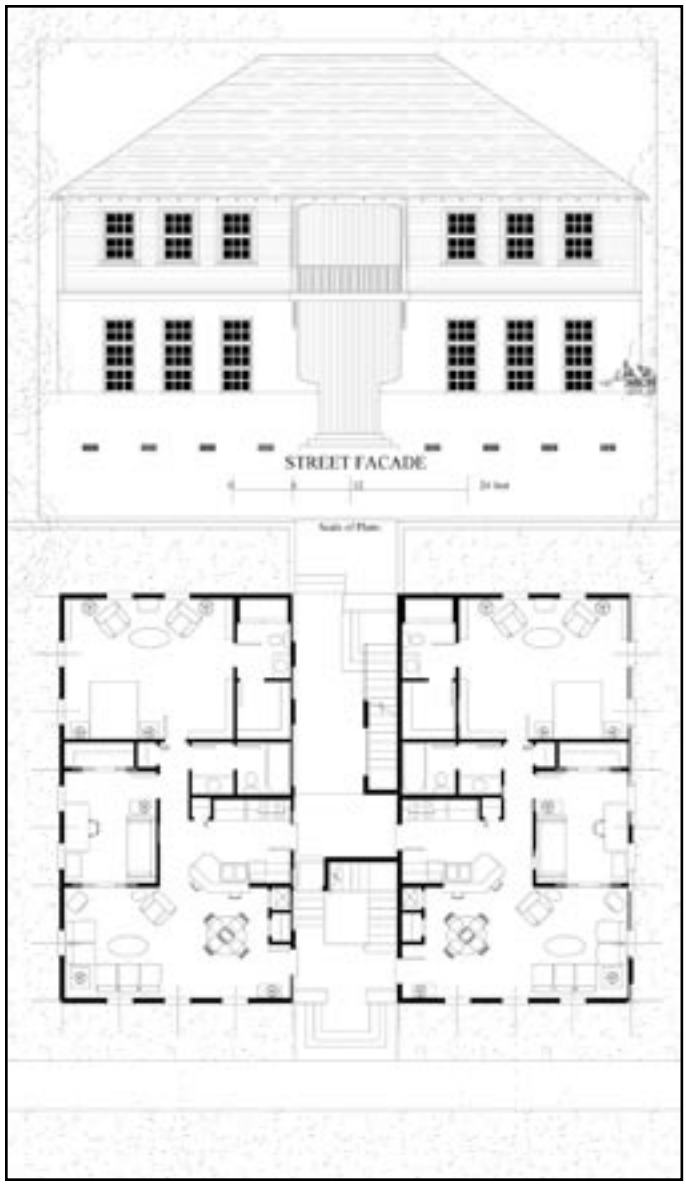
This building type is most appropriate for shallow lots and areas that cannot accommodate typical building types, such as the IV/UCSB interface and in areas where larger structures, such as parking garages, may be screened.

This type accommodates ground-floor parking (accessed from a rear service drive) as well as intermittent ground floor retail.



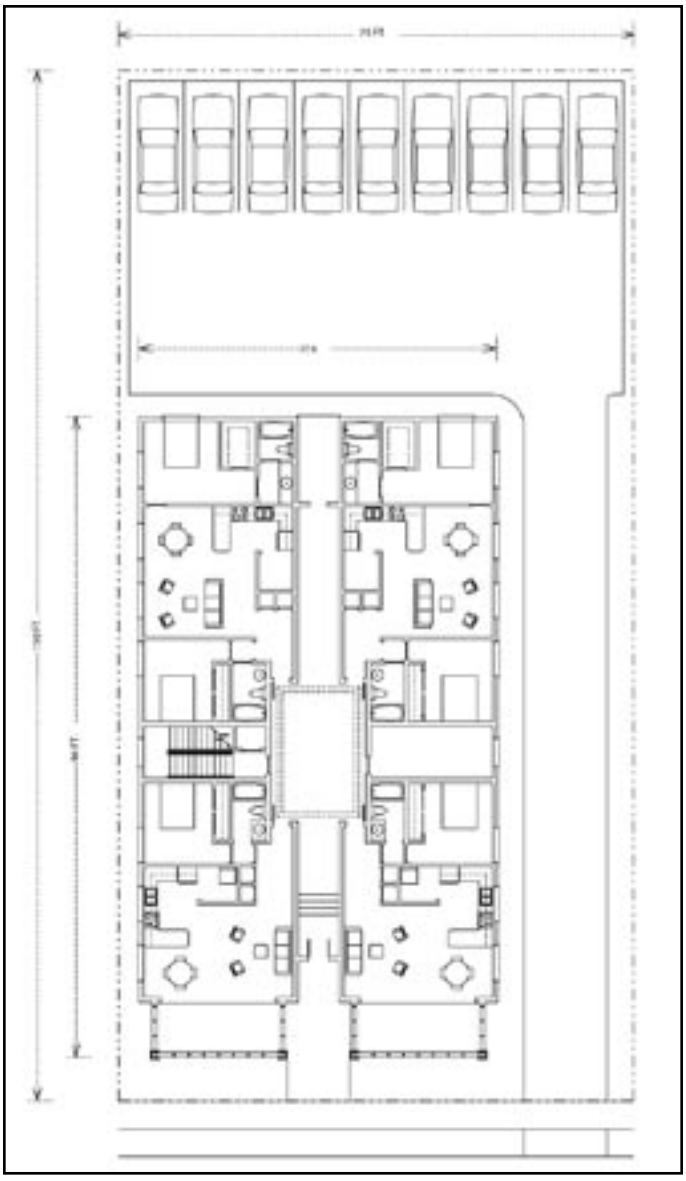
Multi-Family Liner Buildings D

This building type is most appropriate for shallow lots and areas that cannot accommodate typical building types, such as the IV/UCSB interface and in areas where larger structures, such as parking garages, may be screened.



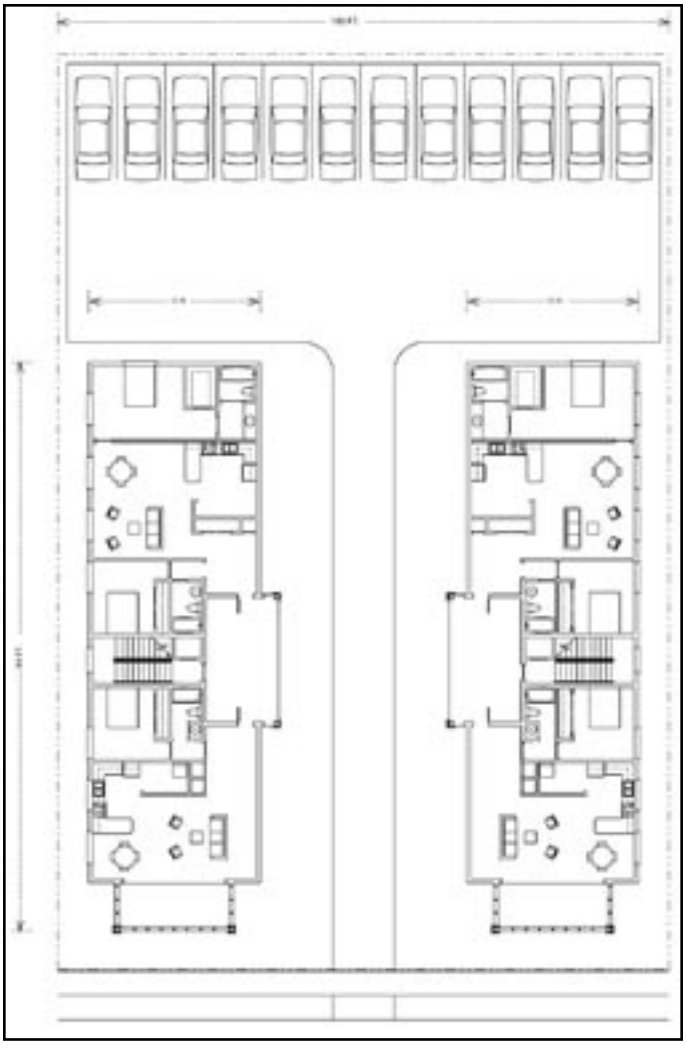
Small Centerhall Apartment Buildings

This small apartment building is appropriate for residential neighborhoods as well as in or near the downtown area. The footprint of the building can accommodate a variety of different apartment types.



Medium Centerhall Apartment Buildings

This variation of the previous type is designed to accommodate a much deeper lot that can include surface parking or backyard space as necessary.

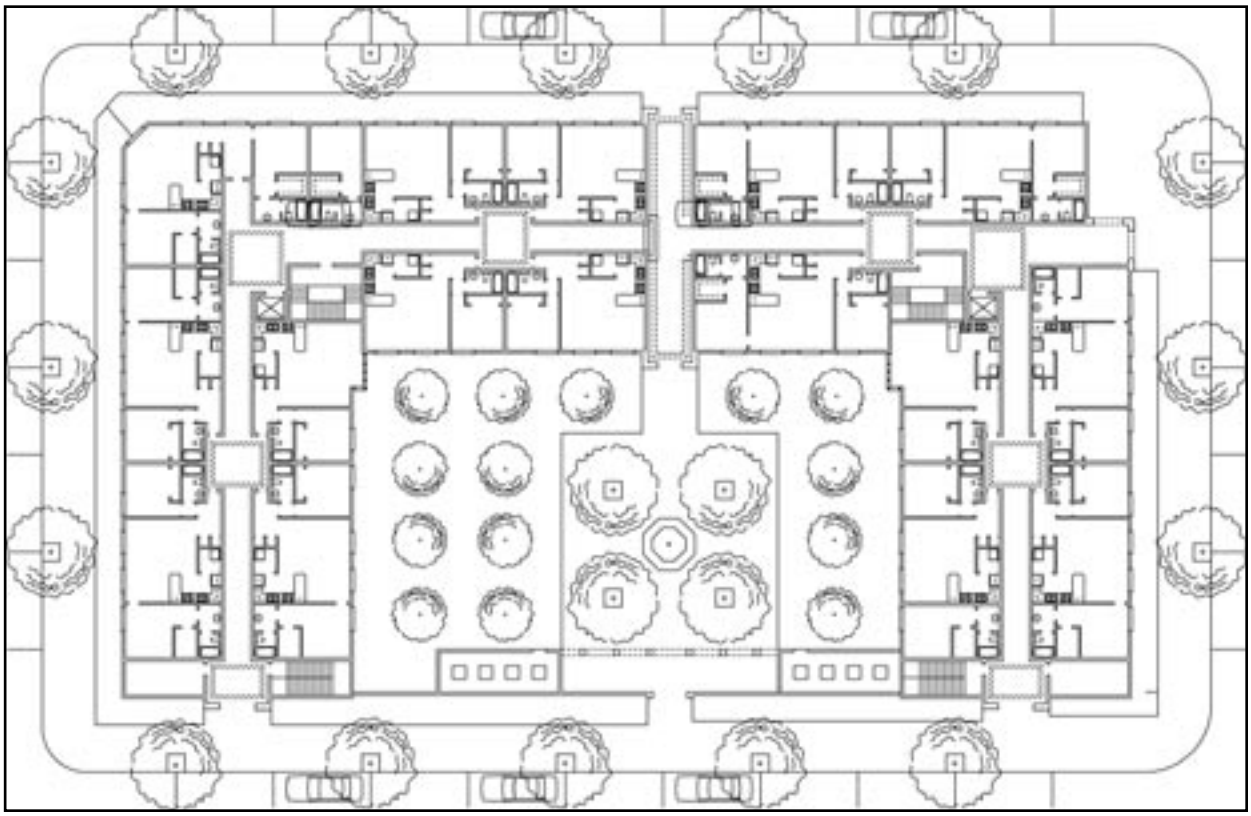


Center Drive Courtyard Apartment Buildings

This building type incorporates a central drive for automobiles and pedestrians that leads to a parking court in the rear. The buildings on either side of the drive can be attached apartments or individual bungalows.

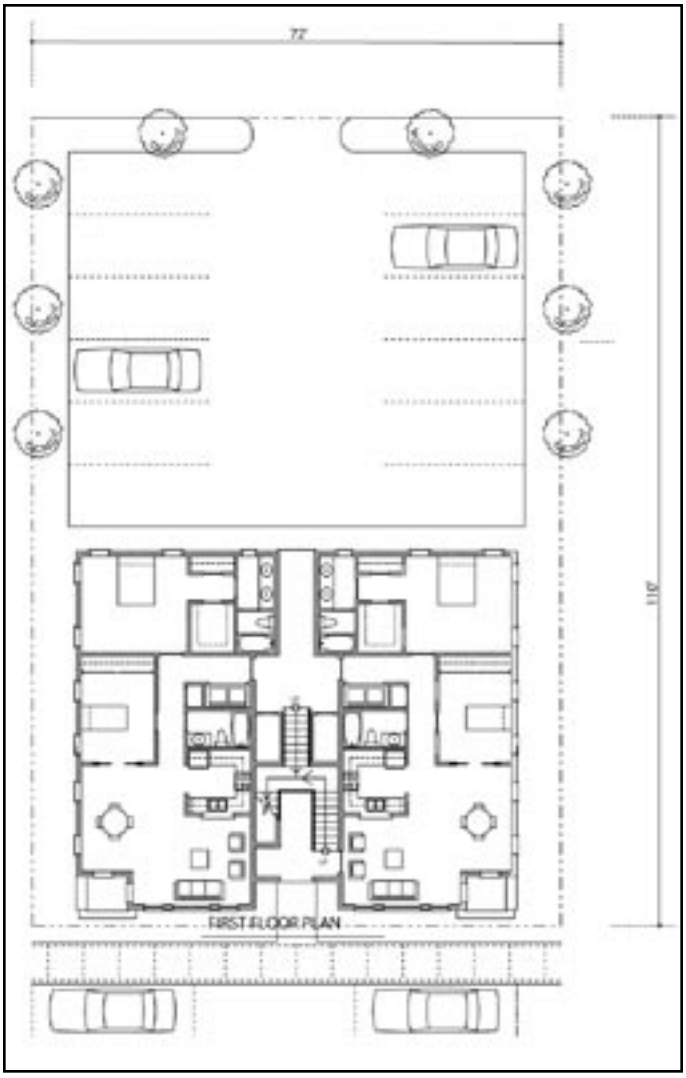
L-Shaped Courtyard Apartment Buildings

This L-shaped type allows for a front or rear courtyard. Parking is accessed via a service drive or by an alley in the rear.



