

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) Varies County Wide Project No. N/A

LOCATION: County Wide in First, Third and Fourth Supervisorial Districts

PROJECT TITLE: Speed Limits on Various Roads

PROJECT DESCRIPTION: To amend Ordinance of Santa Barbara County Code, Chapter 23, Sections 23-15.2, 23-15.5, 23-15.6, 23-15.7, and 23-15.8, pertaining to speed limits on Barker Pass Road, Camino Viejo, Hot Springs Road and San Ysidro Road in the Montecito area, Alamo Pintado Road and Edison Street in the Santa Ynez area, Apollo Way in the Vandenberg Village area, and Broadway and Clark Avenue in the Orcutt area pertaining to speed limits that the Committee (TEC) reviewed for the speed zones at their meeting on August 22, 2012; the following are their recommendations:

- a) Maintain the existing speed limit of 35 mph on Barker Pass Road, between Sycamore Canyon road and the city limits of the city of Santa Barbara (First District).
- b) Maintain the existing speed limit of 35 mph on Camino Viejo, between Sycamore Canyon Road and the easterly city limits of the city of Santa Barbara (First District).
- c) Maintain the existing speed limit of 35 mph on Hot Springs Road, from the Santa Barbara city limits to Olive Mill Road (First District).
- d) Maintain the existing speed limit of 40 mph on Hot Springs Road, from Olive Mill Road to State Route 192 (First District).
- e) Maintain the existing speed limit of 40 mph on Hot Springs Road, from State Route 192 to Riven Rock Road (First District).
- f) Lower the speed limit from 40 to 35 mph on Hot Springs Road, from Riven Rock Road to Mountain Drive (First District).
- g) Maintain the existing speed limit of 35 mph on San Ysidro Road, from Jameson Lane North to State Route 192 (First District).
- h) Maintain the existing speed limit of 30 mph on San Ysidro Road, from State route 192 to Bolero Drive (First District).

- i) Maintain the existing speed limit of 35 mph on San Ysidro Road, from Bolero Drive to mountain Drive (First District).
- j) Raise the speed limit from 45 to 50 mph on Alamo Pintado Road, from the city of Solvang to a point 1391 feet south of the centerline of Baseline Avenue (Third District).
- k) Maintain the existing speed limit of 45 mph on Alamo Pintado Road, from a point 1391 feet south of the centerline of Baseline Avenue to a point 2077 feet north of the centerline of Baseline Avenue (Third District).
- l) Raise the speed limit from 45 to 50 mph on Alamo Pintado Road, from a point 2077 feet north of the centerline of Baseline Avenue to Santa Barbara Avenue (Third District).
- m) Maintain the existing speed limit of 25 mph on Edison Street, from State Route 246 to Tivola Street (Third District).
- n) Maintain the existing speed limit of 35 mph on Edison Street, from Tivola Street to a point 200 feet north of Lindero Street (Third District).
- o) Maintain the existing speed limit of 45 mph on Edison Street, from a point 200 feet north of Lindero Street to Baseline Avenue (south) (Third District).
- p) Establish the speed limit of 35 mph on Apollo Way, from Constellation Road to State Route 1 northbound off-ramp (Third District).
- q) Maintain the existing speed limit of 30 mph on Broadway, from Rice Ranch Road to Clark Avenue (Fourth District).
- r) Maintain the existing speed limit of 35 mph on Broadway, from Clark Avenue to California Boulevard (Fourth District).
- s) Maintain the existing speed limit of 40 mph on Clark Avenue, from State Route 1 to a point 350 feet west of Broadway (Fourth District).
- t) Maintain the existing speed limit of 30 mph on Clark Avenue, from a point 350 feet west of Broadway to Norris Street (Fourth District).
- u) Maintain the existing speed limit of 40 mph on Clark Avenue, from Norris Street to Bethany Lane (Fourth District).
- v) Maintain the existing speed limit of 50 mph on Clark Avenue, from Bethany Lane to El Portal Street (Fourth District).
- w) Maintain the existing speed limit of 35 mph on Clark Avenue, from El Portal Street to Leon Street (Fourth District).
- x) Maintain the existing speed limit of 45 mph on Clark Avenue, from Leon Street to a point 920 feet east of U.S. 101 northbound off-ramp (Fourth District).

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
- X Categorical Exemption {15301(c)}
- Emergency Project
- Declared Emergency

Cite specific CEQA and/or CEQA Guideline Section: 15301(c) Existing Facilities – “...consists of the operation, repair, maintenance, or minor alteration of existing public or private structures, facilities, mechanical equipment, or topographical features, involving negligible or no expansion of use beyond that previously existing, including but 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), except where the activity will involve removal of a scenic resource including a stand of trees, a rock outcropping, or an historic building.

Reasons to support exemption findings: Consistent with this exemption, the proposed project involves non-statutory speed limits on roadways that are established based on the findings of an Engineering and Traffic Survey. This will allow the California Highway Patrol (CHP) to use radar, which is the preferred method of enforcement because it’s more effective and efficient. 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 an ordinance amendment to adjust vehicle speed 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 routine updating of vehicle speeds for public safety and enforcement of traffic laws. 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.

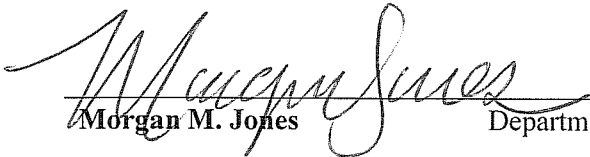
- (f) **Historical Resources.** A categorical exemption shall not be used for a project which may cause a substantial adverse change in the significance of a historical resource.

The roadways involved are not identified as a historical resource. In addition, changes in roadway speeds 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
Transportation/Engineering Division, Phone: (805) 568-3064

Department/Division Representative: Morgan M. Jones, Senior Engineering Environmental
Planner,

Acceptance Date: **December 4, 2012**



Morgan M. Jones

Department Representative

September 25, 2012

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: _____.