

CATEGORICAL EXEMPTION/CATEGORICAL EXCLUSION DETERMINATION FORM

07-VEN-33 &150	11.20/11.96 &16.57/18.58	07-34220	N/A
Dist.-Co.-Rte. (or Local Agency)	P.M./P.M.	E.A/Project No.	Federal-Aid Project No. (Local Project)/Project No.

CE* 2017 07001

PROJECT DESCRIPTION:

The City of Ojai in Ventura County proposes to make improvements to the pedestrian and bicycle safety on Ojai Avenue/State Route 150 (SR-150) between Maricopa Highway (State Route 33/SR-33) and Gridley Road, as well as a segment on Maricopa Highway/SR-33 between El Roblar Drive and Ojai Avenue/SR-150. The proposed scope of work for this project is located in three geographic areas: Maricopa Highway (SR-33) from El Roblar Drive to Ojai Avenue (SR-150):

- Reduce the number of travel lanes from four to two.
- Add Class IV/III bike facilities on both sides of the road.
- Construct accessible curb extensions and install Rectangular Rapid Flashing Beacons (RRFB) at intersections.
- Provide improved connections to the Ojai Valley Trail at the SR-33/SR-150 intersection. **Continue on Page 2**

CALTRANS CEQA DETERMINATION (Check one)

Not Applicable – Caltrans is not the CEQA Lead Agency Not Applicable – Caltrans has prepared an Initial Study or Environmental Impact Report under CEQA

Based on an examination of this proposal, supporting information, and the above statements, the project is:

Exempt by Statute. (PRC 21080[b]; 14 CCR 15260 et seq.)
 Categorically Exempt. Class 1(c) and 4(h). (PRC 21084; 14 CCR 15300 et seq.)

Based on an examination of this proposal and supporting information, the following statements are true and exceptions do not apply:

- If this project falls within exempt class 3, 4, 5, 6 or 11, it does not impact an environmental resource of hazardous or critical concern where designated, precisely mapped, and officially adopted pursuant to law.
- There will not be a significant cumulative effect by this project and successive projects of the same type in the same place, over time.
- There is not a reasonable possibility that the project will have a significant effect on the environment due to unusual circumstances.
- This project does not damage a scenic resource within an officially designated state scenic highway.
- This project is not located on a site included on any list compiled pursuant to Govt. Code § 65962.5 ("Cortese List").
- This project does not cause a substantial adverse change in the significance of a historical resource.

Exempt by General Rule. [This project does not fall within an exempt class, but it can be seen with certainty that there is no possibility that the activity may have a significant effect on the environment (14 CCR 15061[b][3].)]

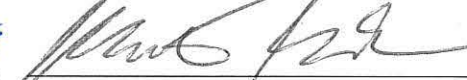
Jinous Saleh

Print Name: Senior Environmental Planner or Environmental Branch Chief

 8-15-18
 Signature Date

Bartt Gunter

Print Name: Project Manager

 8/16/18
 Signature Date

NEPA COMPLIANCE

In accordance with 23 CFR 771.117, and based on an examination of this proposal and supporting information, the State has determined that this project:

- does not individually or cumulatively have a significant impact on the environment as defined by NEPA, and is excluded from the requirements to prepare an Environmental Assessment (EA) or Environmental Impact Statement (EIS), and
- has considered unusual circumstances pursuant to 23 CFR 771.117(b).

CALTRANS NEPA DETERMINATION (Check one)

23 USC 326: The State has determined that this project has no significant impacts on the environment as defined by NEPA, and that there are no unusual circumstances as described in 23 CFR 771.117(b). As such, the project is categorically excluded from the requirements to prepare an EA or EIS under the National Environmental Policy Act. The State has been assigned, and hereby certifies that it has carried out the responsibility to make this determination pursuant to Chapter 3 of Title 23, United States Code, Section 326 and a Memorandum of Understanding dated May 31, 2016, executed between the FHWA and the State. The State has determined that the project is a Categorical Exclusion under:

- 23 CFR 771.117(c): activity (c)(3), (c)(7), (c)(8), and (c)(15)
- 23 CFR 771.117(d): activity (d)(__)
- Activity __ listed in Appendix A of the MOU between FHWA and the State

23 USC 327: Based on an examination of this proposal and supporting information, the State has determined that the project is a Categorical Exclusion under 23 USC 327. The environmental review, consultation, and any other actions required by applicable Federal environmental laws for this project are being, or have been, carried out by Caltrans pursuant to 23 USC 327 and the Memorandum of Understanding dated December 23, 2016 and executed by FHWA and Caltrans.