Courtyard Apartment Buildings

This type is extremely flexible and can be accommodated on small infill lots as well as larger properties. Parking can be accommodated in small areas to the rear as well as on-street around the building.



Mansion Apartment Buildings

This building type is designed to fit comfortably into both urban and more residential neighborhoods. Parking is accommodated either on a rear alley or by way of a side service drive.

Housing

1. **Work with residents to clarify and target a recommended build-out option.**
2. **Create a regulating system that regulates building types and uses.**
3. **Develop an implementation strategy that will provide incentive for property owners and improve the character of Isla Vista.**
4. **Coordinate with Santa Barbara County to establish affordable housing goals for Isla Vista.**
5. **Clarify and develop catalyst projects.**

Chapter 7: Isla Vista/UCSB Interface

One of the primary goals of the Master Plan - as defined by Isla Vista residents - is to improve the interface between Isla Vista and UCSB. The primary area in which this integration can be improved is along the eastern edge of Isla Vista and the western edge of the Main Campus. Today, this edge condition consists of "dead-end" streets within Isla Vista, a "green curtain" of mostly eucalyptus trees, Ocean Road, and large parking lots on the UCSB side.

The workshop team worked with the participants to develop proposals for this eastern edge. The team also looked at the northern edge of the project area and the proposed San Clemente student housing project. UCSB has this and several other projects in progress along these critical edges. Therefore the planning team made recommendations that could help these projects meet the objectives of the Master Plan and strive to improve the interface between Isla Vista and UCSB.

Issues

1. **Visual access down Pardall Road blocked by pedestrian underpass and Eucalyptus trees**
2. **East-West street grid for vehicular traffic and urban fabric end abruptly at UCSB western property line**
3. **Over a 1/4 mile of parking lots to cross at western edge**
4. **Ocean Road over-designed for capacities it carries**
5. **Appropriate scale and urban design of Storke Fields' housing to provide appropriate entrance to Isla Vista and UCSB**
6. **Isla Vista buildings do not face the campus at the university's western border**

Objectives

1. **Create a stronger visual and physical connection along the Pardall corridor.**
2. **Extend the street network and built fabric into the University.**
3. **Enhance El Colegio as an entrance to Isla Vista.**

Pardall/Ocean Road Intersection

Option I

Pardall Road serves as the primary entrance to UCSB from Isla Vista for pedestrians and cyclists. Today, this passage is an under-pass that, while functional, obstructs the views to campus and provides an uncomfortable experience for pedestrians and bicyclists.

During the workshop, the planning team developed two different options for improving this connection both physically and visually.

This first option proposes to completely remove the bridge, bring the intersection to grade, and add a roundabout to control traffic. This intersection would be open to pedestrian and bicycle traffic traveling in an east-west direction and all traffic traveling north-south.

This scheme is primarily feasible due to the relatively low volume of traffic that travels south of Pardall Road on Ocean Road. Upon the completion of the garage north of Pardall, this volume may be even less. The proposed design would provide a strong visual and physical connection between the two entities in addition to providing an appropriate entrance and transition to the University. In addition, the removal of the large slope along Ocean Road that is necessary for the existing bridge would provide additional developable land along the edge of Ocean and allow the new buildings to properly engage Ocean Road.

(Above) View looking west down Pardall illustrating the proposed at-grade Pardall/Ocean intersection. (Below) Existing underpass that serves as the primary connection between Isla Vista and UCSB Main Campus.

Pardall/Ocean Road Intersection

Option II

The second option proposes an enhancement of the existing bridge. With the narrower section that is being proposed for Ocean Road, the necessary depth of the bridge would be greatly reduced, thus making the tunnel passage much shorter and more pleasant. The concrete detailing should be removed and enhanced with a much more transparent and attractive design. This new design would provide an appropriate "gateway" for pedestrians. The bridge could also be slightly elevated to bring the Pardall connection even with grade.

View looking east along Pardall Road illustrating new buildings along the Ocean Road/Pardall Road intersection and the redesign of the bridge to minimize obstruction of views through to the campus.

Extending the Street Pattern

This Plan illustrates how the street pattern and built form of Isla Vista could extend to Ocean Road in order to provide a better integration of Isla Vista and UCSB. The street connections could be detailed with the same section and detail as the streets, but in order to discourage residents from driving to campus, only the circulation of bicycles and pedestrians would be allowed. The lots along Ocean Road would be an ideal location for housing for the faculty and staff of UCSB.

Storke Fields/San Clemente Housing

View looking east along El Colegio Road illustrating the proposed alternative (plans on page 7-6) for the San Clemente Housing project. Note how the entrances are near street level to activate the street edge, and the massing breaks at mid block to reduce the size of the buildings and open more views to the Santa Ynez Mountains.

The Storke Fields area is an appropriate location for the proposed San Clemente student housing project. However, this project is likely to have a major impact on the community of Isla Vista because of its size and location. A context- sensitive design is thus necessary to make sure the project meets the Master Plan objectives created by the community. There were some major concerns among the workshop participants and the planning team with the current proposal. To address these concerns the planning team took several steps. Initially, a series of recommendations were provided for the current scheme. Later, the design team came up with two alternative schemes that the design team feels are much more suitable to the proposed site.

The first design alternative, shown on page 7-6, starts with the same housing module as the current proposal, but reconfigures it into a housing type that responds urbanistically in a way that will improve the pedestrian experience and overall character of the project. The second design alternative, shown on page 7-7, starts completely from scratch to create a scheme with a wider variety of housing types that is more in character with the Isla Vista fabric.

Storke Fields/San Clemente Housing

Methods to Enable Current Design to Meet Master Plan Objectives

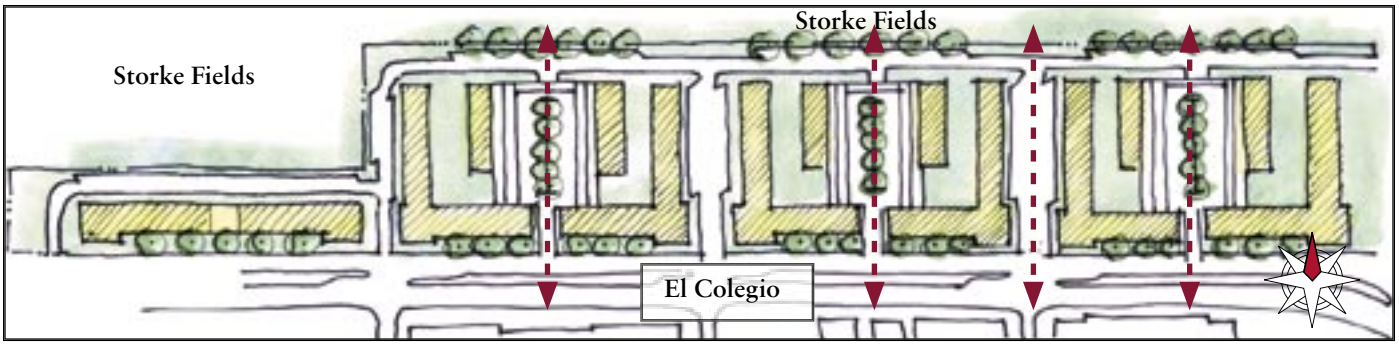
1. Extend the housing beyond the front of the podium in order to provide entrances at the street level that will activate the pedestrian edge. The tall, unarticulated wall along the front edge will be uninviting for pedestrians.
2. Make the street extensions more like streets and less like driveways.
4. Reconfigure the "bio-swale" into a more desirable, safe, and accessible open space.
5. Reduce the footprint of the buildings so that they are more in keeping with the scale of Isla Vista built fabric.
6. If the podium cannot be completely wrapped with usable space, activate the front of the podium with wide (50') stairs in frequent intervals along the edge to provide places for social interaction and activity.
7. Increase the articulation of the building facades in order to improve the overall character of the building.

Ways to Speed Up the Process (If Design Changes are Necessary)

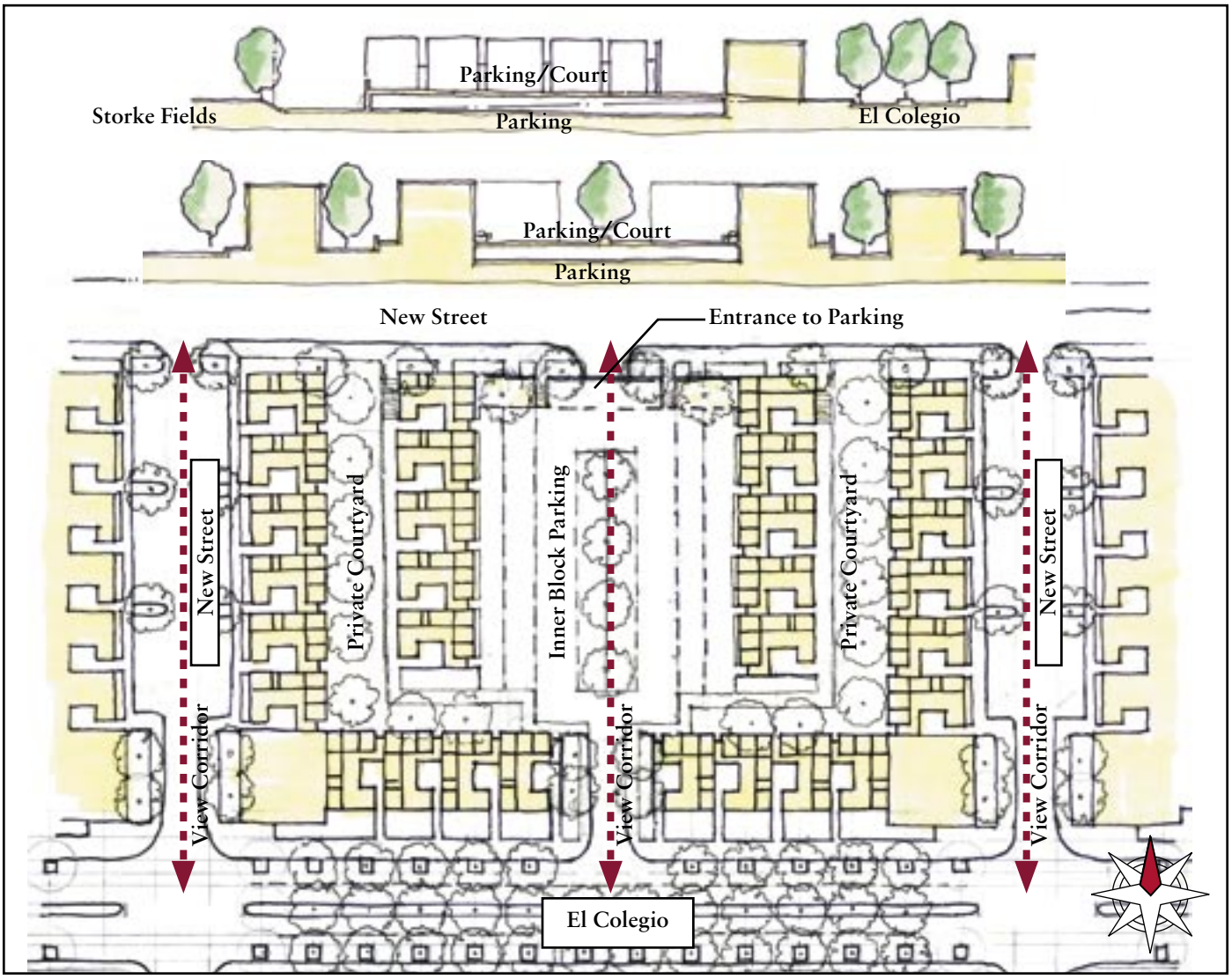
1. Partner with Santa Barbara County and the community to attain a quicker entitlement process.
2. Simplify the construction process by incorporating a design that eliminates or reduces underground parking and site excavation.

Ways to Improve the Design

1. Provide a wider variety of building types to extend the feeling of "town" instead of the feeling of "project."
2. Minimize or eliminate structured parking to obtain a reduced parking-to-unit ratio in keeping wih the initial Isla Vista Master Plan objectives.
3. Modify the residential program to attract a wider variety of students by providing more livable units and a community atmosphere.



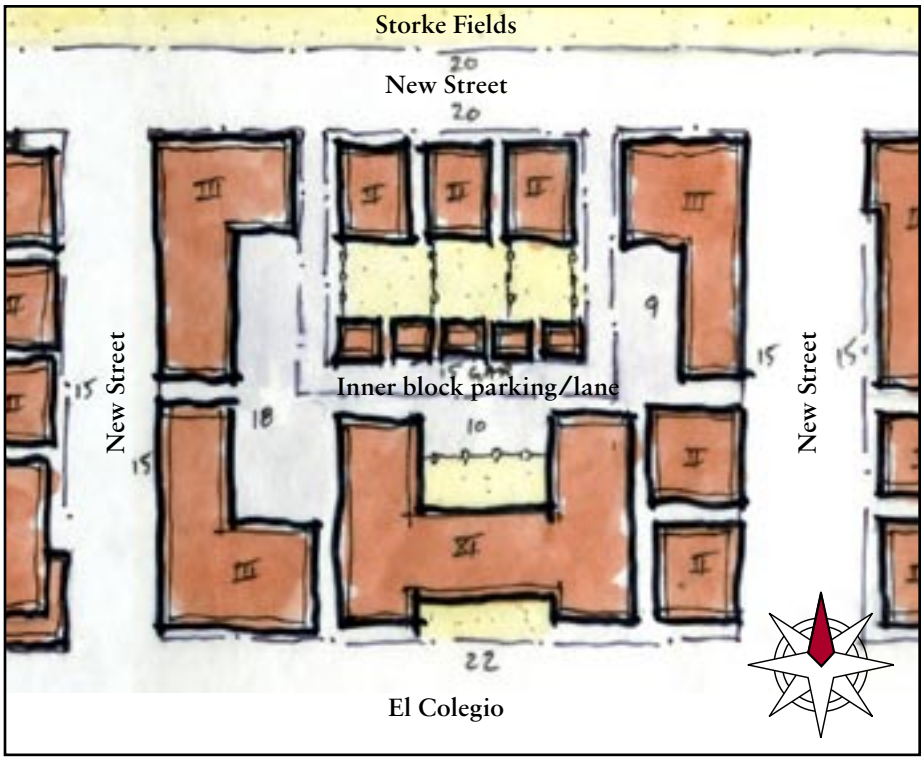
This alternative scheme uses the housing unit module (as shown in the plan below) from the existing proposal and reconfigures it in a way that responds better urbanistically, creates a better scale and rhythm along El Colegio, and creates more usable, semi-public spaces. In addition, this scheme takes advantage of the slope in a way that could reduce the cost of the structure that is necessary to accommodate the parking. The reorientation of the units also enables a mid-block break that provides access to the parking and opens views to the Santa Ynez Mountains. This scheme accommodates approximately the same number of units and parking spaces as the current design.



