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NOTICE OF EXEMPTION

TO: COUNTY CLERK OF THE BOARD
COUNTY OF SANTA BARBARA
105 E. ANAPAMU STREET
SANTA BARBARA, CA 93101

FROM: CITY OF SANTA BARBARA
PLANNING DIVISION
P.O. BOX 1990
SANTA BARBARA, CA 93102-1990

Project Title:	Eastside Active Transportation Improvements Project
Project Applicant:	City of Santa Barbara
MST Number:	N/A
Assessor's Parcel Number:	N/A, Public Right-Of-Way
Land Use Zone:	R-M, R-2, & C-R
Projection Location (Specific):	Various intersection locations in the Eastside Neighborhood
Project Location:	City of Santa Barbara

Project Description:

The Eastside Active Transportation Improvements Project (Project) will provide enhanced pedestrian crossings at intersections, a bike boulevard and bike friendly street improvements for all road users serving neighborhood schools, parks, and services in the City's Eastside neighborhood.

The areas of the Project includes:

- *Safe Routes to School safety enhancements, including curb extensions, streetlighting and high visibility crosswalks at ten intersections.*
- *Cacique Street bike boulevard and bike friendly street improvements, including curb extensions, pavement markings, and streetlighting at two intersections.*
- *Salinas Street safety improvements, including a lighting corridor on Salinas Street from the five-points roundabout to the Highway 101 off ramp at Salinas Street, and curb extensions.*
- *Sidewalk infill and streetlighting on the 200 Block of South Alisos Street from Cacique Street to Hutash Street.*

Name of Public Agency Approving Project:	City of Santa Barbara
Name of Person or Agency Carrying Out Project:	City of Santa Barbara

Lead Agency Contact: Kaitlin Mamulski Telephone: (805) 897-2685

Exempt Status: Exempt under CEQA Section § 15301 (c)

Reason Why Project is Exempt:

CEQA Categorical Exemption 15301 Existing Facilities. This Project meets the §15301 (c) Existing Facilities categorical exemption for streets, sidewalks, pedestrian crossings and bicycle lanes, because the Project involves minor alterations of existing facilities to improve safety and comply with Americans with Disabilities Act (ADA) standards and will not result in an expansion of use.

Archaeological. The City's Master Environmental Assessment (MEA) archaeological sensitivity map identifies that portions of the Project are within an area sensitive for potential subsurface prehistoric sites, within the Prehistoric Resources Period. All work associated with the Project is proposed within areas of the City's existing public roadway. Existing roadway development at depths of approximately 4 feet below surface is considered previously disturbed roadway, and the potential for discovery of archaeological resources is typically found at shallower depths, finding undiscovered archaeological resources is not anticipated. However, with some Project features anticipated to extend up to 6 feet in depth, an analysis of as-built roadway documents was conducted alongside the proposed depths of disturbance for each project area to determine prior depth of ground disturbance. All project areas with proposed ground disturbances have already been disturbed to depths which would not impact archaeological resources. Therefore, additional disturbances associated with the proposed Project are not anticipated.

The Project is subject to standard provisions per City Ordinance (Santa Barbara Municipal Code [SBMC] 22.12), MEA Guidelines (2025), and standard City permit conditions, specifying procedures in the event of unanticipated discovery of archeological resources during earthwork in order to protect any important resources encountered. Procedures provide for temporarily redirecting or suspending activities until a qualified archaeologist is retained to evaluate the find and consult with a qualified Barbareño Chumash representative, and as needed any measures are implemented to protect important resources (such as mapping or collecting resources, preserving in place, and/or monitoring further earthwork). In the event human remains are encountered, State regulations also apply. With adherence to the Ordinance, MEA Guidelines, and standard permit conditions, the effect on archaeological resources is considered less than significant.

Coastal Zone. A majority of the Project is outside of the Coastal Zone. The Salinas Street and Pitos Street intersection and a segment of Alisos Street is located within the Non-Appealable Jurisdiction of the Coastal Zone and will require a Coastal Exemption from the Community Development Department.

The Project proposes to add curb extensions, new Rectangular Rapid Flashing Beacon (RRFBs) and street lighting at the Salinas and Pitos Streets intersection, and new sidewalk and street lighting along a portion of Alisos Street. The work consists of excavations of approximately 18 to 24 inches depth for the new sidewalk and up to 6 feet for the RRFB foundations. The proposed scope of work is located within areas of previously disturbed public Right-of-Way (ROW). An application for a Coastal Exemption will be submitted for the work within the Coastal Zone. Given the limited work in the Coastal Zone and the Project's qualification for a Coastal Exemption, the effects on coastal resources are considered less than significant.

Flood Zone. The intersection at Canda Street at Punta Gorda Street is located within the AE Flood Zone a high-risk flood area. The Project largely consists of flatwork involving pedestrian, cyclist, and traffic safety infrastructure. The Project construction will be in compliance with required flood measures and therefore the Project impacts are considered less than significant.

Geology. The MEA maps indicate that portions of the Project site may be subject to potential geologic and soil hazards associated with expansive soils, soil erosion, and shallow ground water. The Project is limited to surface reconfigurations of existing roadway facilities, and soil conditions are feasibly addressed with standard

engineering design techniques to address any liquefaction or other seismic issues will be consistent with State standards for public safety. Best Management Practices (BMPs) included in the construction specifications will be implemented to minimize any potential erosion effects during construction. Therefore, with adherence to BMPs and standard engineering techniques, the effect on geological hazards is considered less than significant.

Historic Structures. The Project limits are adjacent to the Franklin Neighborhood Center, which is a designated historic site. The City's Architectural Historian has reviewed the proposal and concludes the Project as proposed would not compromise or significantly alter any of the contributing elements or setting of the adjacent historic site. Considering the Project's safety improvements are proposed within the public ROW, on streets and sidewalks that have existing modern materials, and the Project will not alter the historic site, the Project would not have a significant impact on important historic resources.

Given the minor nature of the Project's safety improvements, contained within the public ROW, the effect on the adjacent historic site is considered less than significant.

Noise. The Project intersects the following areas of noise greater than 65 dBA (A-weighted decibels): at the Pitos Street and Salinas Street Intersection, and the Voluntario Street and Hutash Street intersection, and greater than 70 dBA along a segment of Alisos Street (freeway adjacent). Nearby sensitive noise receptors: Franklin Elementary School, Franklin Neighborhood Center, and the Eastside Library are located adjacent to Project intersections that involve new intersection safety enhancements.

The Noise Ordinance (SBMC Chapter 9.16) governs short-term or periodic noise, such as construction noise, operation of motorized equipment or amplified sound, or other sources of nuisance noise. The ordinance establishes limitations on hours of construction and motorized equipment operations and provides criteria for defining nuisance noise in general. The Project will comply with Noise Ordinance regulations, therefore the short-term construction related noise impacts are considered less than significant.

Visual. The proposed Project contains aboveground features such as RRFBs, light fixtures, and signage. The visual changes are related to safety improvements, and the safety improvements are proposed within the public ROW, on streets and sidewalks that have existing modern materials. Given that the visual changes will improve safety, the effect on surrounding visual resources is considered less than significant.

In conclusion, the Project's proposed safety enhancements are not anticipated to result in any significant impacts towards the environmental resources, therefore, the Public Works Department recommends that the Case Planner consider this Project meet the exemption criteria, as defined in the CEQA review process classified under the 15301 (c) Existing Facilities categorical exemption per the CEQA Guidelines.

Environmental Analyst Signature:  Date: 9/30/2025