Jinous Saleh

Print Name: Senior Environmental Planner or Environmental Branch Chief

 8-15-18
 Signature Date

Bartt Gunter

Print Name: Project Manager/DLA Engineer

 8/16/18
 Signature Date

Date of Categorical Exclusion Checklist completion: 8-15-18

Date of ECR or equivalent : 8-15-18

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Ojai Avenue (SR-150) from Maricopa Highway (SR-33) to Canada Street:

- Provide accessible pedestrian path along one side of the street.
- Add continuous Class II bike lanes.

Ojai Avenue (SR-150) from Canada Street to eastern City Limits (Oak Glenn Avenue/Gridley Avenue):

- Construct accessible curb extensions and install RRFBs at intersections.
- Provide a continuous accessible pedestrian path along one side of the street.
- Add continuous Class II bike lanes.

The scope of work for all three areas of the project would also involve the installation of tree pockets and the planting of new street trees. In general, excavations of various locations within the Project corridor will not exceed one foot in depth; Potential procurement of minor right-of-way (ROW) may be required along the edges of Caltrans and/or City of Ojai ROW.

The following are the Project's Environmental Commitments:

Storm Water Pollution Prevention Plan (SWPPP):

1. In accordance with the National Pollutant Discharge Elimination System (NPDES) Construction General Permit, NPDES Caltrans Statewide Permit, and Caltrans Best Management Practices (BMPs) guidelines, a Storm Water Pollution Prevention Plan (SWPPP) or Water Pollution Control Program (WPCP) will be prepared. Construction and temporary BMPs will be included in the project's Plans, Specification, and Estimates (PS&E) package and implemented during construction.

Transportation Management Plan (TMP):

2. A Transportation Management Plan (TMP) will be developed during final design and reviewed and accepted by Caltrans, which would be implemented by the Resident Engineer during project construction to address short-term traffic circulation and access effects during project construction. The objectives of the TMP are to:
 - i. Maintain traffic safety and an acceptable level of traffic flow throughout the project area during construction.
 - ii. Minimize traffic delays and facilitate reduction of the overall duration of construction activities.
 - iii. Minimize detours and impacts to pedestrians and bicyclists.
 - iv. Foster public awareness of the project and inform the public and motorists regarding the construction schedule, potential detours, and anticipated traffic delays during construction.

Hazardous Waste:

3. During final design and prior to ROW acquisition, comply with Caltrans' Project Delivery Directive No. 02, "Contaminated Property Acquisition (PD-02)", available online: <http://www.dot.ca.gov/hq/env/haz/pdfs/acquisition/h279.pdf>
4. PD-02 states in part: Caltrans shall avoid contaminated properties, have responsible parties accept responsibility for remediation, and seek reimbursement from responsible parties when remediation and/or monitoring must be conducted. All properties, including those acquired by an implementing agency, shall be investigated for contamination before being considered for incorporation into the Stat ROW. Property containing or potentially containing contamination shall only be acquired or accepted if the benefits and risks are documented, available risk reduction mechanisms are employed, and a policy exception is approved by Caltrans management, using criteria established by Caltrans' Chief Engineer.
5. Based on Caltrans Hazardous Waste Assessment for PAED memo (dated 8/14/2018) and its associated Appendix 1 (Abbreviated Initial Site Assessment; by Santac, dated 6/20/2018), parcels that will be acquired are recommended for Site Investigation.
6. Disturbance of soil in unpaved areas may result in exposure of workers to lead hazards. For cost estimating purposes, consider the top two feet of soil in unpaved areas as contaminated with hazardous waste concentrations of aerially deposited lead (ADL) requiring disposal at a Class I disposal facility. Should such soil be disturbed, Caltrans Standard Specifications and Standard and/or non-Standard Special Provisions (SSP/NSSP) for work in ADL contaminated soil will be prepared during Plans, Specifications and Estimates (PS&E) phase of the Project. The Contractor will be required to prepare a Lead Compliance plan (LCP).

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7. Removal of the existing traffic stripe and pavement marking may generate hazardous waste residue, requiring an SSP for the Contractor to prepare and submit a Lead Compliance Plan (LCP) and special handling of the waste.
8. Removal of existing wood poles or posts that have been treated with wood preserving chemicals will generate hazardous waste when removed and disposed. The treated wood waste (TWW) is subject to the hazardous waste regulations and must be disposed at a hazardous waste disposal facility.
9. Certain parcels located from approximately Shady Lane to approximately San Antonio Creek were historically used for row crops and orchards. Agricultural use leaves behind residual pesticides and insecticides in soil that must be tested to determine if special handling is required.

