DRAFT ENVIRONMENTAL IMPACT REPORT FOR THE

Phillip Road Project

State Clearinghouse No. 2025060240



Prepared for:

CITY OF ROSEVILLE CALIFORNIA

February 2026

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City of Roseville
Development Services – Planning
311 Vernon Street
Roseville, CA 95678

Contact:

Derek Ogden
Senior Planner

Prepared by:

Ascent
455 Capitol Mall, Suite 300
Sacramento, CA 95814

Contact:

Sarah Henningsen
Project Manager

20240273.01

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LIST OF ABBREVIATIONS

°C	degrees Celsius
°F	degrees Fahrenheit
2020 MTP/SCS	2020 Metropolitan Transportation Plan/Sustainable Communities Strategy
2022 Scoping Plan	2022 Scoping Plan for Achieving Carbon Neutrality
2025 California Energy Code	2025 Building Energy Efficiency Standards
AB	Assembly Bill
ACC	Advanced Clean Cars
ACC II	Advanced Clean Cars II
ADA	American Disabilities Act
ADT	average daily traffic
adwf	average dry weather flow
AERMOD	American Meteorological Society/Environmental Protection Agency Regulatory Model
af	acre-feet
AFV	alternative fuel vehicles
afy	acre-feet per year
AP	administratively permitted
APN	Assessor's Parcel Number
AQAP	air quality attainment plan
ARSP	Amoruso Ranch Specific Plan
ASTM	American Society for Testing and Materials'
ATC	Group Services
BACT	best available control technology
BFE	base flood elevation
bgs	below ground surface
BMP	best management practice
Btu	British thermal units
BUG	Backlight/Uplight/Glare
C&D	construction and demolition
CA SDWA	California Safe Drinking Water Act
CAA	Clean Air Act
CAAQS	California Ambient Air Quality Standards
CAFE	Corporate Average Fuel Economy
CAL FIRE	California Department of Forestry and Fire Protection
Cal/OSHA	California Occupational Safety and Health Administration
CalEEMod	California Emissions Estimator Model
CALGreen	California Green Building Standards Code
CalRecycle	California Department of Resources Recycling and Recovery
Caltrans	California Department of Transportation
CAP	climate action plan
CARB	California Air Resources Board

CBC	California Building Code
CC	Community Commercial
CCAA	California Clean Air Act
CCCP	Curry Creek Community Plan
CC-PD	Community Commercial—Planned Development
CCR	California Code of Regulations
CDC	Centers for Disease Control and Prevention
CDFW	California Department of Fish and Wildlife
CEC	California Energy Commission
CEQA	California Environmental Quality Act
CESA	California Endangered Species Act
CFD	Community Facilities District
CFR	Code of Federal Regulations
cfs	cubic feet per second
CHP	California Highway Patrol
CHRIS	California Historic Resources Information System
CIP	Capital Improvement Program
City	City of Roseville
CLOMR-F	Conditional Letter of Map Revision Based on Fill
CNDDB	California Natural Diversity Database
CNEL	community noise equivalent level
CNPS	California Native Plant Society
CO	carbon monoxide
CO_2	carbon dioxide
COA	City's Comprehensive Operational Analysis
COC	contaminants of concern
CRHR	California Register of Historical Resources
CUP	conditionally permitted
CVFPB	Central Valley Flood Protection Board
CVFPP	Central Valley Flood Protection Plan
CVSP	Creekview Specific Plan
CWA	Clean Water Act
CWC	California Water Code
dB	decibel
dBA	A-weight decibel
dbh	diameter at breast height
DCWWTP	Dry Creek Wastewater Treatment Plant
Delta	Sacramento–San Joaquin Delta
diesel PM	PM exhaust from diesel engines
DOC	California Department of Conservation
DOF	California Department of Finance
DOT	US Department of Transportation
DPR	Department of Parks and Recreation
Draft EIR	draft environmental impact report

DS	Development Standards
DTSC	California Department of Toxic Substances Control
DWR	California Department of Water Resources
EAP	Energy Action Plan
ECA	Essential Connectivity Areas
EIS	Environmental Impact Statement
EMFAC	EMission FACtors
EMS	emergency medical services
EO	executive order
EPA	US Environmental Protection Agency
EPAct	Energy Policy Act of 1992
EPCRA	Emergency Planning and Community Right-to-Know Act of 1986
ERF	effective response force
ESA	Endangered Species Act
ESA	environmental site assessment
ESP	Elverta Specific Plan
EU	Roseville Environmental Utilities
EV	electric vehicle
EVCS	electric vehicle charging station
FEMA	Federal Emergency Management Agency
FHSZ	Fire Hazard Severity Zones
FHWA	Federal Highway Administration
FIRM	Flood Insurance Rate Map
FMMP	Farmland Mapping and Monitoring Program
FRAP	Fire and Resource Assessment Program
FTA	Federal Transit Administration
General Plan	City of Roseville 2035 General Plan
GHG	greenhouse gas
GPA	General Plan Amendment
gpm	gallons per minute
GWP	global warming potential
H_2S	hydrogen sulfide
HAP	hazardous air pollutant
HARP	Hotspot Analysis and Reporting Program
HCD	California Department of Housing and Community Development
HCP	Habitat Conservation Plan
HDPUV	heavy-duty pickup truck and van
HDR	high-density residential
HP	Hewlett Packard
HRA	health risk assessment
HVAC	heating, ventilation, and air conditioning
Hz	hertz

IEPR	Integrated Energy Policy Report
IPCC	Intergovernmental Panel on Climate Change
ITE	Institute of Transportation Engineers
ITP	Incidental Take Permit
ITP	Innovation Tech Park
ITP-PD	Innovation Tech Park—Planned Development
JPA	joint powers authority
kBTU	kilo-British thermal units
KSF	per thousand square feet
kV	kilovolt
LCFS	Low Carbon Fuel Standard
L_{dn}	day-night level
LDR	Low-Density Residential
L_{eq}	equivalent continuous sound level
LI	Light Industrial
L_{max}	maximum sound level
LOS	level of service
LRA	local responsibility area
m	meters
MBTA	Migratory Bird Treaty Act
MCL	Maximum Contaminant Levels
MFP	Middle Fork Project
mg/kg	milligram/kilogram
mgd	million gallons per day
MLD	Most Likely Descendant
mPa	micro-Pascals
mpg	miles per gallon
mph	miles per hour
MRF	Material Recovery Facility
MS4	municipal separate storm sewer systems
$MTCO_2e$	metric tons carbon dioxide-equivalent emissions
MTIP	Metropolitan Transportation Improvement Program
MTP/SCS	metropolitan transportation plan/sustainable communities strategy
MVA	megavolt-ampere
MXD+	Mixed-Use Trip Generation Model
MY	model year
NAAQS	National Ambient Air Quality Standards
NAHC	Native American Heritage Commission
NCCP	natural community conservation plan
NFIP	National Flood Insurance Program
NHTSA	National Highway Traffic Safety Administration
NIH	National Institutes of Health

NO_2	nitrogen dioxide
NOAA	National Oceanic and Atmospheric Administration
NOP	notice of preparation
NO_X	oxides of nitrogen
NPDES	National Pollutant Discharge Elimination System
NPDES	National Pollutant Discharge Elimination System
NPPA	California Native Plant Protection Act
NRHP	National Register of Historic Places
NSPS	New Source Performance Standards
OAL	Office of Administrative Law
OCAP	Operations Criteria and Plan
OCP	organochlorine pesticides
OPR	California Governor's Office of Planning and Research
OS	Open Space
OSHA	Occupational Safety and Health Administration
OSPOMP	City of Roseville Open Space Preserve Overarching Management Plan
P	principally permitted
P/QP	Public/Quasi-Public
PCAPCD	Placer County Air Pollution Control District
PCFCWCD	Placer County Flood Control and Water Conservation District
PCTPA	Placer County Transportation Planning Agency
PCWA	Placer County Water Agency
PD	Planned Development
PG&E	Pacific Gas and Electric Company
PGWWTP	Pleasant Grove Wastewater Treatment Plant
PM	particulate matter
PM_{10}	respirable particulate matter with aerodynamic diameter of 10 micrometers or less
$PM_{2.5}$	fine particulate matter with aerodynamic diameter of 2.5 micrometers or less
Porter-Cologne Act	Porter-Cologne Water Quality Control Act of 1970
ppb	parts per billion
ppd	pounds per day
ppmw	parts per million by weight
PPV	peak particle velocity
PR	Parks and Recreation
PRC	Public Resource Code
PRC	Public Resources Code
PRL	Parks, Recreation & Libraries
PRSP	Placer Ranch Specific Plan
PUE	Public Utility Easement
PV	photovoltaic
PVSP	Placer Vineyards Specific Plan
Qha	Holocene geological units

R3	Multi-Family Housing
RCRA	Resource Conservation and Recovery Act
REC	recognized environmental conditions
RHNA	Regional Housing Needs Allocations
RHNP	Regional Housing Needs Plan
RMS	root-mean-square
ROG	reactive organic gas
RPS	California's Renewables Portfolio Standard
RS/DS	Residential/Development Standards
RUSP	Regional University Specific Plan
RVSP	Riolo Vineyards Specific Plan
RWQCB	regional water quality control board
SACOG	Sacramento Area Council of Governments
SAP	Roseville Communitywide Sustainability Action Plan
SAP	Sunset Area Plan
SB	Senate Bill
SDWA	Safe Drinking Water Act
sf	square feet
SFHA	Special Flood Hazard Area
SFNA	Sacramento Federal Ozone Nonattainment Area
SGMA	Sustainable Groundwater Management Act of 2014
SIP	state implementation plan
SMAQMD	Sacramento Metropolitan Air Quality Management District
SMUD	Sacramento Municipal Utility District
SO_2	sulfur dioxide
SPCC	Spill Prevention, Control, and Countermeasure
SPL	sound pressure level
SPRTA	South Placer Regional Transportation Authority
SPSP	Sutter Pointe Specific Plan
SPWA	South Placer Wastewater Authority
SR	State Route
SRA	State Responsibility Area
SRTP	Short-Range Transit Plan
SSBMI	Shingle Springs Band of Miwok Indians
SSJDD	Sacramento San Joaquin Drainage District
STAA	Surface Transportation Assistance Act
SVAB	Sacramento Valley Air Basin
SVSP	Sierra Vista Specific Plan
SWMM	Stormwater Management Manual
SWMP	Stormwater Management Program
SWPPP	stormwater pollution prevention plan
SWRCB	State Water Resources Control Board
SWRCB-DDW	State Water Resources Control Board Division of Drinking Water

TAC	toxic air contaminant
TAZ	Traffic Analysis Zones
THPO	Tribal Historic Preservation Officer
THRIS	Tribal Historic Information System
TISG	VMT-Focused Transportation Impact Study Guide
TMDL	total maximum daily load
tpy	tons per year
TRT	Total Response Time
TSM	Transportation Systems Management
TWLTL	two-way left-turn lane
UAIC	United Auburn Indian Community
USACE	US Army Corps of Engineers
USBR	US Bureau of Reclamation
USC	United States Code
USFWS	US Fish and Wildlife Service
UST	underground storage tanks
UWMP	Urban Water Management Plan
UWMPA	Urban Water Management Planning Act
VCP	vibration control plan
VdB	vibration decibel
VEC	vapor encroachment conditions
VMT	vehicle miles traveled
VOC	volatile organic compound
WFA	Water Forum Agreement
WPGSA	West Placer Groundwater Sustainability Agency
WPWMA	Western Placer Waste Management Authority
WQO	Water Quality Objectives
WRSP	West Roseville Specific Plan
WSA	water supply assessment
WSCP	Water Shortage Contingency Plan
WTP	Water Treatment Plant
ZEV	zero-emission vehicle

EXECUTIVE SUMMARY

ES.1 INTRODUCTION

This summary is provided in accordance with the California Environmental Quality Act Guidelines (State CEQA Guidelines) Section 15123. As stated in Section 15123(a), "an EIR [environmental impact report] shall contain a brief summary of the proposed actions and its consequences. The language of the summary should be as clear and simple as reasonably practical." As required by the Guidelines, this chapter includes (1) a summary description of the proposed Phillip Road Project (project), (2) a synopsis of environmental impacts and recommended mitigation measures (Table ES-1), (3) identification of the alternatives evaluated and of the environmentally superior alternative, and (4) a discussion of the areas of controversy associated with the project.

ES.2 SUMMARY DESCRIPTION OF THE PROJECT

Panattoni Development Company (Panattoni or project applicant) proposes to purchase and develop a property in the City of Roseville with an approximately 176-acre mixed-use development. Proposed uses include residential, retail, medical offices, and innovation center uses, as well as parks, open space, and trails. The residential uses would be separated from the other proposed uses by a new north-south public roadway, which would connect to the north by a bridge across Pleasant Grove Creek and Pleasant Grove Creek Bypass Channel. The project also includes a new electrical substation, utility extensions, and improvements to Blue Oaks Boulevard and Phillip Road.

ES.2.1 Project Location

The project site is located at 6382 Phillip Road and includes approximately 241 acres of undeveloped grazing land in the northwest corner of Roseville, in Placer County. The project site, which is currently owned by the City, is predominantly flat with some sparsely vegetated, low hills. Pleasant Grove Creek traverses the property in an east–west direction, bisecting the site into a north and south parcel. Due to previous farming activities at the project site, the original hydrology/drainage has been modified over 70+ years. The southern portion of the site includes a drainage channel that was constructed to accommodate flows from the adjacent Creekview Specific Plan development to the east of the project site.

The project site's Assessor's Parcel Number is 017-101-008-000. The existing General Plan land use designation for the project site is Public/Quasi-Public, which primarily allows for municipal and governmental facilities. The project site is zoned Planned Development (PD) and allows for agricultural, recreation, and a limited number of other civic and commercial uses.

The project site is within an area of City-owned property known as Reason Farms. The Al Johnson Wildlife Area is located to the northwest of the site and is part of an area planned to accommodate the City's Pleasant Grove Stormwater Retention Basin Facility and potential passive recreation uses. Agricultural uses are located to the west and south. The Creekview Specific Plan (east of the project site), West Roseville Specific Plan (south of the project site), and Amoruso Ranch Specific Plan (northeast of the project site) areas are in various stages of development and will include a total of approximately 13,630 residential units at buildout. The Roseville Environmental Utilities Operations Center project is currently under consideration for development by the City and is approximately 2 miles west of the site.

ES.2.2 Project Background

The project site is part of the City-owned property known as Reason Farms, which totals approximately 1,700 acres. The City purchased the property in 2003 for a retention basin project using development impact fees collected in the Pleasant Grove/Curry Creek Mitigation Fee program. Since 2004, further studies and refined design alternatives have

identified excess land areas which would be underutilized in achieving the retention basin project's mitigation needs. This allowed for the disposition of approximately 430 acres for other uses, which includes the approximately 241 acres being studied in this EIR, and the dedication of approximately 218 acres as an environmental preserve now known as the Al Johnson Wildlife Preserve. The remaining land for the Pleasant Grove Stormwater Retention Basin Project site totals approximately 1,052 acres.

The Pleasant Grove Stormwater Retention Basin Facility was originally known as the Reason Farms Retention Basin Facility. As the project proponent for the retention facility project, the City certified an EIR in 2003 (State Clearinghouse [SCH] # 2002072084) and is currently preparing a Subsequent EIR to evaluate changes to the retention facility. Final design and permitting for the facility is currently in process.

The project site is located in an area that is no longer needed for the retention basin project, as described above. The City has identified this property for development for over two decades. A feasibility analysis of the site was done in 2006 by the City of Roseville for a potential job center, which assumed 18 buildings totaling 1,080,000 sf.

On March 3, 2021, the City Council determined that the disposition of the property was in the City's best interest and executed an Option and Purchase and Sale Agreement to Panattoni (project applicant).

A previously proposed project, known as the Roseville Industrial Park, was proposed on the same project site and included the proposed development of a range of industrial uses, including light manufacturing, warehousing, and distribution uses. A notice of preparation (NOP) was issued by the City in July 2021, a public scoping meeting was conducted, and comments were received on the scope of the EIR. The City published a Draft EIR (SCH# 2021070186) in January 2023 and comments were received from reviewing agencies and the public. Subsequently, the applicant held a series of public workshops in 2023 and redesigned the project based on City and community feedback. The Roseville Industrial Park Project was formally withdrawn by the applicant in September 2024.

ES.2.3 Project Objectives

The project applicant has developed the following objectives for the project:

- design a comprehensively planned community with a mix of land uses to create a balanced community;
- develop a state-of-the-art employment center designed and operated to achieve the highest and best use of the property and create substantial, permanent employment opportunities for residents of Roseville and surrounding areas;
- provide for alternative transportation through connections via a system of open space, creek crossings, paseos, and Class 1A bikeways;
- support the City of Roseville's desire to create a job-housing balance, and provide high-quality employment generating uses in western Roseville;
- provide housing options in varying densities to respond to a range of market segments, including opportunities for affordable housing consistent with the City's General Plan;
- provide a variety of housing options to help the City meet its Regional Housing Needs Allocation (RHNA) obligations;
- utilize, wherever feasible, alternative energy sources, including solar panels when possible;
- locate the project as near as possible to existing utility infrastructure with anticipated capacity;
- locate the project to be accessible from existing roads and minimize the need for construction of major new roadway improvements;
- include a mix of land uses and facilities which, taken together, provide a positive fiscal impact to the City's General Fund;
- plan for long-term growth to be positioned to react to market demand in multiple land use types; and
- minimize environmental impacts to surrounding areas and other sensitive land uses.

ES.2.4 Characteristics of the Project

The Phillip Road Project is envisioned to be a mixed-use development, with a mix of residential, retail, medical offices, and innovation center uses, Specifically, the project would include development of:

- 529 single-family residential units;
- Up to 135 multi-family residential units;
- 30,084 square feet (sf) of retail uses;
- 20,925 sf of medical offices;
- 1,011,032 sf of innovation center uses;
- 4.9 acres of park; and
- 13.9 acres of open space along Pleasant Grove Creek and the Pleasant Grove Creek Bypass Channel.

The southern portion of the project site would include residential, retail, medical offices, innovation center uses, and a park. The northern portion of the project site would include residential uses and a park. The two portions would be connected by a bridge across Pleasant Grove Creek and Pleasant Grove Creek Bypass Channel, which would remain as open space.

Two parks are proposed within the residential area: a 3-acre park in the south and a 1.9-acre park in the north. Each park would include typical City of Roseville amenities such as a picnic pavilion, play equipment, open turf areas, and walking paths with shade trees and landscaping. Landscape setbacks would also be provided along the perimeter of the innovation and commercial areas as buffers from adjacent streets, Pleasant Grove Creek, and residential uses, consisting primarily of low water-use trees, shrubs, and ground cover.

As part of the project, the site would be rezoned and the General Plan would be amended to allow for the proposed land uses. The EIR identifies the permitted uses that would be allowed in the innovation and commercial area. While actual tenants are not known yet, the project would be designed to support a range of uses consistent with the General Plan land use designations and zoning. For the purposes of this EIR analysis, higher intensity uses are assumed in order to evaluate the most conservative range of environmental impacts. "Specialized industrial" uses would either be conditionally permitted or principally permitted. "Specialized industrial" uses could include alternative energy products and related components and services, data center, or pharmaceutical and medicine manufacturing not exceeding biosafety level 2. Biosafety level 3 and 4 uses would not be permitted. Additionally, "wholesale and distribution" uses (both light and heavy), which includes warehousing, would not be permitted.

At buildout, the project would require approximately 49 megavolt-amperes (MVA) of power. Roseville Electric has identified 5 MVA currently available from its existing facilities, which would require extension of two existing 12-kilovolt (kV) underground lines. The remaining demand would be met through construction of a new 225-by-175-foot electrical substation proposed to be constructed on the project site, along with two 60-kV overhead power lines extending along the south side of Blue Oaks Boulevard to the substation.

Primary access to the project site would be provided from Blue Oaks Boulevard via a new north-south public roadway (Street A), separating the residential and commercial/innovation areas. Multiple internal roadways would provide access to each use area, and a surface parking lot would serve the innovation and commercial parcels. The project would include approximately 1,707 total parking stalls, exceeding City requirements.

A bridge across Pleasant Grove Creek and the Pleasant Grove Creek Bypass Channel would connect the northern and southern portions of the site and include two travel lanes, an 8-foot-wide sidewalk on the east side, and a 5-foot-wide sidewalk on the west side. Utility extensions, including potable water and recycled water, would be attached to the bridge, subject to City and agency permitting.

The project would also include new pedestrian and bicycle facilities, such as sidewalks, bike lanes, and Class I trails connecting to existing networks along Pleasant Grove Creek and Blue Oaks Boulevard. Off-site roadway improvements would extend Blue Oaks Boulevard and improve Phillip Road along the project's frontages.

Utility extensions for water, recycled water, wastewater, stormwater, and electricity would also be constructed to serve the project.

These improvements are described in more detail in Chapter 2, "Project Description."

PROJECT CONSTRUCTION

Depending on market demand, the project is anticipated to be developed in multiple phases, and a general phasing plan has been developed based on reasonable assumptions. Backbone infrastructure would be constructed beginning in 2027. Residential development would occur in five phases starting in 2028, with full residential occupancy projected by 2033. The innovation and commercial components would follow in up to four phases beginning as early as 2029. The timing of future phases would depend on market readiness and tenant demand. From a market absorption and practical perspective, it could take decades for the entire innovation and commercial development to come to fruition. For the purposes of the EIR, the full buildout year is conservatively assumed to be 2038.

PROJECT OPERATION

Though actual tenants are not known yet, the project's innovation and commercial uses are expected to generate 910–980 jobs at full buildout. Operational hours would vary based on the actual tenants. Typical operational hours for the innovation center uses would be 6:00 a.m. to 8:00 p.m., 5 days per week. Typical operational hours for the commercial uses would be 5:00 a.m. to 10:00 p.m., 7 days per week.

The project's residential component would provide housing for 1,550–1,650 residents at buildout.

ES.3 ENVIRONMENTAL IMPACTS AND RECOMMENDED MITIGATION MEASURES

Table ES-1, presented at the end of this chapter, provides a summary of the environmental impacts for the proposed Phillip Road Project. The table provides the level of significance of the impact before mitigation, recommended mitigation measures, and the level of significance of the impact after implementation of the mitigation measures.

The proposed Phillip Road Project would result in the following significant and unavoidable impacts; that is, no feasible mitigation is available to reduce the project's impacts to a less-than-significant level.

- **Transportation and Circulation**: Conflict with Adopted Policies, Plans, or Programs Regarding Pedestrian Facilities (project); and Conflict with Adopted Policies, Plans, or Programs Regarding Transit Facilities (project)
- **Air Quality**: Construction Emissions (cumulative); Long-term Operational Emissions of Criteria Air Pollutants and Ozone Precursors (project and cumulative); Toxic Air Contaminants (cumulative)
- **Greenhouse Gas Emissions and Climate Change**: Generate Greenhouse Gas Emissions, Either Directly or Indirectly, That May Have a Significant Impact on the Environment (project and cumulative)
- **Noise and Vibration**: Exposure of Existing Sensitive Receptors to Excessive Traffic Noise Levels (project)
- **Utilities and Service Systems**: New or Expanded Utility Infrastructure or Determination of Inadequate Capacity (cumulative)
- **Aesthetics**: Visual Character and Quality (cumulative); and Light and Glare (cumulative)

ES.4 ALTERNATIVES TO THE PROPOSED PROJECT

The following provides brief descriptions of the alternatives evaluated in this Draft EIR.

- **Alternative 1: No Project Alternative** assumes no development occurs on the project site. The project site would remain in its current condition (undeveloped grazing land).
- **Alternative 2: Reduced Footprint and Development Alternative** would eliminate proposed development on the northern portion of the project site, which eliminates the need for the bridge across Pleasant Grove Creek and the Pleasant Grove Creek Bypass Channel. This alternative also results in a reduction of development area, compared to the proposed project.
- **Alternative 3: Residential-only Alternative** would involve development of the project site with residential land uses only, rather than the mix of uses proposed for the project. Specifically, the proposed retail, medical offices, and innovation center uses would not be developed on the project site. Residential land uses would be developed on both the southern and northern portions of the project site and a bridge would be installed (similar to the project), to connect both areas.

Table ES-2 provides a summary comparison of the alternatives and the proposed project at buildout.

Table ES-2 Summary Comparison of the Alternatives and the Proposed Project at Buildout

Land Use/Project Component	Proposed Project	Alternative 1: No Project Alternative	Alternative 2: Reduced Footprint and Development Alternative	Alternative 3: Residential-only Alternative
Development Type	Mixed Use	No development	Mixed Use	Residential
Retail	30,084 sf	0	30,084 sf	0
Medical offices	20,925 sf	0	20,925 sf	0
Innovation center	1,011,032 sf	0	1,011,032 sf	0
Employees	910–980 employees	0	910–980 employees	0
Residential units	664 units	0	453 units	1,014 units
Residents	1,550–1,650 residents	0	1,078 residents	2,480 residents
Total acreage to be developed	176 acres	0	128 acres	176 acres
Site layout	Northern and southern portions	None	Southern portion only	Northern and southern portions

Notes: sf = square feet.

Source: Data compiled by Ascent in 2026.

Further details on these alternatives, and an evaluation of environmental effects relative to the proposed project, are provided in Chapter 6, "Alternatives."

ES.4.1 Environmentally Superior Alternative

Because the No Project Alternative would avoid all adverse impacts resulting from construction and operation of the Phillip Road Project analyzed in Chapter 3, it is the environmentally superior alternative. However, the No Project Alternative would not meet the objectives of the project. When the environmentally superior alternative is the No Project Alternative, the State CEQA Guidelines (Section 15126.6[e][2]) require selection of an environmentally superior alternative from among the other action alternatives evaluated.

ABILITY TO MEET PROJECT OBJECTIVES

Implementation of Alternative 2 would meet most of the project objectives but would not meet the objective related to designing a comprehensively planned community with a mix of land uses and a range of residential densities to create a balanced community to the same extent as the proposed project, due to the fact that this alternative includes less residential uses compared to the project. Likewise, because this alternative would result in fewer housing units, it would also not meet objectives related to helping the City meet its RHNA obligations to the same extent as the project. This alternative may also not meet the objective related to the highest and best use of the property because it would cut off the 50-acre northern portion of the project site from near-term development.

Similar to Alternative 2, implementing Alternative 3 would also not meet the basic project objective of designing a comprehensively planned community with a mix of land uses to create a balanced community because only residential land uses would be developed. Nor would this alternative meet the project objectives related to developing a state-of-the-art employment center; creating substantial, permanent employment opportunities; supporting the City's desire to create a job-housing balance; providing high-quality employment generating uses; or providing a mix of land uses and facilities which, taken together, would provide a positive fiscal impact to the City's General Fund.

ABILITY TO REDUCE PROJECT IMPACTS

Impacts associated with Alternative 2 would be less than or similar to the proposed project and may reduce (but would not avoid) the project's significant and unavoidable impacts related to transportation and circulation (pedestrian and transit facilities), air quality, greenhouse gas (GHG) emissions, and traffic noise. This is, in part, because the project's mitigation measures for transportation and circulation (pedestrian and transit facilities) impacts, while they would be effective if implemented, are not fully enforceable by the City. In addition, while mitigation measures would reduce air quality and GHG impacts, the actual future tenants are unknown, the exact onsite emissions reductions cannot be quantified, and it cannot be guaranteed that air quality and GHG emissions would be reduced to the necessary levels. Finally, like the project, there are no additional feasible mitigation measures that would reduce traffic noise.

Impacts associated with Alternative 3 would be similar to or greater than the proposed project. Like Alternative 2, Alternative 3 may reduce (but would not avoid) the project's significant and unavoidable impacts because the project site would still be developed and it is unknown if mitigation measures (if available) would sufficiently reduce impacts related to transportation and circulation (pedestrian and transit facilities), air quality, GHG, and traffic noise. Further, while this potential alternative may reduce some of the impacts of the project, it could result in greater impacts related to vehicle miles traveled, operational emissions of criteria air pollutants and ozone precursors, and demands on public services. Because it would not substantially reduce the project's significant impacts and may result in greater impacts for some resource areas, Alternative 3 is not the environmentally superior alternative.

Because Alternative 2 would be developed on a smaller project footprint (and would reduce the amount of residential land use) compared to the project, impacts related to air quality, GHGs, biological resources, cultural resources, aesthetics, and Tribal cultural resources would be reduced. However, because Alternative 2 would include the same land uses as the project (innovation and commercial as well as residential), it would generate similar impacts related to land and use and agricultural resources; population, housing, and employment; transportation and circulation; noise and vibration; hazardous materials, wildfire, and other hazards; public services and recreation; utilities and service systems; hydrology and water quality; and energy. Thus, Alternative 2 would not avoid the project's significant and unavoidable impacts related to transportation and circulation, air quality, GHG, and traffic noise. Nevertheless, because it would reduce the significant impacts associated with the project, Alternative 2 is considered the environmentally superior alternative.

ES.5 AREAS OF CONTROVERSY

In accordance with Public Resources Code Section 21092 and California Code of Regulations Section 15082, the City issued a notice of preparation (NOP) for the proposed Phillip Road Project on June 6, 2025, to inform agencies and the general public that an EIR was being prepared and to invite comments on the scope and content of the document. The NOP and responses to the NOP are included in Appendix A of this Draft EIR. Based on the comments received during the NOP comment period, the major areas of controversy associated with the project include:

- concern about allowable uses within the new Innovation Tech Park (ITP) zone;
- concern about allowing potentially hazardous uses on the project site (e.g., Biosafety level 3);
- potential for soil contamination due to past agricultural use of the project site, and recommendation to test imported soil and fill material for potential contaminants of concern;
- concern about traffic safety (e.g., speed) along Blue Oaks Boulevard given the inconsistent roadway width;
- concern about continued growth in Roseville and roadway safety;
- relationship of the project to the planned widening of Blue Oaks Boulevard;
- relationship of the project to the planned Placer Parkway project;
- suggestion to add a masonry wall separating the existing Creekview neighborhood from project construction to reduce construction noise, dust, and rodents;
- potential impacts to biological resources along the Pleasant Grove Creek corridor, as well as potential degradation of water quality in the creek;
- potential impacts to cultural resources and Tribal cultural resources; and
- water supply source and availability to serve the project.

Areas of controversy that fall within the scope of CEQA are addressed in this Draft EIR. Issues that fall outside the scope of CEQA are not evaluated in this Draft EIR; however, the City will continue to respond to these issues through the project planning process.

All of the substantive environmental issues raised in the NOP comment letters have been addressed or otherwise considered during preparation of this Draft EIR.

ES.6 ISSUES TO BE RESOLVED

The City will consider whether or not to certify the EIR and approve the proposed Phillip Road Project. Other actions and planning entitlements requested by the project applicant from the City are listed in Section 2.7, "Potential Permits and Approvals Required."

Other federal, state, and local agencies may also need to grant permits or approvals for the project; these are also listed in Section 2.7, "Potential Permits and Approvals Required."

Table ES-1 Summary of Impacts and Mitigation Measures

Impacts	Significance before Mitigation	Mitigation Measures	Significance after Mitigation
Land Use and Agricultural Resources			
Impact 3.1-1: Conflict with any Land Use Plan, Policy, or Regulation Adopted for the Purpose of Avoiding or Mitigating an Environmental Effect	LTS	No mitigation is required.	LTS
Impact 3.1-2: Result in the Conversion of Farmland	LTS	No mitigation is required.	LTS
Population, Employment, and Housing			
Impact 3.2-1: Potential to Induce Substantial Unplanned Population Growth	LTS	No mitigation is required.	LTS
Transportation and Circulation			
Impact 3.3-1: Vehicle Miles Traveled Per Service Population	LTS	No mitigation is required.	LTS
Impact 3.3-2: Conflict with Adopted Policies, Plans, or Programs Regarding Pedestrian Facilities	PS	Mitigation Measure 3.3-2: Construct Sidewalk Adjacent to Project Site	SU
Impact 3.3-3: Conflict with Adopted Policies, Plans, or Programs Regarding Bicycle Facilities	LTS	No mitigation is required.	LTS
Impact 3.3-4: Conflict with Adopted Policies, Plans, or Programs Regarding Transit Facilities	PS	Mitigation Measure 3.3-4: Contribute Fair Share Funding to Offset Annual Operating Cost of Fixed-Route Bus Service to West Roseville	SU
Impact 3.3-5: Increased Hazards due to Geometric Design Features, Incompatible Uses, or Inadequate Emergency Access	LTS	No mitigation is required.	LTS
Air Quality			
Impact 3.4-1: Conflict with or Obstruct Implementation of the Applicable Air Quality Plan	LTS	No mitigation is required.	LTS
Impact 3.4-2: Construction Emissions of Criteria Air Pollutants and Ozone Precursors	LTS	No mitigation is required.	LTS
Impact 3.4-3: Long-term Operational Emissions of Criteria Air Pollutants and Ozone Precursors	S	Mitigation Measure 3.4-3a: Promote Green Consumer Products Mitigation Measure 3.4-3b: Require the Use of Electric Landscaping Equipment Mitigation Measure 3.4-3c: Installation of EV Charging Stations Meeting the Tier 2 Voluntary Requirements of the Most Recent CALGreen Code Mitigation Measure 3.4-3d: Truck Loading Dock Electrification and Idling Control Mitigation Measure 3.4-3e: Implement a Mandatory Commute Reduction Program for Employees Mitigation Measure 3.4-3f: Reduce Ozone Precursors through Off-site Measures	SU

NI = No impact LTS = Less than significant PS = Potentially significant S = Significant SU = Significant and unavoidable

Impacts	Significance before Mitigation	Mitigation Measures	Significance after Mitigation
Impact 3.4-4: Expose Sensitive Receptors to Substantial Pollutant Concentrations	S	Mitigation Measure 3.4-4a: Implement Clean Construction Fleet Mitigation Measure 3.4-4b: Install Tier 4 Generators	LTS
Greenhouse Gas Emissions and Climate Change			
Impact 3.5-1: Generate Greenhouse Gas Emissions, Either Directly or Indirectly, That May Have a Significant Impact on the Environment	S	Mitigation Measure 3.5-1a: Implement All Feasible On-Site Features to Reduce Operational GHG Emissions Mitigation Measure 3.5-1b: Decarbonize New Nonresidential Buildings Mitigation Measure 3.5-1c: Use Renewable Natural Gas Mitigation Measure 3.5-1d: Off-Site GHG Reduction Measures	SU
Impact 3.5-2: Conflict with an Applicable Plan, Policy, or Regulation Adopted for the Purpose of Reducing the Emissions of Greenhouse Gases	S	Mitigation Measure 3.5-2a: Implement Mitigation Measure 3.4-3c Mitigation Measure 3.5-2b: Implement Mitigation Measure 3.4-3e Mitigation Measure 3.5-2c: Implement Mitigation Measure 3.5-1c	LTS
Noise and Vibration			
Impact 3.6-1: Construction-Generated Noise	LTS	No mitigation is required.	LTS
Impact 3.6-2: Construction-Generated Vibration	S	Mitigation Measure 3.6-2: Develop and Implement Vibration Control Plan	LTS
Impact 3.6-3: Exposure of Existing Sensitive Receptors to Excessive Traffic Noise Levels	S	No mitigation is available.	SU
Impact 3.6-4: Long-Term Operational Non-Transportation Noise Levels	S	Mitigation Measure 3.6-4a: Reduce Generator Noise Exposure Mitigation Measure 3.6-4b: Reduce Parking Lot Noise Exposure	LTS
Biological Resources			
Impact 3.7-1: Result in Disturbance or Loss of Special-Status Plant Species	PS	Mitigation 3.7-1: Conduct Special-Status Plant Surveys and Implement Avoidance Measures and Mitigation	LTS
Impact 3.7-2: Result in Disturbance to or Loss of Special-Status Wildlife Species and Habitat	PS	Mitigation Measure 3.7-2a: Conduct Preconstruction Surveys for Western Spadefoot, Implement Avoidance Measures, and Relocate Individuals Mitigation Measure 3.7-2b: Conduct Preconstruction Surveys for Northwestern Pond Turtle, Implement Avoidance Measures, and Relocate Individuals Mitigation Measure 3.7-2c: Conduct Preconstruction Surveys for Burrowing Owls and Implement Protective Buffers Mitigation Measure 3.7-2d: Conduct Focused Surveys for Special-Status Birds, Nesting Raptors, and Other Native Nesting Birds, and Implement Protective Buffers Mitigation Measure 3.7-2e: Implement Protection Measures for Special-Status Fish	LTS

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Impacts	Significance before Mitigation	Mitigation Measures	Significance after Mitigation
		Mitigation Measure 3.7-2f: Conduct Pre-construction Vernal Pool Avoidance Surveys, Protocol-Level Branchiopod Surveys, and Compensate for Loss of Vernal Pool Branchiopods Mitigation Measure 3.7-2g: Conduct Focused Surveys for Crotch's Bumble Bee and Implement Avoidance Measures Mitigation Measure 3.7-2h: Conduct surveys for Milkweed Plants, Monarch Eggs, and Monarch Caterpillars, and Implement Avoidance Measures Mitigation Measure 3.7-2i: Conduct Focused Surveys for Ringtail Dens and Implement Avoidance Measures Mitigation Measure 3.7-2j: Conduct Focused Bat Surveys and Implement Avoidance Measures	
Impact 3.7-3: Result in Degradation or Loss of Riparian Habitat or Other Sensitive Natural Communities	PS	Mitigation Measure 3.7-3: Provide Stream Setbacks, Best Management Practices, and Compensate for Unavoidable Loss of Riparian Habitat	LTS
Impact 3.7-4: Result in Degradation or Loss of State or Federally Protected Wetlands	PS	Mitigation Measure 3.7-4a: Implement Mitigation Measures 3.7-2e and 3.7-3 Mitigation Measure 3.7-4b: Identify State or Federally Protected Wetlands, Implement Avoidance Measures, and Obtain Permits for Unavoidable Impacts on Wetlands	LTS
Impact 3.7-5: Interfere with Wildlife Movement Corridors or Impede the Use of Wildlife Nurseries	PS	Mitigation Measure 3.7-5a: Implement Mitigation Measures 3.7-2d, 3.7-2e, and 3.7-3 Mitigation Measure 3.7-5b: Utilize Wildlife-Friendly Building and Fencing Designs	LTS
Impact 3.7-6: Conflict with Local Policies and Ordinances	PS	Mitigation 3.7-6: Remove and Replace Protected Trees Consistent with the Chapter 19.66 of the City of Roseville Municipal Code, "Tree Preservation"	LTS
Cultural Resources			
Impact 3.8-1: Cause a Substantial Adverse Change in the Significance of Unique Archaeological Resources	PS	Mitigation Measure 3.8-1a: Develop and Implement a Worker Environmental Awareness Program Mitigation Measure 3.8-1b: Halt Ground Disturbance Upon Discovery of Subsurface Archaeological Features	LTS
Impact 3.8-2: Disturb Human Remains	PS	Mitigation Measure 3.8-2: Halt Ground Disturbance Upon Discovery of Human Remains	LTS
Hazardous Materials, Wildfire, and Other Hazards			
Impact 3.9-1: Storage, Use, Disposal, Transport, or Upset of Hazardous Materials	LTS	No mitigation is required.	LTS
Impact 3.9-2: Impair an Adopted Emergency Response Plan or Emergency Evacuation Plan	PS	Mitigation Measure 3.9-2: Provide Adequate Emergency Access in Case of Temporary Lane Closures During Construction	LTS