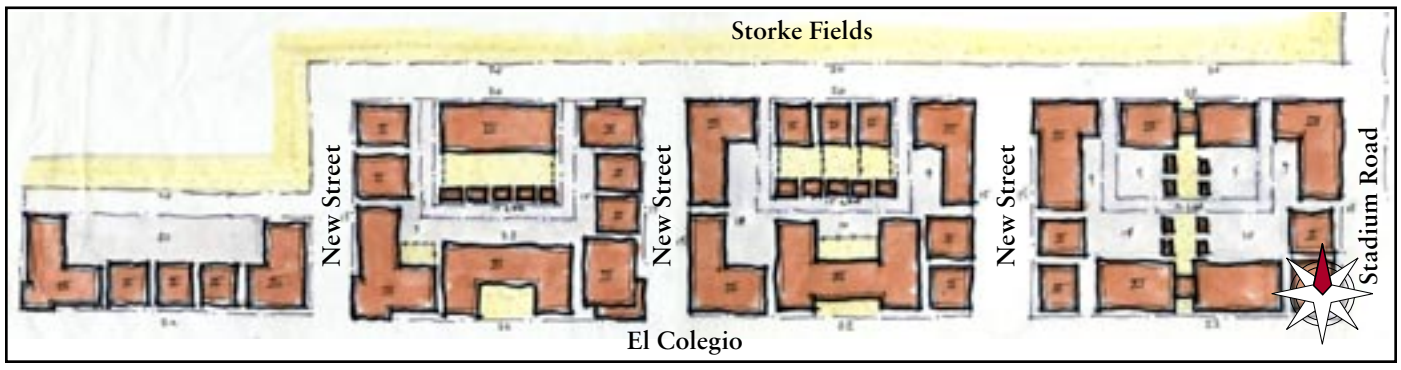
This scheme starts with a blank slate and uses the design philosophy of extending the "town" fabric by providing a wide variety of housing types. The scheme extends the street grid through the site with at grade streets and creates three and a half true city blocks.

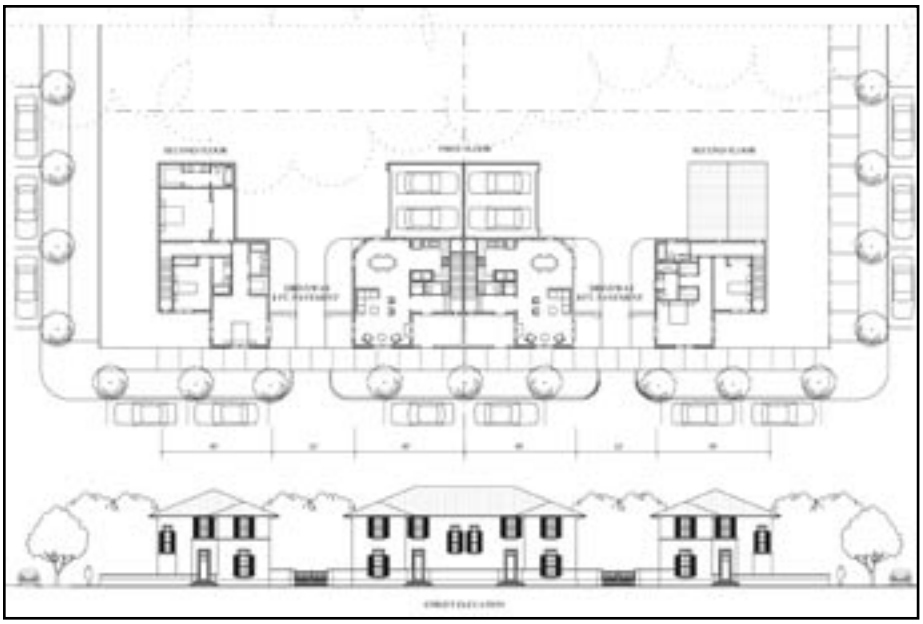
The advantage of this scheme are two-fold. First of all, the new fabric is more in character and scale with a typical town fabric. Secondly, the character of the place that is created would be extremely attractive to graduate students.

Incorporating 3 stories, this scheme can accommodate 500 units, 700 beds, and approximately 500 surface parking spaces. Incorporating 4 stories, this scheme accommodates 600 units, 860 beds, and 500 surface parking spaces. This is calculated with 70% one bedroom units, 25% two bedroom units, and 5% four bedroom units.



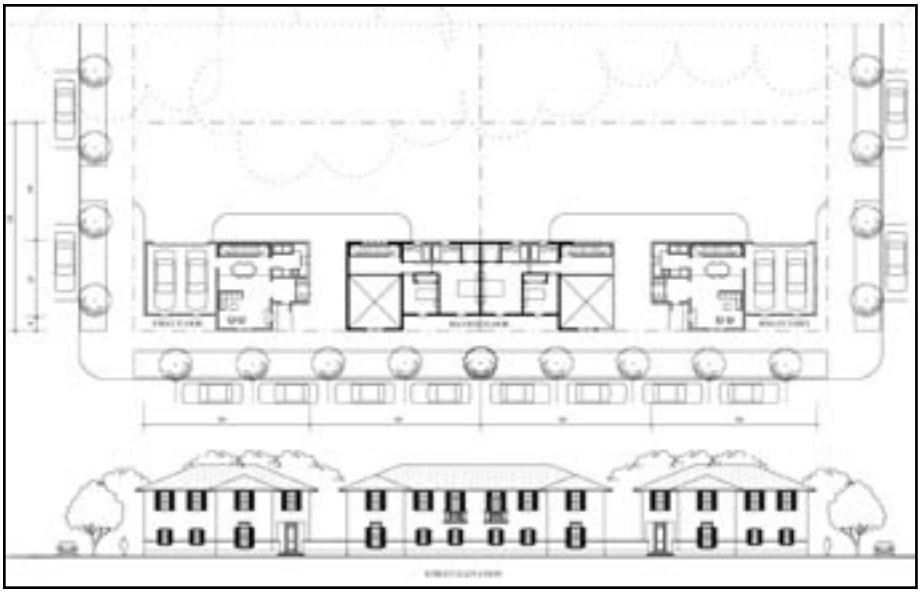
(Right) A typical block within the proposed housing scheme incorporates a wide variety of housing types at a very fine grain which makes it a much more attractive place. (Below) The scheme produces three new complete city blocks and one half-block. The extension across El Colegio is a true street and not just an entrance to a parking structure.



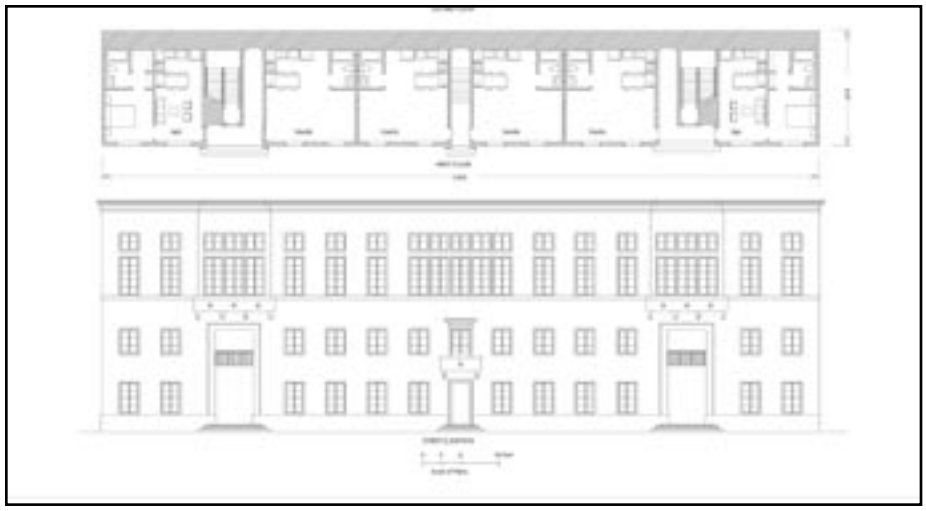


Illustrated on this page are two shallow-lot housing types that could be integrated along Ocean Road. These particular types would be appropriate for attracting faculty and staff. A modification of these types could be used for student housing along this same edge. Housing along this edge could provide up to 19,000 square feet of housing at 3 and 4 stories.

The housing types appropriately address Ocean Road, and tuck parking to the rear of the lot. 3-4 stories in height could be appropriate to relate to the fabric along the Isla Vista edge.

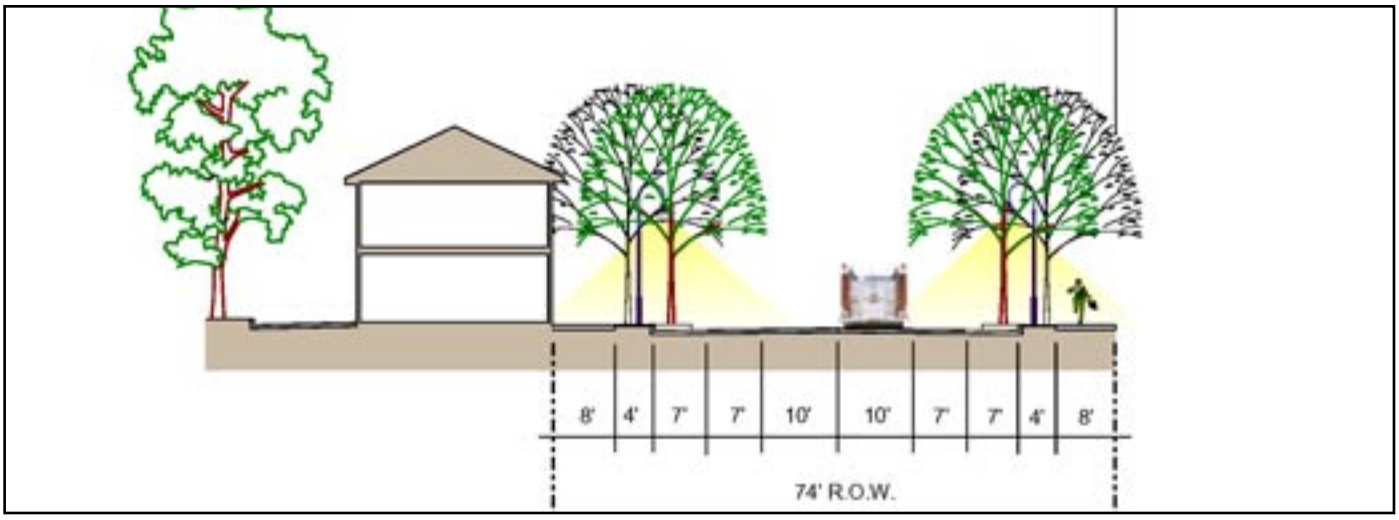


Plan and elevation for shallow-lot housing that could be incorporated along Ocean Road to create a better transition between Isla Vista and UCSB and provide housing opportunities in close proximity to the University.



The proposed parking structure along Ocean at Pardall Road could further impact the UCSB/Isla Vista interface issues if not designed appropriately. If a structure is built here, it is recommended that a liner building, such as the one illustrated to the left, be used to "wrap" the parking structure.

The floor plan of this liner building is flexible enough to accommodate housing or other university-related uses. The elevation would provide an activated edge along Ocean Road and the Pardall Axis.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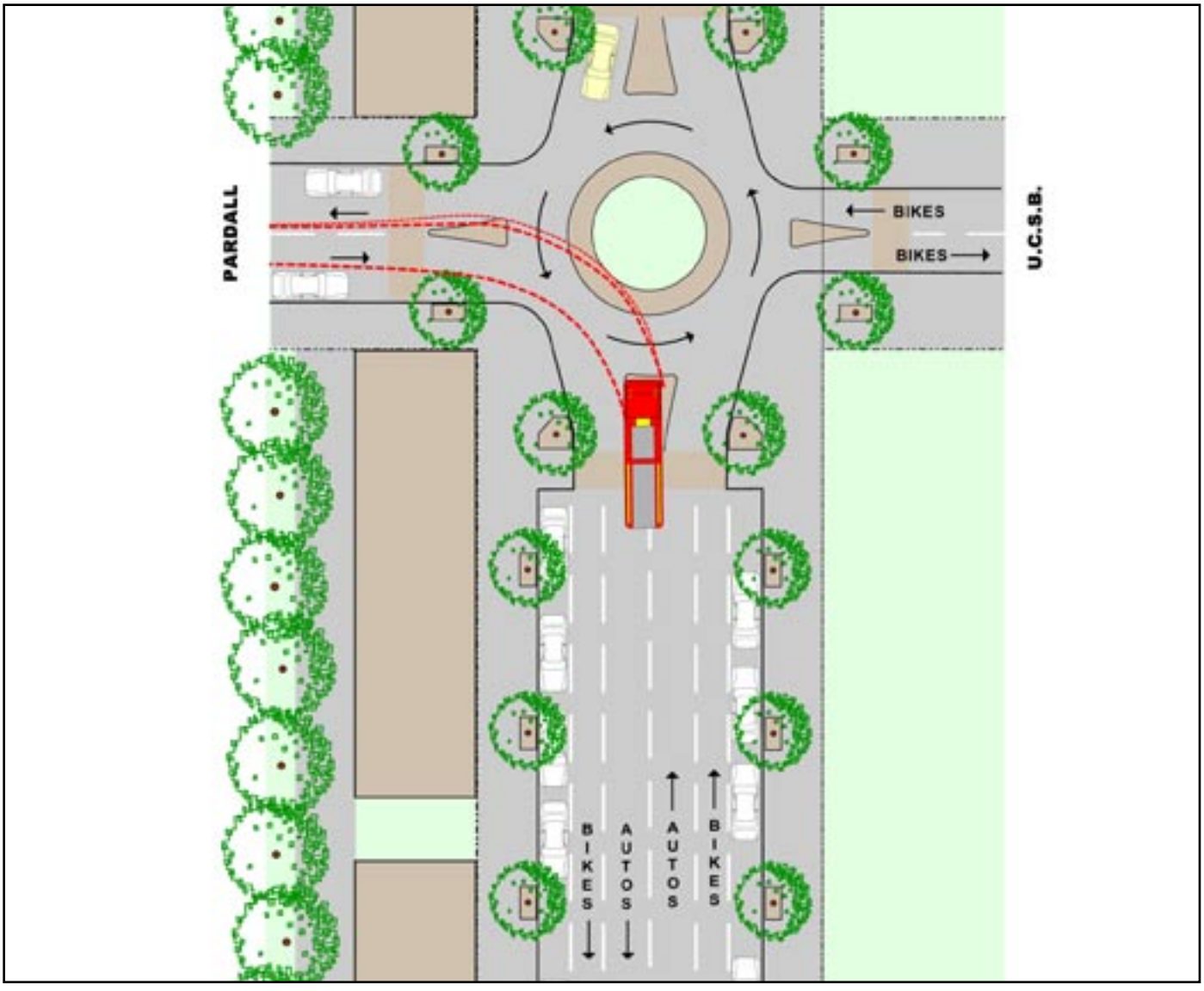

