

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 all Supervisorial Districts

PROJECT TITLE: Speed Limits on Various Roads

PROJECT DESCRIPTION: Request to consider the two actions, 1) introduction (first reading) of an Ordinance amending Santa Barbara County Code, Chapter 23, Sections 23-15.2, 23-15.4, 23-15.5, 23-15.6, and 23-15.7, pertaining to speed limits on Eucalyptus Lane in the Montecito area, Patterson Avenue in the Goleta area, Alamo Pintado Road, Calzada Avenue and Grand Avenue in the Santa Ynez/Los Olivos area, St. Andrews Way in the Vandenberg Village area, Main Street in the Los Alamos area, Graciosa Road in the Orcutt area, and Betteravia Road in the Santa Maria area. And 2) Consider the adoption (second reading) of an Ordinance, amending Santa Barbara County Code, Chapter 23 Sections 23-15.2, 23-15.4, 23-15.5, 23-15.6, and 23-15.7, pertaining to speed limits on the subject roads described herein, First, Second, Third, Fourth and Fifth Supervisorial Districts. The following areas have been studied and are subject to the below listed recommendation at each specific location. This exemption considers all further administrative activities for this project.

- Maintain the existing speed limit of 25 mph on Eucalyptus Lane, from Jameson Lane South to Miramar Avenue (First District).
- Maintain the existing speed limit of 25 mph on Main Street, from Den Street to Bell Street (Third District)
- 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).
- Remove the existing speed limit of 45 mph on Alamo Pintado Road, from the Solvang city limits to a point 1391 feet south of the centerline of Baseline Avenue (Third District).
- Remove the speed limit of 45 mph on Alamo Pintado Road, from a point 2077 feet north of the centerline of Baseline Avenue to Santa Barbara Avenue (Third District).

- Maintain the existing speed limit of 35 mph on La Cumbre Road, from State Route 192 to Pueblo Avenue (Second District).
- Maintain the existing speed limit of 35 mph on La Cumbre Road, from Pueblo Avenue to the Santa Barbara city limits south of Calle Cita (Second District).
- Maintain the existing speed limit of 45 mph on Patterson Avenue, from Shoreline Drive to the Goleta city limits (Second District).
- Maintain the existing speed limit of 45 mph on Patterson Avenue, from the Goleta city limits to Cathedral Oaks Road (Second District).
- Raise the existing speed limit of 25 mph on Patterson Avenue, from Cathedral Oaks Road to Cambridge Drive (Second District).
- Raise the speed limit from 30 to 35 mph on Calzada Avenue, from Pine Street to Cimarron Drive (Third District).
- Maintain the existing speed limit of 45 mph on Calzada Avenue, from Cimarron Drive to Baseline Avenue (Third District).
- Maintain the existing speed limit of 25 mph on Camino Del Sur, from El Colegio (Road) to Del Playa Drive (Third District).
- Maintain the existing speed limit of 25 mph on Camino Pescadero, from El Colegio (Road) to Del Playa Drive (Third District).
- Raise the speed limit from 35 to 40 mph on Grand Avenue, from Roblar Avenue to Park Street (Third District).
- Maintain the existing speed limit of 35 mph on Grand Avenue, from Park Street to Hollister Street (Third District).
- Maintain the existing speed limit of 25 mph on Grand Avenue, from Hollister Street to State Route 154 (Third District).
- Remove the existing speed limit of 35 mph on Saint Andrews Way, from Club House Road to Oak Hill Drive (Third 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 Foster Road, from Orcutt Road to Bradley Road (Fourth District).
- Establish a speed limit of 40 mph on Graciosa Road, from Rice Ranch Road to a point 600 feet west of the centerline of Elkhorn Lane (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 Betteravia Road, from the Santa Maria city limits to a point 200 feet east of the centerline of Nicholson Avenue; and extend the speed limit of 45 mph 300 feet, to a point 500 feet east of the centerline of Nicholson Avenue (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 – "...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 (E&TS). California law allows the use of radar speed enforcement along such roadways where the speed limits have been set in accordance with the findings of an E&TS within the last seven to ten years, or where significant changes in the roadway or traffic conditions have occurred. 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.

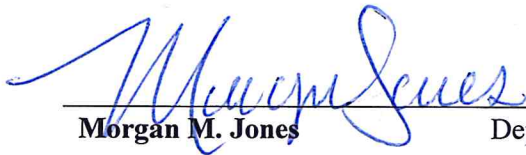
- (f) **Historical Resources.** A categorical exemption shall not be used for a project which may cause a substantial adverse change in the significance of a historical resource.

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: **February 4, 2014**



Morgan M. Jones

Department Representative

January 7, 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: _____.