

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

LOCATION: First and Second Supervisorial Districts

PROJECT TITLE: Adopting Various Parking Restrictions and Traffic Controls in the First and Second Supervisorial Districts

PROJECT DESCRIPTION: Public Works surveyed the proposed traffic control locations described in this Board Letter and found it to be in the best interest of the communities and the traveling public to install the proposed traffic controls. This item is on the agenda to establish traffic controls in the First and Second Supervisorial Districts.

Proposed Parking Restrictions

Pursuant to County Code 23-11 permitted by California Vehicle Code Sections 22507 and 22507.5 the Board of Supervisors, by resolution, may regulate vehicle parking on certain streets or highways, or portions thereof, during all or certain hours of the day.

• East Mountain Drive - First Supervisorial District

Public Works recommends that your Board adopt the proposed parking restriction on East Mountain Drive in the First Supervisorial District (Vicinity Map #1). These no parking zones are to address safety issues with emergency access and pedestrian safety near the trailheads. The parking restriction will not impact residents since the parking is used by hikers only. Public Works recommends that your Board adopt by resolution the following “No Parking, Stopping, or Standing zones”:

- On the north side of East Mountain Drive from a point 375 feet west of the centerline of Via Manana to a point 450 feet west of the centerline of Via Manana.
- On the south side of East Mountain Drive from a point 350 feet west of the centerline of Via Manana to a point 450 feet west of the centerline of Via Manana.
- On the north side of East Mountain Drive from the centerline of Riven Rock Road to a point 340 feet west of the centerline of Ashley Road.

Proposed Stop Controls

Pursuant to County Code 23-1 and California Vehicle Code Section 21354 the Board of Supervisors may, by resolution, designate any highway intersection under its jurisdiction as a stop-controlled intersection requiring stop signs to be installed at one or more entrances to the intersection. According to the California Manual on Uniform Traffic Control Devices, “Stop Controls” on entrances to intersections are warranted if engineering judgment indicates such controls are needed based on safety and the establishment of proper right-of-way.

- **Summerland - First Supervisorial District**

Public Works recommends that your Board adopt the proposed intersection controls for Summerland in the First Supervisorial District (Vicinity Map #2). All the proposed stops are at intersections that have four approaches with no stop or yield control. Installing stops will clearly designate right of way at the intersection and improve safety. Public Works recommends that your Board approve by resolution the following stop controls:

- Stop eastbound and westbound traffic on Banner Avenue at its intersection with Temple Street.
- Stop eastbound and westbound traffic on Banner Avenue at its intersection with Evans Avenue.
- Stop eastbound and westbound traffic on Varley Street at its intersection with Evans Avenue.
- Stop eastbound and westbound traffic on Varley Street at its intersection with Colville Street.
- Stop eastbound and westbound traffic on Golden Gate Avenue at its intersection with Colville Street.
- Stop eastbound traffic on Varley Street at its intersection with Valencia Avenue.

Proposed Mid-Block Crosswalk

Pursuant to County Code 23-11 and California Vehicle Code Section 21106 the Board of Supervisors may, by resolution, designate any portions of roads and highways under its jurisdiction as to establish a mid-block crosswalk.

- **San Leandro Lane - First Supervisorial District**

Public Works recommends that your Board adopt the proposed mid-block crosswalk on San Leandro Lane in the First Supervisorial District (Vicinity Map #3). This will improve safety of students and residents crossing San Leandro Lane from the trail and trailhead parking on the north side of San Leandro Lane to the pedestrian path on the south side of San Leandro Lane.

- On San Leandro Lane from a point 1506 feet east of the centerline of Santa Rosa Road.

- **North Patterson Avenue - Second Supervisorial District**

Public Works recommends that your Board adopt the proposed mid-block crosswalk on North Patterson Avenue in the Second Supervisorial District (Vicinity Map #4). This will improve safety of students and residents crossing North Patterson Avenue from the trail on the south side of North Patterson Avenue to the sidewalk on the north side of North Patterson Avenue.

- On North Patterson Avenue from a point 580 feet west of the centerline of May Court.

Notice of Exemption

Adopting Various Traffic Controls in the First & Second Supervisorial Districts

The Public Works Department prepared the attached Resolution to adopt the various traffic controls at the following locations:

FIRST DISTRICT – Unincorporated area of Montecito

ADOPT

No Parking, Stopping, or Standing Zone

- On the north side of East Mountain Drive from a point 375 feet west of the centerline of Via Manana to a point 450 feet west of the centerline of Via Manana.
- On the south side of East Mountain Drive from a point 350 feet west of the centerline of Via Manana to a point 450 feet west of the centerline of Via Manana.
- On the north side of East Mountain Drive from the centerline of Riven Rock Road to a point 340 feet west of the centerline of Ashley Road.

ADOPT

Stop Controls

- Stop eastbound and westbound traffic on Banner Avenue at its intersection with Temple Street.
- Stop eastbound and westbound traffic on Banner Avenue at its intersection with Evans Avenue.
- Stop eastbound and westbound traffic on Varley Street at its intersection with Evans Avenue.
- Stop eastbound and westbound traffic on Varley Street at its intersection with Colville Street.
- Stop eastbound and westbound traffic on Golden Gate Avenue at its intersection with Colville Street.
- Stop eastbound traffic on Varley Street at its intersection with Valencia Avenue.

ADOPT

Mid-Block Crosswalk

- On San Leandro Lane from a point 1506 feet east of the centerline of Santa Rosa Road

SECOND DISTRICT – Unincorporated area of Eastern Goleta Valley

ADOPT

Mid-Block Crosswalk

- On North Patterson Avenue from a point 580 feet west of the centerline of May Court.

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 change in parking restrictions, stopping controls, and mid-block crosswalks for public traffic safety. Such 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 parking restriction changes to areas on existing 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 and public safety improvements 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: Mostafa Estaji, Deputy Director, Public Works-Transportation Division, Phone: (805) 568-3064.

Department/Division Representative: Kalani Durham, Engineering Environmental Planner/Coordinator.

Acceptance Date: **March 4, 2025**

Distribution: Hearing Support Staff for posting

Kalani Durham

Kalani Durham

Department Representative

February 10, 2025

Date

NOTE: A copy of this document must be posted 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 by County Clerk: _____.