

Notice of Exemption

Appendix E

To: Office of Planning and Research
P.O. Box 3044, Room 113
Sacramento, CA 95812-3044

County Clerk

County of: Sacramento County

3636 American River Drive, Suite 110

Sacramento, CA 95864

From: (Public Agency): City of Citrus Heights - Public Works Department

6360 Fountain Square Drive

Citrus Heights, CA 95621

(Address)

Project Title: Roseville Road/Butternut Drive Intersection Improvements & Systemic Signalized Intersection Improvements Project HSIP Cycle 11 (022)

Project Applicant: City of Citrus Heights

Project Location - Specific:

The project would be located across 36 intersections in the City of Citrus Heights on existing traffic signal facilities and along a portion of the Roseville Road from the Roseville Road and Butternut intersection to the Butternut Drive and Villaview Drive intersection. See Appendix A, Roseville Road/Butternut Drive Intersection Improvements and Systemic Signalized Intersection Improvements Detailed Project Description, from Attachment A for more detail on specific project locations.

Project Location - City: Citrus Heights

Project Location - County: Sacramento

Description of Nature, Purpose and Beneficiaries of Project:

The project would include traffic signal improvements at 36 intersections and would include intersection and roadway reconfiguration, curb extensions, formation of a dedicated southbound left-turn lane, Class II buffered bike lanes, upgrade of non-compliant ADA curb ramps, signage and striping improvements from Butternut Drive from the intersection at Roseville Road to the intersection at Villaview Drive, and drainage improvements. The purpose of the project is consistent with the City's effort to reduce collisions and the potential for collisions between vehicles and pedestrians and cyclists. The proposed improvements are based on a review of city-wide crash data that was analyzed to identify intersections that would benefit from improvements. The improvements would result in a more efficient conduction of traffic and increase pedestrian and bicyclist safety. The beneficiaries of the project would be the general public.

Name of Public Agency Approving Project: City of Citrus Heights

Name of Person or Agency Carrying Out Project: City of Citrus Heights

Exempt Status: (check one):

- ☐ Ministerial (Sec. 21080(b)(1); 15268);
- ☐ Declared Emergency (Sec. 21080(b)(3); 15269(a));
- ☐ Emergency Project (Sec. 21080(b)(4); 15269(b)(c));
- ☒ Categorical Exemption. State type and section number: Sections 15301, 15303, 15304
- ☐ Statutory Exemptions. State code number: _____

Reasons why project is exempt:

The proposed project is consistent with State CEQA Exemptions Class 1 Existing Facilities 15301, Class 3 New Construction or Conversion of Small Structures, and Class 4 Minor Alterations to Land in accordance with Cal. Code Regs., tit. 14, § 15300 et seq. The proposed project would reduce collisions and improve safety by installing cost effective signal improvements to improve safety for pedestrians and vehicle and reduce conflicts. Safety would be improved with the installation of new signal hardware, specifically traffic signal backplates with high visibility retroreflective borders to provide enhanced visibility and conspicuity of signal heads, in addition to reconfiguration of the Roseville/Butternut intersection and roadway. See Attachment A.

Lead Agency

Contact Person: Daniel Kehrer Area Code/Telephone/Extension: (916) 727 -4904

If filed by applicant:

1. Attach certified document of exemption finding.
2. Has a Notice of Exemption been filed by the public agency approving the project? Yes No

Signature: [Signature] Date: 12/17/24 Title: City Engineer

▪ Signed by Lead Agency ▪ Signed by Applicant

Authority cited: Sections 21083 and 21110, Public Resources Code.
Reference: Sections 21108, 21152, and 21152.1, Public Resources Code.

