

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: Third and Fourth Supervisorial District

PROJECT TITLE: **Adopting Parking Restrictions & Stop Controls in the First, Second, Third & Fourth Supervisorial Districts**

PROJECT DESCRIPTION: Public Works requests the Board of Supervisors adopt the proposed to ordinance establish new parking restrictions and stop controls on various roads in the First, Second, Third and Fourth Supervisorial Districts.

- **Cathedral Oaks Road - Second Supervisorial District**

Public Works recommends that your Board adopt the proposed parking restriction on the north side of Cathedral Oaks Road (Vicinity Map 1). Cathedral Oaks Road is a 60-foot wide, two-lane arterial road with bike lanes on both the north and south sides and is located in the unincorporated portion of Goleta. Community Covenant Church is located on the north side of the road and Foothill Elementary School is located on the south side of the road. Public Works received a request from the Community Covenant Church about vehicles being parked for long durations on Cathedral Oaks Road in front of the church. Most of the parked vehicles have “For Sale” signs posted in their windows. Public Works reviewed the location and confirmed that vehicles are being stored on Cathedral Oaks Road for extended periods of time. Public Works found that a parking restriction would help deter the storage of vehicles and provide more parking for those using the Church and the school. Approval would not negatively impact the residential parking needs for this street and will increase the safety of the roadway users. Public Works recommends that your Board approve by resolution a “No Stopping, Standing or Parking” zone from 2:00 a.m. – 6:00 a.m.” on Cathedral Oaks Road in the unincorporated portion of Goleta.

- **San Simeon Drive - Second Supervisorial District**

Public Works recommends that your Board adopt the proposed parking restriction on the north side of San Simeon Drive (Vicinity Map 2). San Simeon Drive is a 37-foot wide, two-lane road in the unincorporated portion of Goleta. El Camino Elementary School is located on the north side of the road. Public Works received a request from the principal of El

Camino Elementary School to have a “No Stopping, Standing or Parking” zone for weekdays from 7:00 a.m. to 3:30 p.m. installed in front of the school. Public Works found that the proposed zone would provide a place for the school bus to pick up and drop off students. Approval would not negatively impact the residential parking needs for this street and will increase the safety of the students being dropped off and picked up from school. Public Works recommends that your Board approve by resolution a “No Stopping, Standing or Parking” zone for weekdays from 7:00 a.m. to 3:30 p.m. on San Simeon Drive in the unincorporated portion of Goleta.

- **Edison Street - Third Supervisorial District**

Public Works recommends that your Board adopt the proposed parking restriction on the east side of Edison Street (Vicinity Map 3). Edison Street between Pine Street and Lindero Street is a 22-foot wide, two-lane collector road located in Santa Ynez. There are fronting homes and a posted speed of 35 miles per hour. Public Works received a request from a resident who lives at 1324 Edison Street to install a “No Stopping, Standing or Parking” zone in front of their residence to improve the sight distance from their northern driveway. Just south of their property, Edison Street has a horizontal curve that limits their sight distance from their northern driveway and when a solid block of vehicles park in front of their residence the sight distance becomes severely limited. Public Works reviewed this location and found that a parking restriction will improve sight distance for their northern driveway. There is available capacity for parking in the area, even after the proposed parking restriction is established. Public Works recommends that your Board approve by resolution a “No Stopping, Standing or Parking” zone on the east side of Edison Street in the Santa Ynez area.

Proposed Stop Controls

Pursuant to County Code 23-1 and CVC Sections 21354 and 21355 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. The California Manual on Uniform Traffic Control Devices provides “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.

- **North Jameson Lane - First Supervisorial District**

Public Works recommends that your Board adopt the proposed intersection control at North Jameson Lane and the U.S. 101 Sheffield ramps access in the First Supervisorial District (Vicinity Map 4). This will stop all traffic entering the intersection. North Jameson Lane is a 32-foot wide road with two travel lanes and is located in the Montecito area. The U.S. 101 Freeway runs parallel to the south side of the road and there are non-fronting residences on the north side of the road. The County of Santa Barbara is working on a project to connect the Ortega Hill bike path to the bike lanes on North Jameson Lane. There will be a lot of associated construction in the area with this project and Caltrans ongoing 101 projects. Public Works has determined this intersection warrants an all-way stop control to promote safety for those traveling on North Jameson Lane. Public Works recommends that recommends that

your Board approve by resolution an all-way “Stop Control” on North Jameson Lane in the Montecito area.