PARDALL
BIKES
BIKES
U.C.S.B.
BIKES
AUTOS
AUTOS
BIKES

Isla Vista/UCSB Interface

1. **Continue to coordinate with UCSB and the San Clemente architect to ensure that the housing along El Colegio meets the goals as established by the community in the workshop process.**
3. **Encourage UCSB to explore the feasibility of new alternatives for the Pardall Road/Ocean Road Intersection, the extension of the grid to Ocean Road, the redesign of Ocean Road, and Housing opportunities along Ocean Road.**
3. **Continue to coordinate with the Student Resources Building architect to ensure that the design meets the goals established by the community in the workshop process.**
4. **Coordinate the work on the Isla Vista Master Plan with the planning team that is selected for the UCSB LRDP update.**

Chapter 8: Open Space and Landscape

Our design proposal relies largely on the use of the land already in public ownership to create an intelligible internal open space system, which enhances the public realm, reinforces the patterns of movement, and creates internal identity for the neighborhoods. Based upon the input from workshop participants the use of public land within Isla Vista should respond to the needs of the probable users. Since almost all the publicly owned land in Isla Vista is in street rights-of-way, the landscape component of the plan is intimately linked to the circulation component. Thus, the landscape reinforces and defines the primary circulation routes.

It should be noted that Isla Vista Recreation & Park District (IVRPD) has worked extensively with the community in the past and have a *Master Plan For Recreation & Park Usage* that was adopted in 1998. The recommendations which came out of the workshop that are provided in this document are intended to build upon this long history IVRPD has in working with the community of Isla Vista.

Issues

1. **Lack of hierarchy within current open space system**
2. **Connections within system are undefined**
3. **Different types of spaces are needed**
4. **Lack of areas for active recreation**
5. **Skate ramps on Del Playa**
6. **"Over-grown" parks are unusable and potentially dangerous**
7. **Existing open spaces do not have facilities that meet the activity needs of the community**

Objectives

1. **Provide a wider variety of public spaces within Isla Vista including plazas, paseos, etc. that provide greater social and entertainment opportunities.**
2. **Design public open spaces and orient new development to help designate the public spaces as community focal points**
3. **Provide a range of open space and recreational opportunities from undeveloped natural areas and formal spaces to local and pocket parks within neighborhoods.**
4. **Incorporate sustainable landscape practices into park designs.**
5. **Develop programmable activities within existing open space such as basketball courts, a skatepark, etc. that will provide an outlet for residents.**
6. **Acknowledge and respect the environmentally sensitive habitat areas.**
7. **Strengthen visual access to amenities such as the ocean and the Santa Ynez Mountains.**
8. **Take into account climatic considerations in selecting trees and plants.**
9. **Provide open space that is compatible for humans, plants, and animals.**

Open Space Plan Components

The following is a list of primary components that came out of the workshop process that will be used to guide the Master Plan.

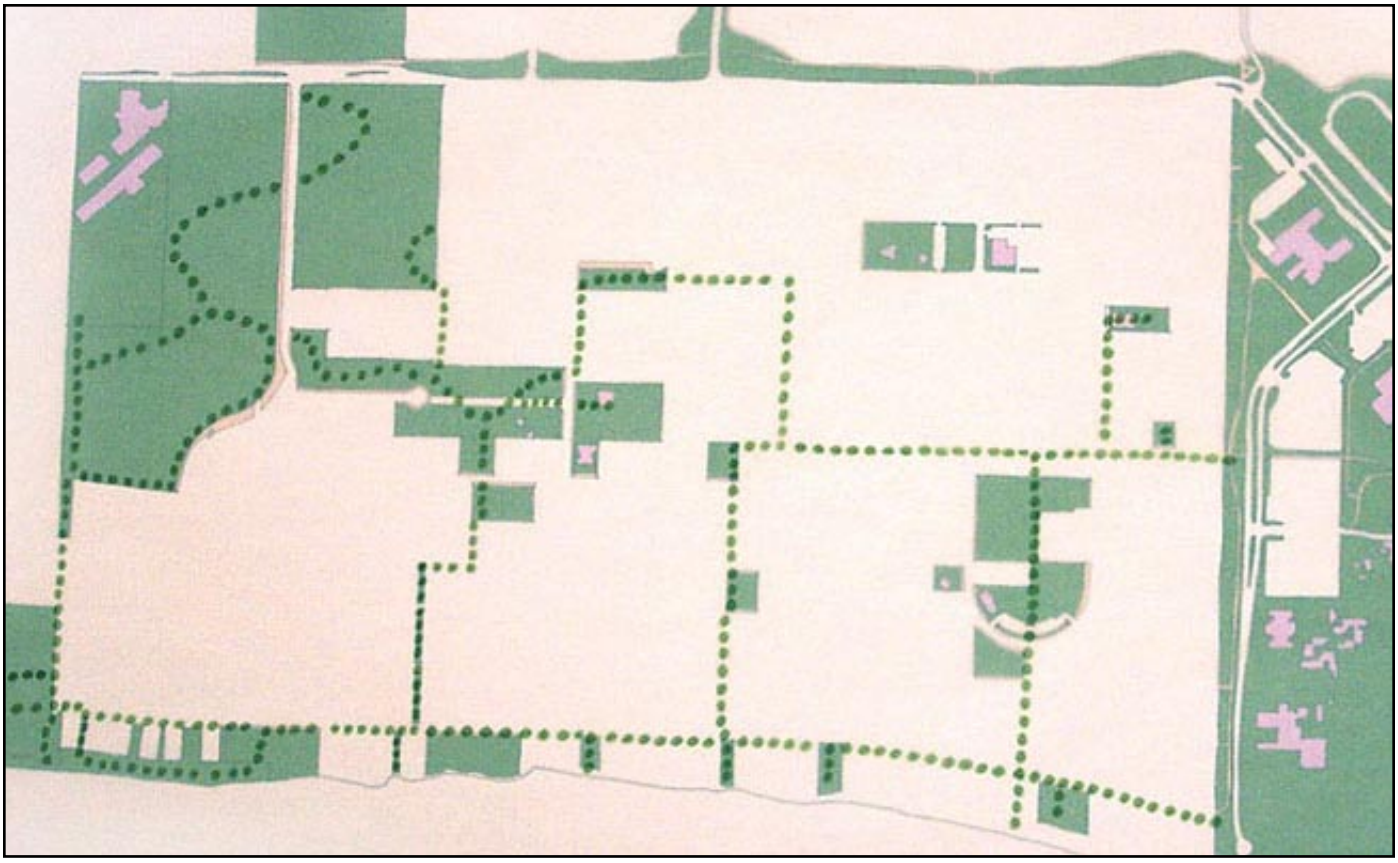
Streets

The streets in Isla Vista provide the biggest opportunity for improving the landscape. The plan focuses on enhancing the most important streets in terms of usage and high visibility. Typical street sections and plans are included to demonstrate the intent of the proposals, but the wide variety of lots sizes and existing conditions will require detailed study to adapt the types to specific sites. See the Transportation chapter for further details.

Strengthening the Connections to the Ocean

For residents and visitors alike, all pedestrian, bicycle and vehicular access to the ocean is by way of the north-south streets. Since these same streets dead-end on the north into El Colegio, they provide the only access into the community for vehicles. The addition of street trees would emphasize this important connection to the ocean and would calm (slow) the traffic. Sidewalks can be provided in the narrow parkways between the curbs and the property lines where desired or possible. In addition, the mid-block public right of way that links Pasado to Del Playa should be strengthened and emphasized as a possible additional north-south connection for pedestrian and bicyclists.

Open Space Plan Components



This diagram illustrates the proposed creation of a coherent and interconnected open space network within Isla Vista.

Reinforcing Downtown as the Center of Isla Vista
Retaining and enhancing the existing commercial uses along Pardall Road and establishing the downtown as the center of the community is deemed a priority based upon the objectives established by the community. Therefore, the design team recommends the redesign of Pardall Road and the Embarcadero Loop to begin to strengthen the character of this area. These recommended changes can be seen in Chapter 4: Downtown.

Park System
As previously noted, the park system in Isla Vista has been established by the community and represents an important accomplishment. This system should be expanded in ways that respond to community needs. One of the primary objectives that came out of the workshop is to established Estero Park as a neighborhood center to help orient the western area of Isla Vista. For more information on this proposal, see Chapter 5: Estero Neighborhood Center.

Many of the comments from participants during the workshop emphasized the need for more places for active recreational activities within Isla Vista. Based on these comments, the planning team recommended finding an appropriate location for a skate park within Isla Vista, and looking for opportunities to incorporate more areas for active uses such as basketball courts that could be located along Del Playa. These recommended changes could be incorporated into the IVRPD Master Plan.

Enlarging and Enhancing Anisq'Oyo' Park
Anisq'Oyo' Park is embraced by the original street layout of the Isla Vista, located near the commercial core, and centered in the areas of higher density housing. It has the potential to provide a visual center to the community as well as an expanded and more visually important venue for community activities. The current design of the park is directly linked to the history and nature of the community, and the design of the expanded park should build on this. These recommended changes can be seen in Chapter 4: Downtown.

Vehicular Paving
To reduce runoff and enhance infiltration of rainfall, a significant portion of the existing paving in the community should be removed, and these areas should be planted. This applies to both the public open spaces and rights-of-way explicitly described in the plan, and to the private parcels, many of which are currently little more than parking lots. Achieving this goal is clearly related to the restructuring of the parking system and the improvement and extension of the transit system. Paving in parking aisles should be replaced with a permeable material such as porous asphalt to increase infiltration opportunities. Drive aisles, where heavier and more frequent use is anticipated, must remain asphalt for strength and longevity.

Surface Water
Since Isla Vista has a limited storm drain system that exists only along Del Playa and within the Downtown area. Most storm runoff is directed to the street and thence through the gutters into the ocean. Since water is a scarce resource and since storm runoff from paved areas is often polluted, it is desirable to reduce the amount of water that flows over the street system and to increase the amount that is directed into natural infiltration systems. This can be done by minimizing paved areas, and maximizing the use of permeable paving where appropriate.

Lighting
In order to increase safety, pedestrian oriented lighting should be added to streets that serve as primary circulation routs for pedestrians. Primary north-south and east west routes should be selected and lighting implemented in the near future.

Groundwater
Design and maintenance practices should not contribute to the erosion of the bluffs. Drainage through the perched water table that underlies the community is exacerbated by the infiltration of irrigation water. Therefore, low-water-using irrigation systems and low-water-requiring plants should be used throughout the community except where specific uses, such as athletic fields, require otherwise.

Planting
In addition to the problems associated with excess groundwater, Isla Vista has several other characteristics which affect the survival of plants, including a very slight gradient that encourages the pooling of surface water and dense, alkaline soils that saturate the root zone in the rainy season. Given these limits, plants should be chosen for their demonstrated ability to survive and thrive over the long term in this environment. Drought tolerant plants, which can adjust to the salt air, salty and alkaline soils, and wear and tear of the users, should be chosen. See Plant List on following pages.

Master Plant List

BOTANIC NAME	COMMON NAME
SCREEN TREES	
ACACIA MELANOXYLON	BLACK ACACIA
CEDRUS DEODARA	DEODAR CEDAR
CUPRESSUS MACROCARPA	MONTEREY CYPRESS
EUCALYPTUS CITRIADORA	LEMON GUM
EUCALYPTUS CLADOCALYX	SUGAR GUM
EUCALYPTUS S. 'ROSEA'	RED IRON BARK
PINUS PINEA	ITALIAN STONE PINE
PLATANUS RACEMOSA	SYCAMORE
POPULAS SPP.	COTTONWOOD
STREET TREES	
ARBUTUS MARINA	STRAWBERRY TREE
BRACHYCHITON POPULNEUS	BOTTLE TREE
CERATONIA SILIQUA	CAROB
GINKGO BILOBA	GINGKO
KOELREUTERIA BIPINNATA	CHINESE FLAME TREE
MAGNOLIA GRANDIFLORA	MAGNOLIA
MELALEUCA LINARIIFOLIA	FLAXLEAF PAPERBARK
MELALEUCA QUINQUINERVA	CAJUPUT TREE
METROSIDEROS EXCELSUS	NEW ZEALAND CHRISTMAS TREE
OLEA EUROPA 'FRUITLESS'	FRUITLESS OLIVE
PISTASCHE CHINENSIS	PISTACHIO TREE
PLATANUS A. 'BLOODGOOD'	LONDON PLANE TREE
PYRUS CALLERYANA	BRADFORD PEAR
PYRUS KAWAKAMII	EVERGREEN PEAR
QUERUS AGRIFOLIA	COAST LIVE OAK
QUERCUS ILEX	HOLLY OAK
QUERCUS SUBER	CORK OAK
TIPUANA TIPU	TIPU TREE
TRISTANIA CONFERTA	BRISBANE BOX
WASHINGTONIA ROBUSTA	MEXICAN FAN PALM
QUERCUS TOMENTELLA	ISLAND OAK
ACCENT TREES (OPEN SPACE, PARKS, YARDS)	
CALODENDRON CAPENSE	CAPE CHESTNUT
CERCIS OCCIDENTALIS	WESTERN REDBUD
CHIONANTHUS RETUSUS	CHINESE FRINGE TREE
CITRUS 'VALENCIA'	VALENCIA ORANGE
CUPRESSUS SEMPERVIRENS	ITALIAN CYPRESS
ERIOBOTRYA JAPONICA	'GOLD NUGGET' LOQUAT
FEIJOA SELLOWIANA	PINEAPPLE GUAVA
LEPTOSPERMUM LAEVIGATUM	NEW ZEALAND TEA TREE
MAYTENUS BOARIA	MAYTEN TREE
PLATANUS RACEMOSA	CALIFORNIA SYCAMORE
QUERCUS DUMOSA	SCRUB OAK
QUERCUS TOMENTELLA	ISLAND OAK
STENOCARPUS SINUATA	FIREWHEEL TREE
TABEBUIA CHRYSOTRICA	GOLD TRUMPET TREE
TABEBUIA IPE	LAVENDER TRUMPET TREE

