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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:	HSIP/ATP Cycle 7 Yanonali Curb Extensions Project
Project Applicant:	City of Santa Barbara
MST Number:	N/A
Assessor's Parcel Number:	N/A, Public Right-Of-Way
Land Use Zone:	M-C, OC, OM, M-1, S-D-3
Projection Location (Specific):	Various intersection locations in the Lower State, Lower East, and East Beach neighborhoods
Project Location:	City of Santa Barbara

Project Description:

The Project will provide enhanced pedestrian crossings at intersections and bike friendly street improvements to improve public safety for all road users. Features of the Project include pedestrian crossing improvements at non-signalized intersections, including compliant accessible curb extensions, street lighting and high visibility crosswalks and bike parking and bike share facilities.

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 facilities (bike parking and bike share), because the Project involves minor alterations of existing facilities to improve public safety and comply

with Americans with Disabilities Act (ADA) standards and will not result in an expansion of use. All work will be limited to the public right-of-way (ROW).

Archaeology. 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, the American Period, Early American Transition Period, and the Spanish Colonial and Mexican Period. All work associated with the Project is proposed within areas of the City's existing public roadway. As described above, existing roadway development at depths of 38-inches 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 5 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. This analysis determined that some locations will exceed the depth of the existing previously disturbed roadway.

In conformity with previous adjacent studies, and in accordance with the MEA Guidelines (2025), archaeological monitoring of the ground disturbing excavations by a City approved archaeologist is recommended for the four locations that are in areas that have not been disturbed to a total depth of 38-inches. The Project is subject to standard provisions per City Ordinance (SBMC 22.12), MEA Guidelines, 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, archaeological monitoring during ground disturbing activities at depths greater than 38-inches, MEA Guidelines, and standard permit conditions, the effect on archaeological resources is considered less than significant.

Coastal. A few of the Project locations are within the Non-Appealable Jurisdiction of the Coastal Zone and will require a Coastal Exemption from Community Development.

The Project proposes to add compliant accessible curb ramps, curb extensions, and 12 new street lights at four intersections of Yanonali Street. The work consists of excavations of approximately 18 to 24 inches in depth for the new sidewalk and up to 5 feet for the streetlighting foundations. The proposed scope of work is located within areas of previously disturbed ROW. An application for a Coastal Exemption will be submitted for the work within the Coastal Zone. The Project's proposed design features result in minor alterations of existing streetscape improvements and the effects on coastal resources are considered less than significant.

Flood Zone. The Yanonali Street intersections at Helena Avenue, Anacapa Street, and Gray Avenue are located within the "AE" Flood Zone. The Yanonali Street and Calle Cesar Chavez intersection is in the "A" Flood Zone. The Garden and Cota Streets intersection is within the "AH" Flood Zone. The Project largely consists of flatwork in the improved public ROW involving pedestrian, cyclist, and traffic safety infrastructure. The Project will not substantially alter the existing drainage pattern of the area 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, shallow ground water, high liquification, and very low relative landslide areas. The Project is limited to surface reconfigurations of existing roadway facilities and installation of new compliant accessible curb extensions, curb ramps, and streetlighting. Soil and ground water

conditions are feasibly addressed with standard engineering design techniques and applicable City Building Code provisions 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.

Hazards. The Project limits are within 200 feet of several known Leaking Underground Storage Tank (LUST) Cleanup Sites per review of GeoTracker. Three LUST cases are open and under site assessment, site remediation or long-term management; the other LUST cases are closed. All known LUST cases are located on private property. All work is proposed within the existing public ROW, and no excavation work will occur on parcels listed on the Cortese List; therefore, the effect of hazardous materials is considered less than significant.

Historic Sites/Structures. The Project is adjacent to one identified historic structure. The proposed Project construction is located within the City's public ROW and will not occur on the parcel identified with a historic resource. 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 resource. Considering the Project's safety improvements are contained within the public ROW, on streets and sidewalks that have existing modern materials, and the Project will not encroach onto the property of the historic resource, the effect on the adjacent historic resource is considered less than significant.

Noise. The Project intersects the existing areas with baseline noise levels greater than 65 dBA (A-weighted decibels): along Yanonali Street (at Helena, Gray, Anacapa, and Calle Ceasar Chaves intersections). No sensitive noise receptors have been identified in the Project vicinity.

The Noise Ordinance (Chapter 9.16 of the SBMC) 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.

Trees. The project includes removal of a total of seven trees located within the project vicinity and which directly conflict with the proposed safety enhancements, including installation of new compliant accessible curb extensions, curb ramps, and streetlighting. In consultation with the City's Urban Forest Superintendent, the project does not require formal review/approval by the City's Street Tree Advisory Committee (STAC) and Parks and Recreation Commission. No replacement trees are proposed, as the proposed work is limited to intersections, addition of new trees within the project vicinity would cause conflicts with required visual sightlines and the intended public safety enhancements. Provided the minimal number of small, non-native trees proposed for removal, and the removals will improve public safety, the impacts to trees are considered less than significant.

Visual. The proposed Project contains aboveground features, including new light fixtures, signage, bicycle infrastructure, painting of street markings (high visibility crosswalks) and the removal of seven non-native trees. 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. Provided that the Project area is developed roadway and intersections, the change is considered minor and remains substantially similar therefore the effect on 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 environmental resources, therefore, the Public Works Department recommends that the Case Planner consider this Project as exempt, as defined in the CEQA review process classified under the 15301 (c) Existing Facilities categorical exemption per the CEQA Guidelines.

Environmental Analyst Signature: _____ Date: 12/09/2025