- **Douglas Lane - Second Supervisorial District**

Public Works recommends that your Board adopt the proposed intersection control at Douglas Lane and Via Miguel in the Second Supervisorial District (Vicinity Map 5). This will stop eastbound and westbound traffic on Douglas Lane at Via Miguel. Douglas Lane is a 40-foot wide, two-lane residential road with homes on both the north and south sides. This 4-way intersection is currently uncontrolled and is located in the unincorporated portion of Santa Barbara. After studying the intersection, Public Works has determined this intersection warrants a two-way “Stop Control” to assign right-of-way to the intersection and promote safety for those traveling on Douglas Lane and Via Miguel. Public Works recommends that your Board approve by resolution a two-way “Stop Control” on Douglas Lane in the unincorporated portion of Santa Barbara.

- **Main Street - Fourth Supervisorial District**

Public Works recommends that your Board adopt the proposed intersection control at Main Street and Den Street in the Fourth Supervisorial District (Vicinity Map 6). This will stop eastbound and westbound traffic on Main Street at Den Street. Main Street is a 60-foot wide, two-lane arterial road with bike lanes on both the north and south sides and is located in the unincorporated portion of Los Alamos. The intersection is currently controlled by a stop for eastbound traffic on Main Street which stops for Den Street. After studying the intersection, Public Works has determined this intersection warrants a two-way “Stop Control” to assign right-of-way to the intersection and promote safety for those traveling on Main Street and Den Street in the unincorporated portion of Los Alamos.

- **Dancer Avenue - Fourth Supervisorial District**

Public Works recommends that your Board adopt the proposed intersection control at Dancer Avenue and Mooncrest Lane in the Fourth Supervisorial District (Vicinity Map 7). This will stop northbound and southbound traffic on Dancer Avenue at Mooncrest Lane. Dancer Avenue is a 36-foot wide, two-lane residential road with sidewalks on both the east and west sides and is located in the unincorporated portion of Orcutt. This 4-way intersection is currently uncontrolled. After studying the intersection, Public Works has determined this intersection warrants a two-way “Stop Control” to assign right-of-way to the intersection and promote safety for those traveling on Dancer Avenue and Mooncrest Lane in the unincorporated portion of Orcutt.

- **Monaco Court - Fourth Supervisorial District**

Public Works recommends that your Board adopt the proposed intersection control at Monaco Court and Genoa Way in the Fourth Supervisorial District (Vicinity Map 8). This will stop northbound and southbound traffic on Monaco Court at Genoa Way. Monaco Court

is a 37-foot wide, two-lane residential road with sidewalks on both the east and west sides and is located in the unincorporated portion of Orcutt. This 4-way intersection is currently uncontrolled. After studying the intersection, Public Works has determined this intersection warrants a two-way “Stop Control” to assign right-of-way to the intersection and promote safety for those traveling on Monaco Court and Genoa Way located in the unincorporated portion of Orcutt.

- **Monte Carlo Court - Fourth Supervisorial District**

Public Works recommends that your Board adopt the proposed intersection control at Monte Carlo Court and Genoa Way in the Fourth Supervisorial District (Vicinity Map 8). This will stop northbound and southbound traffic on Monte Carlo Court at Genoa Way. Monte Carlo Court is a 37-foot wide, two-lane residential road with sidewalks on both the east and west sides and is located in the unincorporated portion of Orcutt. This 4-way intersection is currently uncontrolled. After studying the intersection, Public Works has determined this intersection warrants a two-way “Stop Control” to assign right-of-way to the intersection and promote safety for those traveling on Monte Carlo Court and Genoa Way in the unincorporated portion of Orcutt.

- **Mountain View Drive - Fourth Supervisorial District**

Public Works recommends that your Board adopt the proposed intersection control at Mountain View Drive and Duke Drive in the Fourth Supervisorial District (Vicinity Map 9). This will stop eastbound and westbound traffic on Mountain View Drive at Duke Drive. Mountain View Drive is a 32-foot wide, two-lane residential road with sidewalks on both the north and south sides and is located in the unincorporated portion of Orcutt. This 4-way intersection is currently uncontrolled. After studying the intersection, Public Works has determined this intersection warrants a two-way “Stop Control” to assign right-of-way to the intersection and promote safety for those traveling on Mountain View Drive and Duke Drive in the unincorporated portion of Orcutt.

- **Pleasant Place - Fourth Supervisorial District**

Public Works recommends that your Board adopt the proposed intersection control at Pleasant Place and Edith Drive in the Fourth Supervisorial District (Vicinity Map 10). This will stop northbound and southbound traffic on Pleasant Place at Edith Drive. Pleasant Place is a 37-foot wide, two-lane residential road with sidewalks on both the east and west sides and is located in the unincorporated portion of Orcutt. This 4-way intersection is currently uncontrolled. After studying the intersection, Public Works has determined this intersection warrants a two-way “Stop Control” to assign right-of-way to the intersection and promote safety for those traveling on Pleasant Place and Edith Drive in the unincorporated portion of Orcutt.