Master Plant List

BOTANIC NAME	COMMON NAME
SHRUBS	
ABELIA G. 'EDWARD GOUCHER'	ABELIA
ABELIA GRANDIFLORA	GLOSSY ABELIA
ABUTILON HYBRIDUS	FLOWERING MAPLE
ALYOGYNE HUEGELLI 'PURPLE PALACE'	BLUE HIBISCUS
ARBUTUS U. 'COMPACTA'	DWARF STRAWBERRY TREE
ARBUTUS UNEDO	STRAWBERRY TREE
ARCTOSTAPHYLOS 'PACIFIC MIST'	MANZANITA
ARTEMESIA CALIFORNICA	CALIFORNIA SAGEBRUSH
BACCHARIS P. PILULARIS	COYOTE BUSH
BUXUS M.J. 'GREEN BEAUTY'	BOXWOOD
CAESALPINA PULCHERRIMA	DWARF POINCIANA
CALLIANDRA TWEEDII	TRINIDAD FLAME BUSH
CARPENTERIA CALIFORNICA	BUSH ANEMONE
CARISSA SPP.	DWARF NATAL PLUM
CARISSA G. 'TUTTLE'	DWARF NATAL PLUM
CASSIA SPP.	SENNA
CEANOTHUS 'CONCHA'	WILD LILAC
CEANOTHUS 'DARK STAR'	WILD LILAC
CEANOTHUS G. H. 'YANKEE POINT'	CARMEL CREEPER
CEANOTHUS 'SNOW FLURRY'	WILD LILAC
CEANOTHUS SPP.	WILD LILAC
CISTUS 'BLANCHE'	ROCKROSE
CISTUS HYBRIDUS	WHITE ROCKROSE
CISTUS LADANIFER	CRIMSON SPOT ROCKROSE
CISTUS SKANBERGII	ROCKROSE
CISTUS SPP.	ROCKROSE
COCCULUS LAURIFOLIUS	HIMALAYAN LAUREL
COLEONEMA 'ALBA'	WHITE BREATH-OF-HEAVEN
COLEONEMA PULCHRUM	BREATH-OF-HEAVEN
CORREA 'IVORY BELLS'	AUSTRALIAN FUSCHA
CORREA PULCHELLA	AUSTRALIAN FUSCHA
COTONEASTER DAMARI	BEARBERRY COTONEASTER
COTONEASTER LACTEUS	PARNEY COTONEASTER
COTONEASTER S. 'REPENS'	WILLOWLEAF COTONEASTER
ECHIUM FASTUOSUM	PRIDE OF MADERA
ESCALLONIA FRADESI	ESCALLONIA
ESCALLONIA SPP.	ESCALLONIA
FEIJOA SELLOWIANA	PINEAPPLE GUAVA
GREVILLEA 'NOELII'	NCN
GREVILLEA SPP.	NCN
GREWIA CAFFRA	LAVENDER STAR FLOWER
HETEROMELES ARBUTIFOLIA	TOYON
JUNIPERUS S. 'BUFFALO'	JUNIPER
JUNIPERUS CONFERTA 'BLUE PACIFIC'	BLUE SHORE JUNIPER
JUNIPERUS SABINA	SAVIN JUNIPER
JUNIPERUS S. 'TAMARISCIFOLIA'	TAM JUNIPER
LANTANA MONTEVIDENSIS	PURPLE TRAILING LANTANA
LAURUS NOBILIS BAY LAUREL	
LEPTOSPERMUM S. 'PINK CASCADE'	N.Z. TEA TREE

Master Plant List

BOTANIC NAME	COMMON NAME
LEPTOSPERMUM SCOPARIUM	NEW ZEALAND TEA TREE
LEPTOSPERMUM SPP.	NEW ZEALAND TEA TREE
LIGUSTRUM JAPONICUM	PRIVET
LONICERA J. 'HALLIANA'	HALLS HONEYSUCKLE
MELALEUCA NESOPHILA	PINK MELALEUCA
NANDINA DOMESTICA	HEAVENLY BAMBOO
NANDINA D. 'GULFSTREAM'	HEAVENLY BAMBOO
NANDINA DOMESTICA 'HARBOR DWARF'	HEAVENLY BAMBOO
NERIUM OLEANDER	OLEANDER
OLEA E. 'LIL OLLIE'	OLIVE
OLMEDIELLA BETSCHLERIANA	GUATEMALA HOLLY
OSMANTHUS FRAGRANS	SWEET OLIVE
PELARGONIUM 'IVY GERANIUM'	GERANIUM
PHOENIX ROEBELINII	(TRANSPLANT EXISTING)
PITTOSPORUM CRASSIFOLIUM	NCN
PITTOSPORUM C. 'NANA'	NCN
PITTOSPORUM TOBIRA	TOBIRA
PITTOSPORUM UNDULATUM	VICTORIAN BOX
PITTOSPORUM T. 'WHEELERI'	WHEELER'S DWARF
PLUMBAGO AURICULATA	CAPE PLUMBAGO
PRUNUS ILICIFOLIA	HOLLY-LEAF CHERRY
PRUNUS LYONI	CATALINA CHERRY
RHAMNUS CALIFORNICA	COFFEEBERRY
RHAMNUS C. 'MOUND SAN BRUNO'	COFFEEBERRY
RHAPHIOLEPIS I. 'CHARISMA'	INDIA HAWTHORN
RHAPHIOLEPIS I. 'CLARA'	INDIA HAWTHORN
RHAPHIOLEPIS I. 'PINK CLOUD'	INDIA HAWTHORN
RHAPHIOLEPIS I. 'JACK EVANS'	INDIA HAWTHORN
RHAPHIOLEPIS I. 'PINK LADY'	INDIA HAWTHORNE
RHAPHIOLEPIS I. 'SNOW WHITE'	INDIA HAWTHORN
RHAPHIOLEPIS I. 'SPRINGTIME'	INDIA HAWTHORNE
RHUS INTEGRIFOLIA	LEMONADE BERRY
RHUS OVATA	SUGAR BUSH
ROSA B. 'ALBA PLENA'	LADY BANK'S ROSE
ROSA RUGOSA	SEA TOMATO
ROSMARINUS O. 'LOCKWOOD DE FOREST'	PROSTATE ROSEMARY
ROSMARINUS OFFICINALIS	ROSEMARY
ROSMARINUS O. 'PROSTRATA'	PROSTRATE ROSEMARY
ROSMARINUS O. 'TUSCAN BLUE'	ROSEMARY
SALVIA LEUCANTHA 'MIDNIGHT'	MEXICAN BLUE SAGE
SALVIA L. 'PT. SAL SPREADER'	PURPLE SAGE
SALVIA GREGII 'WHITE'	SAGE
SARCOCOCCA RUSCIFOLIA	SARCOCOCCA
SPHAERALCAEA PHILIPPIANA	GLOBE MALLOW
THUNBERGIA BATTESCOMBEI	NCN
TRACHELOSPERMUM JASMINOIDES	STAR JASMINE
WESTRINGIA FRUTICOSA	WESTRINGIA
WESTRINGIA 'WYANABBE GEM'	WESTRINGIA

Master Plant List

BOTANIC NAME	COMMON NAME
HERBACEOUS/GROUNDCOVER	
ACANTHUS MOLLIS	BEAR'S BREECH
ACHILLEA M. 'LAVENDER BEAUTY'	YARROW
ACHILLEA SPP.	YARROW
AGAPANTHUS AFRICANUS	LILY-OF-THE-NILE
AGAVE ATTENUATA	AGAVE
ALOE PLICATILIS	
ALOE STRIATA	CORAL ALOE
ANIGOZANTHOS FLAVIDUS	KANGAROO PAWS
ARMERIA MARITIMA	SEA THRIFT
ARTEMESIA ARBORESCENS	SILVER WORMWEED
ARTEMESIA 'POWIS CASTLE'	WORMWOOD
ARTEMESIA SPP. WORMWOOD	
BACCHARIS P. 'TWIN PEAKS'	PROSTRATE BACCHARIS
CLIVIA M. 'AUREA'	YELLOW CLIVIA
CLIVIA MINIATA	KAFIR LILY
CONVOLVULUS CNCNEORUM	BUSH MORNING GLORY
CONVOLVULUS MAURITANICUS	GROUND MORNING GLORY
COREOPSIS MARITIMA	COREOPSIS
CORREA PULCHELLA	AUSTRALIAN FUCHSIA
CROCOSMA CROCOSMIIFLORA	MONTBRETIA
DIANELLA 'DWARF'	DIANELLA
DIANELLA TASMANICA	DIANELLA
ERIGERON KARVINSKIANUS	SANTA BARBARA DAISY
ERIOGONUM SPP.	BUCKWHEAT
GERANIUM INCANUM	CRANESBILL
GERANIUM SANGUINEUM	CRANESBILL
HEDERA HELIX	ENGLISH IVY
HEMEROCALLIS HYBRIDUS	EVERGREEN DAYLILY
HEUCHERA S. 'BLESSINGHAM WHITE'	WHITE CORAL BELLS
HEUCHERA MAXIMA	ISLAND ALUM ROOT
HEUCHERA 'PURPLE PALACE'	CORAL BELLS
HEUCHERA SANGUINIA	CORAL BELLS
HUNNEMANNIA FUMARIIFOLIA	MEXICAN TULIP
IRIS DOUGLASIANA	IRIS
KNIPHOFIA UVARIA	RED HOT POKER
LANTANA MONTEVIDENSIS	PURPLE TRAILING LANTANA
LAVENDULA ANGUSTIFOLIA	ENGLISH LAVENDER
LAVENDULA BIPINATA	LAVENDAR
LAVENDULA DENTATA	FRENCH LAVENDAR
LAVENDULA A. 'MUNSTEAD'	ENGLISH LAVENDER
LAVENDULA I. 'PROVANCE'	LAVENDER
LAVENDULA SPP. LAVENDER	
LIMONIUM PEREZII	SEA LAVENDER
LIRIOPE MUSCARI	BIG BLUE LILY TURF
NASSELA PULCHRA	PURPLE NEEDLE GRASS
NEPHROLEPSIS EXALTATA	SWORD FERN
NEPETA MUSINII	CATMINT
OENOTHERA BERLANDIERI	MEXICAN EVENING PRIMROSE
PELARGONIUM HORTENIUM	COMMON GERANIUM

Master Plant List

BOTANIC NAME	COMMON NAME
PELARGONIUM PELTATUM	TRAILING PELARGONIUMS
PHORMIUM T. 'APRICOT QUEEN'	NEW ZEALAND FLAX
PHORMIUM 'ATRO PURPUREUM'	NEW ZEALAND FLAX
PHORMIUM T. 'BRONZE BABY'	N.Z. FLAX
PHORMIUM 'MAORI CHIEF'	FLAX
PHORMIUM T. 'COOK'S DELIGHT'	NEW ZEALAND FLAX
PHORMIUM T. 'CREAM DELIGHT'	N.Z. FLAX
PHORMIUM 'DARK DELIGHT'	NEW ZEALAND FLAX
PHORMIUM T. 'DAZZLER'	N.Z. FLAX
PHORMIUM T. 'DUET'	NEW ZEALAND FLAX
PHORMIUM T. 'JACK SPRATT'	N.Z. FLAZ
PHORMIUM 'MAORI MAIDEN'	NEW ZEALAND FLAX
PHORMIUM T. 'MAORI SUNRISE'	N.Z. FLAX
PHORMIUM SPP.	NEW ZEALAND FLAX
SALVIA L. 'MIDNIGHT'	MEXICAN SAGE
SALVIA OFFICINALIS	SAGE
SALVIA SPP.	SAGE
SALVIA ULIGNOSA	SAGE
SENECIO MANDRALISCAE	KLEINIA
SENECIO SPP.	SENECIO
SESLERIA AUTUMNALIS	AUTUMN MOOR GRASS
SESLERIA CAERULEA	BLUE MOOR GRASS
SIDALCEA MALVEA FLORA	GROUNDCOVER MALLOW
SOLANUM JASMINOIDES	POTATO VINE
STIPA GIGANTIA	STIPA
STIPA TENUISIMA	STIPA
STRELITZIA NICOLAI	GIANT BIRD OF PARADISE
STRELITZIA REGINAE	BIRD-OF-PARADISE
THYMUS OFFICINALIS	THYME
THYMUS PRAECOX ARCTICUS	CREEPING THYME
TRACHELOSPERMUM JASMINOIDES	STAR JASMINE
VINCA MAJOR	PERIWINKLE
WATSONIA PYRAMIDATA	PINK WATSONIA
WATSONIA SPP.	WATSONIA
ZANTEDESCHIA AETHIOPICA	COMMON CALLA
ZEPHRANTHES CANDIDA	FAIRY FLOWER
VINES	
CISSUS ANTARTICA	KANGAROO VINE
CISSUS RHOMBIFOLIA	GRAPE IVY
CLEMATIS ARMANDI	EVERGREEN CLEMATIS
CLYTOSTOMA CALLISTEGIODES	LAVENDER TRUMPET VINE
DISTICTUS BUCCHANATORIA	BLOOD RED TRUMPET VINE
FICUS P. MINIMA	CREEPING FIG
HARDENBERGIA COMTONIANA	LILAC VINE
HARDENBERGIA VIOLACEA	HARDENBERGIA
HIBBERTA SCADENS	GUINEA GOLD VINE
LONICERA HILDEBRANIANA	GIANT BURMESE HONEYSUCKLE
PANDOREA J. 'ALBA'	WHITE BOWER VINE
PANDOREA J. 'ROSEA'	PINK BOWER VINE

Master Plant List

BOTANIC NAME	COMMON NAME
PARTHENOCISSUS TRICUSPIDATA	BOSTON IVY
PASSIFLORA 'CORAL SEA'	CORAL PASSION FLOWER
RHOICISSUS CAPENSIS	GRAPE IVY
SOLANDRA MAXIMA	CUP-OF-GOLD VINE
SOLANUM JASMINOIDES	POTATO VINE
WISTERIA SINENSIS	CHINESE WISTERIA
WISTERIA S. 'ALBA'	WHITE WISTERIA
BIOFILTRATION PLANTS	
BROMUS CARINATUS	CALIFORNIA BROME
BUCHLOE DACTYLOIDES	BUFFALO GRASS
ELYMUS TRITICOIDES	CREEPING WILDRYE
FESTUCA RUBRA MOLATE/RED FESCUE	
HORDEUM BRACHYANTHERUM	MEADOW BARLEY
HORDUEM BRACHYANTHERUM SALT	MEADOW BARLEY SALT
JUNCUS SPP.	RUSHES
STIPA PULCHRA	PURPLE NEEDLE GRASS
VULPIA MYUROS V. HIRSUTA	ZORRO ANNUAL FESCUE3

Implementation Steps

Open Space and Landscape

1. **Continue to coordinate with the IVRPD on fitting recommendations from the Workshop into their long term plans.**
3. **Create landscape design guidelines and regulations.**
3. **Provide programs that educate IV residents about sustainable landscape practices.**

Chapter 9: The Regulating System

The following chapter includes the proposed regulations and guidelines that were created with the input of the community at the workshop. The primary objective of these regulations and guidelines is to ensure that new projects within Isla Vista adhere to the vision that was created by the community.