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Impacts	Significance before Mitigation	Mitigation Measures	Significance after Mitigation
Impact 3.9-3: Exacerbate Wildfire Risk as a Result of Installation of Infrastructure	PS	Mitigation Measure 3.9-3a: Prepare and Implement a Fire Risk Management Plan Mitigation Measure 3.9-3b: Implement Fire Prevention Measures during Construction	LTS
Public Services and Recreation			
Impact 3.10-1: Result in the Need for New or Expanded Fire Service Facilities	LTS	No mitigation is required.	LTS
Impact 3.10-2: Result in the Need for New or Expanded Police Facilities	LTS	No mitigation is required.	LTS
Impact 3.10-3: Result in the Need for New or Expanded Schools	LTS	No mitigation is required.	LTS
Impact 3.10-4: Result in the Need for New or Expanded Library Facilities	LTS	No mitigation is required.	LTS
Impact 3.10-5: Result in the Need for New or Expanded Parks and/or Recreation Facilities and Potential for Accelerated or Substantial Deterioration of Existing Parks and Recreation Facilities from Increased Use	LTS	No mitigation is required.	LTS
Utilities and Service Systems			
Impact 3.11-1: New or Expanded Utility Infrastructure or Determination of Inadequate Capacity	LTS	No mitigation is available.	LTS
Impact 3.11-2: Adequacy of Water Supplies	LTS	No mitigation is required.	LTS
Impact 3.11-3: Landfill Capacity and Compliance with Solid Waste Regulations	LTS	No mitigation is required.	LTS
Hydrology and Water Quality			
Impact 3.12-1: Violate Water Quality Standards or Waste Discharge Requirements, Otherwise Degrade Water Quality, or Interfere with Implementation of a Water Quality Control Plan	LTS	No mitigation is required.	LTS
Impact 3.12-2: Substantially Decrease Groundwater Supplies, Interfere with Groundwater Recharge, or Interfere with Implementation of a Sustainable Groundwater Management Plan	LTS	No mitigation is required.	LTS
Impact 3.12-3: Substantially Alter the Existing Drainage Pattern of the Site Resulting in Substantial Flooding, Additional Sources of Polluted Runoff, or Exceedance of Existing Stormwater Infrastructure Capacity	PS	Mitigation Measure 3.12-3: Reduce Flood Hazards	LTS
Aesthetics			
Impact 3.13-1: Substantially Degrade the Existing Visual Character or Quality of the Site or its Surroundings	LTS	No mitigation is required.	LTS
Impact 3.13-2: Create a New Source of Substantial Light or Glare That Would Adversely Affect Day or Nighttime Views in the Area	LTS	No mitigation is required.	LTS

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Impacts	Significance before Mitigation	Mitigation Measures	Significance after Mitigation
Energy			
Impact 3.14-1: Wasteful, Inefficient, or Unnecessary Consumption of Energy, During Project Construction or Operation	LTS	No mitigation is required.	LTS
Impact 3.14-2: Conflict with or Obstruct a State or Local Plan for Renewable Energy or Energy Efficiency	LTS	No mitigation is required.	LTS
Tribal Cultural Resources			
Impact 3.15-1: Cause a Substantial Adverse Change in the Significance of a Tribal Cultural Resource	PS	Mitigation Measure 3.15-1a: Retain a Tribal Monitor for the Initial Ground Disturbance and Any Ground disturbance Near Pleasant Grove Creek Mitigation Measure 3.15-1b: Unanticipated Discovery of Tribal Cultural Resources	LTS
Cumulative Impacts			
Land Use and Agricultural Resources	LTS	No additional mitigation is required.	LTS
Population, Employment, and Housing	LTS	No additional mitigation is required.	LTS
Transportation and Circulation	LTS	No additional mitigation is required.	LTS
Air Quality	S	There are no additional feasible mitigation measures available to reduce this cumulative impact to a less-than-significant level.	SU
Greenhouse Gas Emissions and Climate Change	S	There are no additional feasible mitigation measures available to reduce this cumulative impact to a less-than-significant level.	SU
Noise and Vibration	LTS	No additional mitigation is required.	LTS
Biological Resources	LTS	No additional mitigation is required.	LTS
Cultural Resources	LTS	No additional mitigation is required.	LTS
Hazardous Materials, Wildfire, and Other Hazards	LTS	No additional mitigation is required.	LTS
Public Services and Recreation	LTS	No additional mitigation is required.	LTS
Utilities and Service Systems	S	There are no additional feasible mitigation measures available to reduce this cumulative impact to a less-than-significant level.	SU
Hydrology and Water Quality	LTS	No additional mitigation is required.	LTS
Aesthetics	S	There are no additional feasible mitigation measures available to reduce this cumulative impact to a less-than-significant level.	SU
Energy	LTS	No additional mitigation is required.	LTS
Tribal Cultural Resources	LTS	No additional mitigation is required.	LTS

NI = No impact LTS = Less than significant PS = Potentially significant S = Significant SU = Significant and unavoidable

1 INTRODUCTION

This draft environmental impact report (Draft EIR) evaluates the environmental impacts of the proposed Phillip Road Project. This Draft EIR has been prepared under the direction of the City of Roseville (City) in accordance with the requirements of the California Environmental Quality Act (CEQA) (Public Resources Code [PRC] Section 21000 et seq.) and the State CEQA Guidelines (California Code of Regulations [CCR], Title 14, Division 6, Chapter 3, Section 15000 et seq.). The City is the lead agency for consideration of this EIR and potential project approval.

A previously proposed project, known as the Roseville Industrial Park, was proposed on the same project site and included the proposed development of a range of industrial uses, including light manufacturing, warehousing, and distribution uses. A notice of preparation was issued by the City in July 2021, a public scoping meeting was conducted, and comments were received on the scope of the EIR. The City published a Draft EIR (SCH# 2021070186) in January 2023 and comments were received from reviewing agencies and the public. Subsequently, the applicant held a series of public workshops in 2023 and 2024. The applicant conducted 12 public workshops in summer 2023 followed by a report-back open house in fall 2023. In spring 2024, the applicant held two open houses about a potential new project. The Roseville Industrial Park Project was formally withdrawn by the applicant in September 2024.

An application for a new project, the Phillip Road Project, was received by the City in October 2024. The Phillip Road Project is a mixed-use project with residential, medical offices, retail, and innovation uses. The City has determined that, pursuant to CEQA, an EIR is required to evaluate the project's potential environmental impacts.

1.1 PURPOSE AND INTENDED USES OF THE DRAFT EIR

CEQA requires that public agencies consider the potentially significant adverse environmental effects of projects over which they have discretionary approval authority before taking action on those projects (PRC Section 21000 *et seq*.). CEQA also requires that each public agency avoid or mitigate, wherever feasible, the significant adverse environmental effects of projects it approves or implements. If a project would result in significant and unavoidable environmental impacts (i.e., significant effects that cannot be feasibly mitigated to less-than-significant levels), the project can still be approved, but the lead agency's decision-maker, in this case the City of Roseville City Council, must prepare findings and issue a "statement of overriding considerations" explaining in writing the specific economic, social, or other considerations that they believe, based on substantial evidence, make those significant effects acceptable (PRC Section 21002, CCR Section 15093).

According to CCR Section 15064(f)(1) and PRC 21080(d), preparation of an EIR is required whenever a project may result in a significant adverse environmental impact. An EIR is an informational document used to inform public agency decision makers and the general public of the significant environmental effects of a project, identify possible ways to mitigate or avoid the significant effects, and describe a range of reasonable alternatives to the project that could feasibly attain most of the basic objectives of the project while substantially lessening or avoiding any of the significant environmental impacts. Public agencies are required to consider the information presented in the EIR when determining whether to approve a project.

In accordance with CCR Section 15161, this document is a project EIR that examines the environmental impacts of a specific project. This type of EIR focuses on the changes in the environment that would result from a specific project. In accordance with CCR Section 15161, a project EIR must examine the environmental effects of all phases of the project, including construction and operation.

Because it has the principal authority over approval or denial of the project, the City is the lead agency, as defined by CEQA, for this EIR. Other public agencies with jurisdiction over the project are listed below in Section 1.3, "Agency Roles and Responsibilities."

1.2 SCOPE OF ENVIRONMENTAL ANALYSIS

Pursuant to CEQA and the State CEQA Guidelines, a lead agency shall focus an EIR's discussion on significant environmental effects and may limit discussion on other effects to brief explanations about why they are not significant (PRC Section 21002.1, CCR Section 15128). A determination of which impacts would be potentially significant was made based on a review of the project; review of applicable planning documents and CEQA documentation; field work; comments received as part of the public scoping process (Appendix A); and additional research and analysis of relevant project data during preparation of this Draft EIR.

The City has determined that the project has the potential to result in significant environmental impacts on the following resources, which are addressed in detail in this Draft EIR:

- Land Use and Agricultural Resources
- Population, Employment, and Housing
- Transportation and Circulation
- Air Quality
- Greenhouse Gas Emissions and Climate Change
- Noise and Vibration
- Biological Resources
- Cultural Resources
- Hazardous Materials, Wildfire, and Other Hazards
- Public Services and Recreation
- Utilities and Service Systems
- Hydrology and Water Quality
- Aesthetics
- Energy
- Tribal Cultural Resources

1.2.1 Effects Found Not to be Significant

CEQA allows a lead agency to limit the detail of discussion of the environmental effects that are not considered potentially significant (PRC Section 21100, CCR Sections 15126.2[a] and 15128). CEQA requires that the discussion of any significant effect on the environment be limited to substantial, or potentially substantial, adverse changes in physical conditions that exist within the affected area, as defined in PRC Section 21060.5 (statutory definition of "environment").

Based on a review of the information presented in the notice of preparation (NOP) prepared for the project and comments received as part of the public scoping process (Appendix A), as well as additional research and analysis of relevant project data during preparation of this Draft EIR, the following were identified as resources that would not experience any significant environmental impacts from the project. Accordingly, these resources are not addressed further in this Draft EIR but are identified below with a brief explanation as to why significant impacts to each resource are not anticipated, as required by CEQA.

- Forestry Resources
- Geology and Soils
- Mineral Resources

FORESTRY RESOURCES

The project site does not include forest land or timberlands and is not zoned for such uses. Therefore, the project would not result in the loss of forest land or conversion of forest land to non-forest use, nor would it conflict with existing zoning for, or cause rezoning of, forest land, timberland, or timberland zoned Timberland Production. The project would not result in significant impacts related to forestry resources, and this issue is not discussed further.

GEOLOGY AND SOILS

A preliminary geotechnical investigation and report was completed for the project site by Gularte & Associates (2021) to review site geology and groundwater conditions, perform exploratory borings and laboratory testing, and identify earthwork and foundation recommendations for project design. All design recommendations will be followed by the applicant and further location-specific geotechnical analyses will be conducted during project design.

The project site is not located in an Alquist-Priolo Earthquake Fault Zone and the nearest faults (the Spenceville Fault and the Deadman Fault) are located over 15 miles away (Gularte & Associates 2021: 5-6). Because surface ground rupture along faults is generally limited to a linear zone a few feet wide, ground rupture because of a fault across the project site is unlikely.

If a seismic event occurs at a nearby fault, seismic-induced settlement could affect the project site. The extent of damage would depend on soil characteristics, groundwater depth, and duration and intensity of the earthquake. Potential ground shaking at the project site could expose people or structures to potentially substantial adverse impacts. As required by law, project buildings would be designed to conform to the standards contained within California Building Code (CBC) Title 24, which identifies specific design requirements to reduce damage from strong seismic ground shaking and seismic-related ground failure (including liquefaction). The potential for seismic impacts would be minimized by applying all standard engineering and construction techniques in compliance with the requirements of the CBC. Therefore, potential hazards associated with strong seismic ground shaking and seismic-related ground failure (including liquefaction) would be minimized.

The topography of the project area is relatively flat, with elevations ranging from 75 to 100 feet above mean sea level (Gularte & Associates 2021: 4). Consequently, the project site would not be subject to landslides. Further, the project would not be located on a geologic unit or soil that is unstable or that would become unstable as a result of the project.

The project site's subsurface is composed predominately of dense fine-grained soil, with some differences across the site (Gularte & Associates 2021: 6,7). Native soil in the southern portion of the site is composed of medium dense to dense coarse grain alluvial deposits to depths ranging between approximately the upper 6 to 13 feet below ground surface (bgs). These alluvial silty sands are underlain with very stiff to hard silt and silty clay with minor beds of very dense silty sand to approximately 50 feet bgs. In general, the northern portion of the site is composed of interbedded stiff to hard silt, sandy silt, and silty clay with minor beds of very dense silty sand.

Compliance with the Construction General Permit would ensure that best management practices are implemented during construction to reduce any potential for increased erosion, sedimentation, and siltation to surface waters caused by project-related construction activities involving ground disturbance, such as grading and installation of underground utility infrastructure.

The geotechnical analysis required as part of the CBC would incorporate appropriate standard engineering practices and specifications in building design to minimize risks related to expansive soils, which can result in structural failure if buildings are constructed in areas with expansive soils.

The project would not involve the construction of septic tanks or alternative wastewater disposal systems.

For the reasons above, the project would not result in significant impacts related to geology and soils, and this issue is not discussed further.

MINERAL RESOURCES

The City of Roseville does not overlie any known deposits of economically valuable mineral resources (City of Roseville 2020: 4.7-1), and the City does not have a Surface Mining and Reclamation Act permit. No mining activities are currently underway, nor does the City anticipate that any mining activities will take place in the future. Due to the lack of known mineral deposits within the project site, project implementation would not result in a loss of availability of locally important mineral resources or a known mineral resource that would be of value to the region and the residents of the state. Thus, no significant impacts to mineral resources would occur, and this issue is not discussed further.

1.3 AGENCY ROLES AND RESPONSIBILITIES

This Draft EIR will be used by the City and CEQA responsible and trustee agencies to ensure that they have met their requirements under CEQA before deciding whether to approve or permit project elements over which they have jurisdiction. It may also be used by other state and local agencies, which may have an interest in resources that could be affected by the project, or that have jurisdiction over portions of the project. In addition, federal agencies may use information included in the EIR to assist in their environmental evaluation in connection with permits they would need to issue.

As the lead agency pursuant to CEQA, the City is responsible for considering the adequacy of the EIR and determining if the project should be approved.

Under CEQA, a responsible agency is a public agency, other than the lead agency, that has responsibility to carry out or approve a project (PRC Section 21069). A trustee agency is a state agency that has jurisdiction by law over natural resources that are held in trust for the people of the State of California (PRC Section 21070).

The following agencies may serve as responsible and trustee agencies for the project:

1.3.1 State

- California Department of Fish and Wildlife, Region 2
- Central Valley Regional Water Quality Control Board
- Central Valley Flood Protection Board

1.3.2 Local

- Placer County Air Pollution Control District

While not a state or local agency, the federal agencies listed below may use environmental information in this EIR to inform their permitting actions.

1.3.3 Federal

- Federal Emergency Management Agency
- US Army Corps of Engineers
- US Fish and Wildlife Service

1.4 CEQA PUBLIC REVIEW PROCESS

1.4.1 Notice of Preparation

In accordance with PRC Section 21092 and CCR Section 15082, the City issued an NOP on June 6, 2025, to inform agencies and the general public that an EIR was being prepared and to invite comments on the scope and content of the document (Appendix A). The NOP was submitted to the State Clearinghouse, which then distributed the NOP to potential responsible and trustee agencies; posted on the City's website (https://www.roseville.ca.us/philliproadsite); and posted with the Placer County Clerk. In addition, the NOP was distributed directly to public agencies (including potential responsible and trustee agencies), traditionally and culturally affiliated California Native American Tribes that have requested notice, and individuals requesting to be notified. The NOP was circulated for a 30-day review period, with comments accepted through July 7, 2025.

In accordance with CCR Section 15082(c), a noticed scoping meeting for the EIR occurred on June 24, 2025, at 6:30 p.m. at the Martha Riley Library (1501 Pleasant Grove Boulevard, Roseville).

The purpose of an NOP is to provide sufficient information about a project and its potential environmental impacts to allow agencies and interested parties the opportunity to provide a meaningful response related to the scope and content of the EIR, including mitigation measures that should be considered and alternatives that should be addressed (CCR Section 15082[b]). Comments submitted in response to the NOP are used by the lead agency to identify broad topics to be addressed in the EIR. Comments on environmental issues received during the NOP public comment period are considered and addressed in this Draft EIR. Appendix A contains the NOP and comment letters submitted during the NOP public comment period.

1.4.2 Public Review of this Draft EIR

This Draft EIR is being circulated for public review and comment for a period of 45 days, from February 3, 2026, to March 23, 2026.

During the public comment period, written comments from the public as well as organizations and agencies on the Draft EIR's accuracy and completeness may be submitted to the City. Written comments (including via email) must be received by 5:00 p.m. on March 23, 2026. Written comments should be addressed to:

City of Roseville Development Services – Planning
Derek Ogden, Senior Planner
311 Vernon Street, Roseville, CA 95678
Telephone: (916) 774-1348; Fax: (916) 774-5129; Email: dogden@roseville.ca.us

Agencies that will need to use the EIR when considering permits or other approvals for the project should provide the name, phone number, and email address of a contact person. Comments provided by email should include "Phillip Road Project Draft EIR Comment" in the subject line, and the name and physical address of the commenter in the body of the email.

The Draft EIR is available for review during normal business hours at the City of Roseville Development Services – Planning (311 Vernon Street, Roseville). The Draft EIR is also available online at: https://www.roseville.ca.us/phlliproadsite.

1.4.3 Final EIR

Following public review of the Draft EIR, a Final EIR will be prepared that will include both written and oral comments on the Draft EIR received during the public review period, responses to comments that raise significant environmental issues, and any revisions to the Draft EIR. The Draft EIR and Final EIR will comprise the EIR for the project.

Before taking action on the project, the City is required to certify that the EIR has been completed in compliance with CEQA, that the City's decision-making body reviewed and considered the information in the EIR, and that the EIR reflects the independent judgment of the City.

1.5 ORGANIZATION OF THE DRAFT EIR

This Draft EIR is organized as follows:

- The "Executive Summary" introduces the proposed project; provides a summary of the environmental review process, effects found not to be significant, and key environmental issues; and lists significant impacts and mitigation measures to reduce significant impacts to less-than-significant levels.
- Chapter 1, "Introduction," describes the purpose of the EIR, the scope of the environmental analysis, agency roles and responsibilities, the CEQA public review process, organization of this Draft EIR, and standard terminology.

- Chapter 2, "Project Description," describes the location, background, and objectives for the proposed project, and describes the project elements in detail.
- Chapter 3, "Environmental Impacts and Mitigation Measures," evaluates the expected environmental impacts generated by the proposed project, arranged by subject area (e.g., Land Use Planning and Agricultural Resources; Population, Employment, and Housing, etc.). Within each subsection of Chapter 3, the regulatory setting, environmental setting, methodology, and thresholds of significance are described. The anticipated changes to the existing conditions after development of the project are then evaluated for each subject area. For any significant or potentially significant impact that would result from project implementation, mitigation measures are presented along with the remaining level of significance. Environmental impacts are numbered sequentially within each section (e.g., Impact 3.1-1, Impact 3.1-2, etc.). Any required mitigation measures are numbered to correspond to the impact numbering; for example, the mitigation measure for Impact 3.1-2 would be Mitigation Measure 3.1-2.
- Chapter 4, "Cumulative Impacts," provides information regarding the potential cumulative impacts that would result from implementation of the proposed project together with other past, present, and probable future projects.
- Chapter 5, "Other CEQA Sections," provides a discussion of potential growth-inducing impacts, significant and unavoidable impacts, and significant and irreversible environmental changes.
- Chapter 6, "Alternatives," evaluates alternatives to the proposed project, including alternatives considered but eliminated from further consideration. The environmentally superior alternative is identified.
- Chapter 7, "Report Preparers," identifies the individuals who contributed to preparation of this Draft EIR.
- Chapter 8, "References," identifies the references used in preparation of this Draft EIR.

1.6 STANDARD TERMINOLOGY

This Draft EIR uses the following standard terminology:

- "No impact" means no change from existing conditions (no mitigation is needed).
- "Less-than-significant impact" means no substantial adverse change in the physical environment (no mitigation is needed).
- "Potentially significant impact" means an impact that might cause a substantial adverse change in the environment (mitigation is recommended because potentially significant impacts are treated as significant).
- "Significant impact" means an impact that would cause a substantial adverse change in the physical environment (mitigation is recommended).
- "Significant and unavoidable impact" means an impact that would cause a substantial adverse change in the physical environment and that cannot be avoided or substantially lessened, even with the implementation of feasible mitigation measures or project alternatives.

2 PROJECT DESCRIPTION

Panattoni Development Company (Panattoni or project applicant) proposes to purchase and develop a property in the City of Roseville with an approximately 176-acre mixed-use development. Proposed uses include residential, retail, medical offices, and innovation center uses, as well as parks, open space, and trails. The residential uses would be separated from the other proposed uses by a new north-south public roadway, which would connect to the north by a bridge across Pleasant Grove Creek and Pleasant Grove Creek Bypass Channel. The project also includes utility uses and extensions and improvements to Blue Oaks Boulevard and Phillip Road.

This chapter includes a detailed description of the proposed project, including project objectives, location, description of proposed development, and anticipated construction activities.

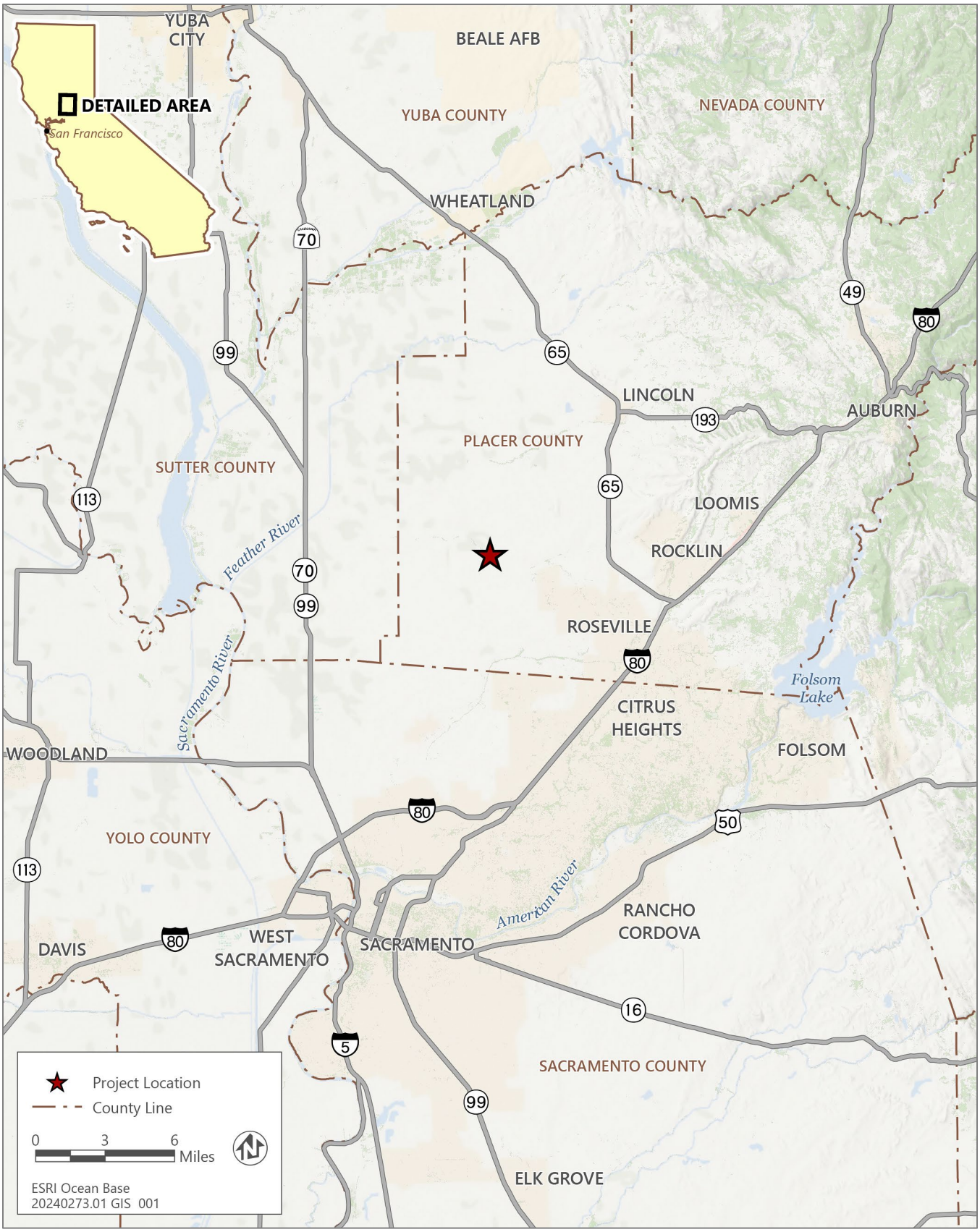
2.1 PROJECT LOCATION

The project site is located at 6382 Phillip Road and includes approximately 241 acres of undeveloped grazing land in the northwest corner of Roseville, in Placer County. The project site (Figures 2-1 and 2-2), which is currently owned by the City, is predominantly flat with some sparsely vegetated, low hills. Pleasant Grove Creek traverses the property in an east–west direction, bisecting the site into north and south sections. Due to previous farming activities at the project site, the original hydrology/drainage has been modified over 70+ years. The southern portion of the site includes a bypass channel that was constructed to accommodate flows from the adjacent Creekview Specific Plan development to the east of the project site.

Of the total 241 acres, approximately 176 acres are being considered for development pursuant to this application with approximately 6.8 acres for Blue Oaks Boulevard and Phillip Road extensions/widening. The remaining 57.9 acres are composed of approximately 13.6 acres of the Pleasant Grove Creek Floodplain and Pleasant Grove Creek Bypass Channel, approximately 21.7 acres of undevelopable land northwest of the future Placer Parkway (which is not part of the application), and approximately 22.7 acres for the planned Placer Parkway alignment. (The future Placer Parkway, a planned regional facility, would connect Highway 65 in Placer County to Highway 99 in Sutter County, providing an alternate highway to Interstate 80.)

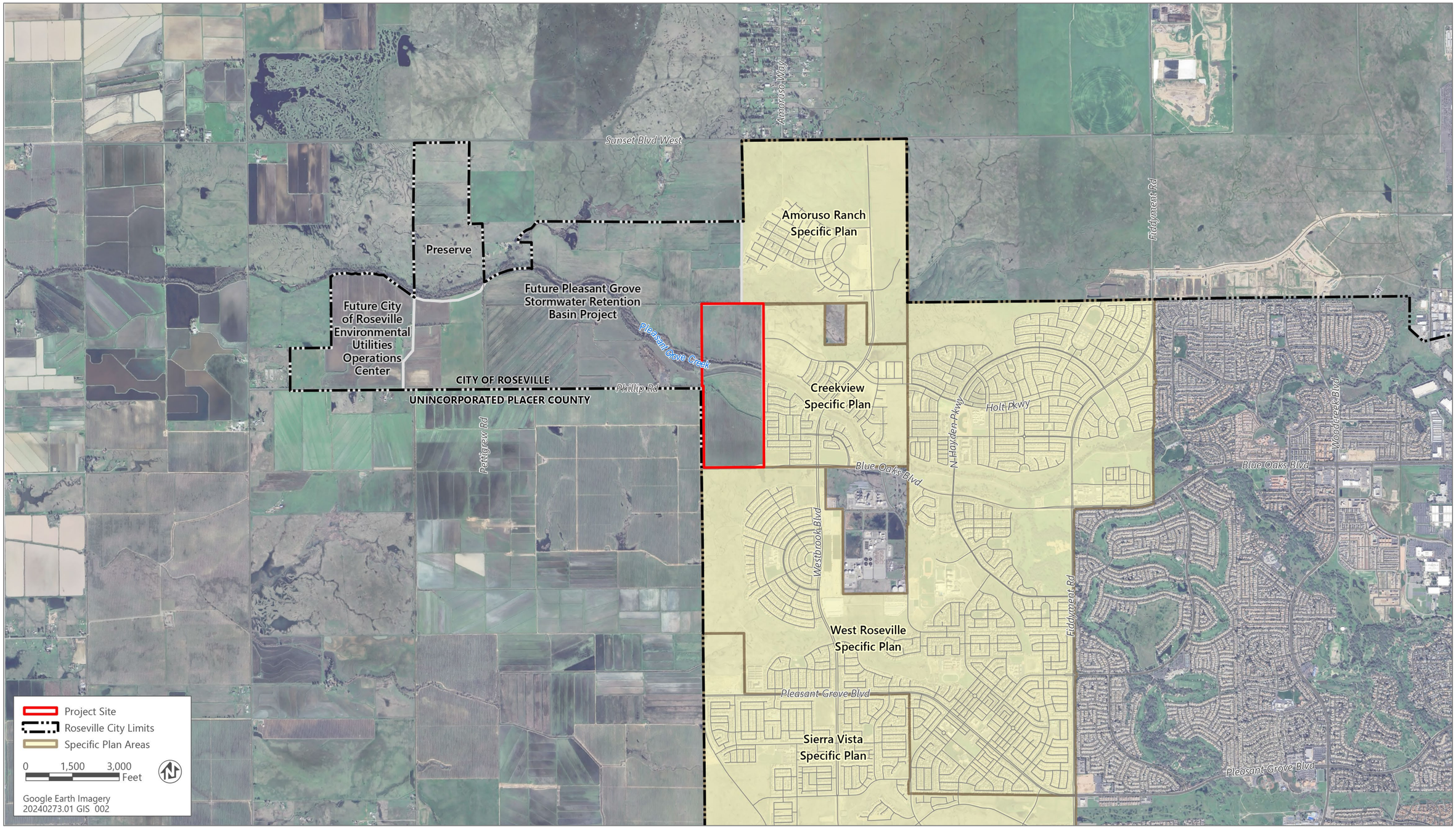
The project site's Assessor's Parcel Number (APN) is 017-101-008-000. The existing General Plan land use designation for the project site is Public/Quasi-Public (P/QP). The project site is zoned Planned Development (PD) and allows for agricultural, recreation, and a limited number of other civic, commercial, and light industrial uses. As part of the project, the site would be rezoned, including a new Planned Development (PD) for the proposed Community Commercial and Innovation Tech Park uses, and the General Plan would be amended to allow for the proposed land uses.

The project site is within an area of City-owned property known as Reason Farms. The Al Johnson Wildlife Area is located to the northwest of the site and is part of an area planned to accommodate the City's Pleasant Grove Stormwater Retention Basin Facility and potential passive recreation uses. Agricultural uses are located to the west and south. The Creekview Specific Plan (east of the project site), West Roseville Specific Plan (south of the project site), and Amoruso Ranch Specific Plan (northeast of the project site) areas are in various stages of development and will include a total of approximately 13,630 residential units at buildout. The Roseville Environmental Utilities Operations Center project is currently under consideration for development by the City and is approximately 2 miles west of the site.



Source: Adapted by Ascent in 2025.

Figure 2-1 Regional Location



Source: Adapted by Ascent in 2025.

Figure 2-2 Project Location and Surrounding Uses

2.2 PROJECT BACKGROUND

2.2.1 Property Background

The project site is part of the City-owned property known as Reason Farms, which totals approximately 1,700 acres. The City purchased the property in 2004 for a retention basin project using development impact fees collected in the Pleasant Grove/Curry Creek Mitigation Fee program. Since 2004, further studies and refined design alternatives have identified excess land areas which would be underutilized in achieving the retention basin project's mitigation needs. This allowed for the disposition of approximately 430 acres for other uses, which includes the approximately 241 acres being studied in this EIR, and the dedication of approximately 218 acres as an environmental preserve now known as the Al Johnson Wildlife Preserve. The remaining land for the Pleasant Grove Stormwater Retention Basin Project site totals approximately 1,052 acres.

The Pleasant Grove Stormwater Retention Basin Facility was originally known as the Reason Farms Retention Basin Facility. As the project proponent for the retention facility project, the City certified an EIR in 2003 (State Clearinghouse [SCH] # 2002072084) and is currently preparing a Subsequent EIR to evaluate changes to the retention facility. Final design and permitting for the facility is currently in process.

The project site is located in an area that is no longer needed for the retention basin project as described above. The City has identified this property for development for over two decades. A feasibility analysis of the site was done in 2006 by the City of Roseville for a potential job center, which assumed 18 buildings totaling 1,080,000 sf.

On March 3, 2021, the City Council determined that the disposition of the property was in the City's best interest and executed an Option and Purchase and Sale Agreement to Panattoni (project applicant). For additional discussion regarding the City's compliance with the Surplus Land Act, see Section 3.1, "Land Use and Agricultural Resources."

2.2.2 Project Background

A previously proposed project, known as the Roseville Industrial Park, was proposed on the same project site and included the proposed development of a range of industrial uses, including light manufacturing, warehousing, and distribution uses. A notice of preparation was issued by the City in July 2021, a public scoping meeting was conducted, and comments were received on the scope of the EIR. The City published a Draft EIR (SCH# 2021070186) in January 2023 and comments were received from reviewing agencies and the public. Subsequently, the applicant held a series of public workshops in 2023 and 2024. The applicant conducted 12 public workshops in summer 2023 followed by a report-back open house in fall 2023. In spring 2024, the applicant held two open houses about a potential new project. The Roseville Industrial Park Project was formally withdrawn by the applicant in September 2024.

An application for a new project, the Phillip Road Project, was received by the City in October 2024. The Phillip Road Project is a mixed-use project with residential, medical offices, retail, and innovation uses. The City has determined that, pursuant to CEQA, an EIR is required to evaluate the project's potential environmental impacts.

2.3 PROJECT OBJECTIVES

The project applicant has developed the following objectives for the project:

- design a comprehensively planned community with a mix of land uses and a range of residential densities to create a balanced community;
- develop a state-of-the-art employment center designed and operated to achieve the highest and best use of the property and create substantial, permanent employment opportunities for residents of Roseville and surrounding areas;

- provide for alternative transportation through connections via a system of open space, creek crossings, paseos, and Class 1A bikeways;
- support the City of Roseville's desire to create a job-housing balance, and provide high-quality employment generating uses in western Roseville;
- provide housing options in varying densities to respond to a range of market segments, including opportunities for affordable housing consistent with the City's General Plan;
- provide a variety of housing options to help the City meet its Regional Housing Needs Allocation obligations;
- utilize, wherever feasible, alternative energy sources, including solar panels when possible;
- locate the project as near as possible to existing utility infrastructure with anticipated capacity;
- locate the project to be accessible from existing roads and minimize the need for construction of major new roadway improvements;
- include a mix of land uses and facilities which, taken together, provide a positive fiscal impact to the City's General Fund;
- plan for long-term growth to be positioned to react to market demand in multiple land use types; and
- minimize environmental impacts to surrounding areas and other sensitive land uses.

2.4 DESCRIPTION OF THE PROPOSED PROJECT

2.4.1 Land Use Plan and Proposed Uses

The Phillip Road Project is envisioned to be a mixed-use development (Figure 2-3). The project would support a mix of residential, retail, medical offices, and innovation center uses, including approximately:

- 529 single-family residential units;
- Up to 135 multi-family residential units;
- 30,084 sf of retail uses;
- 20,925 sf of medical offices;
- 1,011,032 sf of innovation center uses;
- 4.9 acres of park; and
- 13.9 acres of open space along Pleasant Grove Creek and the Pleasant Grove Creek Bypass Channel.

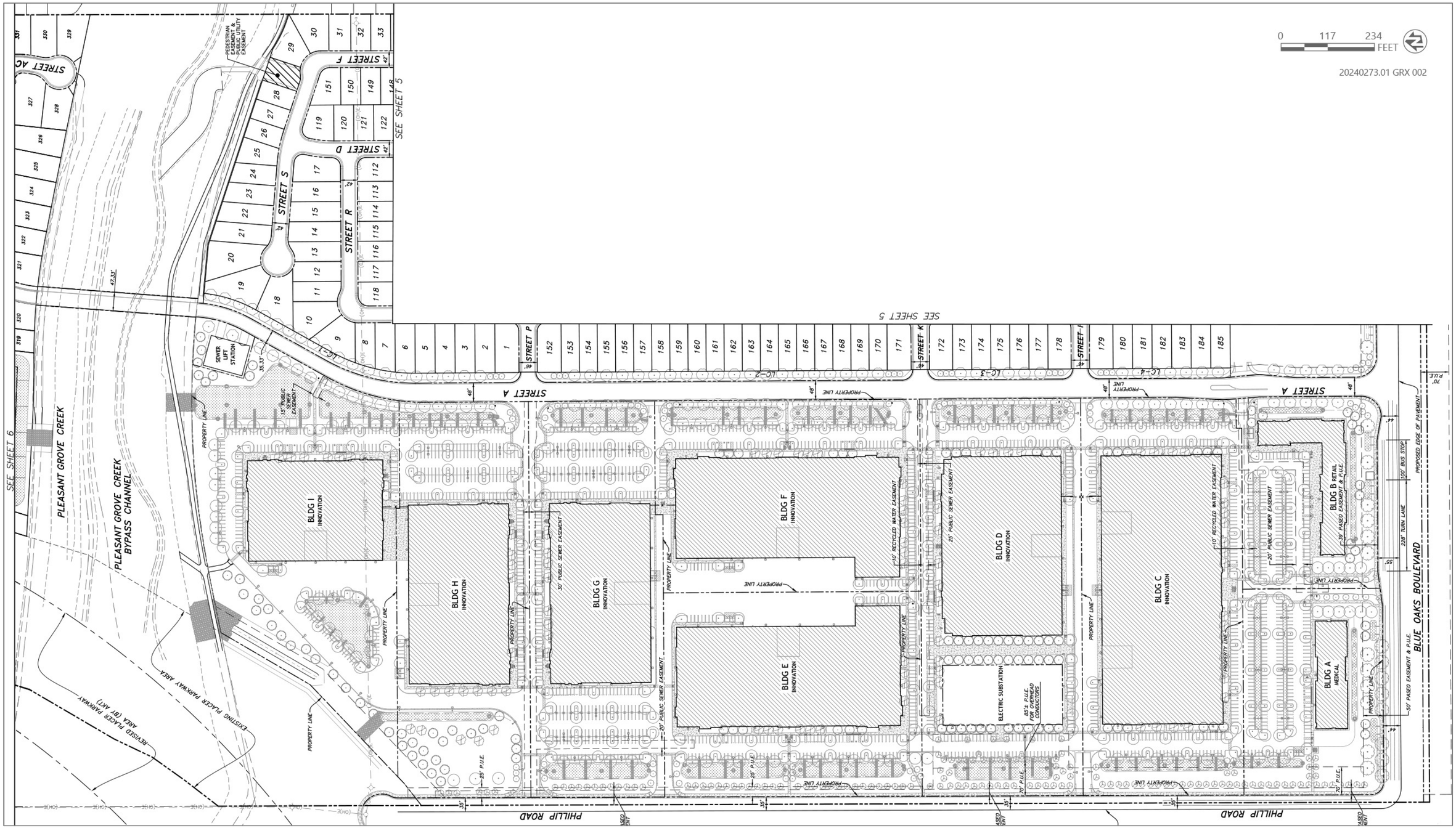
As shown in Figure 2-3, the southern portion would include residential, retail, medical offices, innovation center uses, and a park. The northern portion would include residential uses and a park. The two portions of the project site would be connected by a bridge across Pleasant Grove Creek and Pleasant Grove Creek Bypass Channel, which would remain as open space.