Date Received for filing at OPR: _____

FILED at SACRAMENTO COUNTY RECORDER'S OFFICE
12/18/2024
DOC# 2024-0174175

Revised 2011

Attachment A- CEQA Exemption Information Form

Roseville Road/Butternut Drive Intersection Improvements & Systemic Signalized Intersection Improvements Project HSIP Cycle 11 (022)

City of Citrus Heights

Project Location

Roseville Road/Butternut Drive Intersection Improvements & Systemic Signalized Intersection Improvements Project (HSIP Cycle 11) (022) (proposed project), is located in the City of Citrus Heights (City) and would include traffic signal improvements at 36 intersections and would include intersection and roadway reconfiguration, curb extensions, formation of a dedicated southbound left-turn lane, Class II buffered bike lanes, upgrade of non-compliant ADA curb ramps, signage and striping improvements, replacement of a storm drain outfall corrugated metal pipe (CMP) to reinforced concrete pipe (RCP), and other stormwater drainage repairs. The improvements to the storm drain outfall would occur on the west side of Roseville Road which is within the Right-of-Way of the Union Pacific Railroad and within the unincorporated area of Placer County. See **Figure 1: HSIP Cycle 11 Project Locations** and **Figure 2: Roseville Road/Butternut Drive Intersection Improvements**.

The project sites existing intersections with roadways and other infrastructure including signals and other traffic control measures. The project sites and all areas that would be disturbed have been modified and do not contain any undisturbed or natural habitats. The project sites are surrounded by urbanized uses including residential, schools, recreational facilities, commercial sites, industrial railroads, and are in heavily trafficked transportation routes. Installation of traffic signal backplates with high visibility retroreflective borders to provide enhanced visibility and conspicuity of signal heads. Improving signal hardware would enhance safety. Improved signal hardware would be installed at the following intersections:

- Saybrook Drive and Antelope Road
- Zenith Drive and Antelope Road
- Lichen Drive and Antelope Road
- Rosswood Drive and Antelope Road
- Amsterdam Avenue and Antelope Road
- Lauppe Lane and Antelope Road
- Auburn Boulevard and Antelope Road
- Sunrise Boulevard and Antelope Road
- Twin Oaks Avenue and Sunrise Boulevard
- Twin Oaks Avenue and Old Auburn Road
- Fair Oaks Boulevard and Old Auburn Road
- Sunrise Boulevard and Old Auburn Road
- Auburn Boulevard and Old Auburn Road
- 7150-7200 Auburn Boulevard
- Carleton Lane and Auburn Boulevard

- Kanai Avenue and Auburn Boulevard
- Coachman Way and Auburn Boulevard
- San Tomas Drive and Auburn Boulevard
- Halifax Street and Auburn Boulevard
- Bremen Drive and Greenback Lane
- Van Maren Lane and Greenback Lane
- Binet Drive and Greenback Lane
- Fountain Square Drive and Greenback Lane
- Sam Club Drive and Fountain Square Drive
- Stock Ranch Road and Sylvan Road
- Mariposa Avenue and Greenback Lane
- Burich Avenue and Greenback Lane
- Sunrise Boulevard and Greenback Lane
- Oak Avenue and Sunrise Boulevard
- Sungarden Drive and Sunrise Boulevard
- Locher Way and Sunrise Boulevard
- Melva Street and Oak Avenue
- San Juan Avenue and Madison Avenue
- Mariposa Avenue and Madison Avenue
- Primrose Drive and Madison Avenue
- Sunrise Boulevard and Madison Avenue

Proposed Improvements/Description

The purpose of the project is consistent with the City's effort to reduce collisions and the potential for collisions between vehicles and pedestrians and cyclists. The proposed improvements are based on a review of city-wide crash data that was analyzed to identify intersections that would benefit from improvements. Data included collision analysis to identify the projects that would have the most substantial improvements in safety (for vehicles, bicyclists and pedestrians). The project proposes to reduce collisions by installing cost effective signal improvements that would increase the safety for people crossing the intersections and roadways. See **Figure 1: HSIP Cycle 11 Project Locations**. Furthermore, the project proposes intersection improvements from the intersection of Roseville Road and Butternut Drive to the intersection of Butternut Drive and Villaview Drive. The proposed project would promote safety through increased signal visibility, promote accessibility, shorten pedestrian crossing, increase pedestrian visibility, reduce vehicle speeds, provide improved sight lines, and encourage active bike transportation. See **Figure 2: Roseville Road/Butternut Drive Intersection Improvements**.

