

NOTICE OF EXEMPTION

TO: Santa Barbara County Clerk of the Board of Supervisors

FROM: Department of Public Works/Transportation Division
(Lead Department/Division)

Based on a preliminary review of the project the following activity is determined to be exempt from further environmental review requirements of the California Environmental Quality Act (CEQA) of 1970 (Pub. Res. Code Section 21000 et seq.), as defined in the State CEQA Guidelines and County Revised CEQA Guidelines.

APN(s) N/A County owned Right of Way **Project No.** N/A

LOCATION: Second and Fourth Supervisorial District

PROJECT TITLE: Adopting Parking Restrictions in the Second and Fourth Supervisorial Districts

PROJECT DESCRIPTION: Public Works requests the Board of Supervisors adopt the proposed resolution establish parking restrictions on Walnut Lane in the Goleta area of the Second Supervisorial District and on Auto Park Drive in the Orcutt area of the Fourth Supervisorial District

- **Walnut Lane – Second Supervisorial District**

Walnut Lane is a 40-foot wide residential collector road in the Goleta area with a speed limit of 30 mph. Public Works received a request from a resident on Oak View Lane to install no parking signs on Walnut Lane south of Oak View Lane to improve sight distance for drivers on Oak View Lane at the intersection. Public Works reviewed the location and found that parking restriction will improve sight distance, there are no fronting properties in the area of the proposed parking restriction, and there will be available capacity for parking in the area after if the proposed parking restriction is established. Public Works recommends that your Board approve by resolution a no stopping, standing, or parking zone on the west side of Walnut Lane in the Goleta area.

- **Auto Park Drive – Fourth Supervisorial District**

Auto Park Drive is a 32-foot wide collector road in the Orcutt area. Waller Park is on the west side of the road and a mix of residential and commercial development is on the east side of the road. There are no fronting homes or businesses on Auto Park Drive. Public Works received a request to establish parking restrictions on Auto Park Drive to eliminate the high number of cars being stored on the road, and parked long-term in connection with unauthorized use of Waller Park. Waller Park is only open to the public from 8 a.m. to Sunset. County Parks is establishing parking restrictions for their parking lots for when Waller Park is closed to address the issue. Public Works reviewed the location and found that a parking restriction will impact some residents on Prescott Lane but there is available

parking in the area. The south east section of Auto Park Drive is in the City of Santa Maria and the City has been notified by Public Works about the issue and the proposed parking restriction. Public Works recommends that your Board approve by resolution a no stopping, standing, or parking zone from sunset to 8 a.m. on both sides of Auto Park Drive in the Orcutt area.

The Public Works Department prepared a Resolution to adopt the various traffic control at the following locations:

SECOND DISTRICT – Unincorporated area of Goleta

ADOPT

No Stopping, Standing, or Parking Zone

- On the west side of Walnut Lane from the centerline of Oak View Lane to 110 feet south of the centerline of Oak View Lane.

FOURTH DISTRICT – Unincorporated area of Orcutt

ADOPT

No Stopping, Standing, or Parking Zone (Sunset to 8 a.m.)

- On the west side of Auto Park Drive from the centerline of Goodwin Road to the centerline of Skyway Drive.
- On the east side of Auto Park Drive from the centerline of Goodwin Road to 125 feet south of the centerline of Mercury Drive.

Name of Public Agency Approving Project: County of Santa Barbara
 Name of Person or Agency Carrying Out Project: Public Works Transportation Division

Exempt Status: (Check one)

- Ministerial
- Statutory Exemption
- Categorical Exemption {15301(c)}
- Emergency Project
- Declared Emergency

Cite specific CEQA and/or CEQA Guideline Section: 15301(c) Existing Facilities – Class 1 consists of the operation, repair, maintenance, permitting, leasing, licensing, or minor alteration of existing public or private structures, facilities, mechanical equipment, or topographical features, involving negligible or no expansion of use beyond that existing at the time of the lead agency’s determination. The types of “existing facilities” itemized below are not intended to be all inclusive of the types of projects which might fall within Class 1. The key consideration is whether the project involves negligible or no expansion of an existing use. Examples include but are not limited to: (c) Existing highways and streets, sidewalks, gutters, bicycle and pedestrian trails, and similar facilities (this includes road grading for the purpose of public safety).