The proposed innovation and commercial buildings are shown in Figure 2-4 and listed in Table 2-1. Building A would include medical office uses, Building B would include retail uses, and Buildings C through I would include innovation center uses.



Source: Image produced by Vitae, Laugenour & Meikle, and Fuhrman Leamy Land Group in 2025; adapted by Ascent in 2025.

Figure 2-3 Illustrative Site Plan



Source: Image produced by Vitae, Laugenour & Meikle, and Fuhrman Leamy Land Group in 2025; adapted by Ascent in 2025.

Figure 2-4 Innovation Center Site Plan

Table 2-1 Proposed Innovation and Commercial Uses

Building/Use	Dimensions (feet)	Height (feet)	Floor Area (square feet)	Proposed Zoning
A Medical Offices	270 X 80	33	20,925	Commercial – Planned Development (C-PD)
B Retail	341 X 56 (L shaped)	31.8	30,084	Commercial – Planned Development (C-PD)
C Innovation	672 X 300	44.8	202,798	Innovation Tech Park - Planned Development (ITP-PD)[a]
D Innovation	452 X 302	44.8	202,798	Innovation Tech Park - Planned Development (ITP-PD)[a]
E Innovation	250 X 564	42.3	146,986	Innovation Tech Park - Planned Development (ITP-PD)[a]
F Innovation	250 X 564	42.3	146,986	Innovation Tech Park - Planned Development (ITP-PD)[a]
G Innovation	448 X 252	39.8	113,192	Innovation Tech Park - Planned Development (ITP-PD)[a]
H Innovation	448 X 252	39.8	113,192	Innovation Tech Park - Planned Development (ITP-PD)[a]
I Innovation	252 X 340	39.8	85,080	Innovation Tech Park - Planned Development (ITP-PD)[a]
Innovation subtotal	—	—	1,011,032	—
Total	—	—	**1,062,041**	—

Notes: Innovation Tech Park - Planned Development (ITP-PD) specifically excludes all wholesale and distribution uses, both light and heavy, and lists them as not permitted uses.

Source: Provided by Panattoni in 2025.

The innovation and commercial buildings are proposed as wood/steel frame and site cast concrete with embellishments of wood, cultured stone, metal, glass, aluminum window systems, and steel canopies.

The proposed residential land uses are shown in Figures 2-5 and 2-6 and listed in Table 2-2. Approximately 664 single- and multi-family dwelling units would be constructed, including approximately 529 low-density units and up to 135 high-density units.

Table 2-2 Proposed Residential Uses

Village	General Plan Designation	Number of Lots	Typical Lot Dimensions (feet)	Minimum Lot Dimensions (feet)
1	LDR	162	50 X 90	45 X 90
2	LDR	156	45 X 90	45 X 90
3	LDR	105	55 X 100	55 X 100
4	LDR	106	55 X 100	52 X 100
LDR subtotal	—	529	—	—
5	HDR	135	—	—
Total	—	**664**	—	—

Notes: HDR = High-Density Residential; LDR = Low-Density Residential.

Source: Provided by Panattoni in 2025.

The project would include a minimum of 15 percent of the total proposed residential units as affordable; however, the City has requested that the project include up to 135 high-density residential (HDR) units to provide a project of a size and scale that will be viable and also to provide greater financing flexibility for a future housing developer. Thus, the EIR will evaluate the potential environmental effects associated with the provision of 135 HDR units.

The residential development, when designed, will likely incorporate a mixture of materials to provide a depth of texture and color. Likely materials may include plaster, cultured stone, wood, tile, and metal.

PARKS AND LANDSCAPING

Two parks are proposed: a 3-acre park in Village 2 and a 1.9-acre park in Village 3 (Figure 2-3). City of Roseville parks of this size typically include a picnic pavilion with a shade shelter, play equipment, and open turf with walking paths and perimeter planting areas. Trees would be placed to provide shade and visual screening.

Landscape setbacks would be provided around the perimeter of the innovation and commercial uses as a buffer along the streets, Pleasant Grove Creek, and the proposed residential uses. Landscaping is proposed to include primarily low water-use trees, shrubs, and ground cover.

LIGHTING

A lighting plan has been prepared for the proposed innovation and commercial component of the project and conforms with the City's Community Design Guidelines (City of Roseville 2008). Lighting sources would have cut off lenses and would be located to avoid light spillage and glare on adjacent properties and in private spaces.

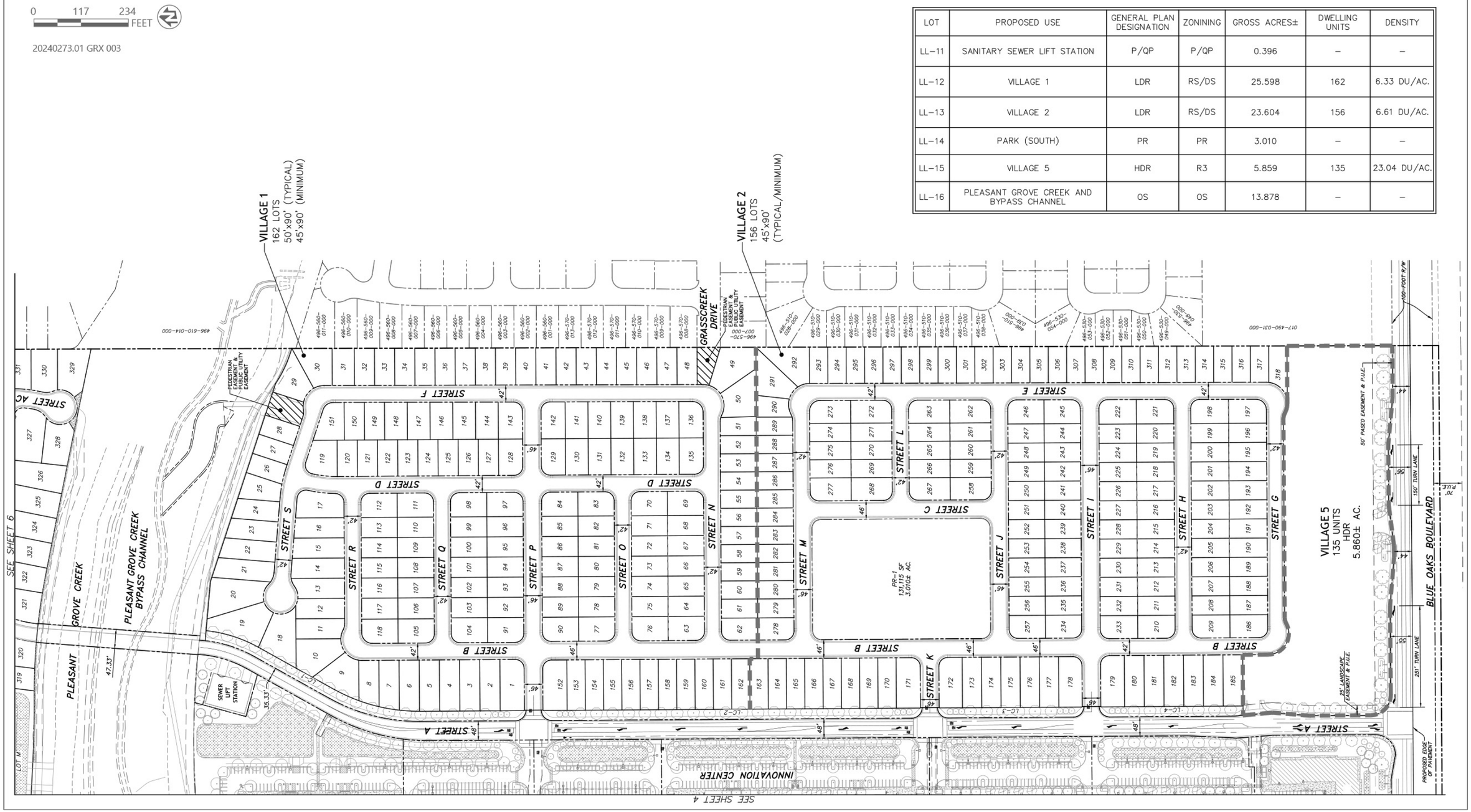
2.4.2 Proposed Land Use Designation and Zoning

A General Plan Amendment would be required to allow for the proposed mix-use development of the site as well as designation of the creek area as open space. Specifically, the General Plan Amendment would change the land use designation from Public/Quasi-Public, which primarily allows for municipal and governmental facilities, to Community Commercial (CC), Light Industrial (LI), Public/Quasi-Public (P/QP), Low-Density Residential (LDR), High-Density Residential (HDR), Parks and Recreation (PR), and Open Space (OS) along Pleasant Grove Creek (Figure 2-7). Each land use designation provides a general framework for the types of uses that can occur in each area, as well applicable city-wide policies. This framework is then further refined and implemented by the Zoning Designation on each parcel. The final list of allowable uses would be determined by the respective Zoning Designations, as described below.

The General Plan Community Commercial (CC) Land Use Designation lists primary uses of retail stores and businesses selling a range of goods and services, including auto sales and repair, and commercial childcare facilities and secondary uses of professional offices uses, including medical offices and clinics. The proposed zoning designation of this project, as listed in Table 2-3, does not permit many typical community commercial uses, including automotive repair, gas sales, building material stores, and personal storage facilities, among other uses. The General Plan Light Industrial (LI) Land Use Designation lists primary uses of research and development (which may include manufacturing and assembly), electronics assembly, warehousing, intensive commercial uses (e.g., auto body repair, landscaping material sales, retail and wholesale lumberyards), and associated administrative offices; and secondary uses of limited service commercial uses (e.g., banks, restaurants, commercial day care centers, travel agencies, florist, etc.) The proposed zoning designation of this project, as listed in Table 2-3, does not permit many typical light industrial uses, such as warehousing, intensive commercial uses (e.g., auto body repair, landscaping material sales, retail and wholesale lumberyards), and equipment and material storage yards, among other uses. The General Plan Low- and High-Density Residential (LDR and HDR) land use designations allow for a broad array of housing types with different densities as well as public parks, resource preservation and open space areas, landscape corridors, and other public utility easements. The General Plan Parks and Recreation (PR) Land Use Designation would accommodate public parks and public and private recreation facilities. The General Plan Open Space (OS) Land Use Designation adjacent to Pleasant Grove Creek would allow for natural lands, passive recreation and minor recreation facilities, walking and bike trails, and resource interpretive facilities.

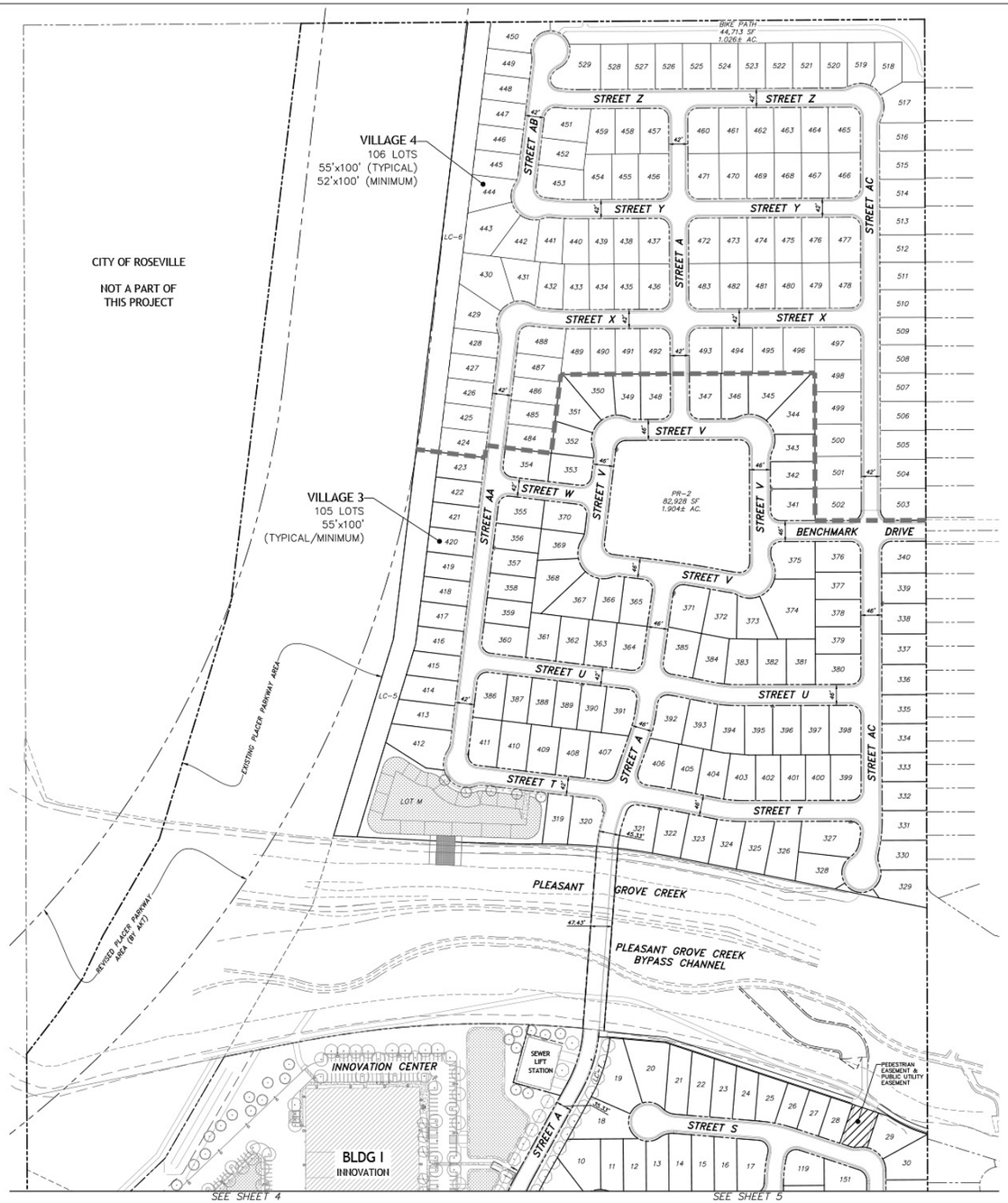
Additionally, the project includes rezoning the site from the Planned Development (PD) zone to the Community Commercial—Planned Development (CC-PD) zone, Innovation Tech Park—Planned Development (ITP-PD) zone, Public/Quasi-Public (P/QP) zone, Small Lot Residential/Development Standards (RS/DS) zone, Multi-Family Housing (R3) zone, Parks and Recreation (PR) zone, and the Open Space (OS) zone (Figure 2-8). The Planned Development (PD) designation is an authorized overlay and special purpose zone, as defined in Chapter 19.18 of the Roseville Municipal Code, which can be modified to allow or disallow specific uses. For the purposes of this project, the PD zoning designation is being utilized to restrict a wide variety of commercial and light industrial uses that otherwise

LOT	PROPOSED USE	GENERAL PLAN DESIGNATION	ZONINING	GROSS ACRES±	DWELLING UNITS	DENSITY
LL–11	SANITARY SEWER LIFT STATION	P/QP	P/QP	0.396	–	–
LL–12	VILLAGE 1	LDR	RS/DS	25.598	162	6.33 DU/AC.
LL–13	VILLAGE 2	LDR	RS/DS	23.604	156	6.61 DU/AC.
LL–14	PARK (SOUTH)	PR	PR	3.010	–	–
LL–15	VILLAGE 5	HDR	R3	5.859	135	23.04 DU/AC.
LL–16	PLEASANT GROVE CREEK AND BYPASS CHANNEL	OS	OS	13.878	–	–



Source: Image produced by Vitae, Laugenour & Meikle, and Fuhrman Leamy Land Group in 2025; adapted by Ascent in 2025.

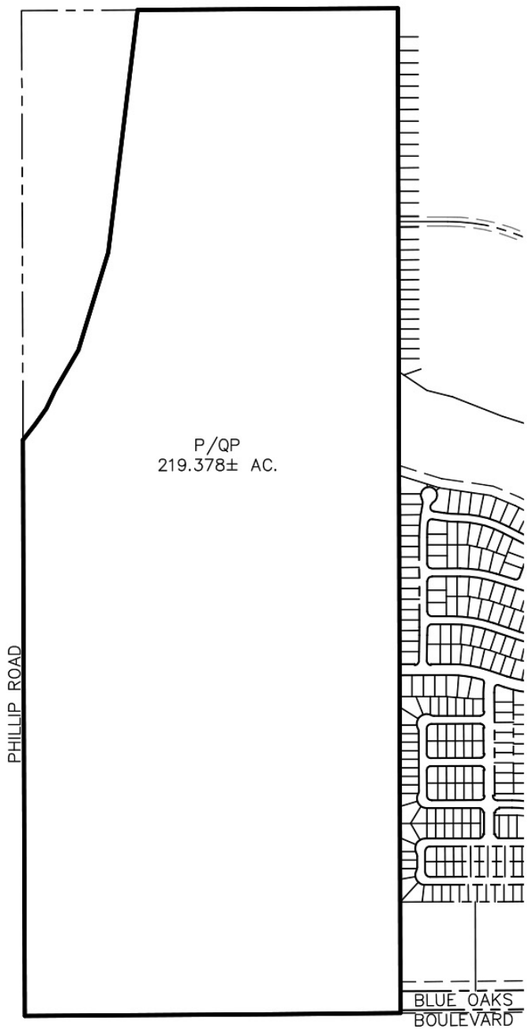
Figure 2-5 Residential Site Plan (Villages 1, 2, and 5)



LOT	PROPOSED USE	GENERAL PLAN DESIGNATION	ZONINING	GROSS ACRES±	DWELLING UNITS	DENSITY
LL–16	PLEASANT GROVE CREEK AND BYPASS CHANNEL	OS	OS	13.878	–	–
LL–17	VILLAGE 3	LDR	RS/DS	24.257	105	4.33 DU/AC.
LL–19	PARK (NORTH)	PR	PR	1.904	–	–
LL–20	VILLAGE 4	LDR	RS/DS	20.714	106	5.12 DU/AC.
LL–21	BIKE TRAIL	PR	PR	1.026	–	–

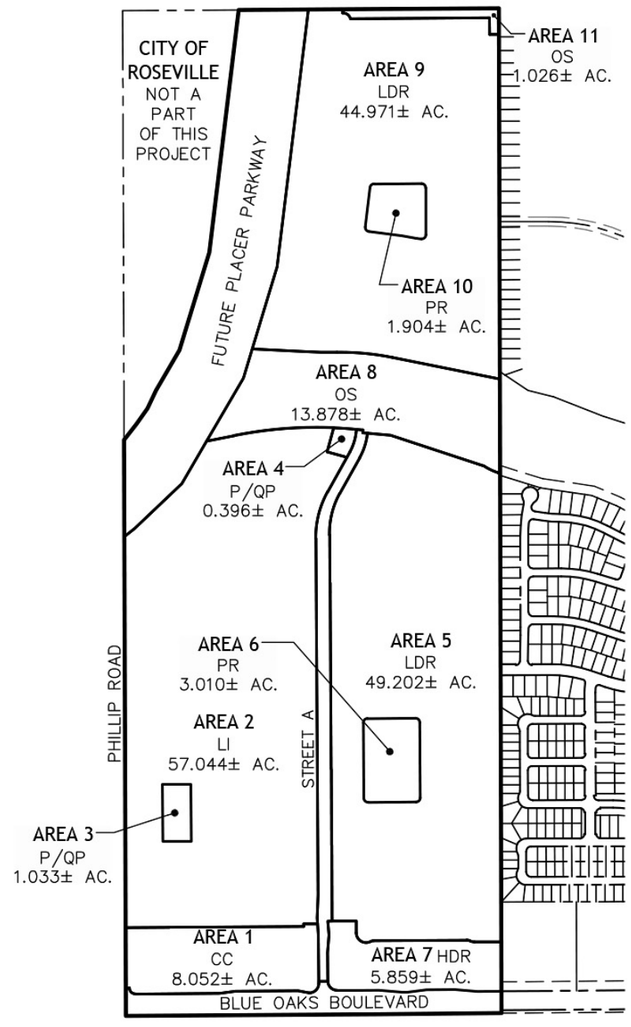
Source: Image produced by Vitae, Laugenour & Meikle, and Fuhrman Leamy Land Group in 2025; adapted by Ascent in 2025.

Figure 2-6 Residential Site Plan (Villages 3 and 4)



EXISTING LAND USE

EXISTING LAND USE		
AREA	LAND USE	ACRES
TOTAL	P/QP	219.38



PROPOSED LAND USE

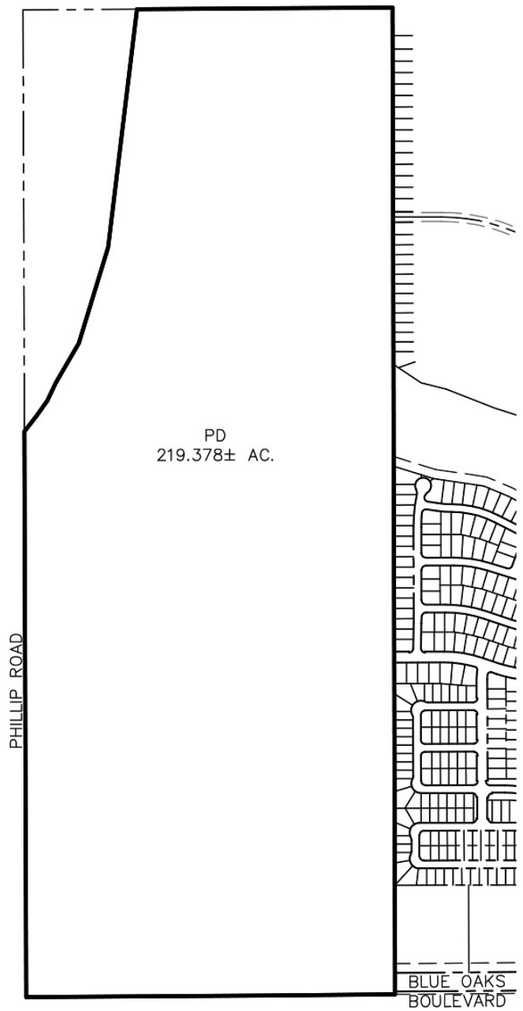
PROPOSED LAND USE				
AREA	GENERAL PLAN DESIGNATION	GROSS ACRES±	DWELLING UNITS	DENSITY
1	CC	8.052	–	–
2	LI	57.044	–	–
3	P/QP	1.033	–	–
4	P/QP	0.396	–	–
5	LDR	49.202	318	6.46 DU/AC.
6	PR	3.010	–	–
7	HDR	5.859	135	23.04 DU/AC.
8	OS	13.878	–	–
9	LDR	44.971	211	4.69 DU/AC.
10	PR	1.904	–	–
11	OS	1.026	–	–
ROW/LC	RIGHT–OF–WAY/ LANDSCAPE CORRIDOR	33.000		
TOTAL		219.38	664	

0 385 770 FEET

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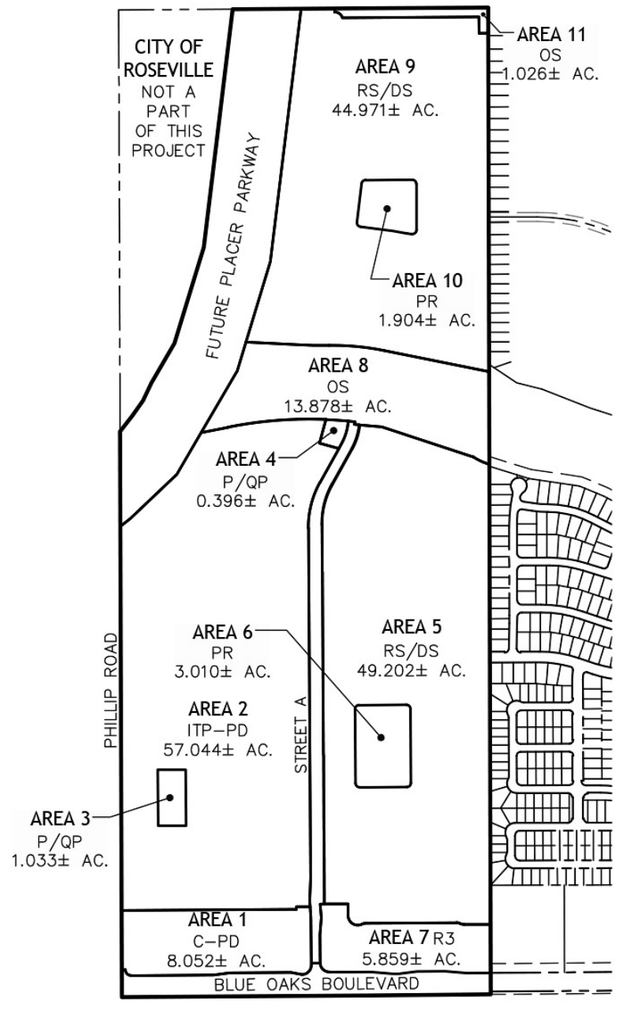
Source: Image produced by Vitae, Laugenour & Meikle, and Fuhrman Leamy Land Group in 2025; adapted by Ascent in 2025.

Figure 2-7 Existing and Proposed Land Use Designations



EXISTING LAND USE

EXISTING ZONING		
AREA	ZONING	ACRES
TOTAL	PD	219.38



PROPOSED LAND USE

PROPOSED ZONING				
AREA	ZONING	GROSS ACRES±	DWELLING UNITS	DENSITY
1	C–PD	8.052	–	–
2	ITP–PD	57.044	–	–
3	P/QP	1.033	–	–
4	P/QP	0.396	–	–
5	RS/DS	49.202	318	6.46 DU/AC.
6	PR	3.010	–	–
7	R3	5.859	135	23.04 DU/AC.
8	OS	13.878	–	–
9	RS/DS	44.971	211	4.69 DU/AC.
10	PR	1.904	–	–
11	OS	1.026	–	–
ROW/LC	RIGHT–OF–WAY/ LANDSCAPE CORRIDOR	33.000		
TOTAL		219.38	664	



20240273.01 GRX 010

Source: Image produced by Vitae, Laugenour & Meikle, and Fuhrman Leamy Land Group in 2025; adapted by Ascent in 2025.

Figure 2-8 Existing and Proposed Zoning

could be supported by the General Plan Land Use Designation. As part of the ordinance that will be considered by the City Council, a modified use table will be included with the project (Table 2-3). The Development Standard (DS) standard designation is also an authorized overlay and special purpose zone, as defined in Chapter 19.18 of the Roseville Municipal Code. The DS zone is combined with the Small Lot Residential (RS) Zone to allow for modifications of development standards such as lot dimensions, lot coverage, setbacks, usable open space, and other residential development standards.

The project would modify the PD to include two subclasses: Community Commercial (CC) and Innovation Tech Park (ITP). The proposed uses in the commercial and ITP zones are provided in Table 2-3. While actual tenants are not known yet, the project would be designed to support a range of uses consistent with the General Plan land use designations and zoning. For the purposes of this EIR analysis, higher intensity uses are assumed to evaluate the most conservative range of environmental impacts. Table 2-3 identifies the uses that would be principally permitted (P), conditionally permitted (CUP), administratively permitted (A), and not permitted at the project site.

As noted in the footnotes to Table 2-3, "Specialized industrial" uses would either be conditionally permitted or principally permitted. "Specialized industrial" uses could include alternative energy products and related components and services, data center, or pharmaceutical and medicine manufacturing not exceeding biosafety level 2. Biosafety level 3 and 4 uses would not be permitted. Additionally, "wholesale and distribution" uses (both light and heavy), which includes warehousing, would not be permitted.

Table 2-3 Proposed Planned Development/Special Overlay District Permitted Uses

	Proposed Commercial Planned Development	Proposed Innovation Tech Park Planned Development	Current Planned Development
Agricultural and Open Space Use Types			
Agricultural	Not Permitted	P	P
Animal Keeping	Not Permitted	Not Permitted	P
Resource Protection and Restoration	Not Permitted	P	P
Resource-Related Recreation	Not Permitted	Not Permitted	P
Civic Use Types			
Community Assembly	Not Permitted	CUP	P
Community Services	Not Permitted	P	P
Essential Services	Not Permitted	P	P
Intensive Public Facilities	Not Permitted	Not Permitted	Not Permitted
Power Generating Facilities [1]			
Emergency	Not Permitted	Administrative	Not Permitted
Supplemental/Individual Use	Not Permitted	CUP	Not Permitted
General Power Production	Not Permitted	Not Permitted	Not Permitted
Passive Power	Not Permitted	Not Permitted	Not Permitted
Public Parking Services	Not Permitted	Not Permitted	Not Permitted
Schools			
College and University	Not Permitted	CUP	Not Permitted
Public/Private Elementary and Secondary	Not Permitted	Not Permitted	Not Permitted
Social Services			
Emergency Shelter [2]	Not Permitted	Not Permitted	Not Permitted
Food Distribution [3]	Not Permitted	Not Permitted	Not Permitted
Food Service [4]	Not Permitted	Not Permitted	Not Permitted

	Proposed Commercial Planned Development	Proposed Innovation Tech Park Planned Development	Current Planned Development
Residential Use Types			
Caretaker/Employee Housing	Not Permitted	CUP	P
Commercial Use Types			
Animal Sales and Service			
Kennels	Not Permitted	Not Permitted	P
Veterinary Clinic	P	Not Permitted	P
Veterinary Hospital	Not Permitted	Not Permitted	P
Automotive and Equipment			
Automotive Body and Equipment Repair [5]	Not Permitted	P	Not Permitted
Automotive Rental	Not Permitted	CUP	Not Permitted
Automotive Repairs [5]	Not Permitted	P	Not Permitted
Automobile Sales	Not Permitted	Not Permitted	Not Permitted
Car Wash and Detailing	Not Permitted	Not Permitted	Not Permitted
Commercial Parking	Not Permitted	Not Permitted	Not Permitted
Gasoline Sales [6]	Not Permitted	Not Permitted	Not Permitted
Heavy Equipment Rental and Sales	Not Permitted	Not Permitted	Not Permitted
Impound Yards	Not Permitted	Not Permitted	Not Permitted
Broadcasting/Recording Studio	Not Permitted	P	Not Permitted
Building Material Stores	Not Permitted	Not Permitted	Not Permitted
Business Support Services	P	P	Not Permitted
Commercial Recreation			
Indoor Entertainment	Not Permitted	CUP	Not Permitted
Indoor Sports and Recreation	Not Permitted	P	P
Large Amusement Complexes	Not Permitted	Not Permitted	Not Permitted
Outdoor Entertainment	Not Permitted	Not Permitted	P
Outdoor Sports and Recreation	Not Permitted	Not Permitted	P
Eating and Drinking Establishments, Convenience [6]	P	Not Permitted	Not Permitted
Eating and Drinking Establishments, Full Service	P	Not Permitted	Not Permitted
Maintenance and Repair	Not Permitted	P	Not Permitted
Medical, General	P	Not Permitted	Not Permitted
Neighborhood Commercial	P	Not Permitted	Not Permitted
Nightclubs [7]	Not Permitted	Not Permitted	Not Permitted
Nursery, Retail	Not Permitted	Not Permitted	Not Permitted
Offices, Professional	P	P	Not Permitted
Personal Services	P	Not Permitted	Not Permitted
Retail Sales and Services	P	Not Permitted	Not Permitted
Specialized Education and Training			
Vocational Schools	P	P	Not Permitted
Specialty Schools	P	P	Not Permitted
Storage, Personal Storage Facility	Not Permitted	Not Permitted	Not Permitted

	Proposed Commercial Planned Development	Proposed Innovation Tech Park Planned Development	Current Planned Development
Industrial Use Types			
Day Care Center, Secondary (Employees Only)	Not Permitted	CUP	Not Permitted
Equipment and Materials Storage Yards	Not Permitted	Not Permitted	Not Permitted
General Industrial [8]	Not Permitted	CUP/P	Not Permitted
Hazardous Materials Handling	Not Permitted	Not Permitted	Not Permitted
Laundries, Commercial	Not Permitted	Not Permitted	Not Permitted
Light Manufacturing	Not Permitted	P	Not Permitted
Printing and Publishing	Not Permitted	P	Not Permitted
Recycling, Scrap and Dismantling			
Enclosed	Not Permitted	Not Permitted	Not Permitted
Unenclosed	Not Permitted	Not Permitted	Not Permitted
Research Services	Not Permitted	P	CUP
Specialized Industrial [9]	Not Permitted	CUP/P	Not Permitted
Wholesale and Distribution			
Light	Not Permitted	Not Permitted	Not Permitted
Heavy	Not Permitted	Not Permitted	Not Permitted
Transportation and Communication Use Types			
Antennas and Communications Facilities [10]			
Developed Lot	Not Permitted	Not Permitted	Not Permitted
Undeveloped Lot	Not Permitted	Not Permitted	Not Permitted
Heliport	Not Permitted	Not Permitted	Not Permitted
Intermodal Facilities [11]	Not Permitted	CUP	Not Permitted
Telecommunications Facilities [10]	Not Permitted	P/A/CUP	P

Notes: Proposed primary uses are permitted I the Planned Development (PD) zones subject to the requirements as designated below:
P = Principally permitted use; CUP = Conditionally permitted use; and A = Administratively permitted use.
Primary use types not listed or designated by a "Not Permitted" are not being proposed to be permitted in the zone district.

1 Additional requirements are contained in Chapter 19.55.

2 Additional requirements are contained in Chapter 19.38.

3 Additional requirements are contained in Chapter 19.40.

4 Additional requirements are contained in Chapter 19.39.

5 Including electric vehicle repair and parts.

6 A conditional use permit is required for fast food with drive through establishments or gasoline sales establishments contiguous to: (a) properties with a residential zoning designation; (b) parcels designated as a public utilities easement or landscape easement which are contiguous to a property having a residential zoning designation; and (c) any other parcel of land upon which a building cannot be developed and which separates the subject parcel by less than 100 feet which is contiguous to a property having a residential zoning designation. A conditional use permit is not required for these uses if the subject parcel is separated from properties with a residential zoning designation by a public roadway.

7 Additional requirements are contained in Chapter 19.49.

8 Concrete batch plants and cogeneration plants are restricted from ITP-PD and C-PD districts. Any outdoor component, like equipment pads, would be required to be fully secured, screened and not accessible from a public walkway.

9 Including alternative energy products and related components and services, data center, pharmaceutical and medicine manufacturing not exceeding biosafety level 2. Biosafety level 3 and 4 not permitted.

10 Additional requirements are contained in Chapter 19.34.

11 Additional requirements are contained in Chapter 19.36.

Source: Provided by the City of Roseville in 2025.

2.4.3 Electrical Substation

At buildout, the project is anticipated to need 49 megavolt-amperes (MVA) of power. Roseville Electric has determined that there are 5 MVA of power available for the project from its existing facilities. The initial 5 MVA of power requires the extension of two existing 12 kV underground lines. The additional 44 MVA would be provided by a new electrical substation proposed to be constructed on the project site. The substation would be 225 feet by 175 feet (Figure 2-9). Although substation design is not completed yet, the substation would likely consist of steel structures, approximately 40 feet tall with 70-feet tall steel poles and associated electrical equipment surrounded by screening and buffered by landscaping.

Two 60-kilovolt (kV) overhead power lines would need to be extended along the south side of Blue Oaks Boulevard, starting at the southeast corner of Westbrook Boulevard and through the project site on the commercial side to the substation. The proposed alignment for the power lines is shown on Figure 2-9.

2.4.4 Circulation and Parking

The main entry to the project site would be from Blue Oaks Boulevard via a new public roadway (Street A on the Tentative Map), as shown in Figure 2-3. The new public roadway would extend through most of the project site in a north-south direction and would separate the residential uses from the innovation and commercial uses.

In addition to the new public roadway, multiple internal roadways would provide access to the residential uses. Access to the innovation and commercial uses would be provided via Blue Oaks Boulevard, Phillip Road, and the new public roadway. A surface parking lot would provide parking and circulation for the innovation and commercial uses. The project would include approximately 1,707 total parking stalls (including standard, accessible, compact, and electrical vehicle-capable), which is more parking than is required per City code.

PEDESTRIAN AND BICYCLE PATH

An 8-foot-wide pedestrian and bike path would be constructed adjacent to the curb and gutter along the east side of Street A from Blue Oaks Boulevard to south of the proposed bridge. A 5-foot-wide sidewalk would be constructed adjacent to the curb and gutter along the west side of Street A from Blue Oaks Boulevard to south of the proposed bridge. Also, along Street A, from Blue Oaks Boulevard to Street P, a 5-foot bike lane would be located within the roadway in each direction.