The regulating system can be thought of as a carefully-designed combination of zoning and architectural design guidelines. This system would be form-based and would provide all of the information necessary in a simple, concise, and coherent format that can be easily understood by anyone. The information provided from the workshop provides general documentation of appropriate building types and examples of what the regulating system would look like.

The one area that the proposed regulating system would have the most effect on is the downtown. Mixed-use buildings are being proposed in this area that currently has mostly one-story commercial uses. There is a high feasibility for mixed-use buildings within downtown Isla Vista due to the high property values and high demand for housing in the area. The new regulating system could reduce one of the biggest impediments for new mixed-use buildings which is current on-site parking requirements. To accommodate the necessary parking, a parking system would be looked at on a district-wide basis, thus making multiple floors more feasible for property owners of these smaller lots.

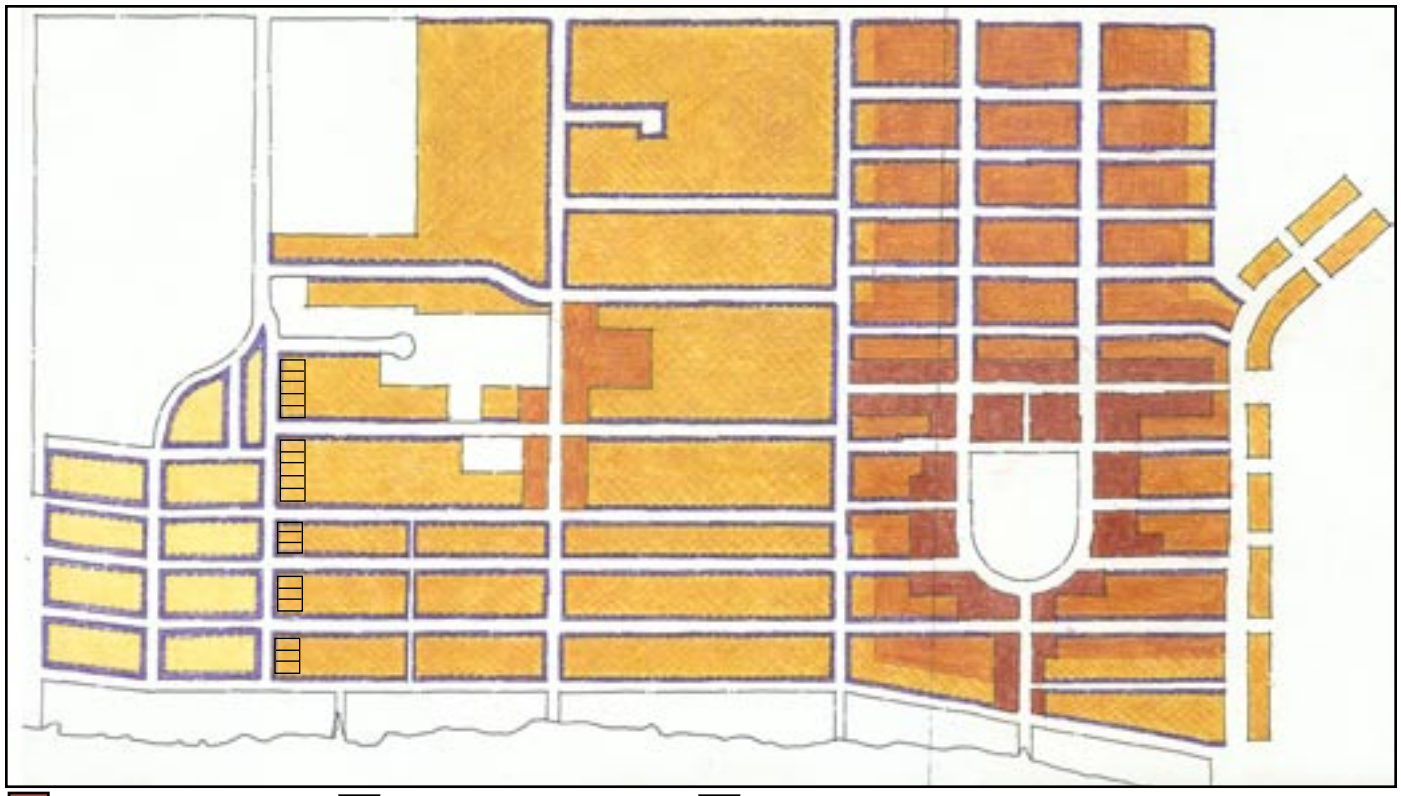
Issues

1. **Lack of incentives for property owners to reinvest in property improvements or redevelopment**
2. **Length of entitlement process**
3. **High off-street parking requirements create a built environment dominated by the storage of automobiles**
4. **Inability to build more than one story within downtown due to parking requirements**

Objectives

1. **Ensure that new projects adhere to the vision that was created by the community.**
2. **Provide economic incentives for property owners to invest and reinvest in projects within Isla Vista to help improve the character of the community.**
3. **Simplify the entitlement process.**

The Regulating Plan



Neighborhood Core
Neighborhood Center
Neighborhood General
Neighborhood Edge (Single Family)
Neighborhood General/Special (Interface Area)

Regulating Plan Principles

The "Regulating Plan" illustrates the proposed physical framework for revitalization in Isla Vista. It recognizes the existing physical form of Isla Vista and creates a proposed framework for change.

The Regulating Plan sets standards for three different characteristics: Intensity, Use, and Frontage. The application of these three characteristics determines the different zones of the plan: the Neighborhood Core, the Neighborhood Center, the Neighborhood General, the Neighborhood Edge, and the Neighborhood General/Special.

The classification of each zone reinforces the concept of two distinct neighborhood centers within Isla Vista. The first center is oriented around the downtown along the Pardall Corridor and the second is oriented around Estero Park.

Neighborhood Core: This zone calls for the greatest amount of intensity and a mix of uses. It is located along Pardall Road and around Anisq'Oyo' Park. Three to four-story mixed-use buildings with ground-floor commercial uses and upper level housing and offices are suggested.

Neighborhood Center: This zone suggests a similar intensity as the Neighborhood Core, but with a frontage that allows for flexible, ground-floor uses. In these areas buildings might be built with ground-floor housing units which, over time, could easily be converted to neighborhood-oriented retail uses.

Neighborhood General: This zone represent the bulk of Isla Vista and are most appropriate for multi-family housing of two to three stories in height. Neighborhood General zones have small front yards.

Neighborhood Edge: This is the zone for the existing single-family area at the western edge of Isla Vista. It allows only single-family residential uses with more generous building setbacks.

Neighborhood General/Special: This special zone is necessary to ensure that development on the eastern edge of Camino Corto has an appropriate relationship in size, scale, and character to the single family area across the street.

Regulating Plan Zones

Neighborhood Core:
The neighborhood Core zone represents the category marked by the highest intensity within Isla Vista. The zone is defined by the Pardall Road Corridor from Camino Pescadero and Ocean Road, and Embarcadero Del Norte and Del Mar south of Pardall Road.

This zone is most appropriate for multi-story mixed-use buildings with ground floor retail. This zone can also accommodate the flex-house type that allows ground floors to initially be used for residential uses that can transition to retail or commercial uses as the market demands.

Appropriate Building Types:
• Mixed-Use
• Flex-houses/Live-work

Neighborhood Center:
The Neighborhood Center zone represents the category marked by median to high intensity residential building types and small commercial building types in designated areas.

Neighborhood Center areas have been designated in the areas surrounding downtown Isla Vista as well as around Estero Neighborhood Park.

Appropriate Building Types:
• Mixed-Use (at designated areas only)
• Flex-houses
• Corridor Apartments
• Townhouses
• Center Hall Apartments
• Four-plexes
• Courtyard Apartments

Neighborhood General:
The Neighborhood General zone represents the category marked by median intensity development. Other markings of the General zone include residential building types such as multi-story courtyard apartments. The regulations for the General zone promote street life with buildings set close to sidewalks, parking required to be in the rears of lots and frontage requirements that limit openings between buildings.

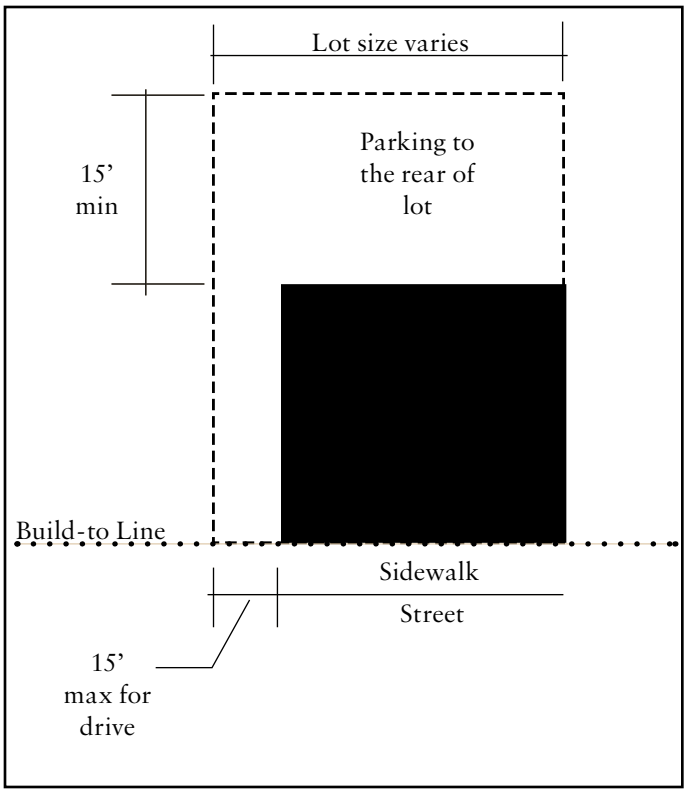
Appropriate Building Types:
• Flats
• Townhouses
• Center Hall Apartments
• Four-plexes
• Courtyard Apartments

Neighborhood Edge :
The Neighborhood Edge zone represents the category marked by the least intense development. The Edge zone includes purely single family building types with deep setbacks from the street and larger distances between buildings.

The Neighborhood Edge zone is currently occupied by single family homes and future development of this zone should enhance this character.

Appropriate Building Types:
• Single Family Houses

Neighborhood Core Mixed-Use



Zoning	Bldg Number
Lot size min.	-
No. of units max.	TBD
Setback	
Front min.	0 Feet
Main Side min.	0 Feet
Main Rear min.	20 Feet
Ancillary Rear min.	(Not allowed)
Encroachment	
Front max.	3 Feet
Separation min.	3 Feet
Height	
Main max.	3 Stories
Ancillary max.	(Not allowed)

Parking

Builder/developer must either provide 1 space per bedroom, or 3 spaces per 1,000 square feet of retail or pay a designated fee into the parking district funds for spaces not provided.

Mixed-Use:

Lots in the Neighborhood Core are designed to accommodate mixed-use buildings that incorporate retail uses on the ground floors and offices and living spaces above. These mixed-use buildings can be built up to the line of the public right-of-way in the front. Second- and third-story balconies and bay windows are allowed to encroach 3 feet over the property line.

Illustrative Examples

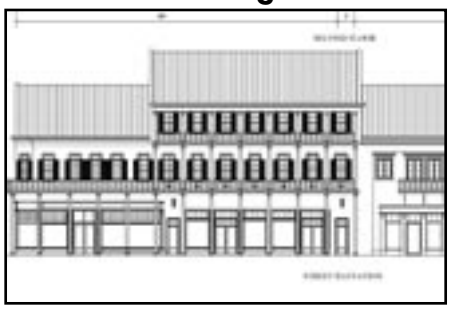
Mixed-Use

The Mixed-Use type provides the opportunity for housing or office uses above ground floor retail. Articulation such as bay windows can break down the scale of the facade.

Mixed-Use Courtyard

Mixed-use buildings may incorporate courtyards to provide areas for restaurants and other uses to spill onto. In large courtyards such as this, the landscape design becomes very important.

Mixed-Use Parking Liner



In order to provide continuous uses along the sidewalk edges, shallow liner buildings are often used at the street edge to screen parking areas.

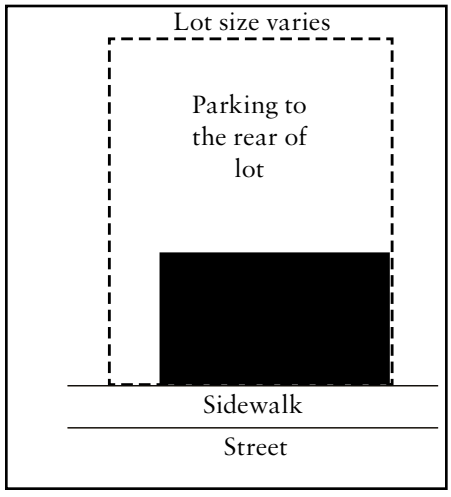
Illustrative Examples

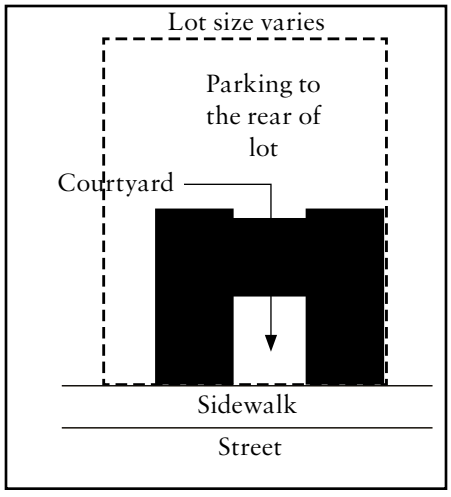
The massing and articulation of a mixed-use building can be quite simple but look very good.

