

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, Second, and Fourth Supervisorial District

PROJECT TITLE: **Proposed Rescinding of Parking Restrictions and Approval of New Stop Control and Parking Restrictions in the First, Second, and Fourth Supervisorial Districts**

PROJECT DESCRIPTION: This item is on the agenda to rescind and establish various stop control and parking restrictions for the following locations.

Nidever Road- First Supervisorial District:

The Public Works Department recommends that your Board adopt the proposed parking restrictions on Nidever Road in the Toro Canyon area of the First Supervisorial District (Vicinity Map #1). The County received notices that vehicles were camping on the shoulder of Nidever Road next to an agricultural field. Public Works studied the issue and observed vehicles parking on the shoulder over multiple days. The proposed oversize vehicle restriction and parking between 2 a.m. to 6 a.m. restriction is to address safety issues with public health and safety hazards caused by oversized vehicles parking and camping adjacent to agricultural farmlands. The parking restrictions will not impact farming activity. Public Works recommends that your Board adopt by resolution the following:

No Parking, Stopping, or Standing 2 a.m. to 6 a.m. Tow Away Zone

- On the Nidever Road from Via Real to State Route 192.

No Parking, Stopping, or Standing Tow Away Zone of Oversized Vehicles

- On the Nidever Road from Via Real to State Route 192.

Mountain Drive East- First Supervisorial District:

Public Works recommends that your Board adopt the proposed parking restrictions on Mountain Drive East near the Cold Springs trailhead in Montecito in the First Supervisorial District (Vicinity Map #2). This parking restriction will address safety issues with emergency access and public safety. The parking restriction will impact some parking used by hikers but will improve the safety of pedestrians, bicycles, and motorists by providing a clear travel lane and shoulder on the inside of a sharp ninety-degree turn in the road. Public Works recommends that your Board adopt by resolution the following:

No Parking, Stopping, or Standing Tow Away Zone

- On the south side of Mountain Drive East from a point 1520 feet northwest of the centerline of Cold Springs Road to a point 1870 feet northwest of the centerline of Cold Springs Road.

Lillie Avenue - First Supervisorial District:

Public Works recommends that your Board adopt the proposed stop controls on Lillie Avenue at its intersection with Hollister Street in Summerland in the First Supervisorial District (Vicinity Map #3). The approval of the stop controls on Lillie Avenue at its intersection with Hollister Street will authorize to remain in place a current all-way stop at the intersection of Lillie Avenue, Hollister Street, and the 101 northbound offramp. The all-way stop controls have been in place for several months as part of the temporary traffic control for the Coastal Path construction project on Via Real east of Summerland. Staff have studied the operation of the all-way stop and found that it has provided clear assignment of right of way to drivers and improved the safety of pedestrians crossing Lillie Avenue. Public Works recommends that your Board adopt by resolution the following:

Stop Controls

- On Lillie Avenue at its intersection with Hollister Street.

Mission Canyon Road - First Supervisorial District:

Public Works recommends that your Board adopt the proposed stop control on Mission Canyon Road at its intersection with Tunnel Road in the Mission Canyon area in the First Supervisorial District (Vicinity Map #4). The approval of the stop control on Mission Canyon Road for northbound traffic will create an all-way stop at its intersection with Tunnel Road. Currently only southbound Tunnel Road and southbound Mission Canyon Road have stop controls at the intersection. Stopping only the southbound direction of traffic has caused confusion for southbound drivers on Mission Canyon Road because the northbound traffic will not always signal their movement onto northbound Tunnel Road causing confusion and a conflict in the intersection. The all-way stop control will provide clear assignment of right of way at the intersection for motorists. Public Works recommends that your Board adopt by resolution the following:

Stop Control

- Northbound Mission Canyon Road at its intersection with Tunnel Road.

San Marcos Road- Second Supervisorial District:

Public Works recommends that your Board adopt the proposed parking restriction on San Marcos Road in Eastern Goleta Valley in the Second Supervisorial District (Vicinity Map #5). This parking restriction is to address safety issues created by parked vehicles blocking sight distance for vehicles exiting Ponderosa Way (private road) onto San Marcos Road. The parking restriction will remove 5-6 on-street parking spaces used by residents but will improve the safety of motorists by providing adequate clear line of sight of approaching vehicles. Public Works recommends that your Board adopt by resolution the following:

No Parking, Stopping, or Standing Tow Away Zone

- On the east side of San Marcos Road from the centerline of Calle Real to a point 200 feet north of the centerline of Calle Real.

Soares Road- Fourth Supervisorial District:

Public Works recommends that your Board rescind the parking restriction on Soares Avenue established by Resolution 99-364 on September 14, 1999, for Orcutt in the Fourth Supervisorial District (Vicinity Map #6). The parking restriction was installed for a bus stop. The bus service stop was discontinued, and the parking restriction is no longer needed. Rescinding the parking restriction will enable the following location to be used for parking by residents and school. Public Works recommends that your Board rescind resolution 99-364 for the following location:

No Parking, Stopping, or Standing Tow Away Zone

- On the south side of Soares Avenue from a point 243 feet west of the centerline of Dyer Street to a point 306 feet west of the centerline of Dyer Street.

Bradley Road- Fourth Supervisorial District:

Public Works recommends that your Board rescind the following parking restriction on Bradley Road in Orcutt in the Fourth Supervisorial District (Vicinity Map #7). The parking restriction was established by Resolution 84-341 to provide the width to accommodate five vehicle travel lanes. Staff studied the traffic operations in the area and found that the two northbound lanes are not required to provide acceptable level of service. Staff have redesigned the striping of the road to have one lane northbound by the fronting residential homes. This will provide a wider buffer between the homes and the travel lane. With the upcoming pavement project, the striping will be reinstalled reflecting these changes. Staff studied stopping sight distance for drivers on Via Alta, Via Carmel, and Mira Flores Drive with their intersection of Bradley Road and found parking on portions of Bradley Road between Mira Flores Drive and Rice Ranch Road would not obstruct

sight distance for drivers on Mira Flores Drive. Rescinding the parking restriction will enable some parking to be by the residents. Public Works recommends that your Board rescind resolution 84-341 at the following location:

- On the east side of Bradley Road between the centerline of Rice Ranch Road and a point 660 feet north of the centerline of Clark Avenue.

And reestablish parking restrictions at the following location:

No Parking, Stopping, or Standing Tow Away Zone

- On the east side of Bradley Road between a point 135 feet south of the centerline of Mira Flores Drive to a point 660 feet north of the centerline of Clark Avenue.

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 focuses on updating stop control measures and parking restrictions. These changes are intended to address public health and safety concerns while implementing improvements. 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 adopting a resolution to rescind and establish stop controls and parking restrictions 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 resolution proposes updating stop control measures and parking restrictions on existing public roads to improve public health and safety. 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 resources.

- (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 waste sites or permitted facilities located 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: Kalani Durham, Engineering Environmental Planner/Coordinator.

Acceptance Date: **April 21, 2026**

Distribution: Hearing Support Staff for posting

Kalani Durham

Kalani Durham

Department Representative

4/6/2026

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: _____.