- **Roper Way - Fourth Supervisorial District**

Public Works recommends that your Board adopt the proposed intersection control at Roper Way and Kenneth Avenue in the Fourth Supervisorial District (Vicinity Map 11). This will stop eastbound and westbound traffic on Roper Way at Kenneth Avenue. Roper Way is a 30-foot wide, two-lane residential road and is located in the unincorporated portion of Orcutt. Roper Way terminates in cul-de-sacs at both ends and there are sidewalks on both the north and south sides. This 4-way intersection is currently uncontrolled. After studying the intersection, Public Works has determined this intersection warrants a two-way “Stop Control” to assign right-of-way to the intersection and promote safety for those traveling on Roper Way and Kenneth Avenue in the unincorporated portion of Orcutt.

- **Shady Glen Drive & Shady Glen Court - Fourth Supervisorial District**

Public Works recommends that your Board adopt the proposed intersection control at Shady Glen Drive and Shady Glen Court where they intersect at Via Santa Maria in the Fourth Supervisorial District (Vicinity Map 12). This will stop eastbound and westbound traffic on Shady Glen Drive and Shady Glen Court at Via Santa Maria. Shady Glen Drive and Shady Glen Court are both approximately 32-foot wide, two-lane residential roads with sidewalks and is located in the unincorporated portion of Orcutt. Shady Glen Drive turns into Shady Glen Court at Via Santa Maria and then terminates in a cul-de-sac to the east. This 4-way intersection is currently uncontrolled. After studying the intersection, Public Works has determined this intersection warrants a two-way “Stop Control” to assign right-of-way to the intersection and promote safety for those traveling on Shady Glen Drive and Shady Glen Court at Via Santa Maria in the unincorporated portion of Orcutt.

The Public Works Department prepared the attached Resolutions to adopt the various traffic control at the following locations:

FIRST DISTRICT – Unincorporated area of Montecito

ADOPT

Stop Control

- Stop all traffic entering the intersection of Jameson Lane North and U.S. 101 Sheffield Drive ramps access.

SECOND DISTRICT – Unincorporated area of Goleta

ADOPT

No Stopping, Standing, or Parking Zone (2:00 a.m. – 6:00 a.m.)

- On the north side of Cathedral Oaks Road from the centerline of Ribera Drive to a point 375 feet east of Ribera Drive.

No Stopping, Standing, or Parking Zone (school days from 7:00 a.m. – 3:30 p.m.)

- On the north side of San Simeon Drive from a point 71 feet east of the centerline of San Julio Avenue (east) to a point 164 feet east of the centerline of San Julio Avenue (east).

Stop Control

- Stop Douglas Lane at its intersection with Via Miguel.

THIRD DISTRICT – Santa Ynez

ADOPT

No Stopping, Standing, or Parking Zone

- On the east side of Edison Street from a point 306 feet south of the eastern centerline of Olive Street to a point 418 feet south of the eastern centerline of Olive Street.

FOURTH DISTRICT – Unincorporated area of Orcutt

ADOPT

Stop Control

- Stop Main Street at its intersection with Den Street.
- Stop Dancer Avenue at its intersection with Mooncrest Lane.
- Stop Monaco Court at its intersection with Genoa Way.
- Stop Monte Carlo Court at its intersection with Genoa Way.
- Stop Mountain View Drive at its intersection with Duke Drive.
- Stop Pleasant Place at its intersection with Edith Drive.
- Stop Roper Way at its intersection with Kenneth Avenue.
- Stop Shady Glen Drive and Shady Glen Court at its intersection with Via Santa Maria.

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 and stop controls 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.**

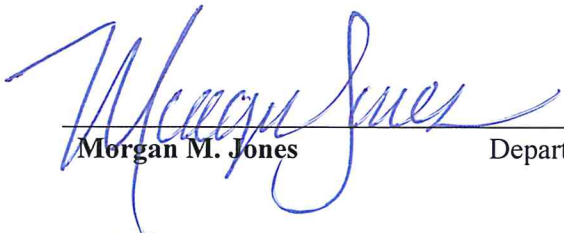
The roadways involved are not identified as a historical resource. In addition, changes in roadway parking regulations would not involve any structural modifications to existing facilities. Therefore, this exception does not apply.

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

Department/Division Representative: Morgan M. Jones, Engineering Environmental Project
Team Leader.

Acceptance Date: **September 13, 2022**

Distribution: Hearing Support Staff for posting



Morgan M. Jones

Department Representative

August 4, 2022

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: _____.