

# 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:** Various locations locations in the Second, Third, Fourth and Fifth Supervisorial Districts

**PROJECT TITLE:** Speed Limits on Various Roads; Second, Third, Fourth, and Fifth Supervisorial Districts

**PROJECT DESCRIPTION:** Public Works requests that the Board adopt Resolutions to establish speed limit changes in accordance with the California Vehicle Code (CVC). The Public Works Department prepared Engineering and Traffic Surveys (E&TS) for Las Palmas Drive and Roble Drive in the Hope Ranch area; Hope Avenue in the Santa Barbara area; Santa Barbara Avenue in the Los Olivos area; Foxen Canyon Road in the Sisquoc area; and Union Valley Parkway, Orcutt Road, Blosser Road, Foster Road and Patterson Road in the Orcutt area.

The following are the recommendations for changes.

- Remove the existing speed limit of 35 mph from the County Code and allow the application of the basic speed law on the County maintained portions of Orcutt Road, from Goodwin Road/State Route 135 to Lakeview Road (Fourth District).
- Maintain the existing speed limit of 40 mph on Las Palmas Drive, from Via Senda to Paloma Drive (Second District).
- Maintain the existing speed limit of 35 mph on Las Palmas Drive, from Paloma Drive to Via Bendita (Second District).
- Lower the speed limit from 35 mph to 30 mph on Las Palmas Drive, from Via Bendita to Las Olas Drive (Second District).
- Lower the speed limit from 35 mph to 30 mph on Roble Drive, from Las Olas Drive to Marina Drive (Second District).
- Maintain the existing speed limit of 30 mph on Hope Avenue, from Pueblo Avenue to Sterrett Avenue (Second District).
- Maintain the existing speed limit of 45 mph on Santa Barbara Avenue, from Alamo Pintado Road to Alamo Pintado Avenue (Third District).
- Establish a speed limit of 50 mph on the new portion and maintain the existing speed limit of 50 mph on Union Valley Parkway from State Route 135 to Bradley Road (Fourth District).

- Raise the speed limit from 45 mph to 50 mph and establish a speed limit of 50 mph on the new portion of Union Valley Parkway from Bradley Road to U.S. 101 northbound ramps (Fourth District).
- Maintain the existing speed limit of 30 mph on Orcutt Road, from Waller Lane to Goodwin Road (Fourth District).
- Maintain the existing speed limit of 45 mph on Orcutt Road, from Lakeview Road to Foster Road (Fourth District).
- Raise the speed limit from 40 mph to 45 mph on the widened portion and maintain the existing speed limit of 45 mph on Orcutt Road, from Foster Road to Clark Avenue (Fourth District).
- Maintain the existing speed limit of 40 mph on Orcutt Road, from Clark Avenue to Rice Ranch Road (Fourth District).
- Maintain the existing speed limit of 40 mph on Foster Road, from Orcutt Road to Bradley Road (Fourth District).
- Maintain the existing speed limit of 35 mph on Patterson Road, from Orcutt Road to Bradley Road (Fourth District).
- Maintain the existing speed limit of 45 mph on Blosser Road, from Clark Avenue to the Santa Maria city limits (Fourth District).
- Maintain the existing speed limit of 40 mph on Foxen Canyon Road, from 1320' north of Depot Avenue to 100' east of Brooks Street (Fifth 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  
 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 change of vehicle speeds 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 zones on a 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 regulations 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 speedlimit 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  
Transportation/Engineering Division, Phone: (805) 568-3064

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

Acceptance Date: **September 2, 2014**

[date of final action on project]

Distribution: Hearing Support Staff for posting



Morgan M. Jones

Department Representative

August 19, 2014

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: \_\_\_\_\_.