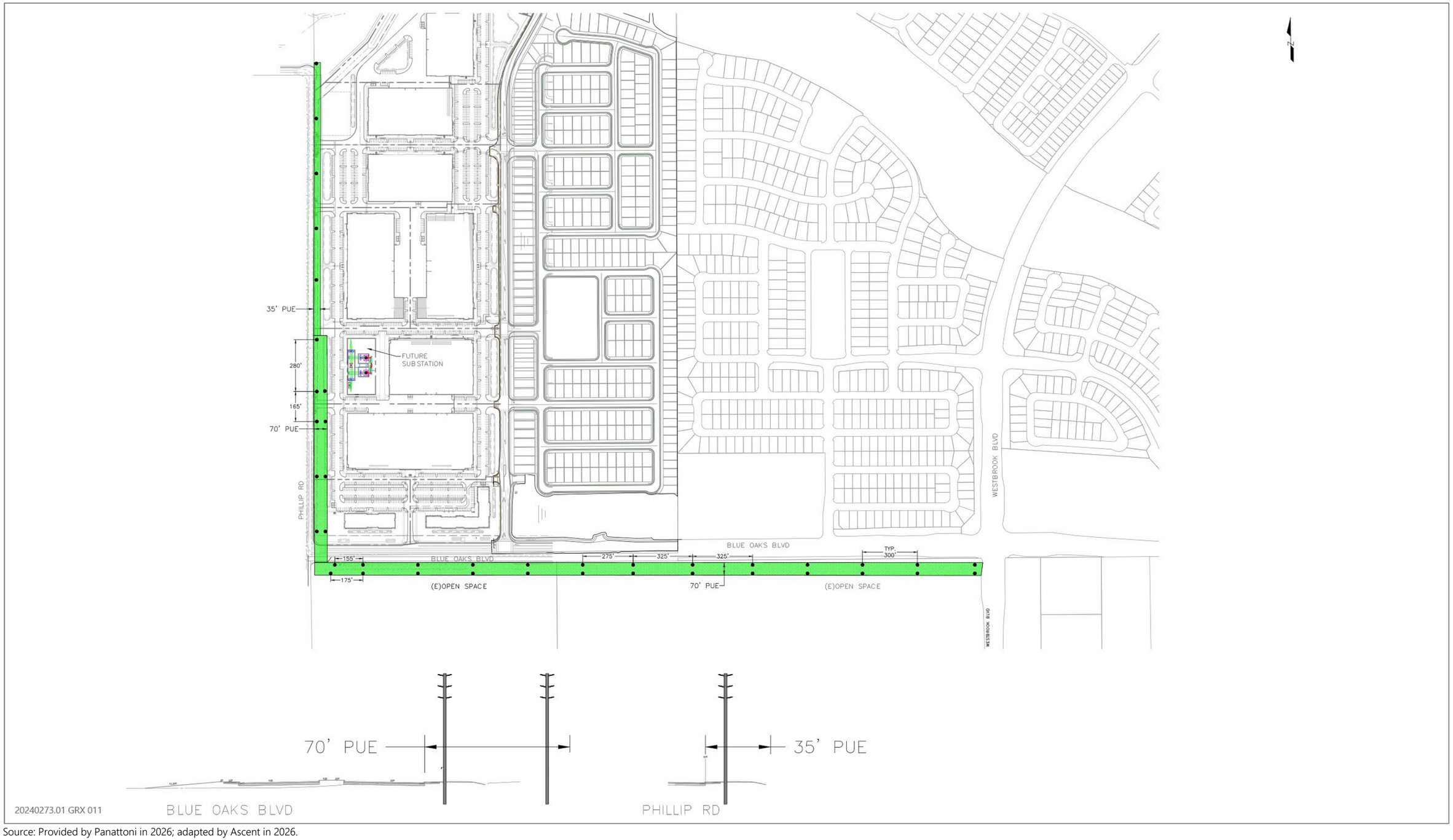
At the proposed bridge, the pedestrian and bike path would be 8 feet wide along the east side of Street A with a 5-foot-wide sidewalk being constructed along the west side of the bridge. The 8-foot-wide pedestrian and bike path and the 5-foot-wide sidewalk would both stop at Street T. The rest of Street A within the northern residential area would include a 4-foot-wide sidewalk constructed on both sides of the street, but no bike lanes would be provided on these residential streets.

BICYCLE TRAIL

A bicycle trail would be installed along the south side of Pleasant Grove Creek Bypass Channel (Figure 2-3). This would be a 10-feet-wide, paved, Class I trail that would continue the existing trail within the Creekview subdivision to the east of the project site. The bicycle trail on the south side of the Bypass Channel would extend under the bridge and would terminate east of the future Placer Parkway alignment. The project would also include construction of a 10-foot wide, paved, Class I trail at the northern end of the project site.

The off-site improvements on Blue Oaks Boulevard would also include a bicycle lane.

Additionally, the project would provide long-term and short-tern bike racks on-site for employees.



Source: Provided by Panattoni in 2026; adapted by Ascent in 2026.

Figure 2-9 Proposed Electrical Substation and Public Utility Easement for the New Power Line

BRIDGE ACROSS PLEASANT GROVE CREEK AND PLEASANT GROVE CREEK BYPASS CHANNEL

A bridge would be constructed across Pleasant Grove Creek and Pleasant Grove Creek Bypass Channel to connect the northern and southern portions of the site (Figure 2-3). The bridge would be approximately 47 feet wide and would provide two travel lanes and an 8-foot-wide sidewalk on the east side, and a 5-foot-wide sidewalk on the west side (Figures 2-10 and 2-11). The 200-year water surface elevation is approximately 78.50 (NGVD 88 Datum) and the 100-year water surface elevation is approximately 77.75 (NGVD 88 Datum). The bridge deck would be approximately 2 feet thick. With a clearance of 3 feet above the 200-year water surface elevation to the bottom of the bridge deck, the minimum top of the bridge would be at an elevation of 83.5 feet. Bridge construction would include installation of 24-inch diameter bridge supports within the Pleasant Grove Creek channel and the Pleasant Grove Creek Bypass Channel. Permitting would be required for construction of the bridge as the abutments and a pier would be located within the Pleasant Grove Creek and adjacent Pleasant Grove Creek Bypass Channel. As noted above, the bridge would be needed to connect the northern and southern portions of the site; therefore, bridge construction would not occur until immediately prior to the development of the northern portion of the site (which would be Construction Phase R3, as identified in Section 2.5.1, "Project Phasing."

As part of the extension of utility infrastructure (described below in Section 2.4.5, "Utilities"), some utility infrastructure (water and recycled water) would be attached to the bridge. The City of Roseville requires an open cut trench for installation of sewer lines under creeks. Permitting would be required for installation of the sewer line to serve the northern portion of the site.

FUTURE PLACER PARKWAY

Although Placer Parkway is not part of the proposed project, because a segment of the planned Placer Parkway corridor is located on the site, a brief discussion of Placer Parkway is included here for informational purposes.

Placer Parkway is a planned east-west regional thoroughfare approved by South Placer Regional Transportation Authority in 2009. The on-site segment of the Placer Parkway corridor is 365 feet wide (Figure 2-3). Placer Parkway is designed as a high-speed, limited access, four-lane regional expressway between State Route (SR) 65 in Placer County and SR 99 in Sutter County. This expressway would provide primary access from SR 65 to the Placer Ranch Specific Plan (PRSP) and Sunset Area Plan (SAP) areas with planned interchanges at SR 65, Foothills Boulevard, and Fiddyment Road.

The first phase of Placer Parkway, from SR 65 to Foothills Boulevard North, was approved by Placer County in 2015 (SCH# 2015052032). Placer Parkway would be constructed regardless of whether the Phillip Road Project is approved. Although a segment of the planned Placer Parkway corridor is located on the project site, the corridor would not connect to the project site. Because an EIR was certified for Placer Parkway and the project was approved, this EIR evaluates impacts of Placer Parkway in a cumulative context only and not as a project-specific element.

2.4.5 Utilities

Utility service is not currently available at the project site. Thus, the project will require the extension of nearby potable water, recycled water, wastewater, stormwater, and electrical infrastructure to serve the future development of the site.

POTABLE WATER

Water service would be provided by the City of Roseville Environmental Utilities. A new 24-inch water main would be installed within Blue Oaks Boulevard that would connect to the existing 24-inch water main at Westbrook Boulevard. The new 24-inch water main would continue along Blue Oaks Boulevard to Phillip Road. At Phillip Road, a 24-inch stub would be provided to the south to serve future development, and a 16-inch water main would be constructed

north along Phillip Road to serve the proposed Roseville Environmental Utilities Operations Center. The adjacent Creekview subdivision also has an existing 12-inch water main within Grasscreek Drive to which the proposed project would connect along the east side of the southern portion of the project site. Existing and proposed potable water infrastructure is shown on Figure 2-12.

Additionally, a new 12-inch water main would be installed on the proposed bridge that traverses Pleasant Grove Creek and Pleasant Grove Creek Bypass Channel, to provide service to the northern portion of the project site. The adjacent subdivision has a future 12-inch water main within Benchmark Drive to which the proposed project would connect along the east side of the northern portion of the project site.

RECYCLED WATER

Recycled water service would be provided by the City of Roseville Environmental Utilities. A new 12-inch recycled water main would be installed within Blue Oaks Boulevard that would connect to the existing 24-inch recycled water main at Westbrook Boulevard. The new 12-inch recycled water main would continue along Blue Oaks Boulevard to Street A. The recycled water main size in Street A would be a 10-inch recycled water main at the Blue Oaks Boulevard intersection, then reduced to an 8-inch recycled water main, and then finally a 6-inch recycled water main as it travels north to serve the project site. Existing and proposed recycled water infrastructure is shown on Figure 2-13.

Additionally, a new 6-inch recycled water main would be installed on the proposed bridge that traverses Pleasant Grove Creek and Pleasant Grove Creek Bypass Channel, to provide service to the northern portion of the project site.

WASTEWATER

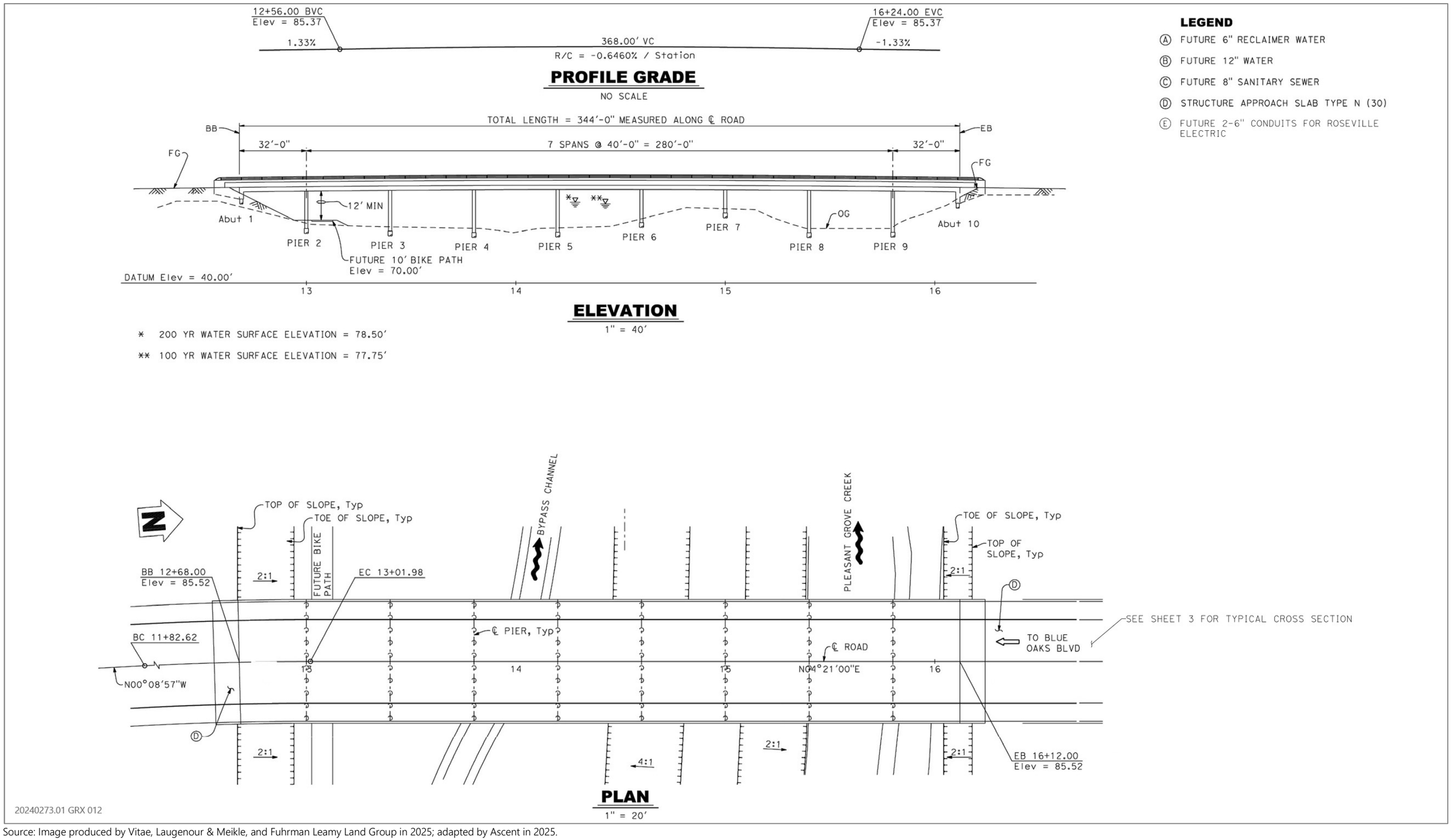
Wastewater service would be provided by the City of Roseville Environmental Utilities. Wastewater flows from the northern portion of the site would be conveyed by gravity pipelines (open trench under Pleasant Grove Creek) to a new lift station located south of the Pleasant Grove Creek Bypass Channel. Area topography and the distance required for conveyance of wastewater flows to the Pleasant Grove Wastewater Treatment Plant prevent the use of gravity flow.

The proposed Roseville Environmental Utilities Operations Center would connect to the Phillip Road Site's wastewater infrastructure and the flows from this separate project are accounted for in the sizing of the new sewer mains and sewer lift station that would be installed as part of the proposed project.

A force main would be constructed from the lift station south along Road A. The line would then run east along Blue Oaks Boulevard and south along Westbrook Boulevard to pump flows to a new sewer manhole on the west side of Westbrook Boulevard. A gravity pipe would then convey flows to a new sewer manhole in Westbrook Boulevard to connect to the existing 21-inch sewer pipe. Existing and proposed wastewater infrastructure is shown on Figure 2-14. The project is projected to generate 0.3859 million gallons per day (mgd) average dry weather flow of wastewater at buildout.

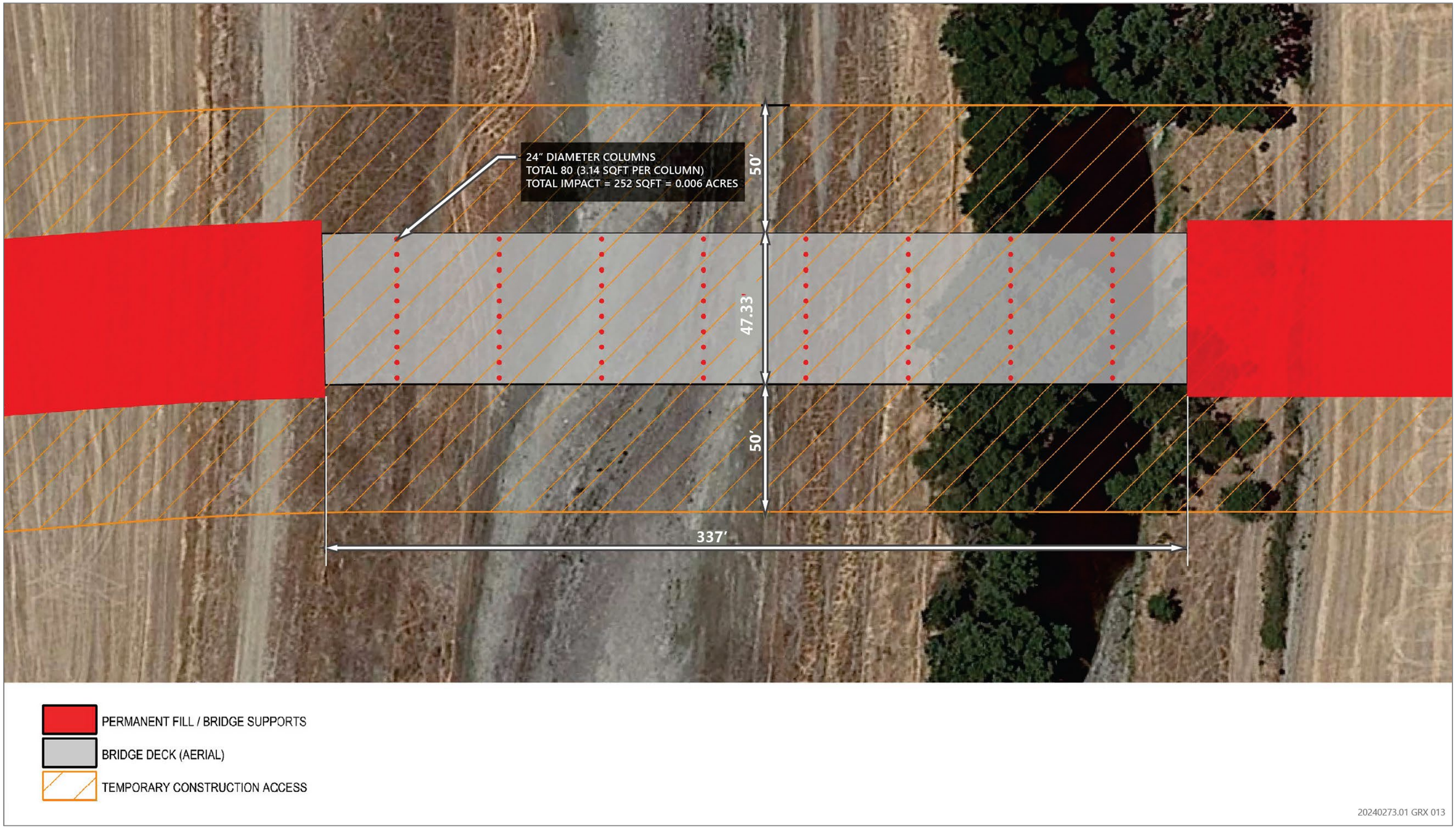
STORMWATER

The project site is located within the Pleasant Grove Creek watershed, which is within the larger Natomas Cross Canal watershed of northwestern Placer County and southeastern Sutter County. The Pleasant Grove Creek watershed drains to the Pleasant Grove Canal, to the Natomas Cross Canal, and then to the Sacramento River. Pleasant Grove Creek and the Pleasant Grove Creek Bypass Channel cross through the middle of the project site. The creek and bypass channel are covered by a Federal Emergency Management Agency (FEMA) Zone AE special flood hazard area, as shown on the currently effective Flood Insurance Rate Map (FIRM) panel 06061C0920H Letter of Map Revision (20-09-0505P), dated November 23, 2020. The Zone AE of the creek and bypass channel is also designated as a Regulatory Floodway within the project site. On the south overbank area of the bypass channel, a relatively small area of Zone AE has been designated. A small area of the northeast corner of the project site lies within a Zone A special flood hazard area of University Creek.



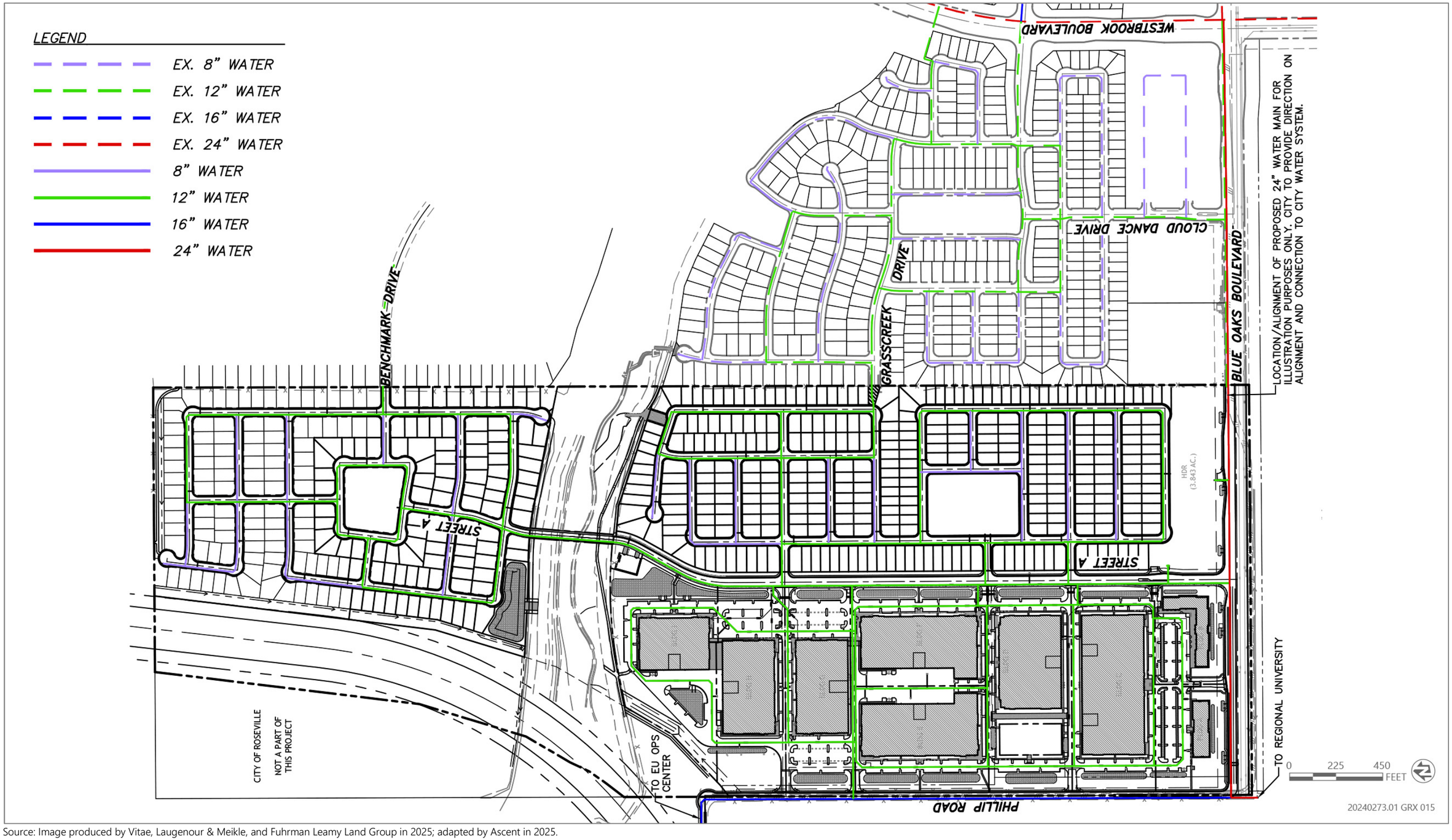
Source: Image produced by Vitae, Laugenour & Meikle, and Fuhrman Leamy Land Group in 2025; adapted by Ascent in 2025.

Figure 2-10 Proposed Bridge Design



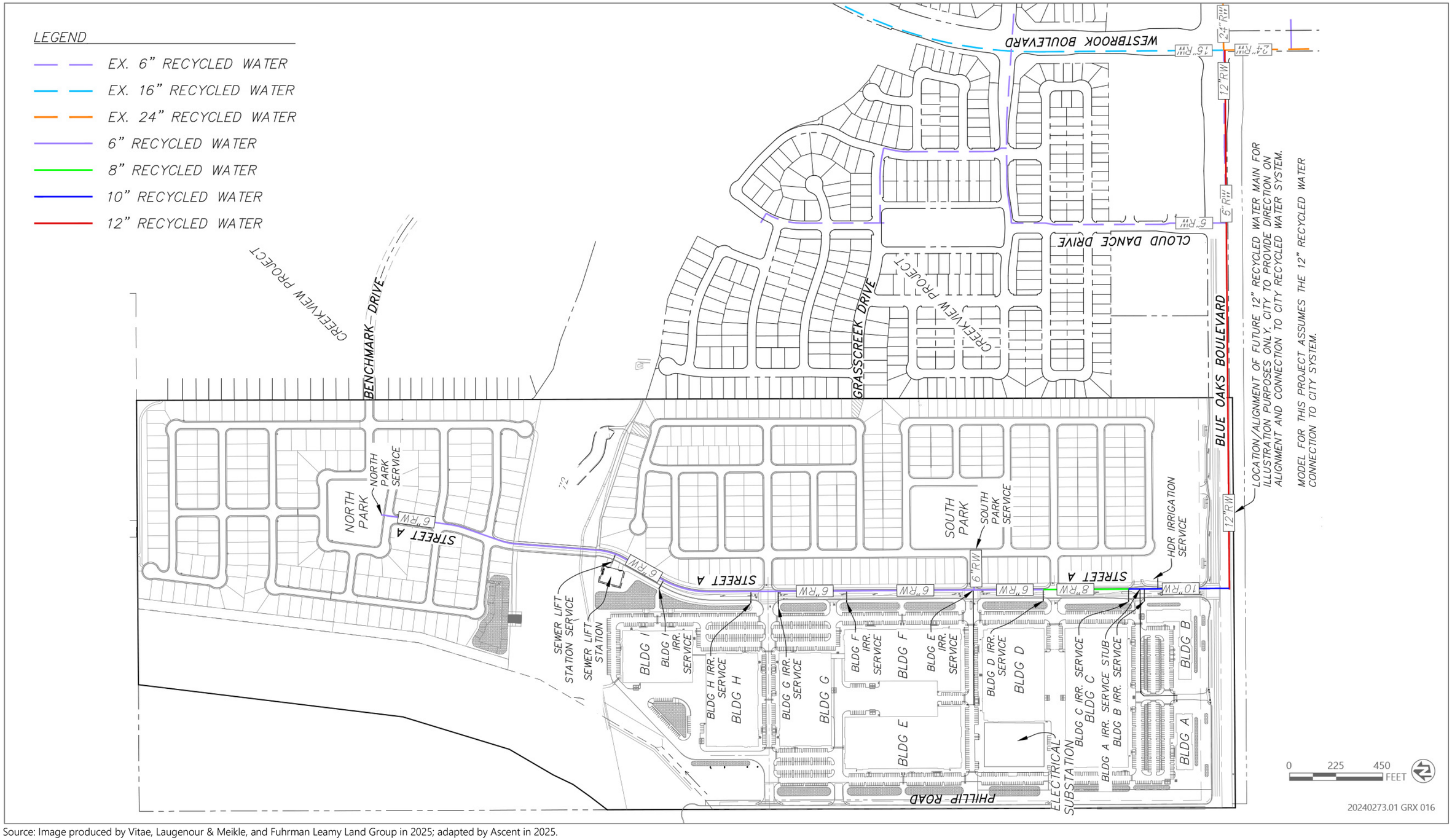
Source: Provided by Panattoni in 2025; adapted by Ascent in 2025.

Figure 2-11 Proposed Bridge Aerial View



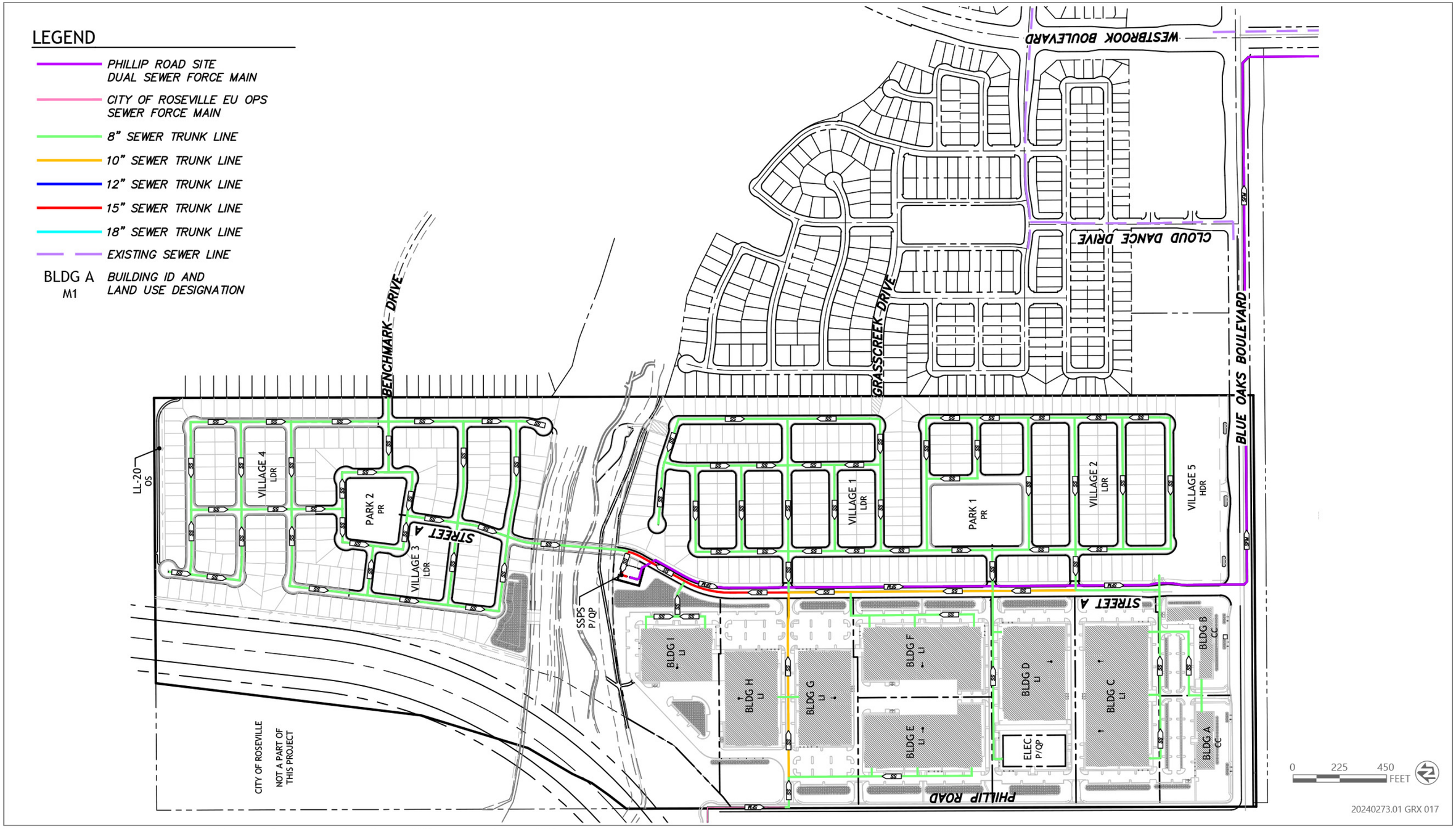
Source: Image produced by Vitae, Laugenour & Meikle, and Fuhrman Leamy Land Group in 2025; adapted by Ascent in 2025.

Figure 2-12 Existing and Proposed Potable Water Infrastructure



Source: Image produced by Vitae, Laugenour & Meikle, and Fuhrman Leamy Land Group in 2025; adapted by Ascent in 2025.

Figure 2-13 Existing and Proposed Recycled Water Infrastructure



Source: Image produced by Vitae, Laugenour & Meikle, and Fuhrman Leamy Land Group in 2025; adapted by Ascent in 2025.

Figure 2-14 Existing and Proposed Wastewater Infrastructure

Plans for grading and the drainage systems would be designed and constructed in conformance with the City Improvement Standards, Placer County Flood Control and Water Conservation District's Stormwater Management Manual, and other permit criteria applicable at the time of development, to provide flood protection up to the 100-year storm event. The drainage systems would have a network of underground storm drain pipes ranging in size from 4 inches to 36 inches in diameter, and associated structures. Because the project site, both the north and south portions, drains, generally, to the creek and bypass channel, the storm drains would outfall to the creek and bypass channel. The storm drains would be designed for the 10-year storm event, and the overland releases would be designed for the 100-year storm event. Storm drains within commercial and innovation center parcels would be private systems, outside of the public right-of-way, to be maintained by the property owners. Storm drains within the residential areas of the project site, and within the roadway improvements, would be public systems, within the public right-of-way, to be maintained by the City. A bridge would be constructed across Pleasant Grove Creek and Pleasant Grove Creek Bypass Channel to connect the northern and southern parcels, as discussed above.

The project would increase surface imperviousness with the proposed buildings and paved parking lots. The drainage system would include stormwater quality best management practices (BMP) to reduce the types and amounts of pollutants that may be carried in stormwater runoff, as well to manage increases in runoff (hydromodification). The BMPs would be designed in accordance with the City's Stormwater Quality Design Manual. BMPs for the southern and northern residential areas would include disconnected impervious surfaces that would drain to pervious areas first for runoff reduction. The southern residential area would also include a BMP, a vegetated swale, at the outfall of its storm drain system, and the northern residential area would also include a BMP, a bioretention facility, at the outfall of its storm drain system. The Innovation Center area BMPs would include on-site bioretention facilities. The Blue Oaks Boulevard extension BMPs would include bioretention facilities within the public right-of-way. The Phillip Road BMP would include a vegetated swale at the outfall of its storm drain system.

City of Roseville Pleasant Grove Stormwater Retention Basin Facility

In addition to detention of peak flood flows within the Pleasant Grove Creek watershed, the project applicant will contribute toward construction of the Pleasant Grove Stormwater Retention Basin Project through payment of the Pleasant Grove Watershed Mitigation Fee, which will cover the retention requirements of the project. Payment of this fee would be required as part of the Development Agreement as well as the conditions of project approval. This planned, regional stormwater retention facility would be located within the Pleasant Grove watershed, at the City's Reason Farms site located immediately west of the project site and has been designed to mitigate increased volumetric runoff from the City's developments within the watershed, including runoff volume from the project site.

The Pleasant Grove Stormwater Retention Basin Project is an existing project in the City's Capital Improvement Program. As of May 31, 2025, the City has spent $14.8 million purchasing land, conducting environmental work, preparing alternative designs, and preparing studies regarding expected operations and maintenance costs (Anderson, pers. comm., 2025). As of June 2025, field studies including geotechnical, biological, cultural, and land survey are 80 percent complete, and the alternative designs are approximately 30 percent complete. The Notice of Preparation (SCH #2024100114) was filed in October 2024, and the Draft EIR is expected to be released to the public in fall 2026. The City intends to construct the Pleasant Grove Stormwater Retention Basin Project in the next five years (Anderson, pers. comm., 2025).

ELECTRICITY AND NATURAL GAS

Initial electrical service will be provided by Roseville Electric via the extension of 12 kV underground lines, as noted above in Section 2.4.3, "Electrical Substation," and at final buildout would require installation of an on-site electrical substation that would be constructed as part of the project. To provide the initial 5 MVA of capacity to the site, two, existing 12 kV underground lines will be extended from near the intersection of Blue Oaks Boulevard and Citra Drive to the project site. Once the substation is required (designed electrical demand exceeds 5 MVA), two double-circuit, single pole construction, overhead 60 kV line extensions will be installed from near the intersection of Blue Oaks Boulevard and Westpark Drive (up to 70 feet tall). See Figure 2-9 for the location of the proposed electrical substation and public utility easement for the new power line.

The project would also include the undergrounding of an existing PG&E overhead line that runs east to west across the southern portion of the project site, south of Pleasant Grove Creek.

The project would not require natural gas service for the residential component. On the innovation and commercial side, natural gas would only be utilized in the case of an operational need for an advanced manufacturer or other user. It would not be utilized for HVAC heating.

SOLID WASTE

Solid waste collection services would be provided by the City of Roseville. Solid waste from the project site would be delivered to the Western Regional Sanitary Landfill, which is operated by the Western Placer Waste Management Authority. Table 2-4 shows the projected solid waste generation of the project's employees and residents, based on solid waste generation rates from the City of Roseville General Plan 2035 EIR (City of Roseville 2020).

Table 2-4 Projected Solid Waste Generation

Project Population	Rate	Projected Solid Waste Generation
910–980 employees	8.2 ppd per employee	7,462–8,036 ppd
1,550–1,650 residents	4.8 ppd per resident	7,440–7,920 ppd
Total	--	14,902–15,956 ppd

Notes: ppd = pounds per day.

Source: Compiled by Ascent in 2025, based on solid waste generation rates from City of Roseville 2020.

2.4.6 Off-Site Improvements

Off-site roadway improvements would include the extension of Blue Oaks Boulevard along the southern frontage of the project, improvements to Phillip Road along the western frontage of the project, and extension of utilities infrastructure. These are described below.

The extension of Blue Oaks Boulevard would occur as needed to serve each phase of the proposed development. It is anticipated that Phase 0 would involve construction of Blue Oaks Boulevard from its current location to the project's central circulation spine (Street A). Blue Oaks Boulevard from Street A to Phillip Road would be constructed with the development of the Innovation Center. Phillip Road to the north would be constructed in phases as the Innovation Center develops to the north.

Additionally, the project would construct a bus turnout along its southern frontage (on the north side of Blue Oaks Boulevard) to accommodate future fixed-route bus service during Phase I1.

Blue Oaks Boulevard would be constructed in phases, as described above. The first phase will consist of two drive lanes with bike lanes on each side, a middle turn lane, curb and gutter, and detached sidewalk along the north side of the road. The ultimate cross section of Blue Oaks Boulevard will consist of six travel lanes, with bike lanes on each side, a median, curb and gutter, and detached sidewalk on both sides of the road. Extending and widening Blue Oaks Boulevard to six lanes from Fiddyment Road to Santucci Boulevard was identified as a capital improvement project in the City's 2035 General Plan Update EIR (City of Roseville 2020).

Improvements would also be made to Phillip Road along the western frontage of the project. Phillip Road would be constructed as a Modified Collector containing two drive lanes with curb and gutter, and a sidewalk along the east side of the road.

Off-site utilities improvements would include the extension of potable water, recycled water, wastewater, stormwater, and electrical infrastructure to the site, as described above.

2.5 PROJECT CONSTRUCTION

2.5.1 Project Phasing

The project's residential component is anticipated to be developed in five phases, and a general phasing plan has been provided based upon reasonable assumptions (Table 2-5). Backbone infrastructure would be constructed beginning 2027. Subsequently, housing would be constructed in phases beginning in 2028, with each phase taking approximately one year. Full residential occupancy is projected to occur in 2033. Actual phasing will depend on market demand and may vary.

Table 2-5 Proposed Residential Phasing Plan

Phase	Village	Timing
0	Backbone infrastructure	Construction: approximately 18 months beginning in 2027
R1	Village 1 – 162 lots (northern half of the south side)	Construction: approximately 12 months beginning in 2028; Occupancy: 2029
R2	Village 2 – 156 lots (southern half of the south side)	Construction: approximately 12 months beginning in 2029; Occupancy: 2030
R3	Village 3 – 105 lots (southern half of the north side)	Construction: approximately 12 months beginning in 2030; Occupancy: 2031
R4	Village 4 – 106 lots (northern half of the north side)	Construction: approximately 12 months beginning in 2031; Occupancy: 2032
R5	Village 5 – HDR on Blue Oaks Boulevard	Construction: approximately 12 months beginning in 2032; Occupancy: 2033

Source: Provided by Panattoni in 2025.

Depending on market demand, the project's innovation and commercial component is anticipated to be developed in four phases based upon reasonable assumptions (Table 2-6). Backbone infrastructure would be constructed beginning in 2027. The first innovation center phase could potentially start construction as early as 2029 and potentially be completed in 2030, which could overlap with the second phase of residential construction. The timing of future phases will be determined based on market readiness and tenant demand. From a market absorption and practical perspective, it could take decades for the entire innovation and commercial development to come to fruition. For the purposes of the EIR, the full buildout year is expected to be 2038.