Cultural Resources/Environmentally Sensitive Area Action Plan (dated June 2018)/Post Review Discovery and Monitoring Plan (dated July 2018):

10. Two locations of construction are taking place immediately adjacent to the boundaries of three historic properties. The first location of construction is adjacent to the National Register of Historic Places (NRHP) listed St. Thomas Aquinas Chapel and its associated historic archeological site CA-VEN-1516H. The project will remove the existing curb and sidewalk and install a new curb extension and curb ramp. An Environmentally Sensitive Area (ESA) will be established on the parcel boundaries to protect the Exterior Perimeter Walls and Piers from damage during construction, as well as prohibit access to the parcel to protect the archaeological site. The City of Ojai will hire a consultant Architectural Historian to monitor all construction activities at this location.
11. An ESA will be delineated on the plans to inform the contractor and construction personnel to protect and not touch the Exterior Perimeter Walls and Piers during the removal of the existing curb and sidewalk on the northwest corner of North Blanche Street and West Ojai Avenue. If necessary, signage will be placed around the exterior of the parcel to delineate the ESA.
12. The contractor is required to use hand tools, such as jackhammers, and are prohibited from using heavy machinery to remove the curb and sidewalk immediately adjacent to the Exterior Perimeter Walls and Piers to ensure no damage is made to the Exterior Perimeter Walls and Piers.
13. A Consultant Architectural Historian must be hired by the City of Ojai, who meets the qualifications as a Professionally Qualified Staff (PQS) Architectural Historian, to monitor all work taking place at this location to ensure that the provisions outlined in the ESA Action Plan are adhered to. If any damage to the Exterior Perimeter Walls and Piers occurs during construction, the City of Ojai will be responsible for hiring a qualified preservation architect to design and implement the repairs in accordance with the Secretary of the Interior's Standards for the Treatment of Historic Properties (SOIS) for Preservation.
14. The second location of construction is adjacent to CA-VEN-1779, a pre-historic archaeological site. The project will construct approximately 110 feet of new sidewalk. One street tree will be planted in a new tree pocket within the right-of-way near the junction of the existing and proposed sidewalk. An ESA will be established to protect potentially intact portions of the site north of the sidewalk construction. The City of Ojai will hire a consultant Archaeologist, as well as a Native American monitor, to monitor all construction activities at this location.
15. Archaeological and Native American monitoring will be imposed for ground disturbing activities, including but not limited to mechanical boring, grubbing, scrapping, and excavating below artificial fill comprising the roadbed and sidewalk base. See Post Review Discovery and Monitoring Plan (PRDMP) for monitoring and post-review discovery procedures.
16. If previously unidentified cultural materials are unearthed during construction, work will be halted in that area until a qualified archaeologist can assess the significance of the find.

Biological Resources:

17. As practicable, impacts to trees should be avoided or minimized. Trimming of tree canopies shall impact 25% or less of the overall canopy. Trimming of the roots shall impact 10% or less of the overall root mass.

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18. Non-native, invasive, or exotic species are not permitted for planting with this project. Landscape Architects shall include a plant palette that will not include any known invasive plants. In compliance with Executive Order 13112, invasive species on the California Noxious Weed List shall not be included as part of the project. The existing planting plans should ideally be modified to eliminate or limit the use of invasive species for this project.
19. The contractor shall not introduce any invasive species during construction. Methods of invasive control include washing equipment regularly, monitoring the site for invasive species, and removal of invasive species by qualified personnel when they occur.
20. No work is permitted in any channel or "Waters of the United States".
21. Bird nesting clearance is required by a Caltrans District Biologist. Notify the Division of Environmental Planning two weeks prior to commencement of construction activities.
22. Construction activities should be scheduled outside the bird nesting season (bird nesting season is Feb 1st to Sep 1st). If work is conducted during the nesting bird season (February 1 to September 1st), nesting bird surveys by a qualified biologist must be conducted a minimum of 3 days before commencement of work.
23. For songbirds and raptors, if there are active nests, a buffer zone of 150 feet or 500 feet, respectively, must be established with no work in the buffer zone until the fledglings can flee the project area. If bats or their signs are present, pre-construction surveys must be conducted within 3 days of commencement of work. If bats are present, exclusionary devices must be employed to keep the bats from roosting.
24. If clearing and grubbing is conducted during the nesting bird season (February 1 to September 1st), nesting bird surveys will be necessary before any work can be conducted. A qualified biologist should conduct nesting bird surveys a minimum of 3 days before clearing and grubbing commences.

In addition, the following items are expected from the Project Development Team and the Project Manager:

- To photograph the project area before and after project completion for documentation and media and public outreach.
- As needed, to prepare and implement a public outreach program.
- To publish a news release once a construction contract is awarded and start of construction is scheduled. Key issues to include are project's contact information, traffic closures, and detour schedule.
- To Invite Caltrans Division of Environmental Planning staff to constructability quality review and subsequent preconstruction meetings.

If the Project's scope of work changes, contact Caltrans Division of Environmental Planning for further assistance.