

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: Speed Limits on Various Roads; First, Second, Third & Fourth Supervisorial Districts

PROJECT DESCRIPTION: Set hearing and adoption of an Ordinance amending Santa Barbara County Code, Chapter 23, Sections 23-15.2, 23-15.4, 23-15.5, 23-15.6, 23-15.7 and 23-15.8, pertaining to speed limits on Jameson Lane North, San Leandro Lane, and Park Lane in the Montecito area, and Padaro Lane, and Via Real in the Summerland to Carpinteria area of the First Supervisorial District; Kellogg Avenue and Turnpike Road in the Goleta area of the Second Supervisorial District; Embarcadero Del Mar, Embarcadero Del Norte, Trigo Road, and Storke Road in the Isla Vista area, and Country Road and Samantha Drive in the Santa Ynez area of the Third Supervisorial District; and Santa Maria Way, and Rice Ranch Road in the Orcutt area of the Fourth Supervisorial District;

The Traffic Engineering Committee (TEC) reviewed the speed zones requiring an E&TS at their meetings. The following are their recommendations by location:

FIRST DISTRICT

- Remove the existing speed limit of 35 mph and allow for the application of the basic speed law on San Leandro Lane, from Santa Rosa Lane to Sheffield Drive.
- Maintain the existing speed limit of 40 mph on Jameson Lane North from Olive Mill Road to San Ysidro Road.
- Maintain the existing speed limit of 40 mph on Jameson Lane North from San Ysidro Road to Sheffield Drive.
- Remove the existing speed limit of 30 mph and allow for the application of the basic speed law on Park Lane from State Route 192 to Mountain Drive.
- Lower the speed limit from 45 mph to 40 mph on Padaro Lane from Via Real (west) to a point 4800 feet east of Via Real (west).

- Lower the speed limit from 50 mph to 30 mph on Via Real from Greenwell Avenue to a point 300 feet east of Greenwell Avenue.
- Lower the speed limit from 50 mph to 45 mph on Via Real from a point 300 feet east of Greenwell Avenue to Padaro Lane (west).
- Lower the speed limit from 50 mph to 45 mph on Via Real from Padaro Lane (west) to a point 800 feet west of Toro Canyon Road (First District).
- Maintain the existing speed limit of 40 mph on Via Real from a point 800 feet west of Toro Canyon Road to a point 400 feet east of Sentar Road.
- Maintain the existing speed limit of 50 mph on Via Real from a point 400 feet east of Sentar Road to Padaro Lane (east).
- Maintain the existing speed limit of 40 mph on Via Real from Padaro Lane (east) to the City of Carpinteria.

SECOND DISTRICT

- Maintain the existing speed limit of 35 mph on Kellogg Avenue from the City of Goleta to Cathedral Oaks Road.
- Maintain the existing speed limit of 40 mph on Turnpike Road from Hollister Avenue to Calle Real.
- Maintain the existing speed limit of 40 mph on Turnpike Road from Calle Real to Cathedral Oaks Road.

THIRD DISTRICT

- Maintain the existing speed limit of 25 mph on Embarcadero Del Mar from El Colegio Road to Trigo Road.
- Maintain the existing speed limit of 25 mph on Embarcadero Del Norte from El Colegio Road to Trigo Road.
- Maintain the existing speed limit of 25 mph on Trigo Road from Embarcadero Del Mar to Embarcadero Del Norte.
- Remove the existing speed limit of 45 mph and allow for the application of the basic speed law on Storke Road from El Colegio Road to the City of Goleta.
- Maintain the existing speed limit of 30 mph on Country Road from Refugio Road to Calzada Avenue.
- Raise the speed limit from 30 mph to 35 mph on Samantha Drive from Refugio Road to Calzada Avenue.

FOURTH DISTRICT

- Establish a speed limit of 45 mph on Rice Ranch Road from Broadway to Orcutt Road.
- Maintain the existing un-posted speed limit on Rice Ranch Road from Orcutt Road to Lorraine Avenue.
- Maintain the existing speed limit of 45 mph on Rice Ranch Road from Lorraine Avenue to Bradley Road.
- Maintain the existing speed limit of 50 mph on Santa Maria Way from the City of Santa Maria to U.S. 101

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 changing of speed limit designations as an effective method for improving traffic safety and circulation. Speed limits 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 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 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
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Department/Division Representative: Morgan M. Jones, Senior Engineering Environmental
Planner,

Acceptance Date: **December 8, 2015**

Distribution: Hearing Support Staff for posting



Morgan M. Jones

Department Representative

November 16, 2015

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: _____.