Table 2-6 Proposed Innovation and Commercial Phasing Plan

Phase	Buildings	Timing
0	Backbone infrastructure	Construction: approximately 18 months beginning in 2027
I1	C, D	Construction to be determined based on market demand: approximately 12 months beginning in 2029; Occupancy: 2030
I2	E, F	Construction to be determined based on market demand: approximately 12 months beginning in 2031; Occupancy: 2032
I3	G, H, I	Construction to be determined based on market demand: approximately 12 months beginning in 2033; Occupancy: 2034
I4	A, B	Construction to be determined based on market demand: approximately 12 months beginning in 2036; Occupancy: 2038

Source: Provided by Panattoni in 2025.

The electrical substation would be constructed during Phase I1 or I2 depending on the specific level of electricity demand of the future tenants. Bridge construction would occur as part of Phase R3.

2.5.2 Construction Activities

Construction hours would be 7:00 a.m. to 7:00 p.m. Monday through Friday. Construction could also occur from 8:00 a.m. to 8:00 p.m. on Saturdays and Sundays on an as-needed basis. There would not be any construction during nighttime. In addition, all construction equipment would be fitted with factory installed muffling devices and all construction equipment will be maintained in good working order.

As noted above, construction would be conducted over multiple phases of development. For any given phase, there would be a range of 75—125 construction workers for a given shift. Access during construction would be from Blue Oaks Boulevard.

Construction activities and general sequencing would be as follows: installation of stormwater pollution prevention plan BMPs; clear and grub; mass grading and soil stabilization; installation of footings, slab, wall panels, roof structure; installation of mechanical, electrical, and plumbing infrastructure and building envelope and finishes; installation of underground wet and dry utilities, hardscape/paving, and irrigation and landscaping.

The type and quantity of equipment would fluctuate throughout construction, but would generally include earthmoving equipment (scrapers, dozers, excavators); concrete mix trucks and concrete pumps; a crane for erection of panels; semi-trucks and other trucks for deliveries; and a variety of crew trucks, excavators, boom lifts, scissor lifts, trenchers, generators, and personal autos.

Building materials and equipment would be staged in various locations on the project site throughout the duration of construction and would vary as the phases are constructed.

Based on the current soils analysis, it is anticipated that the southern portion of the project site will balance (i.e., no soils import or export would be required) and the northern portion would be an export site with soils remaining. However, given the amount of uncertainty surrounding the Placer Parkway development, it is unknown whether there would be soil to export and in what quantity. During construction of the eastern side of the residential development, care and attention will be given to the grading activities as it relates to existing properties. The project will adhere to all common practices including dust control and state-regulated drainage management during construction. Final pad elevation of the residential lots will be generally at the same elevation of the existing residential lots to the east.

During project construction, several protected trees may be removed from small, isolated groves on the project site and from the valley oak riparian woodland habitat adjacent to Pleasant Grove Creek and University Creek. These trees (including two interior live oaks and eight valley oaks) would be removed and replaced consistent with Chapter 19.66, "Tree Preservation," of the City of Roseville Municipal Code, which includes such methods as replacing trees on-site, relocating trees, implementing a revegetation plan, and providing an in-lieu mitigation fee. The applicant plans to satisfy this requirement by replacing trees when possible and/or paying in-lieu mitigation fees.

2.6 PROJECT OPERATION

Though actual tenants are not known yet, the project's innovation and commercial uses are expected to generate 910–980 jobs at full buildout (Table 2-7). Operational hours would vary based on the actual tenants. Typical operational hours for the innovation center uses would be 6:00 a.m. to 8:00 p.m., 5 days per week. Typical operational hours for the commercial uses would be 5:00 a.m. to 10:00 p.m., 7 days per week.

Table 2-7 Projected Employment

Project Component	Projected Number of Jobs
Innovation	825–875
Medical Office	35–45
Retail	50–60
Total	**910–980**

Source: Provided by Panattoni in 2025.

The project's residential component would provide housing for 1,550–1,650 residents at buildout. Table 2-8 shows the average rates used to develop the projected residential population.

Table 2-8 Projected Residential Population

Residential Component	Number of Units	Average Rate	Projected Number of Residents
Single-family	529	2.54 persons per household	1,344
Multi-family	135	2 persons per household	270
Total	**664**	--	1,614

Source: Provided by Panattoni in 2025.

2.7 POTENTIAL PERMITS AND APPROVALS REQUIRED

Elements of the project could be subject to permitting and/or approval authority of other agencies. As the lead agency pursuant to CEQA, the City is responsible for considering the adequacy of the EIR and determining if the project should be approved. The City will be the permitting agency for the project with regards to the General Plan Amendment, Rezone, Major Project Permit, Development Agreement, Tree Permit, and Tentative Parcel Map.

The Development Agreement for the project will include a requirement for the applicant to pay into a Community Facilities District (CFD), which provides funding for fire and police protection and other public services. Compliance with existing codes, regulations, funding agreements, and facilities plans would ensure that fire and police protection services are adequate. The Roseville Fire Department reviewed the project application and indicated that the CFD would meet their needs.

Other potential permits required from other agencies could include:

2.7.1 Federal

- **Federal Emergency Management Agency:** Letter of Map Revision.
- **US Army Corps of Engineers:** Compliance with Section 404 of the Clean Water Act for discharge of fill to Waters of the US.
- **US Fish and Wildlife Service**: Compliance with the US Endangered Species Act.

2.7.2 State

- **California Department of Fish and Wildlife, Region 2**: Section 1602 streambed alteration agreement for construction activities that occur within the bed or bank of adjacent waterways.
- **Central Valley Regional Water Quality Control Board**: National Pollutant Discharge Elimination System construction stormwater permit (Notice of Intent to proceed under General Construction Permit) for disturbance of more than 1 acre, discharge permit for stormwater, and US Clean Water Act Section 401 water quality certification and California waste discharge requirements.
- **Central Valley Flood Protection Board**: US Clean Water Act, Section 408 Approval/California Encroachment permit for bridge construction.

2.7.3 Local

- **Placer County Air Pollution Control District**: Authority to Construct/Permit to Operate, and Air Quality Management Plan consistency determination.

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3 ENVIRONMENTAL IMPACTS AND MITIGATION MEASURES

APPROACH TO THE ENVIRONMENTAL ANALYSIS

This draft environmental impact report (Draft EIR) evaluates and discloses the environmental impacts associated with the Phillip Road Project, in accordance with the California Environmental Quality Act (CEQA) (Public Resources Code [PRC] Section 21000, et seq.) and the State CEQA Guidelines (California Code of Regulation, Title 14, Chapter 3, Section 15000, et seq.).

Sections 3.1 through 3.15 of this Draft EIR present a discussion of regulatory background, existing conditions, environmental impacts associated with construction and operation of the project, mitigation measures to reduce the level of impact, and residual level of significance (i.e., after application of mitigation, including impacts that would remain significant and unavoidable after application of all feasible mitigation measures). Issues evaluated in these sections consist of the environmental topics identified for review in the Notice of Preparation (NOP) prepared for the project (see Appendix A).

Chapter 4 of this Draft EIR, "Cumulative Impacts," presents an analysis of the project's impacts considered together with other past, present, and probable future projects producing related impacts, as required by Section 15130 of the State CEQA Guidelines. Chapter 5, "Other CEQA Sections," includes an analysis of the project's growth inducing impacts, as required by Sections 21100(b)(5) and 15126.6(e) of CEQA. Chapter 6, "Alternatives," presents a reasonable range of alternatives and evaluates the environmental effects of those alternatives relative to the proposed project, as required by Section 15126.6 of the State CEQA Guidelines.

Sections 3.1 through 3.15 of this Draft EIR each include the following components.

Regulatory Setting

This subsection presents information on the laws, regulations, plans, and policies that relate to the issue area being discussed. Regulations originating from the federal, state, and local levels are each discussed as appropriate.

Environmental Setting

This subsection presents the existing environmental conditions on the project site and in the surrounding area as appropriate, in accordance with State CEQA Guidelines Section 15125. The discussions of the environmental setting focus on information relevant to the issue under evaluation. The extent of the environmental setting area evaluated (the project study area) differs among resources, depending on the locations where impacts would be expected. For example, air quality impacts are assessed for the air basin (macroscale) as well as the site vicinity (microscale), whereas transportation and circulation impacts are assessed for the project site vicinity only.

Environmental Impacts and Mitigation Measures

This subsection presents thresholds of significance and discusses potentially significant effects of the Phillip Road Project on the existing environment, including the environment beyond the project boundaries, in accordance with State CEQA Guidelines Section 15126.2. The methodology for impact analysis is described, including technical studies upon which the analyses rely. The thresholds of significance are defined and thresholds for which the project would have no impact are disclosed and dismissed from further evaluation. Project impacts and mitigation measures are numbered sequentially in each subsection (Impact 3.1-1, Impact 3.1-2, Impact 3.1-3, etc.). A summary impact statement precedes a more detailed discussion of the environmental impact. The discussion includes the analysis, rationale, and substantial evidence upon which conclusions are drawn. The determination of level of significance of the impact is defined in bold text. A "less-than-significant" impact is one that would not result in a substantial adverse

change in the physical environment. A "potentially significant" impact or "significant" impact is one that would result in a substantial adverse change in the physical environment; and both are treated the same under CEQA in terms of procedural requirements and the need to identify feasible mitigation. Mitigation measures are identified, as feasible, to avoid, minimize, rectify, reduce, or compensate for significant or potentially significant impacts, in accordance with the State CEQA Guidelines Section 15126.4. Unless otherwise noted, the mitigation measures presented are recommended in the EIR for consideration by the City to adopt as conditions of approval.

Where an existing law, regulation, or permit specifies mandatory and prescriptive actions about how to fulfill the regulatory requirement as part of the project definition, leaving little discretion in its implementation, and would avoid an impact or maintain it at a less-than-significant level, the environmental protection afforded by the regulation is considered before determining impact significance. Where existing laws or regulations specify a mandatory permit process for future projects, performance standards without prescriptive actions to accomplish them, or other requirements that allow substantial discretion in how they are accomplished, or have a substantial compensatory component, the level of significance is determined before applying the influence of the regulatory requirements. In this circumstance, the impact would be potentially significant or significant, and the regulatory requirements would be included as a mitigation measure.

This subsection also describes whether mitigation measures would reduce project impacts to less-than-significant levels. Significant and unavoidable impacts are identified as appropriate in accordance with State CEQA Guidelines Section 15126.2(b). Significant and unavoidable impacts are also summarized in Chapter 5, "Other CEQA Sections."

REFERENCES

The full references associated with the parenthetical references found throughout Sections 3.1 through 3.15 can be found in Chapter 8, "References," organized by section number.

3.1 LAND USE AND AGRICULTURAL RESOURCES

This land use analysis evaluates consistency of the proposed Phillip Road Project with applicable land use plans and policies. The physical environmental effects associated with the project, many of which pertain to issues of land use compatibility (e.g., noise, aesthetics, air quality) are evaluated in other sections of Chapter 3 of this Draft EIR.

This section also describes existing agricultural resources on the project site and evaluates potential impacts associated with the conversion of the loss of Prime Farmland, Unique Farmland, and Farmland of Statewide Importance (collectively, Farmland); and Williamson Act contracted land. The issues of forest land as defined in Public Resources Code (PRC) Section 12220(g) and timberland as defined by PRC Section 4526 are addressed in Chapter 1, "Introduction," under "Effects Found Not to be Significant" because the project site and surrounding lands are not designated or zoned as forest land or timberland.

Two comment letters regarding land use were received in response to the notice of preparation (see Appendix A). The letters, from members of the public, expressed concerns related to proposed changes in land use and zoning; project consistency with General Plan policies related to orderly growth, open space preservation, and infrastructure provision; and procedural concerns related to CEQA timing and the Surplus Land Act. These comments are addressed in this section.

3.1.1 Regulatory Setting

FEDERAL

No federal plans, policies, regulations, or laws are applicable to the provision of land use or agricultural resources for the project.

STATE

Planning and Zoning Laws

California Government Code Section 65300 et seq. establishes the obligation of cities and counties to adopt and implement general plans. The General Plan is a comprehensive, long-term, planning document for the physical development of a city or county and of any land outside its boundaries that, in the city's or county's judgment, bears relation to its planning. The General Plan addresses a broad range of topics, including at a minimum land use, circulation, housing, conservation, open space, noise, environmental justice, and safety. In addressing these topics, the general plan identifies the goals, objectives, policies, principles, standards, and plan proposals that support the city's or county's vision for the area.

The State Zoning Law (California Government Code, Section 65800 et seq.) establishes that zoning ordinances, which are laws that define allowable land uses within a specific zoning district, are required to be consistent with the general plan. Local general plan policies and zoning ordinances, as they relate to the proposed project, are summarized below.

California Department of Conservation Farmland Mapping and Monitoring Program

Farmland in California is classified and mapped according to the California Department of Conservation's (DOC) Farmland Mapping and Monitoring Program (FMMP). Authority for the FMMP comes from Government Code Section 65570(b) and PRC Section 612. Government Code Section 65570(b) requires the DOC to collect or acquire information on the amount of land converted to or from agricultural use for every mapped county and to report this information to the Legislature. PRC Section 612 requires the DOC to prepare, update, and maintain Farmland Series Maps and other soils and land capability information.

The California Land Conservation Act of 1965

The California Land Conservation Act of 1965, or the Williamson Act, preserves agricultural and open space lands through property tax incentives and voluntary restrictive use contracts. Private landowners voluntarily restrict their land to agricultural and compatible open-space uses under minimum 10-year rolling term contracts. In return, restricted parcels are assessed for property tax purposes at a rate consistent with their actual use, rather than potential market value.

Surplus Land Act

The Surplus Land Act was originally enacted in 1968 and is codified in California Government Code Section 54220 et seq. The law governs how local agencies in California (such as cities, counties, and special districts) must handle the disposal of publicly owned land that is no longer needed for agency use. Its primary goal is to prioritize the use of surplus public land for affordable housing, parks, and open space. The law requires local agencies to follow specific procedures, including notifying the California Department of Housing and Community Development (HCD) and offering the land to affordable housing developers before selling or leasing it.

In 2004, the City acquired approximately 1,700 acres of undeveloped land in the northwest corner of the City, commonly known as "Reason Farms," to develop the regional Pleasant Grove Retention Basin project and reduce flood risk in the watershed. After further evaluation of the retention basin project, it was determined that only a portion of the Reason Farms property would be required for retention basin purposes and the remaining portion of land would be available for other uses. The subject property at 6382 Phillip Road is located within a portion of the land that was ultimately determined not to be necessary for the flood control project.

Since that time, the City had not identified any future City needs for the property and the property was no longer necessary for the City's use. In 2019, the City began the formal process to dispose of the subject parcel in good faith and in accordance with the then-applicable laws regarding surplus property by a local agency as set form in California Government Code Section 54220 et seq. and Roseville Municipal Code Section 4.12.110(B). On November 20, 2019, the City Council formally declared the property at 6382 Phillip Road as surplus property and found that it was in the City's best interest to dispose of the property as required by the applicable section of the Municipal Code. On November 21, 2019, City staff provided a notice of availability of the surplus property to all parties as required by the Surplus Land Act provisions that were in effect at the time, as identified in California Government Code Section 54222(a-e).

On December 4, 2023, the City received a procedural notice from HCD related to the applicability of the Surplus Land Act as amended by Assembly Bill (AB) 1846. AB 1846 modified the Surplus Land Act to require that the notice of availability for the property be issued to low- and moderate- income housing developers and the list of housing sponsors pursuant to Government Code Section 54222. The notice of violation, which was issued in response to a third-party complaint, stated that although the notice of availability of the surplus property was issued prior to the January 1, 2020 effective date of AB 1846, the property remained subject to the Surplus Land Act as amended by AB 1846 and did not meet the grandfathering provisions. The City has since worked with HCD and reached a Surplus Land Act resolution. Pending the sale of the property, the City of Roseville and HCD have executed a settlement agreement, effective September 16, 2024. This agreement allows for the transfer of the project site to the applicant.

LOCAL

City of Roseville General Plan

The Land Use Element of the *City of Roseville General Plan* (2020a) contains the following policies that may be applicable to the project:

- **Policy LU1.4:** Promote a diversity of residential living options (e.g. density ranges, housing types, affordability ranges), while ensuring community compatibility and well-designed residential development.
- **Policy LU1.5:** Promote land use patterns that result in the efficient use of urban lands and preservation of open space, as specified in the Open Space and Conservation Element.

- **Policy LU2.2:** Allow mixed-use development that integrates residential and non-residential land uses, so that residents may easily walk or bike to shopping, services, employment, and leisure activities.
- **Policy LU5.1:** Implement a land use mix and pattern of development that provides linkages between residents' jobs and local employment-generating uses, facilitates a match between the number and type of local jobs and the local labor force, and maintains the fiscal viability of the City.
- **Policy LU5.2:** Support density bonuses in the construction of affordable housing, in accordance with the Density Bonus Ordinance and the Housing Element, to promote affordable housing options in areas particularly in areas where with few such housing opportunities and where employment centers exist or are planned.
- **Policy LU5.5:** Uphold the City's Affordable Housing Goal by requiring an affordable housing target for projects seeking a General Plan Amendment, Specific Plan Amendment, and/or rezoning to a residential designation proposing 25 or more new dwelling units. For these projects, the target is for a minimum of 10% of all new housing units to cost no more than 30% of the total monthly income of very low-, low-income, and moderate-income households (the City also uses the term "middle" in certain Specific Plans to refer to moderate-income households earning no more than 100% of the Area Median Income- AMI). The breakdown of the affordable units will be, at a minimum, 40% for rental to very low- and 40% for rental to low-income households. The remaining 20% may be reserved for moderate-income purchase (which will be priced to be affordable to households earning 95% of the Area Median Income) or may be distributed equally among the rental obligations, as approved by the City. Variations in affordable housing ratios may be approved through a Development Agreement where the following criteria are met:
  - A need has been identified for a specific affordable housing type (very low-, low- or moderate-income) and the project meets this need;
  - The project does not rely on or obtain City subsidies; and
  - Units proposed within these criteria would allow for individuals to stay within their units as their future income grows.
- **Policy LU5.6:** Maintain land use patterns, intensities, and densities that ensure an adequate supply of land for office, commercial, industrial, and other employment-generating development.
- **Policy LU5.7:** Support activities that attract employment uses to the City, as identified in the Economic Development Strategy.
- **Policy LU8.1:** Growth must provide a strong diversified economic base and a balance between employment and affordable housing.
- **Policy LU8.4:** The City shall accommodate projected population and employment growth in areas where the appropriate level of public infrastructure and services are planned or will be made available concurrent with development.
- **Policy LU8.7:** The City will manage growth in such a way to ensure that significant open space areas will be preserved.
- **Policy LU9.1:** The City may consider modification to the General Plan for new growth where adequate public services and facilities and preservation and conservation of natural resources can be provided in conjunction with the following:
  a. Additional land to accommodate demand for housing or employment uses
  b. Projects that will provide community benefits, including, but not limited to the provision of public transit services
  c. Ensure that growth provides benefits to the community as a whole and weigh community benefits against public costs

- **Policy LU9.2:** Prior to the consideration of any General Plan amendment to modify land use designations or expand the City's boundaries or Sphere of Influence, the City shall complete or cause to be completed the following City-wide studies/plans:
    a. Long-range transit plan
    b. Fiscal studies
    c. Public facilities and services capacity study
    d. Transportation system capacity study
    e. Utility capacity and supply (i.e., water, sewer, drainage, and electric)

The studies shall define overall holding capacities and identify additional performance standards that will need to be met to ensure the achievement of the goals and policies of the General Plan.

- **Policy LU9.6:** As new development is proposed in or outside the City's Sphere of Influence, project proponents shall provide a transitional area between City and County lands, through a system of managed interconnecting open space or other buffers, such as separation by arterial roadways.
- **Policy LU9.9:** Development proposed on the western edge of the City shall provide a distinctive open space transition to create a physical and visual buffer between the City and County that ensures that the identity and uniqueness of the City and County will be maintained.

There are no General Plan policies related to agricultural resources that are applicable to the project.

City of Roseville Zoning Ordinance

The City of Roseville's Zoning Ordinance (Title 19 of the Roseville Municipal Code) is the key regulatory tool meant to implement the General Plan, specifically the Land Use Element. The purpose of the ordinance is to protect and promote the public health, safety, and welfare of the city and to provide the economic and social advantages that result from an orderly, planned use of the environment. The Zoning Ordinance establishes specific, enforceable standards with which development must comply such as minimum lot size, maximum building height, minimum building setback, and a list of allowable uses. Zoning applies on a parcel-by-parcel basis, whereas the General Plan has a community-wide perspective.

City of Roseville Blueprint Project Implementation Strategies

The *Implementation Strategy to Achieve Blueprint Project Objectives* (City of Roseville 2005) includes options for the City to implement the Blueprint Growth Principles adopted by the Sacramento Council of Governments (SACOG) in December 2004. The options include programs and specific projects that are either currently in place in the City of Roseville or could be considered for implementation over time. The Blueprint Project spans a 50-year time horizon. The Implementation Strategy includes the following goals that may be applicable to the project:

- Mixed Land Use: To provide a variety of services in proximity to residential uses to reduce the reliance on automobile travel and give residents transit options;
- Compact Development: Take advantage of compact building design;
- Housing Choices: Create a range of housing opportunities and choices;
- Existing Assets: Use of existing assets to strengthen and direct development toward existing development areas;
- Natural Resource: Natural resource conservation of open space and agricultural land; and
- Quality Design: Foster distinctive, attractive communities with a strong sense of place and use land efficiently.

Sacramento Area Council of Government's 2025 Blueprint

On November 20, 2025, SACOG approved the 2025 update of the Metropolitan Transportation Plan/Sustainable Communities Strategy (MTP/SCS, referred to as the 2025 Blueprint). An MTP is a long-range (at least 20 years)

comprehensive plan that is required for the region to qualify for some federal and state transportation funding for public transit, streets/roads, and bicycle and pedestrian improvements. Under California's Sustainable Communities and Climate Protection Act, or Senate Bill 375 (Statutes of 2008, Chapter 728), SACOG is required to adopt an SCS as part of every MTP. The SCS must align transportation, housing, and land use decisions to help achieve the per-capita reduction targets for greenhouse gas (GHG) emissions from passenger vehicles that are set by the California Air Resources Board. The 2025 Blueprint aims to achieve various federal, state, regional, and local policy objectives related to sustainable development, transportation, and GHG emission reduction while considering financial, growth, and regulatory constraints.

The regional growth projections for the 2025 Blueprint were adopted by the SACOG board in 2022 and anticipate that the region will grow by approximately 580,000 people, and will add just over 260,000 new jobs, and 278,000 new homes. The 2025 Blueprint is designed to achieve the regional SB 375 GHG target while prioritizing maintenance and rehabilitation of existing infrastructure. It integrates smart land use planning principles with a diverse and efficient transportation network. The plan identifies targeted transportation investments, including new capital improvements (e.g., highways, roads, bridges, and light rail), policies such as roadway pricing strategies (e.g., tolling and mileage fees), and multimodal benefits aimed at connecting housing to jobs, managing congestion, and addressing forecasted travel volumes.

The 2025 Blueprint contains the following policies that may be applicable to the project (SACOG 2025):

- **Policy Vibrant-1:** Provide incentives, information, tools, technical assistance, and encouragement for legislative and regulatory reform and investment in Center & Corridor and Established Communities that increase housing options, jobs and services, and access to amenities.
- **Policy Vibrant-3:** Encourage local policy reforms that facilitate missing middle housing, strategically allow for higher-density housing, transition from discretionary to by-right development review, reduce government-mandated parking requirements, incentivize accessory dwelling units, and reduce displacement by protecting tenants and funding subsidized affordable housing.
- **Policy Vibrant-6:** Coordinate strategically phased growth in Developing Communities that expands the region's footprint in ways that minimize impacts on working lands and habitat and create complete communities with jobs, housing choices, connected streets, and convenient access to public transportation.
- **Policy Vibrant-7:** Support the implementation of SACOG's Regional Housing Needs Plan by affirmatively furthering fair housing, taking proactive steps to overcome patterns of residential segregation, clearing barriers to housing in high opportunity areas, and supporting other activities identified by local governments in adopted housing elements.
- **Policy Build-7:** Support investments in bicycle and pedestrian infrastructure that provides safe access to schools, jobs, recreational opportunities, social gathering centers, and transit, and/or implements the Regional Trail Network
- **Policy Build-8:** Develop multimodal corridors that improve access to major economic assets and job centers and facilitate the reliable movement of freight.

3.1.2 Environmental Setting

LAND USE

Surrounding Land Uses

The project site is in the northwest corner of the City of Roseville, in Placer County. The Al Johnson Wildlife Area is located northwest of the site and is part of a 1,700-acre site planned to accommodate the City's stormwater Regional Retention facility and potential recreation uses. Agricultural uses are located to the west and southwest of the project site. To the east, immediately adjacent to the project site, is the Creekview Specific Plan area, which is planned to

accommodate 2,011 residential units at buildout. The Amoruso Ranch Specific Plan area is located northeast of the project site and is planned to accommodate 2,827 residential units, commercial uses, an elementary school site, neighborhood parks, and a fire station. To the south of the project site is the future extension of Blue Oaks Boulevard and the West Roseville Specific Plan area, which will include 9,496 residential units, parks, open space, and commercial and industrial uses.

Land use designations to the southwest and northeast include Open Space which allows for preserved natural lands, passive recreation and minor recreation facilities, mitigation, and drainage detention. Lands to the northwest are designated as Public/Quasi-Public, which allows for municipal, governmental or public facilities, places of worship, and related uses; and land uses to the east are designated as Residential, which allows for residential development, parks, open space, and utilities (Figure 3.1-1).

Project Site

The project site is located at 6382 Phillip Road on approximately 241 acres of undeveloped grazing land. The project site, which is currently owned by the City, is predominantly flat with some sparsely vegetated, low hills. Of the total 241 acres, approximately 176 acres are being considered for development pursuant to this application with approximately 6.8 acres for Blue Oaks Boulevard and Phillip Road extensions/widening. The remaining 57.9 acres include approximately 13.6 acres of the Pleasant Grove Creek Floodplain and Pleasant Grove Creek Bypass Channel, approximately 21.7 acres of undevelopable land northwest of the future Placer Parkway (which is not part of the application), and approximately 22.7 acres for the planned Placer Parkway alignment. (The future Placer Parkway, a planned regional facility, would connect Highway 65 in Placer County to Highway 99 in Sutter County, providing an alternate highway to Interstate 80.) Table 3.1-1 identifies and categorizes the site acreage.

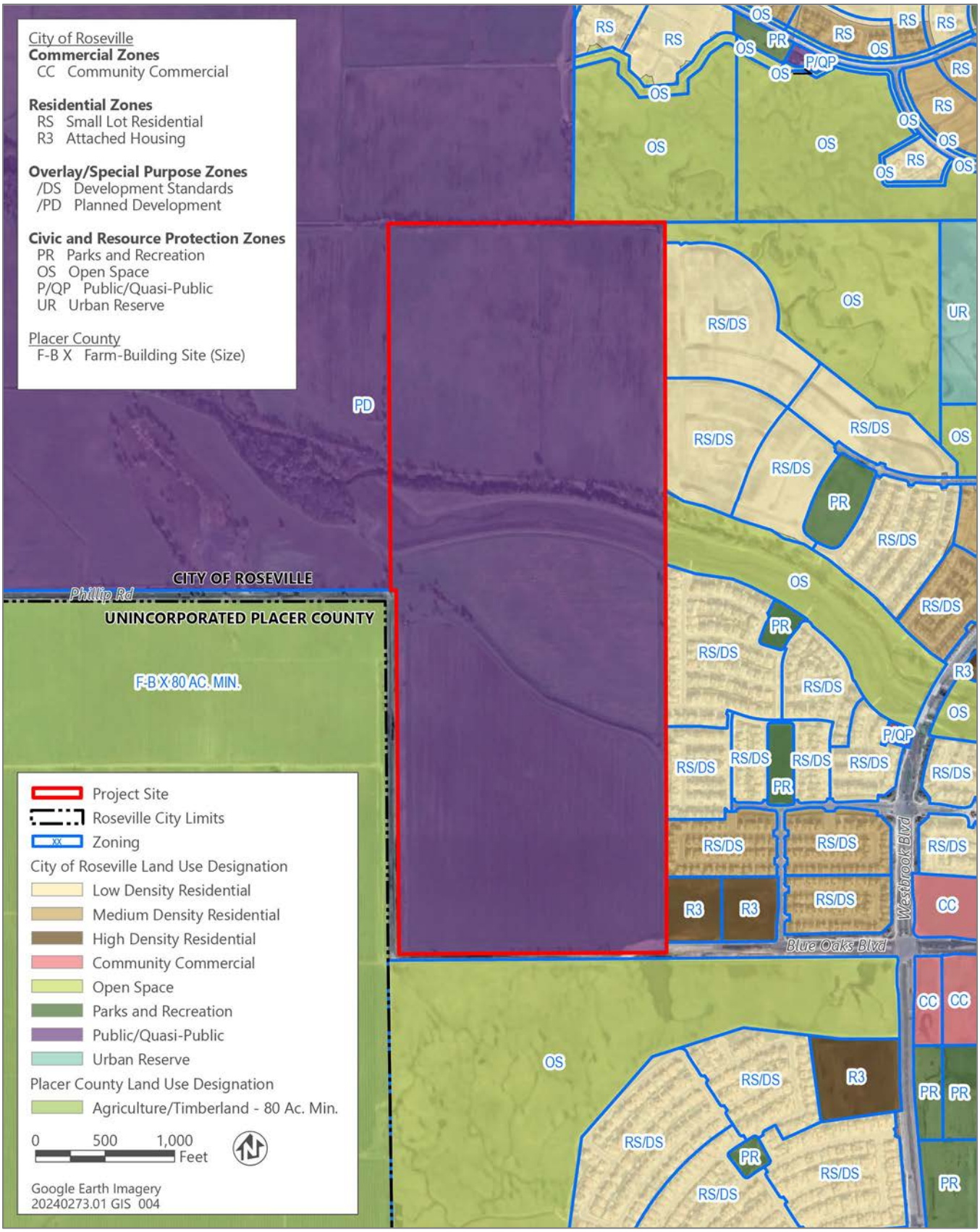
Table 3.1-1 Site Acreage

	Acreage (approximate)
Developable Land	176.3
Blue Oaks Boulevard and Phillip Road extensions/widening	6.8
Undevelopable Land	
Pleasant Grove Creek Floodplain and Pleasant Grove Creek Bypass Channel	13.6
Planned Placer Parkway alignment	22.7
Land northwest of the future Placer Parkway	21.7
Total undevelopable land	57.9
Total Site Acreage	241

Source: Provided by Panattoni in 2025.

The only existing structures identified within the project site are two water wells, one located along the southern edge of the property and one along the eastern edge of the property (ATC 2021).

The project site's Assessor's Parcel Number is 017-101-008-000. The existing General Plan land use designation for the project site is Public/Quasi-Public. As discussed above, the Public/Quasi-Public land use designation primarily allows for municipal and governmental facilities. The project site is zoned Planned Development (PD) and allows for agricultural, recreation, and a limited number of other civic and commercial uses (Figure 3.1-1).



Source: Data downloaded from City of Roseville and Placer County in 2025.

Figure 3.1-1 Land Use and Zoning

AGRICULTURAL RESOURCES

Farmland Classification

The State of California maps and classifies farmland through the DOC FMMP. Classifications are based on a combination of physical and chemical characteristics of the soil and climate that determine the degree of suitability of the land for crop production. The classifications under the FMMP are as follows:

- Prime Farmland—land that has the best combination of features for the production of agricultural crops;
- Farmland of Statewide Importance—land other than Prime Farmland that has a good combination of physical and chemical features for the production of agricultural crops, but that has more limitations than Prime Farmland, such as greater slopes or less ability to store soil moisture;
- Unique Farmland—land of lesser quality soils used for the production of the state's leading agricultural cash crops;
- Farmland of Local Importance—land of importance to the local agricultural economy;
- Grazing Land—existing vegetation that is suitable for grazing;
- Urban and Built-Up Land—land occupied by structures in density of at least one dwelling unit per 1.5 acres;
- Land Committed to Nonagricultural Use—vacant areas; existing land that has a permanent commitment to development but has an existing land use of agricultural or grazing lands; and
- Other Land—land not included in any other mapping category, common examples of which include low-density rural developments, brush, timber, wetland, and vacant and nonagricultural land surrounded on all sides by urban development.

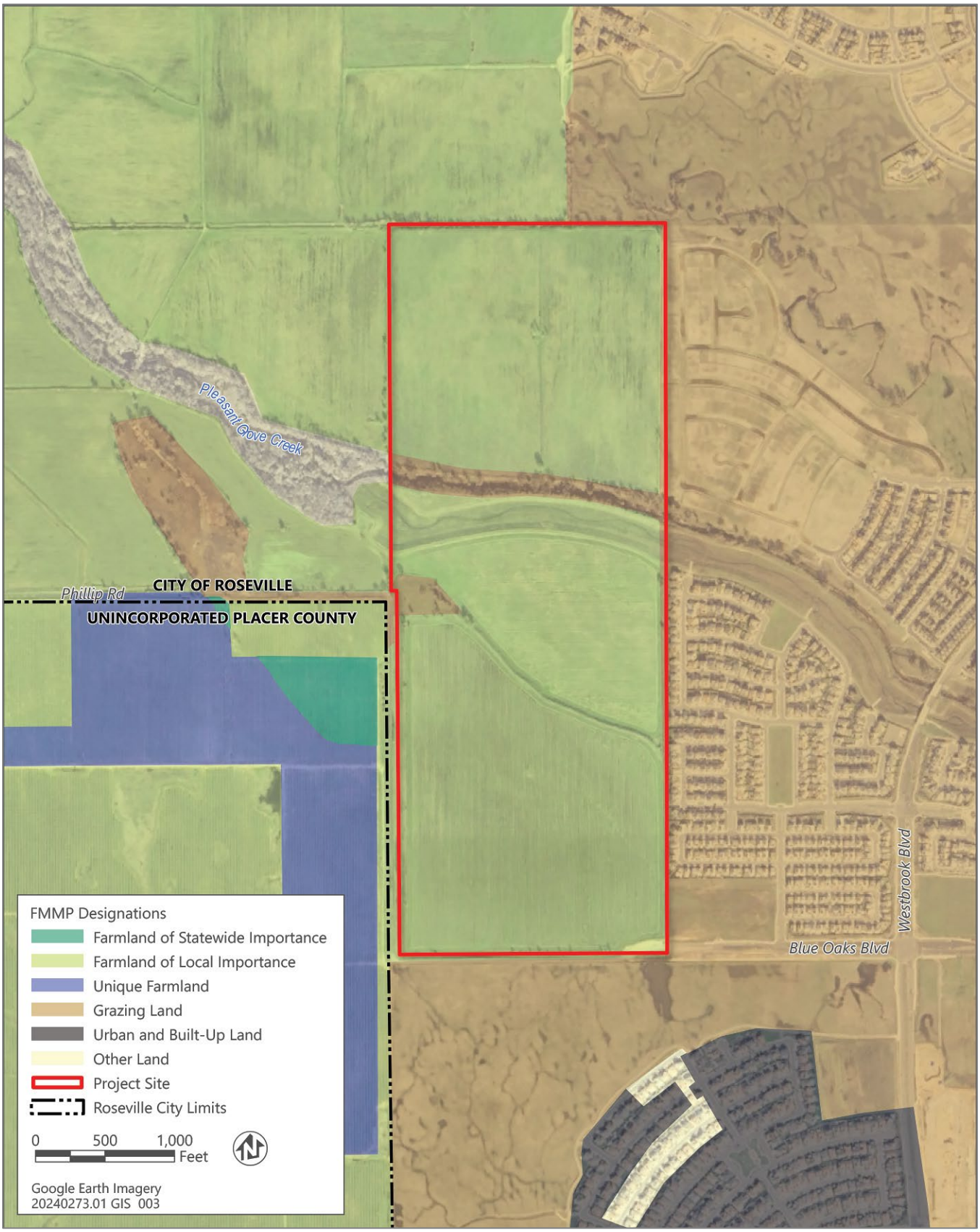
CEQA Section 21095 and CEQA Guidelines Appendix G, together, define Prime, Unique, and Farmland of Statewide Importance as "Farmland," the conversion of which may be considered significant. Local jurisdictions can further consider other classifications of farmland as important and can also use an agricultural land evaluation and site assessment model to determine farmland importance and impacts from conversion.

Existing Farmland

Agricultural lands including row crops, grain crops, orchards, and grassland that support livestock grazing are located in the west and northwest areas of the city and south of the project site. The City of Roseville does not contain any lands zoned for agricultural uses (City of Roseville 2020b).

Lands immediately west of the project site are within Placer County and are in active agriculture production. Lands to the west and southwest are designated as Farmland of Local Importance, Unique Farmland, and Farmland of Statewide Importance; and lands to the northwest are designated as Farmland of Local Importance (Figure 3.1-2).

The project site is not currently in agricultural production but has been used historically for agricultural purposes and is currently used for grazing. The parcel was originally planted during the 1950s and was maintained in rice production through the 1990s. The project site is designated by the DOC's FMMP as Farmland of Local Importance, with two small areas designated as grazing land (Figure 3.1-2).



Source: 2018 FMMP data downloaded from DOC in 2025.

Figure 3.1-2 Farmland Designations

3.1.3 Environmental Impacts and Mitigation Measures

METHODOLOGY

Land Use

Evaluation of potential land use impacts is based on a review of documents pertaining to the project site, including the *City of Roseville General Plan 2035* (2020a), 2035 *General Plan Update Final Environmental Impact Report* (2020b), and *Draft Environmental Impact Report for the City of Roseville Detention Basin* (City of Roseville 2002). In determining the level of significance, this analysis assumes that the project would comply with relevant state and local ordinances and regulations related to land use.

Agricultural Resources

To evaluate potential impacts of the proposed project on agricultural resources, the type and degree of agricultural resources that would be lost/converted were considered in relation to FMMP designations of lands within the project site and any policies and programs related to the preservation of agricultural resources.

THRESHOLDS OF SIGNIFICANCE

Thresholds of significance are based on Appendix G of the State CEQA Guidelines. The project would have a significant impact related to land use if it would:

- physically divide an established community; or
- cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect.

The project would have a significant impact related to agricultural resources if it would:

- convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use;
- conflict with existing zoning for agricultural use, or a Williamson Act contract; or
- involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use.

ISSUES NOT DISCUSSED FURTHER

The project site is in the northwest corner of the City of Roseville bordering agriculture/open space in Placer County. The project site is located adjacent to the western edge of existing development within the city. The current General Plan land use designation for the project site are Public/Quasi-Public and the project site is zoned Planned Development (PD). The project site is surrounded by existing and planned development to the east (Creekview Specific Plan), south (West Roseville Specific Plan), and northeast (Amoruso Ranch Specific Plan). Agricultural and open space uses are located to the north and west within Placer County. In addition, a portion of the site would be used for the future alignment of the Placer Parkway, a planned east-west regional thoroughfare. Therefore, no part of the project would create a barrier within the established community and connectivity would be maintained through the site. Because project improvements would generally be limited to the project site (with the exception of off-site utility extensions and roadway improvements), and the project is located at the edge of the existing developed area of the city, the project would not divide an established community. Therefore, there would be no impact, and this issue is not discussed further.

