

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: First, Second, Third, & Fourth Supervisorial Districts

PROJECT TITLE: Amendment of Speed Limits Specified in County Code Sections 23-15, 23-15.2, 23-15.3, 23-15.4, 23-15.5, 23-15.6, 23-15.7, 23-15.8 and 23-15.9; First, Second, Third, & Fourth Supervisorial Districts

PROJECT DESCRIPTION: The proposed project is in accordance with changes to the California Vehicle Code (CVC) by the adoption of Assembly Bill 43, the Public Works Department reviewed the County speed zones and prepared the attached Ordinance to amend the County Code to establish safety corridors on roadways with serious injury or fatal collisions.

On October 8, 2021 the Governor signed Assembly Bill 43 into law taking effect on January 1, 2022. The adoption of Assembly Bill 43 changed California Vehicle Codes governing speed limits. Public Works Department reviewed the County speed zones and prepared an Ordinance to amend the County Code pertaining to speed limits at locations shown below:

FIRST DISTRICT

- Mission Canyon Road from the Santa Barbara City Limits to State Route 192
- San Ysidro Road from State Route 192 to Jameson Lane North
- Sheffield Drive from Jameson Lane North to State Route 192
- Via Real from 800 feet west of Toro Canyon Road to the Carpinteria City Limits

SECOND DISTRICT

- Calle Real from San Marcos Road to Old Mill Road
- Camino Corto from El Colegio to Abrego Road
- Cathedral Oaks Road from the Goleta City Limits to Turnpike Road
- El Colegio Road from Storke Road to the University of California, Santa Barbara boundary
- Hollister Avenue from the Goleta City Limit to Modoc Road
- Las Palmas Drive from Via Senda to Via Benita
- Marina Drive from Roble Drive to the Santa Barbara City Limits
- Modoc Road from Encore Drive (East) to Via Senda
- Nogal Drive from Vieja Drive to Hollister Avenue

- Patterson Avenue from Shoreline Drive and the Goleta City Limits
- Patterson Avenue from the Goleta City Limits to Cathedral Oaks Road
- San Marcos Road from Calle Real to Cathedral Oaks
- State Street from Modoc Road to the Santa Barbara City Limits
- Turnpike Road from Hollister Avenue to Cathedral Oaks Road

THIRD DISTRICT

- Alamo Pintado Road from the Solvang City Limits to Santa Barbara Avenue
- Edison Street from Tivola Street to 200 feet north of Baseline Avenue
- San Miguelito Road from the Lompoc City Limit to 8722 feet south of the Lompoc City Limit
- Santa Barbara Avenue from Alamo Pintado Road to Alamo Pintado Avenue

FOURTH DISTRICT

- Bradley Road from Santa Maria Way to Patterson Road
- Broadway from Rice Ranch Road to California Boulevard
- California Boulevard from Broadway to the Santa Maria City Limits
- Clark Avenue from State Route 1 to El Portal Street
- Lakeview Road from Orcutt Road to Bradley Road
- Orcutt Road from Lakeview Road to Rice Ranch Road
- Rice Ranch Road from Broadway to Bradley Road
- Rucker Road from Purisma Road to Calle Lindero
- Union Valley Parkway from Bradley Road to U.S. 101 Northbound Ramps

Staff also recommends the reduction of the school zone speed for Los Olivos Elementary School on Alamo Pintado Avenue from 25 mph to 15 mph.

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

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 Resolution to adopt Amendment of Speed Limits Specified in County Code in the First, Second, Third & Fourth Supervisorial Districts

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 to vehicle speed limits as an effective method for improving traffic safety and circulation. Speed limit regulations 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 speed limits 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 vehicle speed limits 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: Mostafa Estaji, Deputy Director, Public Works
Transportation/Engineering Division, Phone: (805) 568-3064

Department/Division Representative: Morgan M. Jones, Engineering Environmental Regulatory Compliance Manager III.

Acceptance Date: **Administrative – Set Hearing (November 5, 2024); Departmental (December 3, 2024: First Reading); Administrative (December 10, 2024: Second Reading) 20 Minutes on December 10, 2024.**

Distribution: Hearing Support Staff for posting

Signed by:

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Morgan M. Jones

Department Representative

October 9, 2024
Date

NOTE: A copy of this document a must be filed with the County Clerk of the Board after project approval to begin a 35-day statue of limitations on legal challenges.

Distribution: Date Filed by County Clerk: _____.