The City of Citrus Heights recognizes the importance of systemic signalized intersections in promoting safety throughout the City. The City has already received HSIP Cycle 10 funding and have since implemented similar safety improvements at 31 signalized intersections as part of a first phase. The Roseville Road/Butternut Drive Intersection Improvements and Systemic Signalized Intersection Improvements Project would implement similar traffic signal improvements at 36 intersections which experienced a total of 955 crashes (including 8 fatalities and 30 serious injuries). See **Figure 1: HSIP Cycle 11 Project Locations**.

Roseville Road runs adjacent to the Union Pacific Railroad in the City of Citrus Heights. In the vicinity of its intersection with Butternut Drive, Roseville Road has a posted speed limit of 45 miles per hour with wide travel lanes and curb, gutter, and sidewalk on the east side of the street only. There are currently no marked crosswalks or safe crossings for pedestrians to cross Roseville Road or Butternut Drive at this intersection. The wide travel lanes and horizontal alignment allow for high vehicular speeds, particularly for turning vehicles from northbound and southbound Roseville Road onto eastbound Butternut Drive. These high speeds along Butternut Drive present safety issues and challenges for residents in the nearby community, particularly those with fronting driveways along the short segment (200-feet) between

Roseville Road and Villaview Drive. Additionally, the Butternut Drive and Villaview Drive intersection is side-street stop controlled, presenting challenges for northbound and southbound drivers turning onto Butternut Drive having limited sight distance due to the close intersection spacing and further exacerbated by the high speeds along the uncontrolled approaches.

The Roseville Road/Butternut Drive Intersection Improvements and Systemic Signalized Intersection Improvements Project would include reconfiguration of the intersection and roadway, curb extensions at the northeast and southeast corners of the Roseville Road and Butternut Drive intersection, curb extensions at the northwest and southwest corners of the Butternut Drive and Villaview Drive intersection, formation of a dedicated southbound left-turn lane on Roseville Road, Class II buffered bike lanes along both sides of Roseville Road, upgrades of non-compliant ADA curb ramps at the Roseville Road and Butternut Drive intersection and the Butternut Drive and Villaview Drive intersection, signage and striping improvements, culvert rehabilitation through the replacement of approximately 45 linear feet of CMP to RCP along Roseville Road at its intersection with Butternut Drive, outfall repair requiring a new flared end section (or other outfall structure), and minor grading improvements to maintain the existing stormwater flow patterns. These modifications would shorten pedestrian crossing, increase pedestrian visibility, reduce vehicle speeds, provide improved sight lines, separate turning vehicles from adjacent through lane, close the gap in the bicycle network, and improve stormwater drainage. See **Figure 2: Roseville Road/Butternut Drive Intersection Improvements**.

This project is state-funded and included in the HSIP Cycle 11 listed as Project ID H11-03-005 within Caltrans District 3. The project is funded \$1,682,730 by HSIP Cycle 11 funds.

The proposed project is consistent with City efforts to improve safety on major arterials through enhancements to the multi-modal transportation network. Improvements would include traffic signal backplates with high visibility retroreflective borders to provide enhanced visibility and conspicuity of signal heads.

The improvements would result in a more efficient conduction of traffic and increase pedestrian and bicyclist safety. The proposed project does include roadway improvements with the southbound turning left lane on Roseville Road, the restriping alignment changes on Roseville Road and Butternut Drive, culvert rehabilitation, and other stormwater drainage improvements. The proposed improvements would require minor removals of existing hardscape to enable installation of bulb outs (curb extension) and updated ADA compliant curb ramps in addition to minimal soil removal to enable installation of Class II bike lanes. Additionally, the culvert rehabilitation would require excavation of approximately 45 linear feet to replace the CMP with RCP to match upstream pipe material and preserve the pavement along Roseville Road. Furthermore, minor excavation would be required to install a new flared end on the outfall on the west of Roseville Road in addition to minor grading improvements to maintain the existing stormwater flow patterns. No utility relocations would be required. No other utility relocations are anticipated.

Project Site Access

Primary access to the Roseville Road/Butternut Drive Intersection Component of the project site is along Roseville Road and Butternut Drive and the associated cross streets. All other 36 intersections would take place existing traffic signal facilities throughout the City and would be accessed within the public right-of-way.