The project site is not subject to a Williamson Act contract (City of Roseville 2020b), nor is it designated or zoned for agricultural use. The project includes a General Plan Amendment (GPA) and rezone of the project site, but neither the existing or proposed land use designations or zoning would include agricultural use. Therefore, there would be no impact relative to conflicts with agricultural zoning or Williamson Act contracts and these issues are not discussed further.

ENVIRONMENTAL IMPACTS AND MITIGATION MEASURES

Impact 3.1-1: Conflict with any Land Use Plan, Policy, or Regulation Adopted for the Purpose of Avoiding or Mitigating an Environmental Effect

The proposed project would require a GPA and rezoning of the project site to allow for a mix of land uses. With the approval of the GPA, the project would be consistent with the *City of Roseville General Plan*, and with approval of rezoning within the project site, the project would be consistent with the City of Roseville Zoning Ordinance. In addition, the project would not conflict with other land use plans in the project area. This impact would be **less than significant**.

The *City of Roseville General Plan* and City of Roseville Zoning Ordinance are the primary planning documents applicable to the project site. The proposed project requires a GPA and rezone. The proposed GPA would change the land use designation from Public/Quasi-Public, which primarily allows for municipal and governmental facilities, to Community Commercial (CC), Light Industrial (LI), Public/Quasi-Public (P/QP), Low-Density Residential (LDR), High-Density Residential (HDR), Parks and Recreation (PR), and Open Space (OS) along Pleasant Grove Creek. Each land use designation provides a general framework for the types of uses that can occur in each area, as well applicable city-wide policies. This framework is then further refined and implemented by the Zoning Designation on each parcel. The final list of allowable uses would be determined by the respective Zoning Designations, as described below.

The General Plan Community Commercial (CC) Land Use Designation lists primary uses of retail stores and businesses selling a range of goods and services, including auto sales and repair, and commercial child care facilities and secondary uses of professional offices uses, including medical offices and clinics. The proposed zoning designation of this project, as listed in Table 2-3, does not permit many typical community commercial uses, including automotive repair, gas sales, building material stores, and personal storage facilities, among other uses. The General Plan Light Industrial (LI) Land Use Designation lists primary uses of research and development (which may include manufacturing and assembly), electronics assembly, warehousing, intensive commercial uses (e.g., auto body repair, landscaping material sales, retail and wholesale lumberyards), and associated administrative offices; and secondary uses of limited service commercial uses (e.g., banks, restaurants, commercial day care centers, travel agencies, florist, etc.) The proposed zoning designation of this project, as listed in Table 2-3 in Chapter 2, "Project Description," does not permit many typical light industrial uses, such as warehousing, intensive commercial uses (e.g., auto body repair, landscaping material sales, retail and wholesale lumberyards), and equipment and material storage yards, among other uses. The General Plan Low- and High-Density Residential (LDR and HDR) Land Use Designations allow for a broad array of housing types with different densities as well as public parks, resource preservation and open space areas, landscape corridors, and other public utility easements. The General Plan Parks and Recreation (PR) Land Use Designation would accommodate public parks and public and private recreation facilities. The General Plan Open Space (OS) Land Use Designation adjacent to Pleasant Grove Creek would allow for natural lands, passive recreation and minor recreation facilities, walking and bike trails, and resource interpretive facilities.

The *City of Roseville General Plan* includes compatibility guidelines for land use designations. Community Commercial, Light Industrial, and Open Space are considered compatible or conditionally compatible with residential uses (City of Roseville 2020a). Additionally, a special area overlay (explained below) would be applied to the project site to restrict certain land uses within the Community Commercial and Light Industrial designations to provide a transition between the commercial and industrial elements of the project, the residential elements, and surrounding land uses as well as to ensure overall compatibility of existing and planned land uses. Further, potential impacts of locating the project (mixed-use development) adjacent to residential uses are addressed throughout this EIR (see Section 3.3, "Transportation and Circulation," Section 3.4, "Air Quality," Section 3.6, "Noise and Vibration," Section 3.9, "Hazardous Materials, Wildfire, and Other Hazards," and Section 3.13 "Aesthetics"). With the approval of the GPA, the project would be consistent with the

City of Roseville General Plan. In addition, the GPA to allow for OS along Pleasant Grove Creek would be more protective of sensitive environmental resources than the existing land use designation.

Rezoning of the project site would change the zoning from PD to a mix of uses, including Community Commercial—Planned Development (CC-PD), Innovation Tech Park—Planned Development (ITP-PD), Public/Quasi-Public (P/QP), Small Lot Residential/Development Standards (RS/DS), Multi-Family Housing (R3), Parks and Recreation (PR), and OS. The proposed retail area would be rezoned as Community Commercial and would include a modified Planned Development zone, which allows for the sale and rental of goods and the provision of services other than those classified as civic or industrial use types. The proposed innovation area would be rezoned as Innovation Tech Park and would include a modified Planned Development zone, which is a revision to the existing zoning designation. The proposed uses in the ITP zone are provided in the project application and in Table 2-3 in Chapter 2, "Project Description." The ITP zone will also preclude certain industrial uses, such as Warehouse and Distribution. Small areas of the project site (i.e., area northwest of the future Placer Parkway, area for proposed electrical substation, and area for proposed sewer lift station) would retain the Public/Quasi-Public zoning. Most of the proposed residential area would be rezoned as Small Lot Residential, which allows for either attached or detached single-family dwellings, and the proposed high-density residential area would be rezoned as Multi-Family Housing, which allows for a range of high density and multiple-family housing (e.g., apartments, condominiums, townhomes, and small lot cluster housing). In addition, the area surrounding Pleasant Grove Creek would be rezoned as Open Space, which allows for agriculture, resource protection and restoration, and resource related recreation. With approval of these rezones, the project would be consistent with the City of Roseville Zoning Ordinance.

Additionally, the project would modify the Planned Development (PD) to include two subclasses: Community Commercial (CC) and Innovation Tech Park (ITP). The proposed uses in the commercial and ITP zones are provided in Table 2-3 in Chapter 2, "Project Description." While actual tenants are not known yet, the project would be designed to support a range of uses consistent with the General Plan land use designations and zoning.

The project would comply with General Plan policies that have been adopted for the purpose of avoiding or mitigating an environmental effect, including Policy LU1.5, which requires the City to promote land use patterns that result in the efficient use of urban lands and preservation of open space, as specified in the Open Space and Conservation Element; Policy LU8.7, which requires the City to manage growth in such a way to ensure that significant open space areas will be preserved. The project has been designed to preserve 13.6 acres of open space along the Pleasant Grove Creek and Pleasant Grove Creek Bypass Channel. This Open Space designation would allow for natural lands, passive recreation and minor recreation facilities, walking and bike trails, and resource interpretive facilities.

Other land use plans that are applicable to the project site include the *Implementation Strategy to Achieve Blueprint Project Objectives* and 2025 Blueprint. The *Implementation Strategy to Achieve Blueprint Project Objectives* and the 2025 Blueprint have policies and objectives related to locating jobs in proximity to housing. The proposed project is expected to provide housing for an estimated 1,550—1,650 residents and jobs for an estimated 910—980 employees. The project site is located near the Creekview Specific Plan area that is planned to accommodate 2,011 residential units, the Amoruso Ranch Specific Plan area that is planned to accommodate 2,827 residential units, and the West Roseville Specific Plan Area that will include 9,496 residential units. In addition, the *Implementation Strategy* has an objective to incorporate public-use open space within development projects. The proposed project would designate the area surrounding Pleasant Grove Creek as Open Space. The 2025 Blueprint includes policies to develop multimodal corridors that improve access to major economic assets and job centers, which the project would do by being adjacent to existing and planned residential development and the future Placer Parkway that would provide connectivity between the project site and other areas of the city, as well as improving the Blue Oaks Boulevard corridor. Moreover, the 2025 Blueprint includes policies to provide increased housing options, higher-density housing, and affordable housing, which would be achieved through the development of up to 529 residential units, up to 135 of which would be high-density residential units that would also qualify as affordable housing units.

Therefore, with implementation of the GPA and rezoning, the proposed project would be consistent with land use plans, policies, and regulations applicable to the project site. In addition, the project would not conflict with other land use plans in the project area. This impact would be **less than significant**.

Mitigation Measures

No mitigation is required.

Impact 3.1-2: Result in the Conversion of Farmland

The project site has been used historically for agricultural purposes and is designated by the DOC's FMMP as Farmland of Local Importance and grazing land; it is therefore not considered to be "Farmland" pursuant to CEQA. The conversion of Farmland of Local Importance and grazing land is not considered a significant impact under Appendix G of the State CEQA Guidelines. Therefore, this impact would be **less than significant**.

The project site has been used historically for agricultural purposes and is designated by the DOC's FMMP as Farmland of Local Importance, with two small areas designated as grazing land (Figure 3.1-2). The proposed GPA would change the land use designation of the project site from Public/Quasi-Public to Community Commercial (CC), Light Industrial (LI), Public/Quasi-Public (P/QP), Low-Density Residential (LDR), High-Density Residential (HDR), Parks and Recreation (PR), and Open Space (OS). The proposed rezoning would change the site from PD to a mix of uses, including Community Commercial—Planned Development (CC-PD), Innovation Tech Park—Planned Development (ITP-PD), Public/Quasi-Public (P/QP), Small Lot Residential/Development Standards (RS/DS), Multi-Family Housing (R3), Parks and Recreation (PR), and OS. Additionally, the project would modify the PD to include two subclasses: Community Commercial (CC) and Innovation Tech Park (ITP). Use of the project site for mixed-use development would not result in conversion of Farmland, because the site is not designated by the DOC's FMMP as Prime Farmland, Unique Farmland, or Farmland of Statewide Importance. In addition, the project site is not designated or zoned for agricultural purposes and is not currently in agricultural production (though it is used for grazing). Because the conversion of Farmland of Local Importance and grazing land is not considered a significant impact under Appendix G of the State CEQA Guidelines, this impact would be **less than significant**.

Mitigation Measures

No mitigation is required.

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3.2 POPULATION, EMPLOYMENT, AND HOUSING

This section addresses the potential impacts of the proposed Phillip Road Project with respect to population, employment, and housing in the City of Roseville. Additional analysis of potential growth inducement caused by the project is presented in Section 5.1, "Growth-Inducing Impacts," of this Draft EIR.

No comment letters regarding population, employment, and housing were received in response to the notice of preparation (see Appendix A).

3.2.1 Regulatory Setting

FEDERAL

No federal plans, policies, regulations, or laws related to population, employment, and housing are applicable to the project.

STATE

State law requires each local government in California to adopt a comprehensive, long-term general plan for the physical development of its city or county, and the housing element is one of seven mandated elements of the general plan. Housing elements address the existing and projected housing needs of all economic segments of the community.

State law sets out a process for determining each local jurisdiction's fair share of regional housing needs (e.g., California Government Code section 65584). As a first step in the process, the California Department of Housing and Community Development assigns each regional council of governments a required number of new housing units for that region, including affordable housing. The council of governments (the Sacramento Area Council of Governments [SACOG] in the project area), in turn, allocates the region's share to cities and counties in the region. SACOG is discussed further below as a local agency.

LOCAL

City of Roseville 2035 General Plan

The City of Roseville 2035 General Plan (General Plan) establishes long-range development policies, provides a basis for judging whether private development proposals and public projects are in harmony with the policies, and guides public agencies and private developers in designing projects that are consistent with City policies.

The pace of development within Roseville is influenced by policies and implementing actions of the General Plan. In addition, outside factors influence development and growth within the City including global, national, state, and regional economic conditions; federal budget and regulatory actions; state budget allocations, relevant policy direction, and regulatory actions; perceptions about the quality of life in the region; and housing costs, demographic trends, and community character. While it is difficult to accurately predict the amount and pace of long-term development given the influence of outside factors, the City provides estimates for future development to guide goals and policies within the General Plan, which are shown in Table 3.2-1.

With buildout of the General Plan in 2035, Roseville is estimated to have a total population of approximately 198,000, with approximately 75,200 dwelling units, 60 million square feet of non-residential building square footage, and between 120,000 and 150,000 local jobs (City of Roseville 2020).

Table 3.2-1 Existing (2016) and Future Development in the City of Roseville

Development Factor	2016	2035
Dwelling Units	52,900	75,200
Population	135,800	198,000
Non-Residential Square Footage	33,000,000	60,000,000
Jobs	82,000	120,000 to 150,000
Jobs to Dwelling Units	1.55	1.6 to 2

Source: City of Roseville 2020.

The City of Roseville General Plan sets guidelines for managing land use change within Roseville (City of Roseville 2020). The Land Use Element contains policies that are intended to promote a beneficial jobs/housing balance. This balance is based on the number of residents that commute, the transportation mode used for that commute, and the commute distance and time required. The relationship between jobs and housing is affected by local employment opportunities, household incomes, housing prices, and non-residential lease rates and land costs. The following policies are applicable to the project:

Community Form: Jobs/Housing and Economic Development

- **Policy LU5.1** Implement a land use mix and pattern of development that provides linkages between residents' jobs and local employment-generating uses, facilitates a match between the number and type of local jobs and the local labor force, and maintains the fiscal viability of the City.
- **Policy LU5.6** Maintain land use patterns, intensities, and densities that ensure an adequate supply of land for office, commercial, industrial, and other employment-generating development.
- **Policy LU5.7** Support activities that attract employment uses to the City, as identified in the Economic Development Strategy.

Growth Management – General

- **Policy LU8.4** The City shall accommodate projected population and employment growth in areas where the appropriate level of public infrastructure and services are planned or will be made available concurrent with development.
- **Policy LU8.6** The City shall oppose urban density residential, commercial, or industrial development in unincorporated areas unless adequate public facilities and services can be provided and mechanisms to ensure their availability and provision are secured during the land use entitlement process. It is the City's preference that urban development occur within incorporated areas.

City of Roseville 2021 Housing Element

The City of Roseville 2021 General Plan Housing Element (Housing Element) identifies and analyzes existing and projected housing needs within Roseville to preserve, improve, and develop housing for all economic segments of the community (City of Roseville 2021). The Housing Element also includes goals for long-term development of housing in Roseville. There are no housing policies that are applicable to the project.

Regional Housing Needs

As stated above, SACOG prepares the Regional Housing Needs Plan (RHNP) for the Sacramento region to determine potential locations for future housing stock based on projected population growth, employment trends, and development suitability. The RHNP allocates to SACOG cities and counties their "fair share" of the region's projected housing needs. The City of Roseville's published Regional Housing Needs Allocations (RHNA) for the planning period (2021 through 2029) projected a need for the construction of an additional 12,066 housing units, allocated as follows: 3,855 very low-income units, 2,323 low-income units, 1,746 moderate income units, and 4,142 above moderate-income units (SACOG 2020: 4-11).

City of Roseville Economic Development Strategy

The City of Roseville Economic Development Strategy (Economic Development Strategy) is a five-year plan that outlines a framework for economic growth within Roseville (City of Roseville 2022). The Economic Development Strategy establishes goals and strategies for capturing and expanding business investment and focuses on partnerships, sharing resources, and building on competitive advantages. Specifically, goals and actions provided in the Development Environment strategic area aims to "increase or maintain resources dedicated to infrastructure that contributes to economic development and neighborhood quality," and to "explore utility-specific economic development programs and solutions to support development and investment."

3.2.2 Environmental Setting

POPULATION

Population and Population Growth

The project is located in the City of Roseville, which is the largest city within Placer County. The California Department of Finance (DOF) estimates the City's current population to be 158,494 (DOF 2025). Table 3.2-2 illustrates the City's increase in population over the past 20 years using data from the US Census. Between 2000 and 2010, the City's population increased significantly (49 percent). Population growth continued to increase at a slower pace between 2010 and 2019, following the 2008 housing crisis during which time Roseville experienced a substantial slowdown in residential development. Between 2010 and 2019, the population continued to grow, but at a slower rate (19 percent). There continues to be a similar upward trend in population growth between 2019 and 2023 (12 percent).

While growth was slower between 2010 and 2023, Roseville has experienced a generally steady population growth in the past two decades, which can be attributed to a strong economy and development in the City's specific plan areas (City of Roseville 2020). While the project site is not within a specific plan, immediately to the east is the Creekview Specific Plan area; to the south, along the southern edge of the project site, is the West Roseville Specific Plan area; and to the northeast is Amoruso Ranch Specific Plan area.

Table 3.2-2 City of Roseville Population Growth (2000-2023)

Year	Population
2000	80,092
2010	119,335
2019	141,492
2023	159,126
Population Growth	
Year	**Population change (%)**
2000 - 2010	49
2010 - 2019	19
2019 - 2023	12

Sources: US Census 2000, 2010, 2019, 2023.

Planned Population Density

Development in accordance with the General Plan would result in a population density that is expected to be distributed in a relatively even manner throughout the City's planning area. With buildout of the General Plan, the population is estimated to notably rise, an increase of approximately 46 percent from previous pre-buildout estimates (City of Roseville 2020: II-23).

HOUSING

Housing Occupancy

Housing occupancy generally increased within Roseville from 2010 to 2023. As shown in Table 3.2-3, the number and percentage of occupied housing units increased in 2023 compared to 2010. As of 2023, the City had 1,939 vacant housing units.

Table 3.2-3 Housing Occupancy in the City of Roseville (2010-2023)

Household size	2010		2019		2023	
	Number	Percentage	Number	Percentage	Number	Percentage
Occupied housing units	44,079	91.2	53,093	94.0	61,142	96.8
Vacant housing units	4,253	8.8	3,401	6.0	1,939	3.2
Homeowner vacancy rate	3.7	—	0.0	—	0.7	—
Rental vacancy rate	9.4	—	6.7	—	5.5	—

Sources: US Census 2010, 2019, 2023.

Jobs/Housing Balance

The jobs/housing balance is defined as the ratio of the number of jobs to the number of housing units in an area. Jobs and housing are balanced when there are an equal number of employed residents and jobs in an area, with a ratio of approximately 1.0. The relationship between jobs and housing is affected by local employment opportunities, household incomes, housing prices, and non-residential lease rates and land costs. The Land Use Element of the General Plan also contains policies to guide the jobs/housing balance within the City, as described above. The jobs to dwelling units ratio is 1.55, which means there are 1.55 jobs for every housing unit, and is estimated to increase to 1.6 to 2.0 with buildout of the General Plan in 2035 (City of Roseville 2020).

EMPLOYMENT

Unemployment Rate

As shown in Table 3.2-4, the unemployment rate within Roseville decreased from 11.3 percent to 3.7 percent between 2010 and 2025. This unemployment pattern mirrored the state's unemployment rate drop from 12.8 percent to 5.3 percent.

Table 3.2-4 Unemployment Rates in the City of Roseville and California (2010-2025)

Year	California			City of Roseville		
	2010	2019	2025	2010	2019	2025
Unemployment Rate (%)	12.8	5.1	5.3	11.3	3.4	3.7

Sources: US Census 2010, 2019; Bureau of Labor Statistics 2025; EDD 2025.

Employment by Industry

As shown in Table 3.2-5, the educational services, health care, and social assistance industry employed the most individuals (24.6 percent) within Roseville in 2023. The other main industries in the City include public administration (7.8 percent); retail trade (11.1 percent); finance and insurance, real estate, and rental and leasing (8.9 percent); and professional, scientific, management, and administrative and waste management services (11.9 percent).

Between 2010 and 2023, employment ratios remained fairly similar across industries even though the total workforce increased by 22,026 individuals. Professional, scientific, management, and administrative and waste management services jobs increased the most (6.1 percent) between 2010 and 2023; followed by public administration jobs (2.4 percent); and educational services, health care, and social assistance jobs (1 percent).

Table 3.2-5 Employment by Industry in the City of Roseville (2010-2023)

Industry	2010		2019		2023	
	Number	Percent	Number	Percent	Number	Percent
Agriculture, forestry, fishing and hunting, and mining	0	0.0	148	0.2	310	0.4
Construction	2,716	5.1	2,288	3.2	4,345	5.7
Manufacturing	3,690	6.9	4,333	6.1	4,935	6.5
Wholesale trade	1,131	2.1	2,459	3.5	1,654	2.2
Retail trade	7,109	13.2	8,570	12.1	8,385	11.1
Transportation and warehousing, and utilities	3,106	5.8	3,137	4.4	4,285	5.7
Information	1,589	3.0	1,286	1.8	2,323	3.1
Finance and insurance, real estate, and rental and leasing	5,932	11.0	7,986	11.2	6,778	8.9
Professional, scientific, management, and administrative and waste management services	6,180	5.8	9,246	13.0	9,027	11.9
Educational services, health care, and social assistance	12,702	23.6	16,617	23.4	18,674	24.6
Arts, entertainment, recreation, and accommodation and food services	3,938	7.3	4,974	7.0	5,427	7.2
Other services, except public administration	2,730	5.1	4,056	5.7	3,675	4.9
Public administration	2,914	5.4	5,950	8.4	5,945	7.8
Total workforce [1]	**53,737**	**100**	**71,050**	**100**	**75,763**	**100**

[1] The total workforce is composed of the civilian employed population 16 years and over.

Sources: US Census 2010, 2019, and 2023.

3.2.3 Environmental Impacts and Mitigation Measures

METHODOLOGY

The population, employment, and housing analysis relies on technical data from the 2000-2019 and 2023 Census, 2010–2019 American Community Survey (e.g., population, housing, growth rates, and income levels), 2025 Bureau of Labor Statistics, 2025 Employment Development Department, and the General Demographic Data Characteristics, as well as applicable elements and policies from the City of Roseville General Plan.

The analysis focuses on the population growth expected from buildout of the proposed project. As described in Chapter 2, "Project Description," the project's innovation and commercial uses are expected to generate 910–980 jobs and the project's residential component would provide housing for 1,550–1,650 residents at full buildout. Additionally, 75–125 temporary construction workers would be on-site throughout project construction.

THRESHOLDS OF SIGNIFICANCE

Thresholds of significance are based on Appendix G of the State CEQA Guidelines. The project would cause a significant impact related to population, employment, and housing if it would:

- induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure); or
- displace substantial numbers of existing people or homes, necessitating the construction of replacement housing elsewhere.

ISSUES NOT DISCUSSED FURTHER

The project would not remove any existing housing and would not displace any people or housing. The project would be located on approximately 241 acres of undeveloped grazing land owned by the City. No housing is present on the project site and, thus, none would be displaced with implementation of the project. Therefore, the project would not displace existing people or homes, requiring the construction of replacement housing elsewhere. This issue is not discussed further.

ENVIRONMENTAL IMPACTS AND MITIGATION MEASURES

Impact 3.2-1: Potential to Induce Substantial Unplanned Population Growth

The project involves the development of a mix of land uses that would generate new jobs and housing in Roseville, which could lead to direct population growth. The project's innovation and commercial uses are expected to generate 910–980 jobs and the project's residential component would provide housing for 1,550–1,650 residents. This population and employment growth has been planned for in the City of Roseville General Plan and the project would help fulfill the City's RHNA, which calls for the construction of 12,066 housing units over the 9-year planning period (2021 through 2029). To support this planned growth, the project would require the extension of existing infrastructure and development of new infrastructure; however, off-site infrastructure improvements would serve the project's access and utility requirements, and would not substantially create opportunities for other development in a way that could induce substantial population growth. For these reasons, the project would have a **less-than-significant** impact related to unplanned population growth.

The project involves the development of a mix of land uses that would generate new jobs and housing in Roseville, which could lead to direct population growth. Additionally, the project would generate temporary jobs during construction. This growth and its resulting impacts are described below.

Construction-Related Growth

As described in Chapter 2, "Project Description," project construction would be conducted over multiple phases of development. For any given phase, there would be a range of 75–125 construction workers for a given shift. As shown in Table 3.2-5, Roseville had 4,345 people employed in the construction industry as of 2023. This would be sufficient to meet the demand for 75–125 temporary construction workers that would be generated by the project. As shown in Table 3.2-3, the city's housing availability could absorb construction workers during project construction. Further, construction employees would likely include some commuters from other nearby communities outside Roseville, but within the region. Therefore, the project's anticipated construction labor force would be fulfilled by residents currently living in the region and would not result in substantial increased housing demand in the region. Furthermore, even if some construction workers from outside the region were employed at the project site, construction workers typically do not change residences when assigned to a new construction site, and substantial permanent relocation of these workers to the area is not anticipated. Therefore, the project would not be expected to generate a need for substantial additional housing in Roseville during construction. Because of these conditions, the project would not result in substantial unplanned population growth during construction.

Residential and Employment Growth

As discussed above, the project would be developed in phases, with full buildout anticipated in 2038. At buildout, the project would result in 664 new housing units, for a population growth of 1,550–1,650 residents. One of the primary objectives of the project is to build a comprehensively planned community with a mix of land uses and a range of residential densities to create a balanced community. Other related objectives include supporting the City of Roseville's desire to create a job-housing balance and providing high-quality employment generating uses in western Roseville; providing housing options in varying densities to respond to a range of market segments, including opportunities for affordable housing consistent with the City's General Plan; and providing a variety of housing options to help the City meet its RHNA obligations. Development of the project would help fulfill the City's RHNA, which calls for the construction of 12,066 housing units over the 9-year planning period (2021 through 2029) within the City (SACOG 2020: 4-11). Additionally, the project's multi-family units would be designated as affordable housing units.

With buildout of the General Plan in 2035, Roseville is estimated to have a total population of approximately 198,000, with approximately 75,200 dwelling units, 60 million square feet of non-residential building square footage, and between 120,000 and 150,000 local jobs (City of Roseville 2020). The project would include 664 new housing units, for a population growth of 1,550–1,650 residents. The project would also include 1,011,032 square feet (sf) of innovation center uses, 20,925 sf of medical offices, and 30,084 sf of retail uses. This would generate 910–980 jobs, including 825–875 innovation jobs, 30–45 medical office jobs, and 50–60 retail jobs (see Table 2-7 in Chapter 2, "Project Description"). The total increase of 664 housing units, 1,550–1,650 residents, and 910–980 jobs would be well within the population, housing, and employment projections of the General Plan.

Jobs and housing are balanced when there are an equal number of employed residents and jobs in an area, with a ratio of approximately 1.0. The project would generate more jobs than housing units (910–980 jobs and 664 housing units). This would result in a jobs-to-housing ratio of 1.37 to 1.47 for the project, making it jobs-rich. This is less than the 2016 jobs-to-housing ratio of 1.55 for the City as a whole, and also less than the City's General Plan projection of 1.6 to 2.0 with buildout of the General Plan in 2035. This jobs-housing ratio would help balance the current land-use mix in the City, by providing more jobs than housing units.

The project would create additional permanent employment opportunities for residents of Roseville and surrounding areas, which would aid in improving the City's job market. As of 2025, the unemployment rate in the City was 3.7 percent, which is significantly lower when compared to the unemployment rate of 11.3 percent in 2010 (Table 3.2-4). Within the City, there are 9,027 workers employed in the professional, scientific, management, and administrative and waste management services industry, which is the fastest growing and second largest industry in the City (Table 3.2-5). Additionally, there are 18,674 workers employed in the educational services, health care, and social assistance industry and 8,385 workers employed in the retail trade industry (Table 3.2-5). As noted above, the project would generate jobs for 910–980 workers, including 825–875 innovation workers, 30–45 medical office workers, and 50–60 retail workers (see Table 2-7 in Chapter 2, "Project Description"). This amounts to 9.1–9.6 percent of the total professional, scientific, management, and administrative and waste management services workers; 0.1–0.2 percent of the total educational services, health care, and social assistance workers; and 0.5–0.7 total retail trade workers employed in Roseville, as of 2023. It is anticipated that the project would likely draw largely from the local employment pool, including the unemployed.

As of 2023, the City had 1,939 vacant housing units, which is a vacancy rate of 3.2 percent (Table 3.2-3), indicating that there is not a substantial shortage in housing in Roseville. Three specific plan areas (the Creekview Specific Plan, the West Roseville Specific Plan, and the Amoruso Ranch Specific Plan) are each located near the project site. Immediately to the east of the project site is the Creekview Specific Plan area, which is planned to accommodate 2,011 residential units at buildout. To the south, along the southern edge of the project site, is the future extension of Blue Oaks Boulevard and the West Roseville Specific Plan area, which will include 9,496 residential units. To the northeast, south of West Sunset Boulevard and approximately 1.5 miles west of Fiddyment Road, is the Amoruso Ranch Specific Plan area, which will include 2,827 residential units. It is not possible at this time to predict the residential location of future employees of the project. It is possible that the jobs generated by the project could draw employees from outside of Roseville. However, given the existing number of workers within Roseville and the future buildout of the various specific plan areas within the City, the project would not contribute to substantial unplanned population growth.

Extension of Infrastructure

The project would require the extension of existing infrastructure and development of new infrastructure. Off-site improvements would include the extension of Blue Oaks Boulevard along the southern frontage of the project. Blue Oaks Boulevard would be constructed in phases, as described in Chapter 2, "Project Description." Ultimately, Blue Oaks Boulevard will consist of six travel lanes, with bike lanes on each side, a median, curb and gutter, and detached sidewalk on both sides of the road. Extending and widening Blue Oaks Boulevard was identified as a capital improvement project in the City's 2035 General Plan Update EIR. Improvements would also be made to Phillip Road along the western frontage of the project. Phillip Road would be constructed as an Industrial Street containing two drive lanes with curb and gutter, and a sidewalk along the east side of the road.

Water, recycled water, wastewater, stormwater, and electrical infrastructure would also be extended to support operation of the project. The project includes construction of an electrical substation to provide the additional 44

MW of power needed for the project. The infrastructure improvements would be sized to serve the project's transportation, circulation, and utility requirements, and would also be sized to serve the proposed Roseville Environmental Utilities Operations Center project (not yet approved, but is under consideration by the City). The off-site infrastructure improvements would not, however, support other future development. (Note: The proposed Roseville Environmental Utilities Operations Center is considered in the cumulative analysis in Chapter 4, "Cumulative Impacts.") Therefore, the project would not substantially create opportunities for other development in a way that could induce substantial population growth.

Summary

As described above, population growth by itself is not considered a significant environmental impact and direct impacts associated with development needed to accommodate increased population are evaluated in appropriate sections in this EIR (e.g., Section 3.3, "Traffic and Transportation"; Section 3.7, "Biological Resources"; Section 3.10, "Public Services"; Section 3.11, "Utilities and Service Systems"). The project's provision of housing and job opportunities would be consistent with General Plan Policies LU5.1, LU5.6, LU5.7, and LU8.4. For these reasons, the project would not directly or indirectly induce substantial unplanned population growth within the region; therefore, this impact would be **less than significant**.

Mitigation Measures

No mitigation is required.

3.3 TRANSPORTATION AND CIRCULATION

This section identifies applicable regulatory requirements and describes the existing transportation system in the vicinity of the project site. Additionally, impacts related to the generation of vehicle miles traveled (VMT); bicycle, pedestrian, and transit facilities; transportation hazards; and emergency access resulting from implementation of the project are evaluated. Impacts are evaluated under near-term (present-day) conditions with and without the project, and cumulative (year 2035) conditions with the project. Mitigation measures are recommended as necessary to reduce significant transportation impacts.

As discussed in additional detail below under Section 3.3.1, "Regulatory Setting," pursuant to Senate Bill (SB) 743, Public Resources Code (PRC) Section 21099, and California Code of Regulations (CCR) Section 15064.3, generally, VMT has replaced congestion as the preferred metric for determining transportation impacts under CEQA. Section 15064.3 of the CEQA Guidelines provides that VMT is the "most appropriate measure of transportation impacts" and mandates analysis of VMT impacts effective July 1, 2020. A project's effect on automobile delay is no longer a consideration when identifying a significant impact; therefore, the impact of the project on delay-based traffic operations is not addressed in this Draft EIR. However, outside of the CEQA process, the City has investigated how continued development in the project vicinity could influence the need for infrastructure improvements. -

Several agencies and individuals issued comment letters on the notice of preparation (NOP) for this EIR. Specifically, Placer County submitted a comment letter requesting roadway and intersection analysis on various county roadways near the project site. Individuals issued comments requesting evaluation of the walk/bike corridor south of Pleasant Grove Creek and the need for a comprehensive cumulative analysis of the project's contribution to the overall increase in traffic on corridors such as Blue Oaks Boulevard, Fiddyment Road, and Pleasant Grove Boulevard. Other comments requested clarification on the status and geographic extent of Blue Oaks Boulevard as a truck route and evaluation of the risks posed by transportation of materials associated with the business/commercial/industrial uses. The California Department of Transportation (Caltrans) did not submit a comment letter.

3.3.1 Regulatory Setting

FEDERAL

No federal plans, policies, regulations, or laws related to transportation and circulation are applicable to the project.

STATE

The State of California has enacted several pieces of legislation that outline the state's commitment to encourage land use and transportation planning decisions and investments that reduce VMT and contribute to reductions in greenhouse gas (GHG) emissions in line with state climate goals. Other recent state policies pertain to roadway safety. The legislation that is applicable to the project is discussed below.

Senate Bill 743

SB 743, passed in 2013, required the California Governor's Office of Planning and Research (OPR) (now called the Governor's Office of Land Use and Climate Innovation [LCI]) to develop new guidelines that address transportation metrics under CEQA. Enacted as part of SB 743 (2013), PRC Section 21099, subdivision (b)(1), directed OPR to prepare, develop, and transmit to the Secretary of the Natural Resources Agency for certification and adoption proposed CEQA Guidelines addressing "criteria for determining the significance of transportation impacts of projects within transit priority areas. Those criteria shall promote the reduction of greenhouse gas emissions, the development of multimodal transportation networks, and a diversity of land uses. In developing the criteria, [OPR] shall recommend potential metrics to measure transportation impacts that may include, but are not limited to, vehicle miles traveled, vehicle miles traveled per capita, automobile trip generation rates, or automobile trips generated."

Subdivision (c)(1) of PRC Section 21099 gave OPR additional authority to "adopt guidelines pursuant to Section 21083 establishing alternative metrics to the metrics used for traffic levels of service for transportation impacts outside transit priority areas." In other words, the new rules could apply either just to transit priority areas or could extend beyond them as well.

Subdivision (b)(2) of PRC Section 21099 further provides that "[u]pon certification of the guidelines by the Secretary of the Natural Resources Agency pursuant to this section, automobile delay, as described solely by level of service or similar measures of vehicular capacity or traffic congestion shall not be considered a significant impact on the environment pursuant to [CEQA], except in locations specifically identified in the guidelines, if any."

OPR published its proposal for the comprehensive updates to the CEQA Guidelines in November 2017, which included proposed updates related to analyzing transportation impacts pursuant to SB 743. The new rules governed the entire State of California, and not just transit priority areas. The updated State CEQA Guidelines were adopted on December 28, 2018; and according to the new State CEQA Guidelines Section 15064.3, VMT replaced congestion as the metric for determining transportation impacts. The State CEQA Guidelines state that lead agencies may elect to be governed by these provisions of this section immediately. Beginning July 1, 2020, the provisions of this section became applicable statewide.

State CEQA Guidelines Section 15064.3

As stated above, changes to the CEQA Guidelines a few years ago include the adoption of section 15064.3, Determining the Significance of Transportation Impacts. Section 15064.3 establishes VMT as the most appropriate measure of transportation impacts. A lead agency has discretion to choose the most appropriate methodology to evaluate VMT, including whether to express the change in absolute terms, per capita, per household or in any other measure. A lead agency may also use models to estimate VMT and may revise those estimates to reflect professional judgment based on substantial evidence. Additionally, a lead agency may evaluate factors such as the availability of transit and proximity to other destinations to qualitatively analyze a project's potential VMT impacts.

Technical Advisory on Evaluating Transportation Impacts in CEQA

The *Technical Advisory* (OPR 2018) provides advice and recommendations to CEQA lead agencies on how to implement the changes made in State CEQA Guidelines Section 15064.3. This includes technical recommendations regarding the assessment of VMT, thresholds of significance, VMT mitigation measures, and screening thresholds for certain land use projects. Lead agencies may consider and use these recommendations at their discretion and with the provision of substantial evidence to support alternative approaches. The *Technical Advisory* describes considerations agencies may use in selecting VMT metrics, calculation methodologies, and significance thresholds. The *Technical Advisory* does not mandate the use of specific metrics, methodologies, or significance thresholds because agencies have discretion to select those that are appropriate for the local land use and transportation context.

Regarding retail projects, the *Technical Advisory* recommends that "[g]enerally, lead agencies should analyze the effects of a retail project by assessing the change in total VMT because retail projects typically re-route travel from other retail destinations. A retail project might lead to increases or decreases in VMT, depending on previously existing retail travel patterns." The "change in total VMT" method includes evaluation of a project's likelihood of diverting existing trips and the effect of such diversion on total VMT. The *Technical Advisory* also recommends that the "analysis should address the full area over which the project affects travel behavior, even if the effect on travel behavior crosses political boundaries."

The *Technical Advisory* identifies recommended numeric VMT thresholds for office and retail projects.

- Office projects that would generate vehicle travel exceeding 15 percent below (i.e., greater than 85 percent of) existing regional VMT per employee may indicate a significant transportation impact.
- Retail projects (and other non-residential/non-office projects) that result in a net increase in total VMT may indicate a significant transportation impact.

The *Technical Advisory* offers guidance regarding the above project types because "they tend to have the greatest influence on VMT."

VMT-Focused Transportation Impact Study Guide

Caltrans is responsible for planning, designing, constructing, operating, and maintaining the State Highway System. Any improvements or modifications to the State Highway System within the study area would need to be approved by Caltrans.

On May 20, 2020, the *VMT-Focused Transportation Impact Study Guide* (TISG; Caltrans 2020) was adopted by Caltrans. The *TISG* provides guidance on how Caltrans will review land use projects, with focus on VMT analysis and supporting state land use goals, state planning priorities, and GHG emission reduction goals; as well as identifying land use projects' possible transportation impacts to the State Highway System and potential non-capacity increasing mitigation measures. The *TISG* indicates that Caltrans intends to "transition away from requesting LOS or other vehicle operations analyses of land use projects," instead placing the focus on VMT and safety.

The *TISG* emphasizes that VMT analysis is Caltrans' primary review focus and references the *Technical Advisory* as a basis for the guidance in the *TISG*. Notably, the *TISG* recommends the use of the recommended thresholds in the *Technical Advisory* for land use projects. The *TISG* also references the *Technical Advisory* for screening thresholds that would identify projects and areas presumed to have a less-than-significant transportation impact. Caltrans supports streamlining for projects that meet these screening thresholds because they help achieve VMT reduction and mode shift goals.