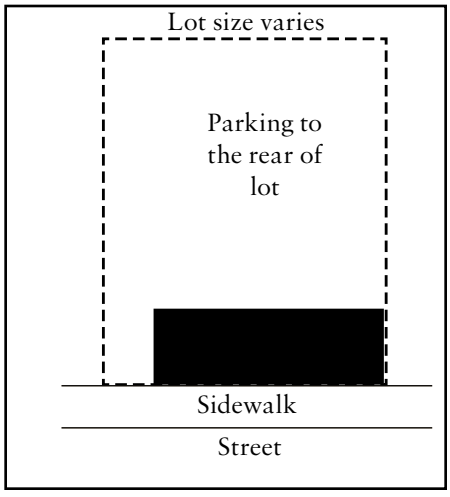
Smaller, more intimate courtyards are also appropriate. This courtyard is defined at the sidewalk edge by a small walk to distinguish between what is public and what is private.

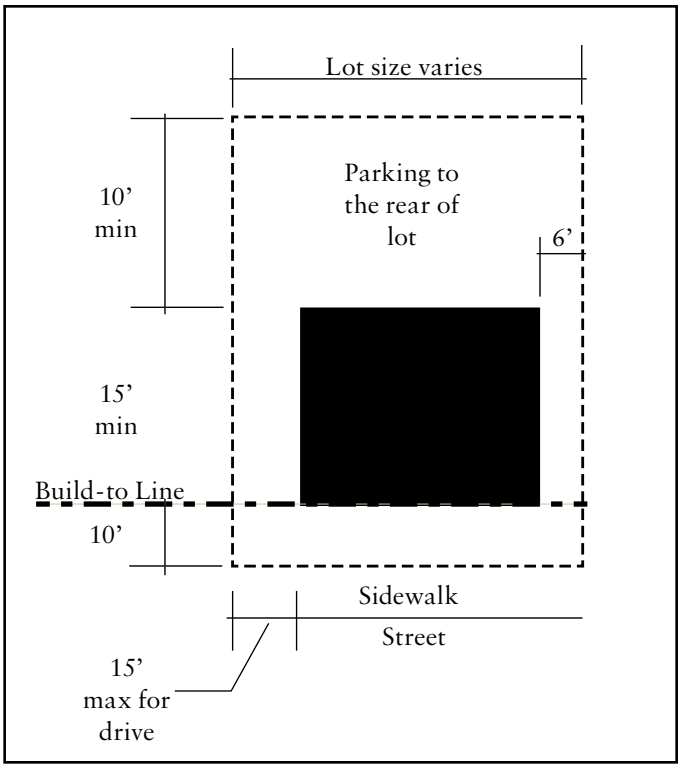
Passages to the street from the parking areas should be carefully designed.

Site Plan Diagrams









Zoning	Bldg Number
Lot size min.	-
No. of units max.	-
Setback	
Front	0-10 Feet
Main Side min.	6 Feet
Main Rear min.	10 Feet
Ancillary Rear min.	-
Encroachment	
Front max.	10 Feet
Separation min.	10 Feet
Height	
Main max.	2.5-3 Stories
Ancillary max.	-
Parking	
Spaces/Unit	TBD

Flex-houses:

The Flex-house type typically starts out as residential units that can be converted to commercial or retail uses. This flexibility allows a designated zone to transition to commercial and retail uses as the local market supports them. These types can provide the neighborhood-oriented amenities needed by local residents and are designed at a scale and character that fits appropriately within the neighborhood.

Small Mixed-Use

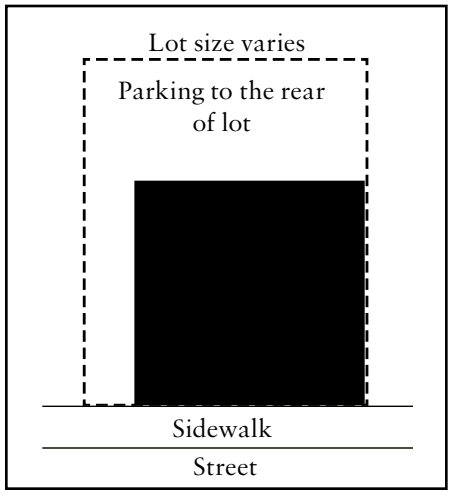
Photo Examples

Small mixed-use building types can fit appropriately into the neighborhood center areas. These building types are typically incorporated onto smaller lots and are smaller in size than mixed-use in the Neighborhood Core zones.

Photo Examples

Prominent corner locations are good for the visibility of neighborhood-serving retail. The scale is appropriate to enable a quick transition to residential uses.

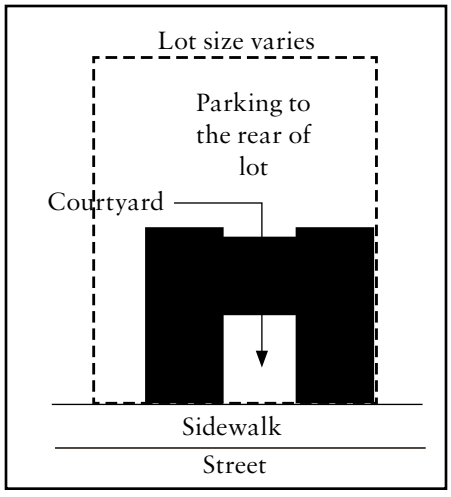
Site Plan Diagrams



Courtyard Apartments

This courtyard residential building defines the public realm and provides a private courtyard for its residents.

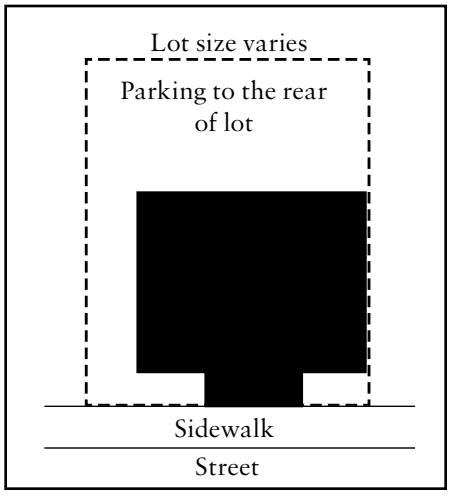
The break in the massing for the courtyard makes the large building read as two smaller buildings from the street.



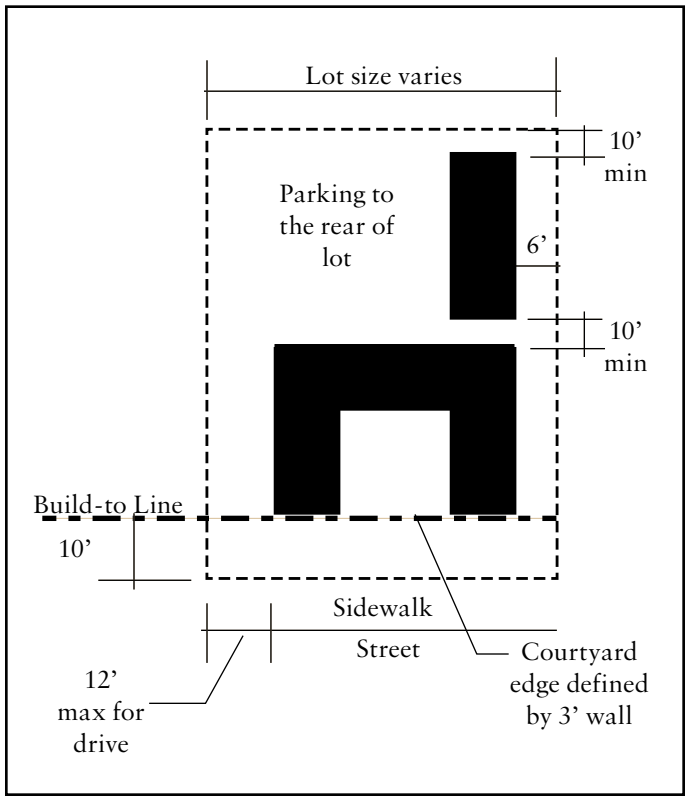
Four-plexes

This massing and design of this four-plex enable it to fit appropriately into its neighborhood.

The stairs to the front entrances engage the sidewalk, and the elevation of the first floor allows privacy within the front units.



Neighborhood General
Courtyard Apartments



Zoning	Bldg Number
Lot size min.	-
No. of units max.	-
Setback	
Front min.	10 Feet
Main Side min.	6 Feet
Main Rear min.	10 Feet
Ancillary Rear min.	-
Encroachment	
Front max.	10 Feet
Separation min.	10 Feet
Height	
Main max.	2-3 Stories
Ancillary max.	-
Parking	
Spaces/Unit	TBD

Courtyard Apartments:

This building type fits multi-family units within a neighborhood in a manner that provides a high quality of life for its residents and enhances the character of the streetscape. The courtyards provide natural ventilation to the units and a place for residents to socialize.

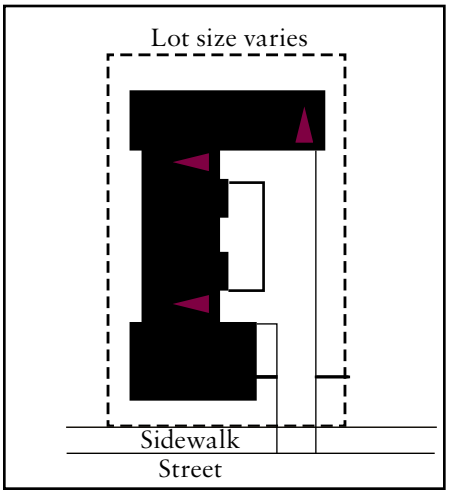
Townhouses

Photo Examples

These townhouses are carefully integrated into this neighborhood and read as one large house at the street edge. This street frontage engages the sidewalk with a porch and stairs.

The garage entrances are hidden from view of the street, and the entrances to each unit on the side of the building are articulated to read as a separate house. The street edge is defined with a gate.

Site Plan Diagrams



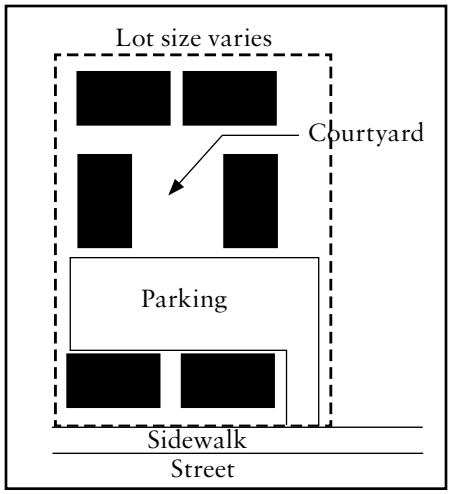
Flats

Photo Examples

The massing and detail of this building allow it to read as two separate buildings from the street. The entrances of the units are oriented toward the street and provide porches which engage the sidewalk.

The parking is tucked behind the first buildings and the rear units are wrapped around a semi-private courtyard. The same unit that is along the street is repeated around the courtyard to create efficiency in design and construction costs.

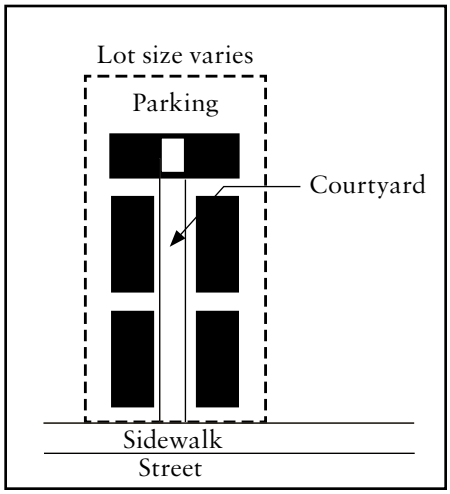
Site Plan Diagrams



Courtyard Housing

This courtyard housing type utilizes the depth of the lot to provide medium-density housing that is an appropriate scale and addresses the street.

The courtyard also serves as an auto access lane to parking at the rear, but is designed to function as a social space that is shared by all of the units.



Sample Urban Regulations

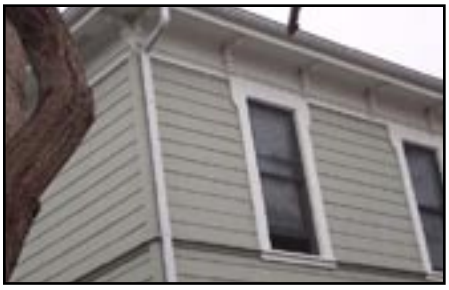
Neighborhood Edge
Typical Format

Zoning	Bldg Number
Lot size min.	-
No. of units max.	1 main house, 1 guest house
Setback	
Front min.	20 Feet
Main Side min.	10 Feet
Main Rear min.	25 Feet
Ancillary Rear min.	-
Encroachment	
Front max.	12 Feet
Separation min.	12 Feet
Height	
Main max.	25’
Ancillary max.	25’
Parking	
Spaces/Unit	2

Single Family:

The existing single family residences within Isla Vista are quite small and charming in character. The objective of the refulations is to maintain this character within the single family portion of Isla Vista.

Italianate



Isla Vista has an eclectic mix of many different architectural styles that adds to its unique character, although most of the participants in the workshop agreed that the built environment within Isla Vista could be much more attractive. The primary reason for the unattractive appearance of many of the buildings is the poor quality of construction and the fact that many of the buildings are near or beyond their life expectancy.

Victorian

The objective of the guidelines is to set achievable standards that will help improve the long-term character and quality of the built environment. The examples that are shown represent a palette of different styles that can be linked to the history of this area. Design guidelines that are developed based upon these historic precedents should serve as a starting point for projects within Isla Vista.