Land Uses

The proposed project would occur entirely within existing roadways, within existing pedestrian sidewalks and pathways, and minor inclusions in adjacent landscaped areas. No improvements would occur within previously undisturbed areas or sites with native vegetation. The City of Citrus Heights General Plan land use map shows the project areas as existing roadway corridors. Surrounding and adjacent land uses Very Low Density Residential, Low Density Residential, Medium Density Residential, High Density Residential, Public, Open Space, Industrial, General Commercial, Business Professional.

Reasons Why Project is Exempt

The proposed project is categorically exempt from the provisions of CEQA pursuant to State CEQA Guidelines Section 15301 (Class 1), Section 15303 (Class 3), Section 15304 (Class 4).

Section 15301, Class 1, is a categorical exemption for projects that consist of maintenance, permitting, licensing, or minor alteration of existing public or private structures, facilities, involving negligible or no expansion of existing or former use. In regard to the proposed project, subsection c) would be directly applicable as it states the following:

c) Existing highways and streets, sidewalks, gutters, bicycle and pedestrian trails, and similar facilities (this includes road grading for the purpose of public safety), and other alterations such as the addition of bicycle facilities, including but not limited to bicycle parking, bicycle-share facilities and bicycle lanes, transit improvements such as bus lanes, pedestrian crossings, street trees, and other similar alterations that do not create additional automobile lanes.

Section 15303, Class 3, is a categorical exemption for projects that consist of construction and location of limited numbers of new, small facilities or structures; installation of small new equipment and facilities in small structures; and the conversion of existing small structures from one use to another where only minor modifications are made in the exterior of the structure. The numbers of structures describe in this section are the maximum allowable on any legal parcel. Examples of this exemption include but are not limited to:

d) Water main, sewage, electrical, gas, and other utility extensions, including street improvements, of reasonable length to serve such construction.

Section 15304, Class 4, is a categorical exemption for projects that consist of minor public or private alterations in the condition of land, water, and/or vegetation which do not involve removal of healthy, mature, scenic trees except for forestry and agricultural purposes. Examples include but are not limited to:

h) The creation of bicycle lanes on existing rights-of-way.

The proposed project would be permitted by the City for the minor improvements, conversion of small structures, and minor alterations to land and would also obtain Caltrans approval. Issuance of the permit(s) would be consistent with all applicable land use policy and guidance documents including the City Zoning Ordinance and General Plan. The proposed project would occur entirely within existing disturbed and improved areas within the existing roadways and right-of-way. The proposed project consists of improvements to enhance vehicular, pedestrian, and bicycle safety and is consistent with this exemption.

Exceptions to Exemptions

The proposed project does not meet any of the exceptions to use of an exemption listed in CEQA Section 15300.2 per the following:

- a) Location. Classes 3, 4, 5, 6, and 11 are qualified by consideration of where the proposed project is to be located – a project that is ordinarily insignificant in its impact on the environment may be in a particularly sensitive environment be significant. Therefore, these classes are considered to apply in all instances, except where the project may impact an environmental resource of hazardous or critical concern where designated, precisely mapped, and officially adopted pursuant to law by federal, state, or local agencies.
 - The proposed project does not occur within a hazardous waste site. Additionally, components of the proposed project would occur on existing signal facilities. Review of the State Water Resources Control Board Geotracker tool and the Department of Toxic Substances Control (DTSC) EnviroStor Database revealed no evidence of hazardous materials sites on the project site. The proposed project would not use, handle, store, or dispose of substantial volumes of any acutely hazardous materials. All construction activities that would require the handling of potentially hazardous materials (i.e. fuels, solvents, paints, lubricants, etc), are commonly used for these types of work efforts and would be in conformance with all applicable regulations.

As discussed above, the project site was evaluated using the Geotracker and EnviroStor databases for the presence of hazardous materials for the potential presence of hazardous materials in soil underlying areas. No hazardous materials sites were identified and no further action is necessary.