Reasons to support exemption findings: Consistent with this exemption, the proposed project involves a in change parking designations as an effective method for improving traffic safety and circulation. Parking regulations on public roadways are established based upon safety, sight distance restrictions, necessity and how it relates to the use by the community as a whole. The project allows for a public safety activity designed to maintain a safe traveling condition of the highway facility as it was constructed. Further, there are no unusual circumstances which would create a possibility that there would be a significant effect. Therefore, the project can be found to be categorically exempt from CEQA.

There is no substantial evidence that there are unusual circumstances (including future activities) resulting in (or which might reasonably result in) significant impacts which threaten the environment. The exceptions to the categorical exemptions pursuant to Section 15300.2 of the State CEQA Guidelines are:

(a) Location. Classes 3, 4, 5, 6, and 11 are qualified by consideration of where the project is to be located -- a project that is ordinarily insignificant in its impact on the environment may in a particularly sensitive environment be significant. Therefore, these classes are considered to apply all instances, except where the project may impact on an environmental resource of hazardous or critical concern where designated, precisely mapped, and officially adopted pursuant to law by federal, state, or local agencies.

CEQA Guidelines Section 15301 is a Class 1 exemption; therefore, this exception does not apply.

(b) Cumulative Impact. All exemptions for these classes are inapplicable when the cumulative impact of successive projects of the same type in the same place, over time is significant.

The project involves changes to parking areas on public roads. In addition, there are no other identified projects which would contribute to cumulative impacts. Therefore, this exception does not apply.

(c) Significant Effect. A categorical exemption shall not be used for an activity where there is a reasonable possibility that the activity will have a significant effect on the environment due to unusual circumstances.

The project involves a routine updating of parking regulations on public roads. Therefore, this exception does not apply.

- (d) Scenic Highways. A categorical exemption shall not be used for a project which may result in damage to scenic resources, including but not limited to, trees, historic buildings, rock outcroppings, or similar resources, within a highway officially designated as a state scenic highway. This does not apply to improvements which are required as mitigation by an adopted negative declaration or certified EIR.**

The project does not involve a scenic highway or a project which may result in damage to a scenic resource, removal of trees, rock outcropping or similar resource.

- (e) Hazardous Waste Sites. A categorical exemption shall not be used for a project located on a site which is included on any list compiled pursuant to Section 65962.5 of the Government Code.**

There are no hazardous wastes site locations on public roads. Therefore, this exception does not apply.

- (f) Historical Resources. A categorical exemption shall not be used for a project which may cause a substantial adverse change in the significance of a historical resource.**

The roadways involved are not identified as a historical resource. In addition, changes in roadway parking regulations would not involve any structural modifications to existing facilities. Therefore, this exception does not apply.

Lead Agency Contact Person: Chris Sneddon, Deputy Director Public Works
Transportation/Engineering Division, Phone: (805) 568-3064

Department/Division Representative: Morgan M. Jones, Senior Engineering Environmental
Planner.

Acceptance Date: **September 14, 2021**
Distribution: Hearing Support Staff for posting



Morgan M. Jones

Department Representative

August 16, 2021
Date

NOTE: A copy of this document must be posted with the County’s Planning & Development Department at least 6 days prior to consideration of the activity by the decision-makers to comply with County CEQA guidelines and a copy must be filed with the County Clerk of the Board after project approval to begin a 35 day statute of limitations on legal challenges.

Distribution: Date filed with Planning & Development _____.

Distribution: Date Filed by County Clerk: _____.