REGIONAL

Sacramento Area Council of Governments

The Sacramento Area Council of Governments (SACOG) is the metropolitan planning organization governing the six-county Sacramento region consisting of El Dorado, Placer, Sacramento, Sutter, Yolo, and Yuba Counties and their 22 cities. SACOG is responsible for the preparation of, and updates to, the Metropolitan Transportation Plan/Sustainable Communities Strategy (MTP/SCS) and the associated Metropolitan Transportation Improvement Program (MTIP) for the six-county region.

The most recent MTP/SCS update, known as the "2025 Blueprint Plan," was adopted by the SACOG Board in November 2025 (SACOG 2025). The 2025 Blueprint reflects the region's values and priorities in developing a comprehensive approach to planning for the future. It focuses on sustainability, equity, and economic opportunity and provides a transportation vision through the Year 2050. It includes a list of planned transportation projects, categorized either as "programmed" (i.e., have at least some committed funding and are actively in design, environmental, right-of-way, or construction phases) or "planned" (i.e., projects with no funding listed in the four years covered by the MTIP (2025-2028) and are generally longer lead projects).

The 2025 Blueprint Plan acknowledges the following:

- VMT can be influenced by land use patterns. A mix of residential, employment, education, and services in an area can allow people to accomplish their daily activities with less driving and, consequently, less VMT. A more compact land use pattern and providing alternatives to driving alone are critical strategies for reducing the amount of driving we do in our daily lives. Location within the region is very likely the most important variable in determining how much time people spend in their vehicles. Communities within existing urban areas, and with a mix and density of uses, tend to produce less VMT per resident than places that are farther away and spread out. These "lower VMT" areas also tend to have the density and mix of uses to support better transit service and are more convenient for biking and walking for some trips. (SACOG 2025)

Short-Range Transit Plan

The Placer County Transportation Planning Agency (PCTPA) partnered with the region's transit operators and transportation stakeholders to develop a Short-Range Transit Plan (SRTP) (LSC Transportation Consultants 2025). This plan was prepared for Placer County's three transit operators: Auburn Transit, Placer County Transit, and Roseville Transit. It was accepted by PCTPA's Board of Directors as complete in June 2025. The SRTP provides a roadmap to providing better, more connected transit services in western Placer County. Its goals are to increase transit usage;

provide an efficient, effective, and equitable network; and deliver reliable and integrated transportation options. The SRTP references conclusions from the *Comprehensive Operations Analysis Final Draft Report* (City of Roseville 2024), which is presented later in this section.

LOCAL

City of Roseville 2035 General Plan

The following policies from the *City of Roseville 2035 General Plan* (2020) are applicable to the project.

- **Policy CIRC1.4:** Maintain a system of truck routes to provide for the safe and efficient movement of goods and to avoid impacting residential neighborhoods.
- **Policy CIRC3.1:** Promote transit service that is convenient, cost-effective, and responsive to the challenges and opportunities of serving Roseville and surrounding communities, and explore opportunities for transit innovation and service improvements.
- **Policy CIRC3.5:** Consider access to health care, community services and employment, and the needs of persons who may be transit-dependent when making decisions regarding transit service.
- **Policy CIRC3.7:** Pursue transit routes that optimize ridership.
- **Policy CIRC3.8:** Include transit improvements with new roadway or roadway expansion projects.
- **Policy CIRC4.1**: The City will review and condition projects as appropriate, to reduce travel demand per capita and per employee by promoting increased density near transit, improving the quality of non-vehicular transportation options, providing incentives for non-vehicular travel, encouraging the mixing of complementary land uses in proximity to one another, and using other feasible methods.
- **Policy CIRC4.3:** Specific Plan Amendments and land use development projects not included in a Specific Plan shall be evaluated for consistency with the City's VMT Impact Standards.
- **Policy CIRC4.4:** If the evaluation required by CIRC4.3 finds a Specific Plan Amendment or land use development project not included in an adopted Specific Plan is inconsistent with thresholds established within the City's VMT Impact Standards, on-site land use, transportation, and urban design-related VMT-reducing features should be prioritized to demonstrate consistency. If feasible on-site features cannot achieve the VMT threshold, Specific Plan Amendments and land use development projects outside Specific Plan Areas may demonstrate equivalent consistency through off-site actions or fair-share fee contributions, or if consistency cannot be achieved, shall implement all feasible measures.
- **Policy CIRC5.1:** Develop a comprehensive and safe system of recreational and commuter bicycle routes and trails that provides connections between the City's major destinations (including employment) and housing areas and between its existing and planned bikeways.
- **Policy CIRC6.1:** Establish and maintain a safe and continuous pedestrian network that provides connections between residential areas and commercial retail and services, employment, public services, parks, and public transit.
- **Policy CIRC6.3:** Enhance pedestrian-friendly street environments and design public spaces and destinations in a way that encourages walking.
- **Policy CIRC6.4:** Sidewalks shall be required in all new Specific Plan Areas, with new roadway construction, and with roadway expansion.
- **Policy CIRC6.5:** In reviewing proposed development projects and implementing public projects, the City will incorporate standards designed to protect the security of pedestrians and minimize the potential for collisions involving pedestrians.

Transportation Systems Management Ordinance

The City has a Transportation Systems Management (TSM) program, the purpose of which is to develop an integrated and cooperative approach between the City and the business community to promote alternative transportation options, reduce traffic congestion, and improve air quality in the Roseville area. The TSM program applies to businesses or common work locations (such as office building/complex, commercial/retail center, or industrial building/park) with 50 or more employees. The City's TSM requirements are located in Chapter 11.33 of the Roseville Municipal Code.

The purpose and intent of the TSM program is to:

- Reduce total vehicle emissions in the City of Roseville to achieve local, regional and statewide greenhouse gas emission reduction goals and improve air quality in the region.
- Reduce vehicle miles traveled in the City of Roseville by expanding mobility options and encouraging viable nonautomotive means of transportation in and through Roseville.
- Increase the efficiency of the existing transportation network and contribute to achieving acceptable level of service (LOS) C on the roadway system in the City of Roseville.
- Cooperate and coordinate with other cities, counties, communities and regional agencies in these endeavors.
- Develop a program that secures the participation of local developers, businesses, institutions and public and private agencies to fulfill the purposes expressed herein.

Typical measures included in a TSM include the provision of bicycle lockers and on-site showering facilities, workplace ride-share programs, and employee education and incentive programs to use alternative transportation.

Traffic Impact Fee Programs

The City currently participates in four traffic mitigation fee programs to fund capital projects in Roseville and south Placer County. Within the City, traffic impact fees are used to fund improvements contained in the Capital Improvement Program (CIP). The funding for those improvements is nexus-based and is designed to fund improvements. The fee structure considers both the number and length of trips generated by new land developments. And as such, it is considered a type of VMT-based fee program. The traffic mitigation fees are collected by the participating agencies at building permit issuance. The payment of Roseville impact fees in lieu of improvements has been determined to be acceptable mitigation for transportation impacts caused by a project.

Transportation 360

Transportation 360 is a city-wide program intended to shape the future of public transit and active transportation in Roseville (City of Roseville 2025a). It consists of updated master plans to provide direction for future Roseville Transit services and improvements to the pedestrian and bike network.

Comprehensive Operations Analysis Final Draft Report

The *Comprehensive Operations Analysis Final Draft Report* includes a "Preferred Transit Service Plan," which is designed to be flexible and scalable, allowing for gradual increases in service hours that align with ridership growth and demand. This phased approach ensures that Roseville Transit can maintain high service quality while managing operational costs and resources effectively. The result is a system that can adapt to the city's needs, ensuring that public transit remains an accessible and reliable option for all residents. One of the key enhancements to the preferred plan are expanded Arrow (demand-responsive) service to cover the West Park region and new bus routes along Blue Oaks Boulevard to serve the growing transportation needs in this rapidly developing area. This route will serve both residential and commercial zones, providing essential connections to employment, shopping, and recreational destinations.

City of Roseville Active Transportation Plan

The *City of Roseville Active Transportation Plan* (2025a), adopted by the Roseville City Council in June 2025, establishes a vision and plan to support non-motorized modes of travel such as walking, biking, and other forms of

human-powered transportation in Roseville. The plan aims to improve safety, accessibility, connectivity, and convenience for pedestrians and cyclists, encouraging healthier lifestyles, reducing traffic congestion, lowering environmental impacts, and enhancing overall community mobility and quality of life. The plan outlines goals, policies, network enhancements, and implementation strategies and programs focused on improving conditions for pedestrians and bicyclists.

The following actions from the *City of Roseville Active Transportation Plan* (2025a) are applicable to the project.

- Support access to jobs, shopping centers, parks, recreation centers, transit, grocery stores, and other local and regional destinations.
- Establish a safe, comfortable, and connected network of public sidewalks and street crossings that meets the needs of users of all ages and abilities.
- Provide adequate end-of-trip facilities for active transportation users.
- Allow for new modes of active transportation, such as electric-powered micromobility, to expand options for residents and visitors.
- Reduce frequency and severity of collisions involving people walking and biking.
- Reduce conflicts between transportation modes by using a layered Complete Streets approach.
- Apply best practices for the development of facilities for people walking, biking, and rolling.
- Reduce traffic stress for people walking, biking, and rolling (i.e., Level of Traffic Stress or LTS).
- Facilitate multimodal transportation through first- and last-mile mobility options and smooth transitions between modes.
- Develop a strategy for maintaining active transportation facilities.

City of Roseville Design and Construction Standards

Section 4 of the *2025 City of Roseville Design and Construction Standards* (City of Roseville 2025b) includes information on how to conduct VMT impact studies, including the following guidance and recommendations:

- A project may be screened from additional VMT analysis if it meets any applicable screening criteria. Given the project's size, location, and use type, the four screening criteria listed below are potentially applicable:

    1. Within the Scope of Prior CEQA Analysis – This screening applies if the VMT generated by the project is within the scope of a prior California Environmental Quality Act analysis. Prior analysis includes the analysis performed for the General Plan Update in 2020.

        Project Evaluation: The project was not considered in the 2035 land use dataset for the General Plan Update. Therefore, this screening criteria would not apply.

    2. Local-Serving Retail Projects – Trip lengths may be shortened and VMT reduced by adding "local-serving" retail opportunities that improve retail destination proximity. A retail building that is 50,000 square feet or less may be considered local-serving.

        Project Evaluation: The project includes less than 30,000 square feet of retail space, making this category potentially applicable.

    3. Other Local-Serving Development: Other development that will improve destination proximity may also be considered to have a less-than-significant transportation impact, at the discretion of the City.

        Project Evaluation: The project includes a relatively small amount of medical office space that could benefit nearby residents, making this category potentially applicable.

    4. Development in Low VMT Areas – This screening applies if the project is within a low VMT area of the City and comprised of land use consistent with existing land use in the area. This condition may be demonstrated

by providing evidence of this conclusion via demonstration that the project will be located in a traffic analysis zone in the Roseville travel forecasting model which has VMT performance that meets the qualitative thresholds described in Section 4-10 below.

Project Evaluation: No land development was assumed on the project site in the city's travel demand model for its General Plan update. Although some parts of the project are consistent with existing land uses elsewhere in the area, other project components are not. Therefore, detailed VMT analysis is necessary.

- A quantitative study of VMT analysis is generally required if the project does not meet any of the above scenarios for screening. For residential projects, analysis should be based on VMT per capita. For non-residential projects, analysis should be based on VMT per service population, where service population consists of the total number of residents and employees. The service population methodology includes home-based production VMT and VMT from all other sources, including trips attracted from homes outside of the area into the area for work, shopping, or other purposes and trips with neither end at the home (such as from work to shopping). VMT is based on the full length of each trip, including distance outside of the City. VMT estimates are to be produced using the City of Roseville travel demand model.
- Factors to convert Roseville travel forecasting model inputs (i.e., dwelling units) to residents (as used in development of the General Plan VMT estimates) are as follows:
  - Single Family Dwelling Unit: 2.68 residents per dwelling unit
  - Multi-Family Dwelling Unit: 2.32 residents per dwelling unit
- Factors to convert Roseville travel forecasting model inputs (i.e., square footage) to employment (as used in development of the General Plan VMT estimates) are as follows:
  - Industrial: One employee per thousand square feet (KSF)
  - Retail: Two employees per KSF
  - Medical Office: Three employees per KSF
- The analysis conducted for VMT studies shall be documented in a report for review by the City, with supporting tables and figures. It shall be the intent of the VMT study to evaluate the reasonable worst-case impacts for the proposed development allowed by zoning unless a specific use/user is identified by the applicant.

City of Roseville Local Road Safety Plan

The *City of Roseville Local Road Safety Plan* (City of Roseville 2021a) outlines a plan to address safety issues on local roads by prioritizing strategies to reduce traffic-related injuries and fatalities. Opportunity areas were identified through analysis of recent crash history and the infrastructural or other contextual factors associated with crash sites. The plan presents countermeasures that may be systemically implemented across the City to proactively enhance roadway safety. Findings from this report are presented below in Section 3.3.2, "Environmental Setting."

3.3.2 Environmental Setting

This section describes the existing environmental setting, which is the baseline scenario upon which project-specific impacts are evaluated. The baseline for this study represents conditions in June 2025, the release date of the project's NOP that an EIR is being prepared. The environmental setting for transportation includes baseline descriptions for roadway, bicycle, pedestrian, and transit facilities.

PROJECT STUDY AREA

The project site is located in northwest Roseville at the westerly terminus of Blue Oaks Boulevard, which becomes Phillip Road (Figure 3.3-1). The following describes the roadway, bicycle, pedestrian, and transit facilities in the project vicinity.

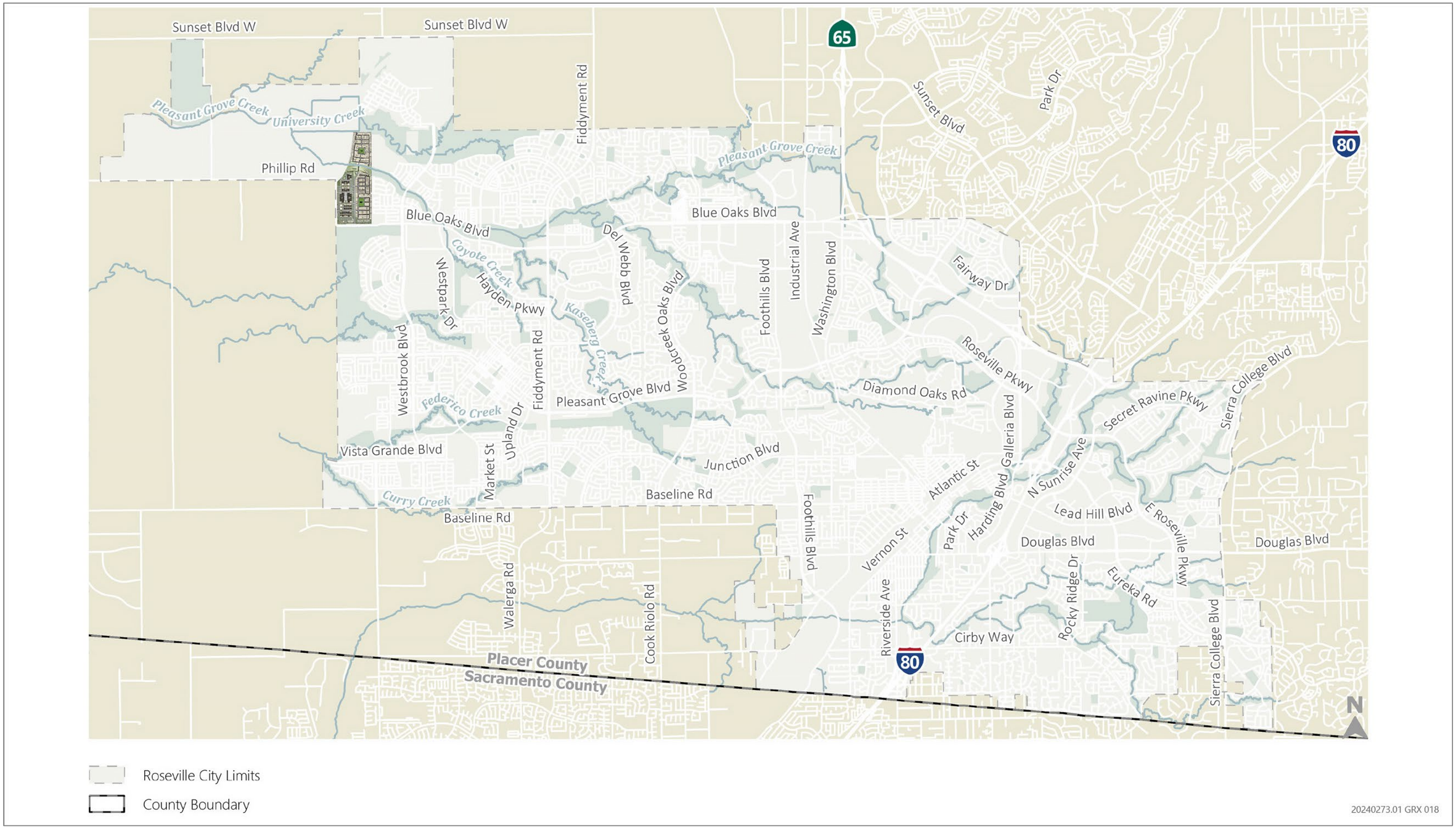
ROADWAY SYSTEM

Figure 3.3-2 illustrates the existing roadway network in the study area including the number of travel lanes. The following key roadways would serve the project:

- Blue Oaks Boulevard is a major east-west arterial connecting the Cities of Roseville and Rocklin. It begins just west of Westbrook Boulevard in West Roseville and extends 6.7 miles, terminating at Sunset Boulevard in the City of Rocklin. As evidenced by Figure 3.3-2, it features a varying cross-section ranging from two to six lanes west of Fiddyment Road with a posted speed limit of 45 miles per hour (mph). East of Fiddyment Road, it is a six-lane median-divided arterial with a posted speed limit of 45 mph. The SR 65 / Blue Oaks Boulevard interchange is situated about five miles east of the project site. From this interchange, Interstate 80, a major east-west freeway that extends across the Bay Area into Nevada, can be accessed three miles to the south.
- Westbrook Boulevard is a north-south arterial that begins at Baseline Road and extends northerly 4.3 miles beyond Blue Oaks Boulevard to Saddle Creek Way. The roadway will ultimately extend to Sunset Boulevard West on the north (within unincorporated Placer County), approximately 0.9 miles north of its current terminus. In the project vicinity, it features two median-divided lanes in each direction with a posted speed limit of 40 mph.
- Fiddyment Road is a north-south arterial that begins at Baseline Road and extends northerly through Roseville into unincorporated Placer County. It consists of two lanes in each direction with a posted speed limit of 45 mph from Pleasant Grove Boulevard to the north City limits (1.5 miles north of Blue Oaks Boulevard).

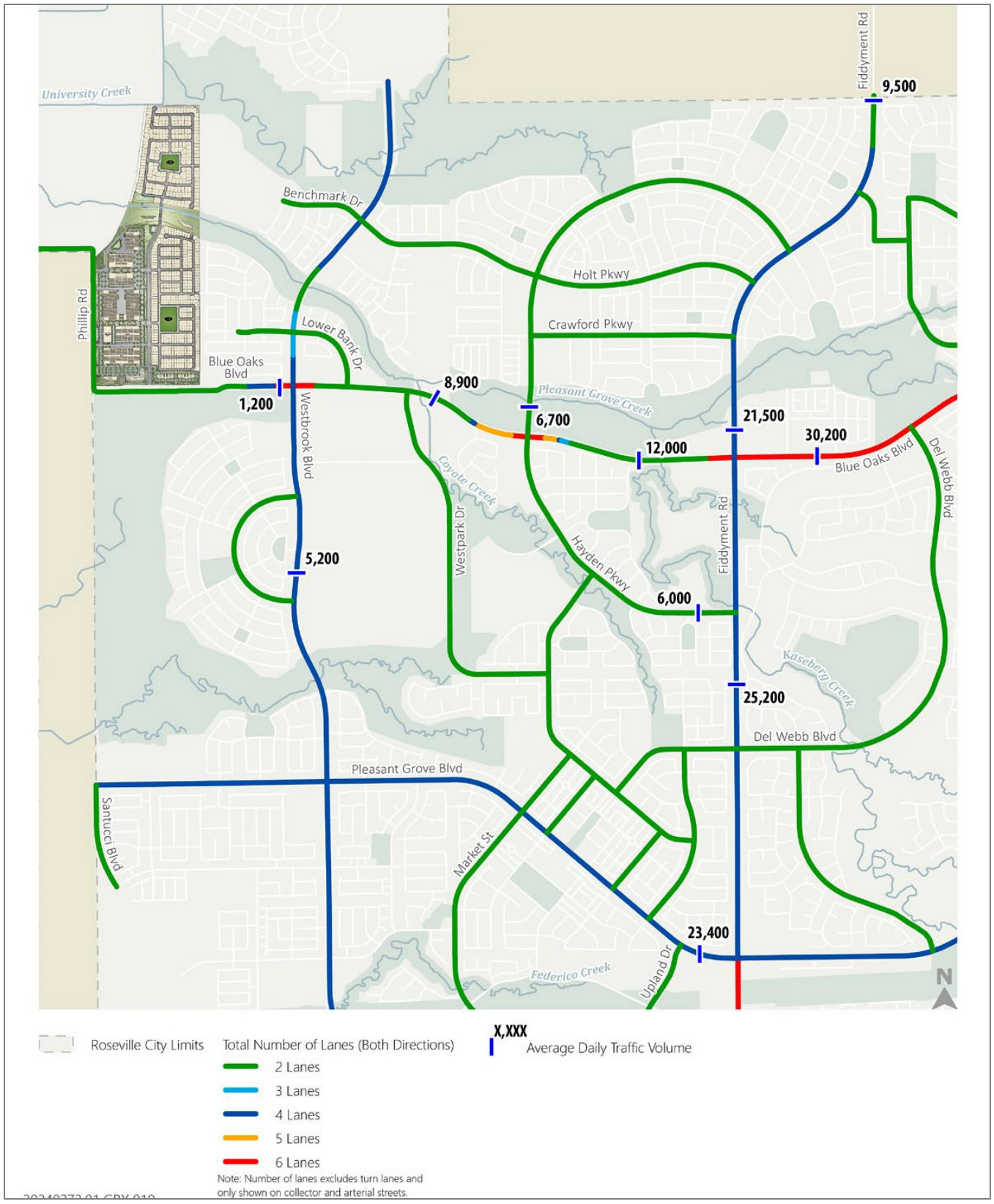
Phillip Road is not considered one of the roadways that would serve the project despite its proximity to the site. As shown on Figure 3.3-2, it extends in a westerly direction from the project site into unincorporated Placer County, terminating 2.75 miles to the west at Brewer Road. While much of the roadway is paved, about one mile is dirt, which can become muddy and impassable during winter. Where it is paved, the road is about 20 feet wide without any pavement markings and pavement in fair to poor condition (e.g., potholes and cracks). It is unlikely that any project trips (either employee commute trips or truck routes) would choose this rough, slow route given there are more comfortable routes heading to/from the west, such as Westbrook Boulevard to Baseline Road. The poor condition of Phillip Road makes it an unappealing route for regional travel.

The City of Roseville has been steadily making improvements to Blue Oaks Boulevard west of Fiddyment Road. The all-way stop-controlled Blue Oaks Boulevard/Hayden Parkway intersection was recently replaced by a traffic signal with additional travel lanes added (Figure 3.3-3). Additionally, the all-way stop at Blue Oaks Boulevard/Westpark Drive was recently replaced with side-street stop control to reduce delays to through traffic on Blue Oaks Boulevard.



Source: Image produced and provided by Fehr & Peers in 2025; adapted by Ascent in 2026.

Figure 3.3-1 Project Location



Source: Image produced and provided by Fehr & Peers in 2025; adapted by Ascent in 2026.

Figure 3.3-2 Existing Roadway Network and Average Daily Traffic Volumes



Source: Photograph by Fehr & Peers in 2025.

Figure 3.3-3 View of Blue Oaks Boulevard at Hayden Parkway (looking west)

Existing Traffic Volumes

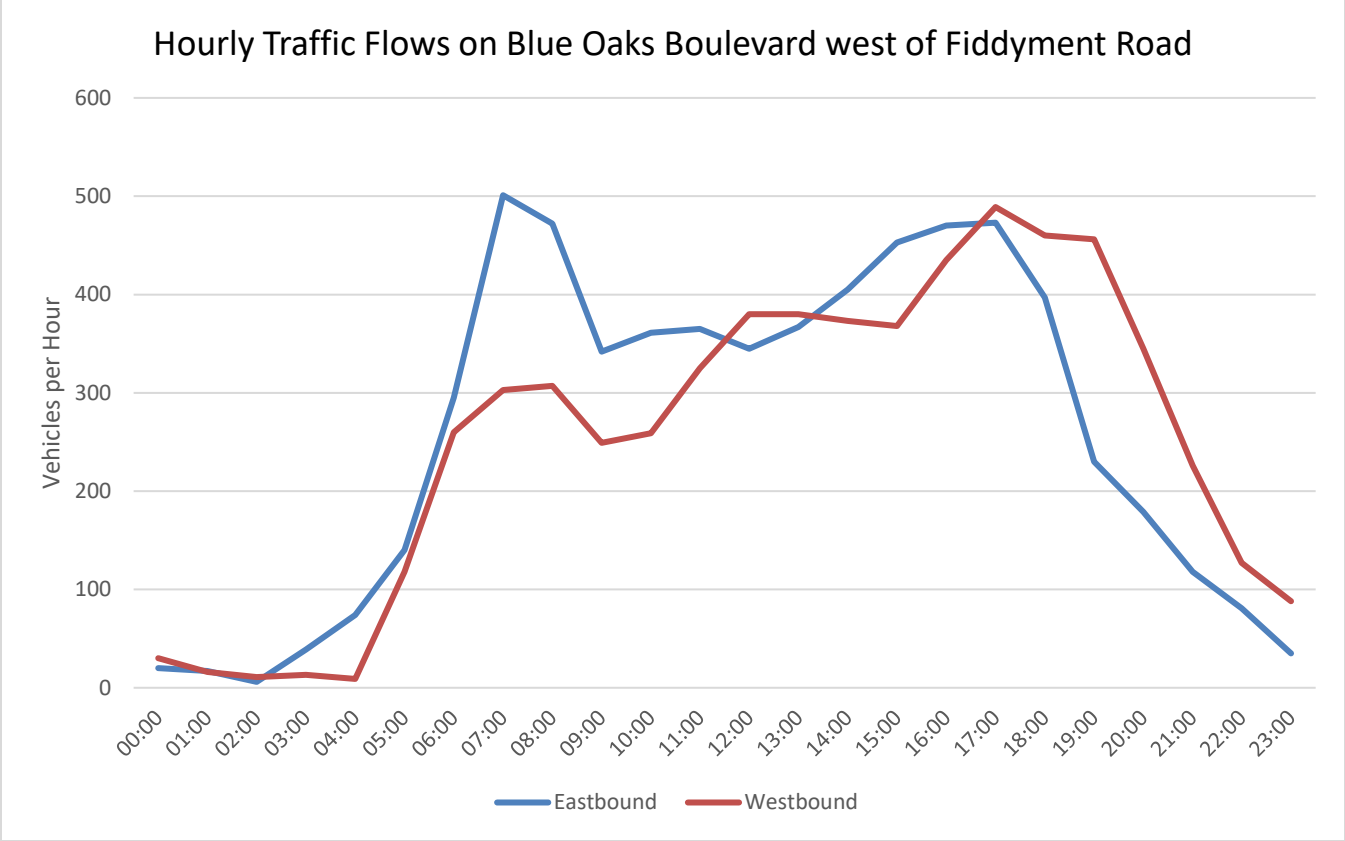
As part of a different study, traffic data was collected on roadways throughout the City of Roseville in August and September 2024 after schools in the area had returned to session. Figure 3.3-2 shows the existing average daily traffic (ADT) volumes on study roadways. This information is used as inputs into other technical areas of this Draft EIR. It is also presented for informational purposes but is not used for any type of capacity or level of service (LOS) analysis.

Figure 3.3-2 shows that traffic volumes on Blue Oaks Boulevard steadily grow as the roadway progresses easterly. The two-lane section of roadway between Hayden Parkway and Blue Oaks Boulevard carries 12,000 vehicles per day. Figure 3.3-4 shows the hourly traffic volume profile of this segment and shows the following abnormal traffic patterns:

- The eastbound direction is busiest from 7 AM to 8 AM, which is typically associated with morning commuters. However, this direction is also nearly as busy from 5 PM to 6 PM.
- The westbound direction is busiest from 5 to 6 PM, which is also typical of the return commute trip back to the residence. Yet this direction also shows considerable traffic from 6 AM to 9 AM, which is atypical for an area that is primarily residential.
- Combined, the AM and PM peak hours of travel only represent 15 percent of all daily trips on this segment of Blue Oaks Boulevard.

The abnormality is undoubtedly being caused by the large amount of ongoing residential and street infrastructure construction in the area. Workers arrive early in the day, traveling westbound on Blue Oaks Boulevard to reach various construction sites. Deliveries of materials occur throughout the day.

Figure 3.3-2 shows an ADT of 1,200 vehicles on Blue Oaks Boulevard west of Westbrook Boulevard. The vast majority of that traffic is residential trips into and out of Cloud Dance Drive. The volume is dramatically lower further west on Phillip Road along the project frontage.



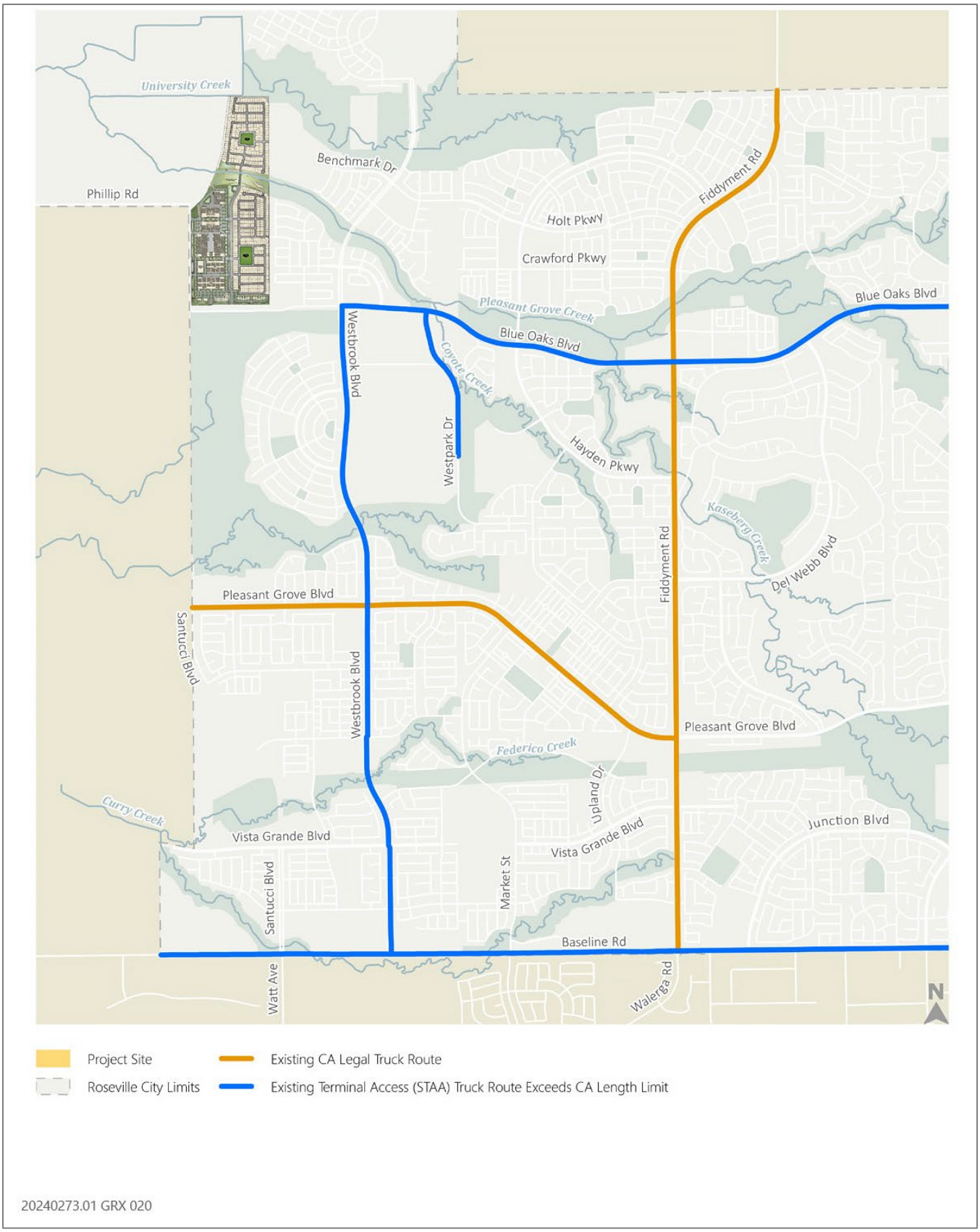
Source: Provided by Fehr & Peers in 2025.

Figure 3.3-4 Hourly Traffic Flows on Blue Oaks Boulevard (West of Fiddyment Road)

Truck Routes

Within the City of Roseville, there are two types of truck routes: Surface Transportation Assistance Act (STAA) routes and local routes. STAA routes allow large trucks to operate on the interstate freeway system and certain primary routes. These trucks, referred to as STAA trucks, are longer than California legal trucks. On surface streets, STAA routes are designated either as Terminal or Service Access routes. Terminal routes are approved by the agency with jurisdiction over the roadway to enable the truck to reach its ultimate destination. Service Access routes allow STAA trucks to exit the interstate onto a local road, for one mile only, for food, fuel, lodging, or repair.

Figure 3.3-5 shows the STAA Terminal routes and local routes established within the City of Roseville (City of Roseville 2021b). This map shows an STAA terminal access truck route that extends on Blue Oaks Boulevard from SR 65 to Westbrook Boulevard. STAA routes also exist along Baseline Road, Westbrook Boulevard, and Westpark Drive. There are existing California legal truck routes on portions of Fiddyment Road and Pleasant Grove Boulevard.



Source: Image produced and provided by Fehr & Peers in 2025; adapted by Ascent in 2026.

Figure 3.3-5 Existing Truck Routes

TRANSIT SYSTEM

Roseville Transit provides fixed-route local and commuter bus service Monday through Friday, with some local routes providing additional service on Saturdays. Bus service currently operates along portions of Blue Oaks Boulevard and Pleasant Grove Boulevard but does not extend to the project site. The nearest stop is located on Pleasant Grove Boulevard at Market Street (Route M), which is approximately three miles southeast of the project site (Roseville Transit 2022).

Roseville Transit's Arrow supplements the fixed-route bus system by providing an on-demand transit service to destinations within the City of Roseville. Arrow is open to the general public and provides additional Sunday transit service. The American Disabilities Act (ADA) paratransit service for the City of Roseville is provided using Arrow buses, which are ADA compliant and equipped with wheelchair lifts and securement areas. Connections may be made to Placer County destinations through transfer points by requesting a connection using GO South Placer, Placer County's on-demand transit service.

BICYCLE/PEDESTRIAN SYSTEM

Figure 3.3-6 displays existing (as of June 2025) bicycle and pedestrian facilities located on arterial and collector streets and through open space areas in the project vicinity. Existing facilities include:

- A Class II bike lane (on-street lane with appropriate pavement markings and signs) is present in both directions of Blue Oaks Boulevard from west of Westbrook Boulevard to east of Fiddyment Road, as well as other streets as shown.
- The off-street shared-use (Class I) path in the Pleasant Grove Creek open space area extends westerly from Fiddyment Road for about 2.2 miles to the northeast edge of the project site.

There are no bicycle or pedestrian facilities located along the project frontages on Phillip Road, which is to be expected as the area is currently undeveloped.

It is possible for a pedestrian to walk along a continuous sidewalk or multi-use path on Blue Oaks Boulevard between Fiddyment Road and Westbrook Boulevard (though not continuously on one side). The gaps in the sidewalks shown in Figure 3.3-6 are due to the phased widening of this section of Blue Oaks Boulevard. Because only 'half street sections' have been built, sidewalks are not continuously present on both sides of the street because doing so would be a "throw-away" cost once the roadway is widened).

Planned bicycle and pedestrian improvements in the area are described in more detail later in this section.

3.3.3 Environmental Impacts and Mitigation Measures

This section describes the analysis techniques, assumptions, and results used to identify potential significant impacts of the project on the transportation system. Transportation and circulation impacts are then described and assessed, and mitigation measures are recommended for impacts identified as significant or potentially significant.

PROJECT SUMMARY

The project is described in detail in Chapter 2, "Project Description." Figure 3.3-7 shows the proposed project site plan and vehicle access points. Key elements of project access include the following:

- Street A would be a two-lane north-south collector street that would begin at Blue Oaks Boulevard and extend through the project site, across the Pleasant Grove Creek Floodplain, terminating in the project's northerly area.
- Benchmark Drive would extend from Westbrook Boulevard as a two-lane collector street westerly to the project's northerly area.
- A total of 14 project driveways on Street A, Blue Oaks Boulevard, and Phillip Road would be provided. These driveways have been numerically labeled for ease of reference and are shown on Figure 3.3-7.

Vehicular access to the project site would be different under near-term versus cumulative conditions. The near-term access scenario is discussed below. The cumulative access scenario is presented in Chapter 4, "Cumulative Impacts."

Under near-term conditions, the following backbone improvements would be constructed along the project frontage and within the project site itself:

- Phillip Road along the project's west frontage would be widened to consist of one lane in each direction separated by a two-way left-turn lane (TWLTL).
- Blue Oaks Boulevard along the project's south frontage would be widened to consist of one lane in each direction separated by a painted median (used as either a left-turn lane or TWLTL).
- The connection of Benchmark Drive between the project site and Westbrook Boulevard depends on new development occurring in the Creekview Specific Plan area immediately east of the project site. A 1,500-foot segment of this street immediately east of the project site is not currently constructed.
- Street A through the southerly portion of the site would be constructed with one lane in each direction separated either by a landscaped median or turn lane. It becomes a two-lane undivided street across the Pleasant Grove Creek Floodplain and into the northerly project area.
- A traffic signal would be installed at the Blue Oaks Boulevard/Street A intersection with eastbound left and through lanes, westbound through and right lanes and southbound left and right lanes.

Due to the lack of any substantial through traffic along the project frontage, all private driveways on Blue Oaks Boulevard and Phillip Road are assumed to permit all turning movements in the near-term. All movements would be permitted at project driveways along Street A except at Driveways 7 and 12 in which movements would be restricted to right-turns only.

Figure 3.3-8 shows the proposed bicycle and pedestrian facilities to be constructed along the project frontage, along Street A, and within the Pleasant Grove Creek floodplain. This figure shows the following planned facilities:

- Sidewalks would be constructed along the entirety of the project frontage and on both sides of Street A.
- Class II bike lanes would be constructed on both sides of Blue Oaks Boulevard along the project frontage and on both sides of Street A from Blue Oaks Boulevard to the Pleasant Grove Creek floodplain bridge.
- A variety of crosswalks and multi-use trails would be constructed within the site and connecting to trails within the Pleasant Grove Creek floodplain.