Spanish Revival

Rational

Coastal Vernacular


California Modern


Stick-Style Victorian


Chapter 10: Implementation

In order to maintain and build upon the unique character of Isla Vista, the implementation strategy that was developed during the workshop would happen incrementally and develop in stages. These stages would include both short term strategies to solve Isla Vista's most immediate physical problems as well as long term, proactive strategies that would rely on a close relationship between public and private entities. Implementation of these strategies would reinforce positive social values that are consistent with the best of Isla Vista's social and historic character.

Objectives

1. **Allow proposed changes to happen incrementally and to be developed in stages.**
2. **Target short term and long term strategies.**
3. **Designate appropriate funding sources.**
4. **Create an implementation strategy with economic sustainability in mind.**

Proposed Timing

Time Frame 1: Interim Projects (Before Plan is Adopted)

1. **Establish Parking Authority**
2. **El Colegio Road Improvements**
3. **Downtown Cooperative Marketing**
4. **Start Fund-raising for Community Center**
5. **Initiate Park Improvements**
6. **Address Isla Vista homeless issue within County-wide strategy**

Time Frame 2: Interim Projects (Before Plan is Adopted)

1. **Initiate Downtown Parking Program**
2. **Initiate Below 80% AMI Housing Program**
3. **Initiate Other Infrastructure Improvements**

Time Frame 3: Master Plan Adoption

1. **Initiate Residential Parking Program**
2. **Initiate Enhanced Transit Program**
3. **Initiate Workforce Housing Program**
4. **Create New Regulatory Structure**
5. **Create Community Value Recapture Program**

Time Frame 4: Post-Master Plan Catalyst Projects

1. **Initiate Campus Edge Housing Program**
2. **Initiate Downtown Mixed Use Building Program**
3. **Initiate Workforce Housing Projects**

Time Frame 5: Ongoing Projects

1. **Park Improvements**
2. **Street Improvements**
3. **Other Infrastructure**
4. **Downtown Cooperative Marketing**

Value Recapture Strategy

At the workshop an implementation strategy that was called the value recapture strategy was discussed and developed as an alternative implementation tool. This strategy would provide all of the same good benefits of a traditional approach, but would enable the County to share in the financial benefits with property owners, thus creating more available funds to spend on public improvements for Isla Vista.

In the traditional zoning approach there is typically a relaxation in zoning, such as an increase in allowable units, or the decrease in off street parking requirements which in Isla Vista's case is the most restrictive zoning element. The two disadvantages of this system are: a) it is hard to control the number of new units created, and b) the landowners reap all of the financial benefits of this system. The end result is a good one, but there is a tremendous missed opportunity by the local agency.

Under the value recapture strategy, the County would install a voucher system in which they would create their own currency or vouchers, thus creating value where there previously was not any. These vouchers, would be distributed by the County to property owners to enable them to create new units in designated areas or to provide them with the incentive to improve the character and quality of their existing buildings.

There are many advantages to this scheme. Firstly, all of this can be done with or without the use of additional cash from redevelopment funds, leaving, therefore, more money for public improvements. Secondly, the County could easily control the numbers, location, and timing of new units. Thirdly, the County would be creating a financial incentive for property owners to make cosmetic improvements which would be lacking otherwise.

This implementation strategy has many different variations that could be studied. As the Master Plan process evolves, this value recapture strategy will be further explored as an alternative. During the workshop, the design team explored how the value recapture strategy might direct the redevelopment of portions of Sueno Avenue. This study is described in-depth in Chapter 6: Housing.

Appendix A: Workshop Schedule

	Tues, April 9th DAY ONE	Weds, April 10th DAY TWO	Thurs, April 11th DAY THREE	Fri, April 12th DAY FOUR
8:00 AM				
9:00 AM		TEAM SESSION	**Business Owners Mtg.**	TEAM SESSION **Public Facilities Mtg.**
10:00 AM		Team/Sponsor Session		
11:00 AM	Team arrives		**Developer Mtg.**	DESIGN
12:00 PM	Lunch	Lunch	Lunch	Lunch
01:00 PM		**Public Works Mtg.**	DESIGN	**Sustainable Building**
02:00 PM	Van Tour of site,			
03:00 PM	surrounding area	**IVRPD Mtg.**	**UCSB/IV Interface & Projects**	**Team/Sponsor Session**
04:00 PM		Community Center		
05:00 PM		**Transportation and Parking**	**Recreation and Open Space**	DESIGN
06:00 PM	**OPENING PUBLIC**			
07:00 PM	**PRESENTATION - SESSION**	**Housing**	**Downtown Design**	**WORK-IN-PROGRESS PUBLIC**
08:00 PM		Housing, Affordable, Stu-	**Informal Presentation**	**PRESENTATION**
09:00 PM				**(At St. Mark's, 6550 Picasso)**

Primary Public Presentations

Break-out Sessions with interest groups, experts, and the public

Informal Presentation

Technical information meetings

Designer Studio

The Designer Studio is generally open from 9:30 am onwards for drop-in visitors beginning Wednesday morning. Please stop by to see the community's concepts evolve and to share your ideas throughout the week.

	Sat, April 13th DAY FIVE	Sun, April 14th DAY SIX	Mon, April 15th DAY SEVEN	Tues, April 16th DAY EIGHT
8:00 AM				
9:00 AM	TEAM SESSION DESIGN	Morning off	TEAM SESSION	
10:00 AM			DESIGN & PRODUCTION	Finish drawings
11:00 AM		Team/Sponsor Session		
12:00 PM	Lunch	Lunch	Lunch	Lunch
01:00 PM	DESIGN	TEAM SESSION	DESIGN & PRODUCTION	
02:00 PM				Prepare for presentation
03:00 PM	**Community Center**	DESIGN		
04:00 PM				
05:00 PM	DESIGN			
06:00 PM		**WORK-IN-PROGRESS PUBLIC**		
07:00 PM	**Informal**	**PRESENTATION**	DESIGN & PRODUCTION	**FINAL PUBLIC PRESENTATION**
08:00 PM	**Presentation**			
09:00 PM	**IV Night Tour-10:30pm** **(At IV Foot Patrol, 6546 Pardall)**			

Primary Public Presentations
Break-out Sessions with interest groups, experts, and the public
Informal Presentation
Technical information meetings

Designer Studio
The Designer Studio is generally open from 9:30 am onwards for drop-in visitors beginning Wednesday morning. Please stop by to see the community's concepts evolve and to share your ideas throughout the week.

Appendix B: Workshop Participants A-G

#	Name		Address	
1	Harley	Augustino		
2	Geiska	Baker	367 E Cannon Green	Goleta
3	Heather	Baker		
4	Michael	Bean		
5	Robert	Bernstein	448 Mills Way #B	Isla Vista
6	Fred	Besancon		
7	Judy	Braun		
8	Constance	Brown	6665 Abrego Rd. #D	Isla Vista
9	Willie	Brown		
10	Ryan	Burden	1252 Foothill Blvd.	San Luis Obispo
11	Brian	Burrows	6613 Del Playa Dr. #1	Isla Vista
12	Arnoldo	Cabrera		
13	Nancy G.	Cabrera	6571 Trigo Rd. #3	Isla Vista
14	Zoila	Cabrera	6571 Trigo Rd. #3	Isla Vista
15	Zoilita C.	Cabrera	6571 Trigo Rd. #3	Isla Vista
16	Mark	Chaconas	105 E Anapamu	Santa Barbara
17	Jim	Chang	6750 El Colegio #247	Isla Vista
18	Yvonne	Chen		
19	Ed	Collins	723 Kroeber Walk #203	Isla Vista
20	J.	Concepcion	6682 Picasso Rd. #F	Isla Vista
21	Kit	Delmarsh	6624 Sueno Rd.	Isla Vista
22	Dorothy	Dent	6624 Sueno Rd.	Isla Vista
23	Renee	DeVere	6549 El Colegio	Isla Vista
24	David	Dillon		
25	Susan	Dixon	6882 Del Playa Dr.	Isla Vista
26	Thomas	Dixon	6882 Del Playa Dr.	Isla Vista
27	Tony	Doc	913 Embarcadero del Norte	Isla Vista
28	Andy	Drapkowski		
29	Jack E.	Easterbrook	5345 Vineyard Rd.	Santa Barbara
30	Andres	Espinosa	6749 Sabado Tarde #4	Isla Vista
31	Jay	Ferro	900 Embarcadero del Mar	Isla Vista
32	Chris	Fiske	1925 Robins St.	Santa Barbara
33	Eric	Flavell		
34	Juan	Frausto	6674 Picasso Rd. #F	Isla Vista
35	Julia	Frausto	6674 Picasso Rd. #F	Isla Vista
36	Norm	Freeman	6586 Picasso Rd.	Isla Vista
37	Chris	Gallery	6897 Trigo Rd.	Isla Vista
38	Anita	Galvan	5750 El Colegio Rd. #233	Isla Vista
39	Melinda	Gandara		
40	Adam	Garcia	6665 B Sabado	Isla Vista
41	Araceli	Garcia	6689 El Colegio Rd.	Isla Vista
42	Robert	Gibson	6885 Fortuna Rd.	Isla Vista
43	Natalie	Giushi	6605 Sabado Tarde #A	Isla Vista
44	Sid	Goren	P. O. Box 8054	Goleta

Appendix B: Workshop Participants H-P

#	Name		Address	
45	Julie	Hawkins	6511 Del Playa Dr. #3	Isla Vista
46	James	Heanon	6772 Del Playa Dr.	Isla Vista
47	Roxana	Hernandez	6667 El Colegio Rd. #6	Isla Vista
48	Gerry	Hesse		
49	Nancy	Hoolahan		
50	Joy	Hufschmid		
51	Maria	Inez	851 Camino Pescadero #39	Isla Vista
52	Michael	Jabbra		
53	Nettie	Karras		
54	Deanna	Kavanaugh-Jones	6522 El Nido Apt. #B	Isla Vista
55	Martin	Kellogg		
56	Art	Kennedy		
57	Joe	Lackerdas	930 Camino del Sur	Isla Vista
58	Hildegard	Lagerquist	6826 Pasado	Isla Vista
59	Roger	Lagerquist	6826 Pasado	Isla Vista
60	Melissa	Lander	6743 Del Playa Dr.	Isla Vista
61	Chrystine	Lawson	6522 El Nido Apt. #B	Isla Vista
62	Michael	Lebell	6831 Fortuna Rd.	Isla Vista
63	Jennifer C.	Lee	6543 El Colegio Rd., Apt. #209	Isla Vista
64	Paul H.	Lee	6877 Del Playa Dr.	Isla Vista
65	Vicky	Leung	6543 El Colegio Rd., Apt. #209	Isla Vista
66	Natalie	Likens	6624 Pasado #B	Isla Vista
67	Jeremy	Lindaman	6585 Pardall Rd., Apt. #F	Isla Vista
68	Mouthikar	Long	1906 Gillespie St.	Santa Barbara
69	Maria	Lopez	851 Camino Pescadero #9	Isla Vista
70	Lucero	Marquez	6621 Picasso Rd. #13	Isla Vista
71	Gail	Marshall		
72	Scott	McDowell	825 Embarcadero Del Norte #6	Isla Vista
73	Loren	McFarland	6173 La Goleta Rd.	Goleta
74	Jennifer	McGowan	6613 Del Playa Dr. #2	Isla Vista
75	Bryan	McGuan		
76	Bill	McLennan		
77	Chris	Mercier	173 Chapel St.	Santa Barbara
78	Debra	Merlo	1020 East St.	Santa Barbara
79	Chris	Moreno	6555 Segovia Rd.	Isla Vista
80	Sherree	Morris	966 Embarcadero del Mar	Isla Vista
81	Joanne	Nay	2727 Miradevo #304	Santa Barbara
82	Paul	Nay	2727 Miradevo #304	Santa Barbara
83	Harry	Nelson	956 W Campus Ln.	Isla Vista
84	Jerry	Nespon	924 Embarcadero del Norte	Isla Vista
85	Camila	Ojeda	6793 Sabado Tarde #B	Isla Vista
86	Chris	Omer	homeless	
87	Salman	Oskoou		
88	Larry	Parsons	6808 Shadowbrook Dr.	Goleta
89	John	Patton		
90	Lisa	Plowman		
91	Lisa	Pompa	P. O. Box 81811	Santa Barbara

Appendix B: Workshop Participants R-Z

#	Name		Address	
92	Elizabeth	Raynes		
93	Harry	Reese		
94	Sandra	Reese		
95	Ana	Rizo	6612 Sueno Rd.	Isla Vista
96	Gloria J.	Rodvold	5107 Dawn Ln.	Isla Vista
97	Susannah	Roff del la Cruz	6584 El Greco #10	Isla Vista
98	Aldo M.	Romero		
99	Ann	Sanders	6830 Fortuna Rd.	Isla Vista
100	Robert	Sorich	553 Lado Dr.	Santa Barbara
101	Pegeen	Soutar	6730 Pasado Rd.	Isla Vista
102	Tessa	Soutar	6730 Pasado Rd.	Isla Vista
103	Janet	Stich		
104	Frank	Therym		
105	Dennis	Thompson		
106	Dennis	Tokumaru	6553 Pardall Rd.	Isla Vista
107	Catalina	Valdez	851 Camino Pescadero #11	Isla Vista
108	Coleen	Van Nostrand	7420 San Bergamo Dr.	Goleta
109	Jennifer	Velasquez	367 E Cannon Green	Isla Vista
110	Paul	Wack	P. O. Box 1086	Morro Bay
111	Chase	Whalen		
112	Sue	Whisenend	6877 Del Playa Dr.	Isla Vista
113	Cyndi	Wilson	6871 Shadowbrook Dr.	Goleta
114	Gerry	Winant		
115	Jennifer	Witzgall	6628 Pasado Rd. #B	Goleta
116	Marcelle	Young	6528 Sabado Tarde #4	Isla Vista
117	Christi	Zaich		
118	Ray	Zaida		
119	Onolee	Zwicke	987 Embarcadero del Mar	Isla Vista

Appendix C: Reference Documents

Isla Vista Existing Economic Conditions, Strategic Economics, April 2002.

Isla Vista Transportation Analysis: Telephone Survey Results, Nelson\Nygaard Consulting Associates, April 2002.

Summary and Findings from Isla Vista Infrastructure Conditions & Capacity Inquiries, Flowers & Associates, April 2002.

Various Traffic/Bike/Pedestrian Count Programs, Associated Transportation Engineers, March 2002.