- 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 proposed project would not have an impact on surrounding areas, adjoining sites, or combine with other past, present, or reasonably foreseeable project to result in a cumulative impact over time. The proposed project consists of improvements to existing signals and would install traffic signal backplates with high visibility retroreflective borders to provide enhanced visibility and safety. The proposed project would include reconfiguration of the Roseville/Butternut intersection and roadway, curb extensions at the northeast and southeast corners of the Roseville Road and Butternut Drive intersection, curb extensions at the northwest and southwest corners of the Butternut Drive and Villaview Drive intersection, formation of a dedicated southbound left-turn lane on Roseville Road, Class II buffered bike lanes along both sides of Roseville Road, upgrades of non-compliant ADA curb ramps at the Roseville Road and Butternut Drive intersection and the Butternut Drive and Villaview Drive intersection, signage and striping improvements from a segment of Roseville Road from the Roseville Road intersection at Butternut Drive to the Villaview Drive intersection at Butternut Drive, replacement of a CMP to a RCP along Roseville Road at its intersection with Butternut Drive, outfall repair requiring a new flared end section (or other outfall structure) to the west of Roseville Road, and minor grading improvements to maintain the existing stormwater flow patterns. No additional lanes would be installed, and no increased vehicle trips would occur. The project is consistent with the existing planning efforts of the City to improve safety of pedestrian/bicycle corridors and associated roadways. The proposed

project would not result in any impacts to the environment and would not make a cumulative contribution to any environmental impact.

