

## 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:** Various locations in the First, Fourth and Fifth Supervisorial Districts

**PROJECT TITLE:** Adopting and Rescinding Parking Zones in the First and Fourth Supervisorial Districts. Adopting and Rescinding Stop Controls on Various Roads in the Third, Fourth and Fifth Supervisorial Districts; and Establishing Streets in the Orcutt Area as Through Highways in the Fourth Supervisorial District.

### **PROJECT DESCRIPTION:**

Adopt a Resolution rescinding Resolution 83-253 removing a “no parking” zone on Channel Drive in the Montecito Area in the First Supervisorial District. Adopt a Resolution establishing a “passenger loading” zone on Channel Drive in the Montecito Area in the First Supervisorial District. Adopt a Resolution establishing stop controls on various roads in the Third, Fourth and Fifth Supervisorial Districts, and establishing Black Oak Drive from Stillwell Road to Bradley Road and Sage Crest Drive from Bradley Road to Rice Ranch Road as “Through Highways” in the Orcutt area of the Fourth Supervisorial District. Adopt a Resolution rescinding Resolution 07-178 removing stop controls on Carina Drive at its intersection with Milky Way and Sunbeam Road in the Vandenberg Village Area in the Third Supervisorial District. Adopt a Resolution establishing a “no parking” zone on Larch Avenue in the Orcutt area of the Fourth Supervisorial District

Locations and activities covered under the project include:

- **Stop Controls**

The Santa Barbara County Public Works Department studied intersections in the areas of Vandenberg Village, Sisquoc, Santa Maria, and Orcutt. In order to bring the existing intersections up to current safety standards for sight distance it is necessary to assign the proper right-of-way as part of the County Public Works’ safety improvements.

- **“Through Highway” Designation**

Pursuant to County Code 23-1 and California Vehicle Code 21355, the Board of Supervisors may be Resolution designate any highway under its jurisdiction as a through highway or any intersection under its jurisdiction as a stop intersection

- **“No Parking” Zone**

Larch Avenue is a 40-foot wide road in Orcutt adjacent to Righetti High School. There is one gate that provides pedestrian access to the high school on Larch Avenue. Based on an investigation of the site, it

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was determined that 20 feet of no parking is recommended at the location of the gate for pedestrian safety in crossing the street

- **“Passenger Loading” Zone**

Channel Drive is a 40-foot wide road in Montecito that runs parallel to the ocean with the Biltmore Hotel located on the north side. After discussion with the Biltmore Hotel and review of the operation of the no parking zone, it was determined that a passenger loading zone will better serve the needs of the shuttle service when dropping off hotel guests.

- **First District – Montecito Area**

**RESCIND**

**No Parking Zone:**

On the north side of Channel Drive between a point 576 feet southwest of the centerline of Hill Road and a point 660 feet southwest of the centerline of Hill Road.

**ADOPT**

**Passenger Loading Zone:**

On the north side of Channel Drive between a point 560 feet south of the centerline of Hill Road and a point 623 feet south of the centerline of Hill Road

- **Third District – Vandenberg Village Area**

**ADOPT**

**Two-Way Stops:**

On Milky Way and Sunbeam Road at its intersection with Carina Drive.

On Moonglow Road at its intersection with Stardust Road.

On Carina Drive at its intersection with Stardust Road.

On Uranus Avenue at its intersection with Mercury Avenue.

On Neptune Avenue at its intersection with Mars Avenue.

- **Fourth District – Santa Maria, Tanglewood, Old Town Orcutt and the Orcutt Areas**

**ADOPT**

**Two-Way Stops:**

On Willowood Road at its intersection with Tanglewood Drive

On Driftwood Drive at its intersection with Tanglewood Drive

On Meadowbrook Drive at its intersection with Coachman Way

On Wellington Drive at its intersection with Westminster Lane

On Stonebrook Road at its intersection with Old Mill Lane

On Doverlee Drive at its intersection with Coachman Way

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On Hampshire Place at its intersection with Burlington Drive  
On Alderwood Lane at its intersection with Sage Crest Drive  
On Romneya Lane at its intersection with Aubrey Way  
On Oak Pass Lane at its intersection with Calle De La Rosa

- **One-Way Stops:**

On Dominion Road at its intersection with Palmer Road.

- **Through Highways:**

Black Oak Drive from Stillwell Road to Bradley Road

Sage Crest Drive from Bradley Road to Rice Ranch Road

- **No Parking Zone:**

On the south side of Larch Avenue from a point 275 feet east of the centerline of Crestmont Drive to a point 295 feet east of the centerline of Crestmont Drive.

- **Fifth District – Sisquoc Area**

**ADOPT**

**Two-Way Stop:**

On Pinal Street at its intersection with Union Avenue

**RESCIND**

**Stop Control (Resolution 07-178)**

On Carina Drive at its intersection with Milky Way and Sunbeam Road.



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 the change of safety regulations as an effective method for improving traffic safety and circulation. Changes to 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 activities 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.

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The project involves changes to update safety regulations 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 safety 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 speed limit regulations would not involve any structural modifications to existing facilities. Therefore, this exception does not apply.

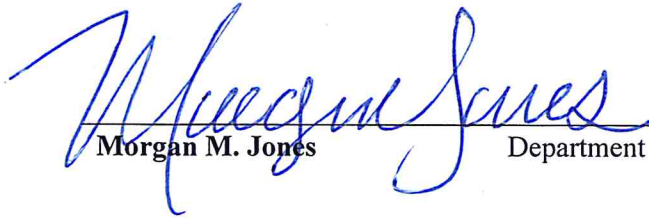
Lead Agency Contact Person: Chris Sneddon, Deputy Director Public Works  
Transportation/Engineering Division, Phone: (805) 568-3064

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

Acceptance Date: **November 4, 2014**

[date of final action on project]

Distribution: Hearing Support Staff for posting



**Morgan M. Jones**

Department Representative

October 15, 2014

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: \_\_\_\_\_.