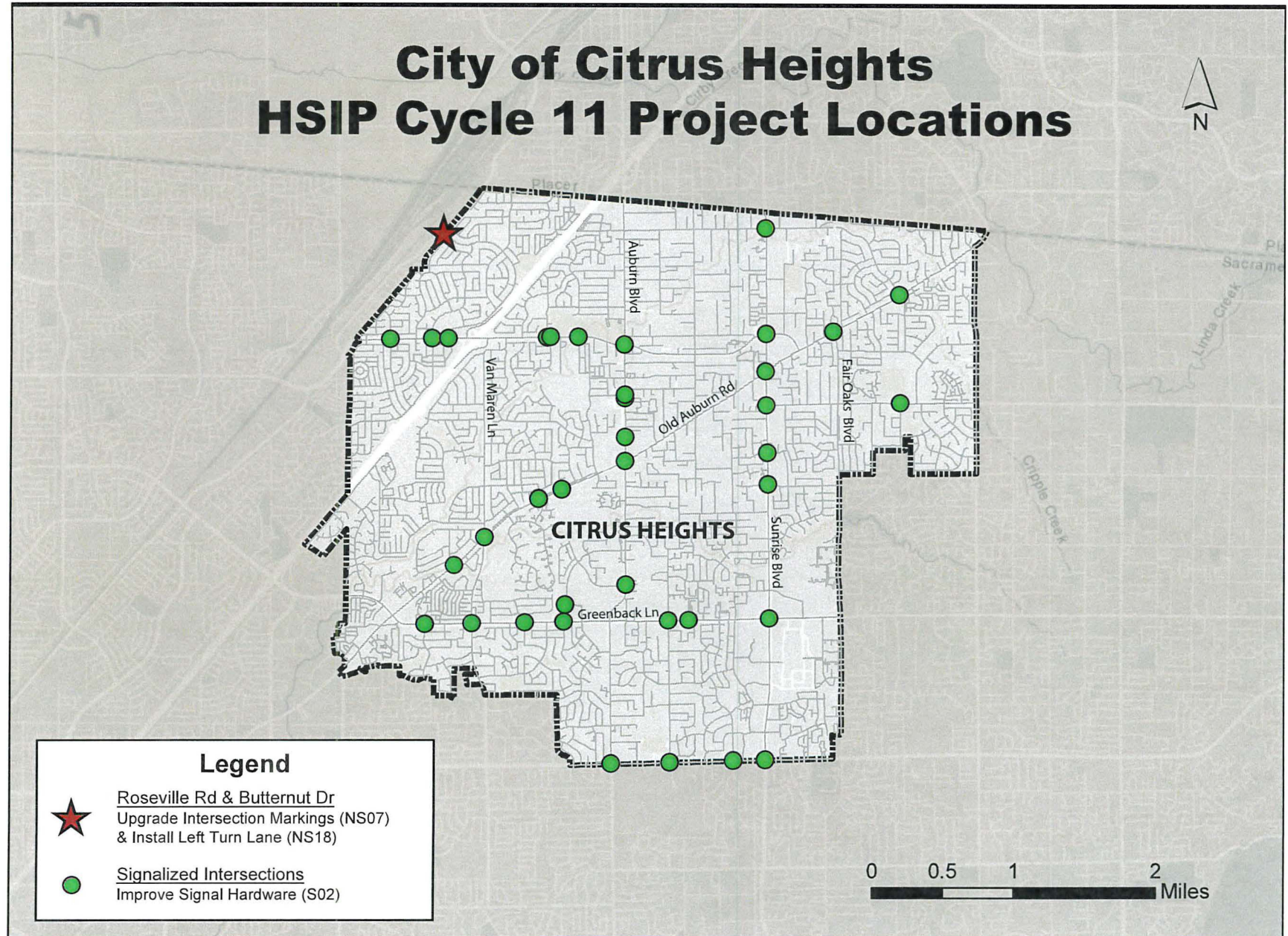
- c) Significant Effect. A categorical exemption shall not be used for an activity where there is a reasonable possibility that the activity will have a significant effect on the environment due to unusual circumstances.
 - The proposed project would not have a significant effect on the environment. The proposed project would occur within disturbed areas in the public right-of-way and within areas with existing hardscape in areas with existing signage and pole mounts to support signals and safety devices (flashing beacons, light standards, etc.). The project site does not contain any sensitive habitat for federal or state listed species, and would not affect any known historic, cultural, or tribal cultural resources. The project would upgrade existing signalization, does not propose any new structures, and does not have any unusual circumstances related to the project sites or surrounding areas that would result in the potential for impacts.
- 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.
 - There are no scenic highways within any of the project site or adjacent to the project site. The nearest state scenic highway is Route 160, approximately 17 miles southwest from the City of Citrus Heights. The proposed area of disturbance does not contain any trees, historic buildings, rock outcroppings, or similar resources and there is no potential for significant impacts to occur. The proposed project would occur within existing hardscaped area to facilitate installation of traffic signal backplates with high visibility retroreflective borders, reconfiguration of the intersection and roadway, curb extensions at the northeast and southeast corners of the Roseville Road and Butternut Drive intersection, curb extensions at the northwest and southwest corners of the Butternut Drive and Villaview Drive intersection, formation of a dedicated southbound left-turn lane on Roseville Road, Class II buffered bike lanes along both sides of Roseville Road, upgrades of non-compliant ADA curb ramps at the Roseville Road and Butternut Drive intersection and the Butternut Drive and Villaview Drive intersection, signage and striping improvements, replacement of a CMP to a RCP along Roseville Road at its intersection with Butternut Drive, outfall repair requiring a new flared end section (or other outfall structure) to the west of Roseville Road, and minor grading improvements to maintain the existing stormwater flow patterns.
- 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.
 - See response to (a) above. None of the project sites are listed as hazardous materials sites in Section 65962.5 of the Government Code.
- 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.
 - No historical resources would be affected. The proposed project includes removals and improvements to disturbed areas and existing hardscape that overlay previously disturbed areas that have been filled and compacted as part of previous construction activities. The proposed

project would occur on either existing signal facilities or on primarily flat terrain that has been previously disturbed and would require minimal excavation, therefore, there the proposed project would not result in disturbance of historical or archeological resources.

Conclusion

The proposed project is consistent with State CEQA Exemptions Class 1 – Existing Facilities, Class 3 – New Construction or Conversion of Small Structures, and Class 4 – Minor Alterations to Land in accordance with Cal. Code Regs., tit. 14, § 15300 et seq. No exceptions, as detailed in §15300.2, to any of the previously mentioned Exemptions would be applicable.

City of Citrus Heights HSIP Cycle 11 Project Locations



Source: City of Citrus Heights

Figure 1: HSIP Cycle 11 Project Locations

Roseville Road/Butternut Drive Intersection Improvements & Systemic Signalized Intersection Improvements Project



Not to scale

Kimley»Horn



ROSEVILLE RD

ADAGIO WAY

VILLAVIEW DR

BUTTERNUT DR



GRAPHIC SCALE IN FEET
0 20 40 60