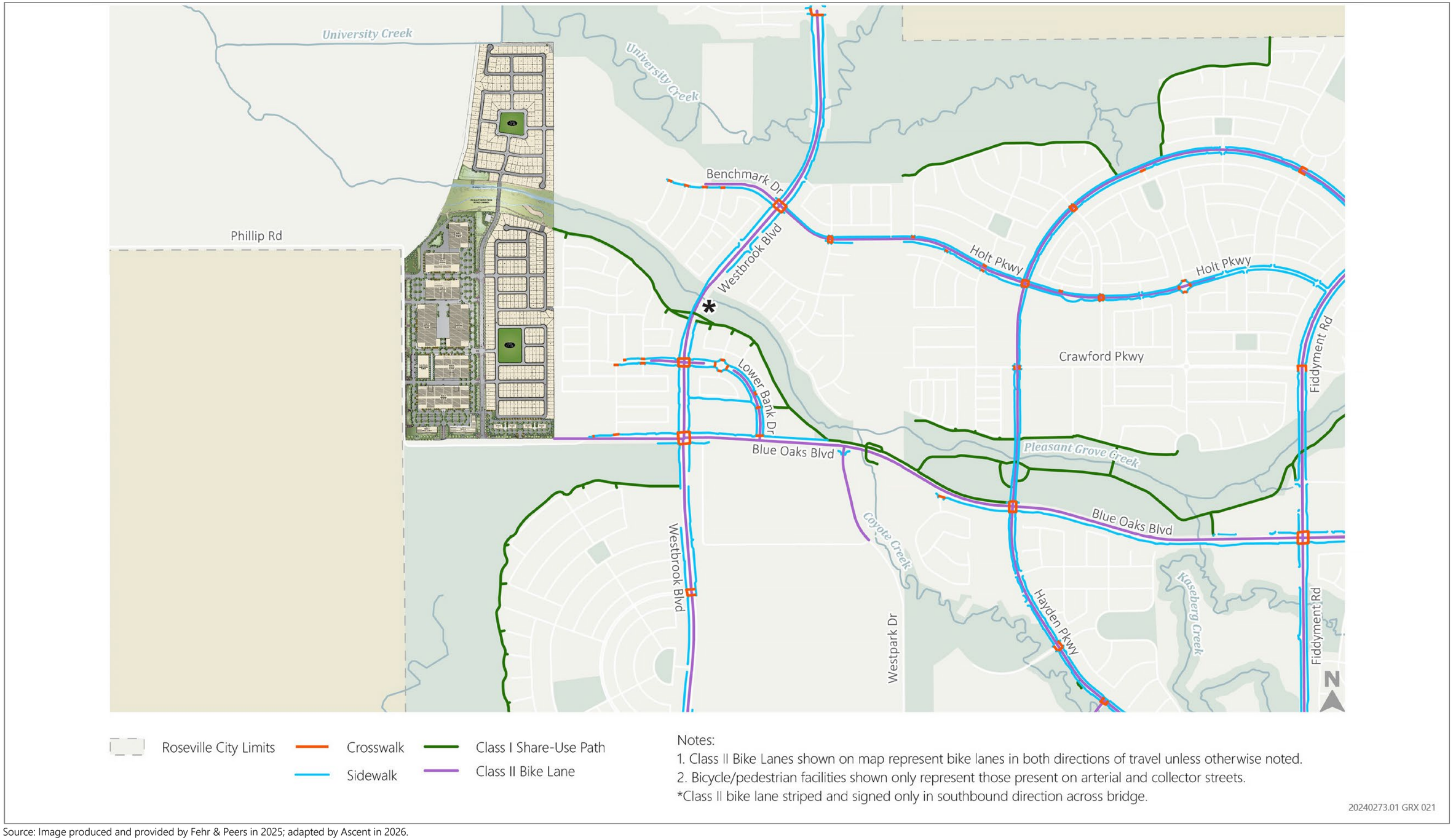
METHODOLOGY

The transportation and circulation methodology relies on the anticipated travel characteristics of the project, including its expected trip generation and distribution, as described below.

City of Roseville Travel Demand Model

The City of Roseville recently updated its base year model to correspond to conditions in fall 2024. However, the future year model, which will have a 2045 horizon, is still under development. Accordingly, the current version of the cumulative model corresponding to Year 2035 is used in this analysis.

The City's model covers all of Roseville and much of the remaining six-county SACOG area. Its primary inputs are land uses (categorized as single-family, multi-family, age-restricted, retail, office, industrial, research and development, schools, etc.) and the roadway network (including number of lanes, street capacity, and free-flow travel speed). The model is disaggregated into numerous Traffic Analysis Zones (TAZs), which represent a given geographic area or set of parcels. Model outputs include vehicle trips, congested speeds, volume-to-capacity ratio, average travel time, vehicle miles of travel, vehicle hours of delay, and other metrics. The model was used for various purposes as described in this section.



Source: Image produced and provided by Fehr & Peers in 2025; adapted by Ascent in 2026.

Figure 3.3-6 Existing Bicycle and Pedestrian Facilities



Source: Image produced and provided by Fehr & Peers in 2025; adapted by Ascent in 2026.

Figure 3.3-7 Project Site Plan and Driveway Locations



Source: Image produced and provided by Fehr & Peers in 2025; adapted by Ascent in 2026.

Figure 3.3-8 Proposed On-site Bicycle and Pedestrian Facilities

Trip Generation

Given that the project contains a mix of residential, employment, retail, and medical-service uses in a contiguous area, it is considered a mixed-use project. To estimate its trip generation, the Mixed-Use Trip Generation Model (MXD+) was applied. This tool was originally developed by consultants (including Fehr & Peers) and academic researchers for the US Environmental Protection Agency (EPA) to estimate internal trip-making and external trips made by non-auto travel modes. The model was originally developed based on empirical evidence at 240 mixed-use projects located across the US and has been used in numerous EIRs throughout California. It considers various built environment variables such as land use density, regional location, proximity to transit, and various design variables when calculating the project's internal trips and external trips made by non-auto modes.

MXD+ begins with gross trip rates from the most recent version of the Institute of Transportation Engineers' (ITE) *Trip Generation Manual, 12th Edition* (ITE 2025). MXD+ also allows for customized inputs, which as described below, were used in this study.

The approximately 1 million square-foot innovation center is proposed as an employment use that would attract a wide variety of tenants. It is expected to have 850 employees (i.e., one employee for every 1,175 square feet). This is a higher employee density than typically found at logistics warehouses which tend to have one employee per 1,500 to 2,000 square feet of space. Potential innovation center users could include research and development uses and advanced manufacturing along with other employment type uses allowed under its zoning. The seven proposed innovation center buildings would have loading docks, but not an entire side of each building consisting entirely of loading docks.

The project applicant identified two existing sites that have multiple buildings that operate comparable to what is envisioned for the project's innovation center. These sites are:

- Riverside II Commerce Center at 950, 960, and 970 Riverside Parkway, in West Sacramento, CA. The facility is 145,600 square feet with an average of three loading docks attached to each building.
- Gateway 84 at 7200, 7300, and 7400 Gateway Boulevard, in Newark, CA. The facility is 369,700 square feet with loading docks present on a portion of the buildings (but not the entirety of one side of each building).

Trip generation surveys were conducted at each site in December 2023. Vehicles (classified as either passenger vehicles or trucks) were observed entering and exiting the driveways serving each site. Care was taken to isolate and exclude non-project trips at the one shared access driveway (to other uses) serving each site. The trip generation survey results showed weighted average trip generation rates of 6.11 daily trips per thousand square feet (KSF), 0.49 AM peak hour trips per KSF, and 0.52 PM peak hour trips per KSF. These rates are inclusive of both passenger vehicles and trucks.

The trip generation survey results showed that about 2 percent of all daily trips generated by these two sites were trucks. This equated to an average truck trip rate of 0.11 daily trucks per KSF.

The MXD+ model estimated that 3.5 percent of daily project trips and 5.0 to 5.8 percent of AM and PM peak hour project trips would remain internal to the site. Examples of this trip-making is a residential trip to the retail site, or an innovation center employee visiting the medical office uses. The MXD+ model also estimated that 3.5 percent to 4 percent of external trips generated by the project would be made by walking or biking. This could include short distance trips to the retail buildings from nearby residential areas, students at the project site choosing to walk or bike to nearby schools, and innovation center employees who live in West Roseville choosing to walk or bike to work.

Table 3.3-1 shows the project's gross estimated and new trips generated after internal trips and external walk/bike trips are considered. As shown, the project would generate approximately 12,900 new daily trips, 990 new AM peak hour trips, and 1,160 new PM peak hour trips. This is the expected volume of traffic that would enter/exit the project at its driveways/streets.

Table 3.3-1 Project Trip Generation

Land Use	ITE Code	Quantity	Daily		AM Peak Hour of Adjacent Street				PM Peak Hour of Adjacent Street			
			Trip Rate	Trips	Trip Rate	Vehicle Trips			Trip Rate	Vehicle Trips		
						In	Out	Total		In	Out	Total
SF Residential	210	529 du	8.57	4534	0.68	97	263	360	0.84	276	170	446
MF Residential	220	135 du	6.53	881	0.44	14	46	60	0.53	45	27	72
Retail	822	30.1 KSF	49.83	1500	3.92	65[1]	53[1]	118[1]	5.38	81	81	162
Medical Office	720	20.9 KSF	36.99	773	2.78	45	13	58	3.44	21	51	72
Innovation Center	-	1,011.0 KSF	6.11	6,177	0.49	382	113	495	0.52	89	437	526
Gross Project Trips				**13,865**		**603**	**488**	**1,091**		**512**	**766**	**1,278**
Internal Capture [1]				-490		-30	-24	-54		-22	-52	-74
Shift to Walk/Bike [1]				-490		-24	-20	-44		-14	-31	-45
Net New Project Trips				**12,885**		**549**	**444**	**993**		**476**	**683**	**1,159**

Notes: SF = single-family; MF = multi-family.

[1] Refer to text above regarding methods used to estimate internal trips and external walk/bike trips.

Source: Data provided by Fehr & Peers in 2025.

The innovation center would generate about 110 truck trips per day (55 inbound and 55 outbound). About 10 truck trips are expected during each of the AM and PM peak hours. The other uses on-site would generate a nominal amount of truck traffic.

Trip Distribution/Assignment

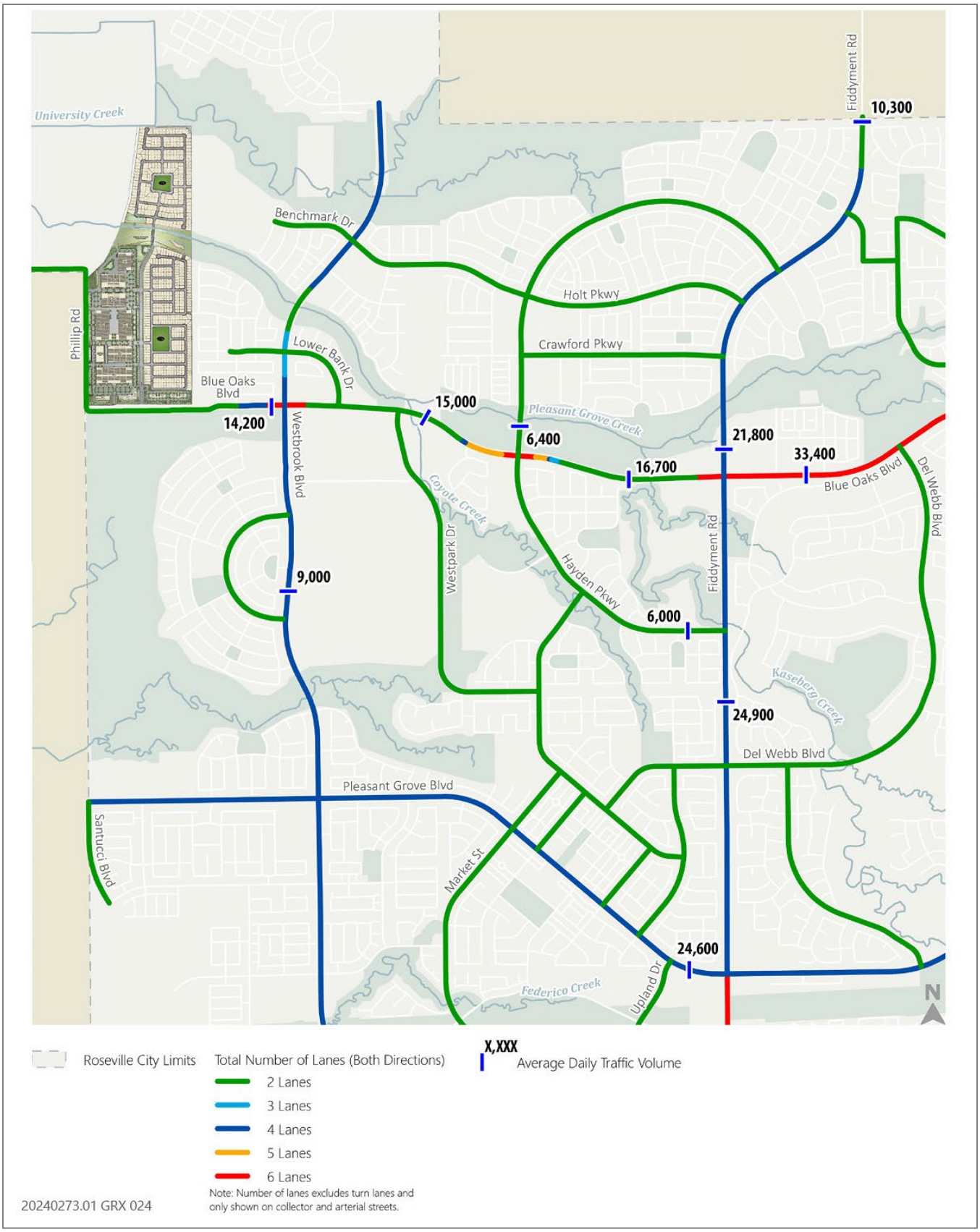
Buildout of the project would introduce new non-residential land uses to West Roseville, which is primarily residential. Residents of the area would no longer have to travel easterly to Fiddyment Road and beyond to access retail uses or basic health care services. Employment opportunities would become available as well. The net effect of this is that project development would alter existing travel behaviors.

Accordingly, it would not be appropriate to simply add project trips on top of existing volumes using the trip generation estimates above and a fixed set of trip distribution percentages, as the resulting volume estimates would be overly conservative. Instead, an approach was taken whereby the project was added to the base year City of Roseville travel demand model and then model was run. The difference in trips between the 'no project' and 'plus project' run was added to the existing volumes to represent the "existing plus project" scenario. Those volumes, which are presented in the following section, indicate that the majority of project trips would be distributed to/from the east on Blue Oaks Boulevard east of Westbrook Boulevard. Westbrook Boulevard south of Blue Oaks Boulevard would also experience considerable traffic growth.

Existing Plus Project Average Daily Traffic Volumes

Figure 3.3-9 shows the existing plus project ADT estimates on the study roadways. Key findings from this figure are:

- The project would increase the traffic volume on Blue Oaks Boulevard west of Westbrook Boulevard from 1,200 to 14,200 vehicles per day. All 13,000 new daily vehicle trips generated by the project would use this route (given that this scenario does not assume Benchmark Drive connects to the project site).
- With development of the proposed project, traffic volumes would increase from 8,900 to 15,000 ADT on the two-lane segment between Westbrook Boulevard and Hayden Parkway.
- The project would cause the volume of traffic on the four-lane section of Westbrook Boulevard south of Blue Oaks Boulevard to increase from 5,200 to 9,000 ADT.



Source: Image produced and provided by Fehr & Peers in 2025; adapted by Ascent in 2026.

Figure 3.3-9 Average Daily Traffic Volumes (ADT) – Existing Plus Project Conditions

- The proposed project would add an estimated 130 truck trips per day (110 are associated with the innovation center and 20 are associated with the retail and medical office) to either Blue Oaks Boulevard to/from the east or Westbrook Boulevard to/from the south. Both facilities are designated as STAA truck routes.

Vehicle Miles Traveled

The VMT analysis approach undertaken in this study was informed by guidance from the *2025 City of Roseville Design and Construction Standards* (City of Roseville 2025b) and the *Technical Advisory* (OPR 2018). The project does not have a dominant land use from a trip generation perspective. As shown in Table 3.3-1, the innovation center would represent 44 percent of the project's gross trip generation, while the residential uses would represent 40 percent. Thus, approaching the VMT analysis using a 'dominant land use' approach is not appropriate.

Analyzing the VMT impacts associated with each project component separately was considered but ultimately rejected because the City of Roseville's VMT analysis methodologies included VMT per capita and VMT per service population (i.e., residents plus workers), but not VMT per employee. The VMT per service population metric was chosen because: (1) it considers internal trips, (2) calculation methods and thresholds for it are contained in the *2025 City of Roseville Design and Construction Standards,* and (3) it considers the project effects on VMT (i.e., how do non-project resident trip patterns in West Roseville change).

It should be noted that the baseline VMT metric of 29 VMT per service population contained in Table VMT-2 of the *2025 City of Roseville Design and Construction Standards* document is no longer applicable as it is based on a now outdated travel demand model. As noted previously, the City's model was recently updated to reflect a new fall 2024 condition. Accordingly, new baseline VMT metrics were calculated to establish current citywide VMT performance. Table 3.3-2 shows the VMT baseline and threshold developed from the 2024 Roseville Model update for the VMT per service population metric. As shown, the VMT threshold remains at 15 percent below that baseline condition.

Table 3.3-2 City of Roseville Updated VMT Metrics

VMT Metric [1]	Non-Residential VMT Per Service Population
VMT Baseline	27.38
VMT Threshold [2]	23.27

Notes: VMT = vehicle miles traveled.

[1] Metrics are developed from the 2024 Roseville Travel Demand Model. Calculations unchanged from methodology utilized previously.

[2] Thresholds are 15 percent below the 2024 VMT baseline.

Source: Data provided by Fehr & Peers in 2025.

THRESHOLDS OF SIGNIFICANCE

The significance criteria used to evaluate the project impacts to transportation and circulation under CEQA are based on Appendix G of the State CEQA Guidelines and various City of Roseville published plans described in Section 3.3.1, "Regulatory Setting," and the "Methodology" section, above. Impacts to the transportation system would be significant if the project would:

Roadway Network

- exceed the applicable VMT per service population threshold, which is a 15 percent reduction from the Citywide average.

Pedestrian Network

- conflict with adopted policies, plans, or programs regarding pedestrian facilities.

Bicycle Network

- conflict with adopted policies, plans, or programs regarding bicycle facilities.

Transit Facilities and Services

- disrupt existing or planned transit facilities or conflict with adopted policies, plans, or programs regarding transit facilities or service.

Hazards

- substantially increase hazards due to geometric design features (e.g., sharp curves or dangerous intersections) or incompatible uses, or inadequate emergency access.

ISSUES NOT DISCUSSED FURTHER

Pursuant to PRC Section 21099, automobile delay, as described solely by LOS or similar measures of vehicular capacity or traffic congestion shall not be considered a significant impact on the environment. This issue is not evaluated or discussed further in this Draft EIR.

Vehicle queue spillbacks at freeway off-ramps are not discussed further given study area conditions. The most likely freeway off-ramps to be used by project trips would be at the SR 65/Blue Oaks Boulevard interchange. Both the northbound and southbound off-ramps are free-flow movements (i.e., no potential for queues to spill back onto the mainline). It also noted that Caltrans did not submit a comment letter requesting any analysis on the state highway system. This issue is therefore not evaluated or discussed further in this Draft EIR.

IMPACTS AND MITIGATION MEASURES

Impact 3.3-1: Vehicle Miles Traveled Per Service Population

The project would generate additional VMT associated with its residential, innovation center, medical office, and retail land uses. As shown in Table 3.3-3, the project would have an average VMT per service population under existing plus project conditions of 14.2 miles, which is well below the Citywide average VMT per service population of 27.4 miles. Because the project would be below the City's VMT per service population threshold of 23.3 miles, which is a 15 percent reduction from the Citywide average, this impact would be **less than significant**.

Table 3.3-3 compares the project's VMT per service population versus the existing citywide average from the 2024 Base Year Roseville travel demand model. It is apparent from this table that the project performs much better than the citywide average in terms of VMT per service population. As noted previously, it would introduce jobs, retail, and medical office into an area of the city where such uses are not currently found. Accordingly, it would beneficially affect travel patterns of non-project residents who could make shorter trips to access retail goods and medical services.

The project VMT value of 40,649 shown in Table 3.3-3 is considered the project's net effect on VMT, and not project-generated VMT, which is often used in other sections of EIRs.

Table 3.3-3 Comparison of Project VMT with Citywide Baseline VMT

Measure	Existing (2024) Citywide Conditions [1]	Increase Due to Proposed Project
VMT Calculation Method	VMT Per Service Population	VMT Per Service Population
VMT [2]	6,444,352	40,649
Residents [3]	160,554	1,726
Employees [3]	74,797	1,129
Service Population [4]	235,351	2,855
VMT Efficiency Metric [5]	27.38	14.24
VMT Threshold	23.27	-

Notes: VMT = vehicle miles traveled.

[1] Analyzed using base year (2024) City of Roseville Travel Demand Model. Does not assume development of proposed project.

[2] Reported VMT represents all travel generated by Roseville land uses (including full length of the trip beyond City boundaries). VMT associated with trips that are internal-internal (i.e., remain within the City) are counted twice due to use of service population methodology (i.e., because such trips involve two Roseville residents and/or employees).

[3] Table VMT-1 of Section 4 of the *2025 City of Roseville Design and Construction Standards* contains unit values, whereby an average number of residents per single-family, and multi-family unit are calculated, and an average number of employees per thousand square feet (ksf) of non-residential area is calculated. Those unit values were necessarily used to develop the residential and employee totals shown in this table.

[4] Service population is the sum of residents plus employees. It is acknowledged that the sum of project residents and employees does not precisely match the project description. However, use of unit values from the City's *2025 City of Roseville Design and Construction Standards* are required in order to provide an 'apples to apples' comparison of project effects on VMT.

[5] Efficiency metric is the ratio of VMT to service population.

Source: Data provided by Fehr & Peers in 2025.

As shown in Table 3.3-3, the project would have an average VMT per service population under existing plus project conditions of 14.2 miles, which is well below the Citywide average VMT per service population of 27.4 miles. Because the project would be below the City's VMT per service population threshold of 23.3 miles, which is a 15 percent reduction from the Citywide average, this impact would be **less than significant**.

Mitigation Measures

No mitigation is required.

Impact 3.3-2: Conflict with Adopted Policies, Plans, or Programs Regarding Pedestrian Facilities

Continuous pedestrian facilities are lacking on Blue Oaks Boulevard adjacent to the project site. This would be inconsistent with General Plan Policies CIRC6.1, CIRC6.3, and CIRC6.5, which call for establishing and maintaining a safe and continuous pedestrian network that encourages walking. Therefore, this impact would be **potentially significant**.

Figure 3.3-6 shows existing (as of June 2025) pedestrian facilities in the project vicinity. An undeveloped parcel (zoned for high density residential) is situated immediately east of the project site and north of Blue Oaks Boulevard. A sidewalk exists for the easterly 510 feet of its frontage; however, the most westerly 270 feet of frontage lacks a sidewalk. No sidewalk facilities are present on the south side of Blue Oaks Boulevard west of Westbrook Boulevard. To reach the project site on foot, pedestrians would either walk in a grassy field or in the street. This is inconsistent with General Plan Policies CIRC6.1, CIRC6.3, and CIRC6.5, which call for establishing and maintaining a safe and continuous pedestrian network that encourages walking. Specifically, Policy CIRC6.1 states that connections should be provided between residential areas and employment centers. Therefore, the project would be inconsistent with General Plan Policies CIRC6.1, CIRC6.3, and CIRC6.5; and thus, this impact would be **potentially significant**.

Mitigation Measures

Mitigation Measure 3.3-2: Construct Sidewalk Adjacent to Project Site

Prior to issuance of occupancy permits, the project applicant shall take necessary action resulting in the following pedestrian facilities being constructed in the project vicinity (if not already in place at that time):

- an approximate 270-foot length of sidewalk along the north side of Blue Oaks Boulevard immediately east of the project site to connect with the existing sidewalk that terminates 510 feet west of Cloud Dance Drive.

This sidewalk has been planned, and its potential environmental impacts have been evaluated as part of the Creekview Specific Plan EIR (City of Roseville 2011b). Therefore, no further environmental review of this planned sidewalk is needed at this time.

Significance after Mitigation

Implementation of Mitigation Measure 3.3-2 would result in the construction of a sidewalk in the area specified and would lead to consistency with adopted City policies, plans, or programs regarding pedestrian facilities and, thus, would effectively mitigate the impact. However, this mitigation measure would require the project applicant to work with an adjacent property owner where the missing segment is located to obtain permission and the rights to construct temporary sidewalks in these areas. Further, the City does not have the jurisdiction to monitor or enforce this mitigation measure. Thus, while the mitigation would be effective, the extent to which it can be implemented is conditional based on other property owners and is outside the City's jurisdiction to implement. Therefore, after mitigation, this impact would be **significant and unavoidable**.

Impact 3.3-3: Conflict with Adopted Policies, Plans, or Programs Regarding Bicycle Facilities

A continuous set of on-street and/or off-street bicycle facilities are present to connect the project site with neighborhoods to the south and east, as well as more remote destinations to the east along Blue Oaks Boulevard. The project would be consistent with applicable policies, plans, and programs contained in the City's General Plan and Pedestrian Master Plan (City of Roseville 2011a). Therefore, this impact would be **less than significant**.

As shown in Figure 3.3-6, a continuous set of on-street and/or off-street bicycle facilities are present to connect the project site with neighborhoods to the south and east, as well as more remote destinations to the east along Blue Oaks Boulevard. A bicyclist could ride in a Class I (multi-use path) or Class II bike lane continuously from the project site along Blue Oaks Boulevard to Fiddyment Road and beyond. Similarly, bicyclists could ride on Westbrook Boulevard to access the project site from various residential communities to the south. Therefore, existing bicycle facilities would provide continuous and direct access to the project site; and thus, would be consistent with Policy CIRC3.1 of the General Plan which strives to develop a comprehensive and safe system of recreational and commuter bicycle routes and trails that provides connections between the City's major destinations (including employment) and housing areas. The project would provide bike racks for visitors and secure long-term bike parking on-site for employees, at a minimum per the California Green Building Code. Thus, the project would not conflict with applicable policies, plans, and programs contained in the City's General Plan or Active Transportation Plan. Therefore, this impact would be **less than significant**.

Mitigation Measures

No mitigation is required.

Impact 3.3-4: Conflict with Adopted Policies, Plans, or Programs Regarding Transit Facilities

The project would add new residents and employees to a site that is not currently served by public transit. The project would construct a bus turnout along its southern frontage (on the north side of Blue Oaks Boulevard) to accommodate future fixed-route bus service. Roseville Transit's on-demand Arrow bus service operates within the City limits including the project site. However, because transit service is not currently provided along Blue Oaks Boulevard near the project site and there are no assurances that adequate transit service would be available to serve the project, the project would not be consistent with General Plan goals and policies related to transit. Until public transit is provided to the project site, this impact would be **potentially significant**.

Circulation Goal 3 of the City's General Plan Circulation Element calls for the City to provide a safe, convenient, and efficient transit system to enhance mobility, reduce auto emissions, and provide viable non-automotive means of transportation. While the Arrow service does provide transit opportunities to those that may be transit dependent or have flexible schedules, the lack of any fixed-route transit serving the site makes this mode of travel unviable for most project residents and employees.

The City's Comprehensive Operational Analysis (COA) made recommendations for improving the transit system to better serve residents. Attendees at 2024 workshops listed the West Park as the top desired new service area in Roseville. PCTPA's Short-Range Transit Plan identifies implementing new fixed-route bus service to the West Park area as a long-term (Fiscal Year 2030 and beyond) improvement at an estimated operating cost of $600,000 per year.

Due to the lack of existing or near-term planned transit serving the project site, the project would not be consistent with General Plan policies related to transit. Until public transit is provided to the project site, this impact would be **potentially significant**.

Mitigation Measures

Mitigation Measure 3.3-4: Contribute Fair Share Funding to Offset Annual Operating Cost of Fixed-Route Bus Service to West Roseville

Prior to the issuance of a certificate of building occupancy, the project applicant shall contribute fair share funding for their proportionate cost to expand fixed-route transit service to West Roseville (including along Blue Oaks Boulevard near the project site).

Significance after Mitigation

Implementation of Mitigation Measure 3.3-4 would result in the project applicant contributing fair share funding to cover a portion of the cost for the City to expand transit service to West Roseville. However, the remaining funding sources are not known and this transit system enhancement is not amongst the higher priority near-term transit system enhancements. Therefore, this impact would remain **significant and unavoidable**.

Impact 3.3-5: Increased Hazards due to Geometric Design Features, Incompatible Uses, or Inadequate Emergency Access

The project would not result in inadequate emergency access or increase hazards due to geometric design features, incompatible uses, or inadequate emergency access. Therefore, this impact would be **less than significant**.

Several emergency services are located within the project area. Roseville Fire Station #9 is situated on Hayden Parkway less than 1.5 miles from the project site and future Fire Station #11 would be located to the northeast of the project site (in the Amoruso Ranch Specific Plan area). Roseville Police headquarters are located at 1051 Junction Boulevard. Roseville's existing roadway and transportation network provides accessibility for fire, police, and other emergency service providers. Additionally, traffic signals in Roseville include emergency vehicle pre-emption equipment that would allow emergency responders to turn the signal green, allowing for efficient access to the scene. The project would not create roadway and transportation facilities that impede access for emergency response vehicles. Thus, the project would not result in inadequate emergency access.

As part of the project, existing Phillip Road along with project's south frontage would be reconstructed and renamed Blue Oaks Boulevard. It would consist of one lane in each direction separated by a two-way left-turn lane. Class II bike lanes and a sidewalk along the north side of the street would also be constructed. The project would dedicate right-of-way for an ultimate six-lane facility. The project would also upgrade Phillip Road along the project's west frontage to consist of one lane in each direction separated by a two-way left-turn lane. A sidewalk along the east side of the street would also be constructed. Project driveway spacing (relative to each other and adjacent intersections) would adhere to City design standards. Thus, the project would not result in hazards due to its proposed geometric design features. Therefore, this impact would be **less than significant**.

Mitigation Measures

No mitigation is required.

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3.4 AIR QUALITY

This section includes a summary of applicable air quality regulations, a discussion of existing air quality conditions, and an analysis of potential short- and long-term air quality impacts that could result from implementation of the project. The methods of analysis for short-term construction, long-term regional (operational), local mobile-source, and toxic air emissions and odors are consistent with the guidance from the Placer County Air Pollution Control District (PCAPCD), the California Air Resources Board (CARB), and the US Environmental Protection Agency (EPA). Mitigation measures are proposed as necessary to reduce significant air quality impacts.

Several comments regarding air quality were received in response to the notice of preparation (see Appendix A). PCAPCD suggested that the project not include wood-burning appliances within any residential or commercial units associated with the project and requested that emissions of air pollutants and air toxics to the adjacent residential areas be discussed. Placer County Department of Public Works commented requesting that the potential for odors associated with the force main be addressed. Another commenter requested that the EIR identify the potential health impacts from long-term exposure to traffic-related air pollutants and diesel particulate matter. To assess potential health effects from the project, a health risk assessment (HRA) was conducted, which evaluates project construction and operations. The results of the HRA are summarized in Impact 3.4-4 and detailed inputs and outputs are included in Appendix B.

3.4.1 Regulatory Setting

Air quality in the project area is regulated through the efforts of various federal, State, regional, and local government agencies. These agencies work jointly, as well as individually, to improve air quality through legislation, planning, policymaking, education, and a variety of programs. The agencies responsible for improving the air quality within the air basins are discussed below.

FEDERAL

US Environmental Protection Agency

EPA has been charged with implementing national air quality programs. EPA's air quality mandates draw primarily from the federal Clean Air Act (CAA), which was enacted in 1970, and the most recent major amendments made by Congress in 1990. EPA's air quality efforts address both criteria air pollutants and hazardous air pollutants (HAPs). EPA regulations concerning criteria air pollutants and HAPs are presented in greater detail below.

Criteria Air Pollutants

The CAA, 43 US Code Section 7401 et seq. (1970), is the comprehensive federal law that regulates air emissions from stationary and mobile sources. It's intended to reduce and control air pollution nationally with major amendments in 1977 and 1990. The CAA defines EPA's responsibilities for protecting and improving the nation's air quality and the stratospheric ozone layer.

The CAA, in sections 108 and 109, requires EPA to establish National Ambient Air Quality Standards (NAAQS) for common air pollutants referred to as criteria air pollutants. These are common in outdoor air, considered harmful to public health and the environment, and originate from numerous and diverse sources. EPA has established primary and secondary NAAQS for the following criteria air pollutants: ozone, carbon monoxide (CO), nitrogen dioxide (NO_2), sulfur dioxide (SO_2), respirable particulate matter (PM) with aerodynamic diameter of 10 micrometers or less (PM_{10}) and fine particulate matter with aerodynamic diameter of 2.5 micrometers or less ($PM_{2.5}$), and lead. The NAAQS are shown in Table 3.4-1. The primary standards protect public health, and the secondary standards protect public welfare.

Table 3.4-1 National and California Ambient Air Quality Standards

Pollutant	Averaging Time	California (CAAQS)[a,b]	National (NAAQS)[c]	
			Primary[b,d]	Secondary[b,e]
Ozone	1-hour	0.09 ppm (180 µg/m^3)	–[e]	Same as primary standard
	8-hour	0.070 ppm (137 µg/m^3)	0.070 ppm (147 µg/m^3)	
Carbon monoxide (CO)	1-hour	20 ppm (23 mg/m^3)	35 ppm (40 mg/m^3)	Same as primary standard
	8-hour	9 ppm[f] (10 mg/m^3)	9 ppm (10 mg/m^3)	
Nitrogen dioxide (NO_2)	Annual arithmetic mean	0.030 ppm (57 µg/m^3)	53 ppb (100 µg/m^3)	Same as primary standard
	1-hour	0.18 ppm (339 µg/m^3)	100 ppb (188 µg/m^3)	—
Sulfur dioxide (SO_2)	24-hour	0.04 ppm (105 µg/m^3)	—	—
	3-hour	—	—	0.5 ppm (1300 µg/m^3)
	1-hour	0.25 ppm (655 µg/m^3)	75 ppb (196 µg/m^3)	—
Respirable particulate matter (PM_{10})	Annual arithmetic mean	20 µg/m^3	—	Same as primary standard
	24-hour	50 µg/m^3	150 µg/m^3	
Fine particulate matter ($PM_{2.5}$)	Annual arithmetic mean	12 µg/m^3	9.0 µg/m^3	15.0 µg/m^3
	24-hour	—	35 µg/m^3	Same as primary standard
Lead [f]	Calendar quarter	—	1.5 µg/m^3	Same as primary standard
	30-Day average	1.5 µg/m^3	—	—
	Rolling 3-Month Average	–	0.15 µg/m^3	Same as primary standard
Hydrogen sulfide	1-hour	0.03 ppm (42 µg/m^3)	No national standards	
Sulfates	24-hour	25 µg/m^3		
Vinyl chloride [f]	24-hour	0.01 ppm (26 µg/m^3)		
Visibility-reducing particulate matter	8-hour	Extinction of 0.23 per km		

Notes: CAAQS = California ambient air quality standards; NAAQS = national ambient air quality standards; µg/m^3 = micrograms per cubic meter; km = kilometers; ppb = parts per billion; ppm = parts per million.

a California standards for ozone, carbon monoxide, SO_2 (1- and 24-hour), NO_2, particulate matter, and visibility-reducing particles are values that are not to be exceeded. All others are not to be equaled or exceeded. California ambient air quality standards are listed in the Table of Standards in Section 70200 of Title 17 of the California Code of Regulations.

b Concentration expressed first in units in which it was promulgated. Equivalent units given in parentheses are based on a reference temperature of 25 degrees Celsius (°C) and a reference pressure of 760 torr. Most measurements of air quality are to be corrected to a reference temperature of 25°C and a reference pressure of 760 torr; ppm in this table refers to ppm by volume, or micromoles of pollutant per mole of gas.

c National standards (other than ozone, particulate matter, and those based on annual averages or annual arithmetic means) are not to be exceeded more than once a year. The ozone standard is attained when the fourth highest 8-hour concentration in a year, averaged over three years, is equal to or less than the standard. The PM_{10} 24-hour standard is attained when the expected number of days per calendar year with a 24-hour average concentration above 150 µg/m^3 is equal to or less than one. The $PM_{2.5}$ 24-hour standard is attained when 98 percent of the daily concentrations, averaged over three years, are equal to or less than the standard. Contact the US Environmental Protection Agency for further clarification and current federal policies.

d National primary standards: The levels of air quality necessary, with an adequate margin of safety to protect the public health.

e National secondary standards: The levels of air quality necessary to protect the public welfare from any known or anticipated adverse effects of a pollutant.

f The California Air Resources Board has identified lead and vinyl chloride as toxic air contaminants with no threshold of exposure for adverse health effects determined. These actions allow for the implementation of control measures at levels below the ambient concentrations specified for these pollutants.

Source: CARB 2024.

The CAA also requires each state to prepare a state implementation plan (SIP) for attaining and maintaining the NAAQS. The SIPs are developed by state and local air quality management agencies and submitted to EPA for approval (EPA 2025a). The federal Clean Air Act Amendments of 1990 (CAA Amendments) added requirements for states with nonattainment areas to revise their SIPs to incorporate additional control measures to reduce air pollution. California's SIP is modified periodically to reflect the latest emissions inventories, planning documents, and rules and regulations of the air basins as reported by their jurisdictional agencies. EPA is responsible for reviewing all SIPs to determine whether they conform to the mandates of the CAA and its amendments, and whether implementation will achieve air quality goals. If EPA determines a SIP to be inadequate, EPA may prepare a federal implementation plan that imposes additional control measures. If an approvable SIP is not submitted or implemented within the mandated time frame, sanctions may be applied to transportation funding and stationary air pollution sources in the air basin.

Title V of the federal CAA, as amended in 1990, created an operating permit program for certain defined sources. One of the primary Title V applicability criteria is based on the facility's potential to emit, and the emission threshold varies by the attainment status of the local area. For example, owners/operators of industrial sources that emit more than 100 tons per year (tpy) of oxides of nitrogen (NO_X) or volatile organic compounds (VOC) must possess a Title V permit. If a source is located in a federal ozone nonattainment area classified as "Serious Nonattainment," this threshold is lowered to 50 tpy. For "Severe Nonattainment" areas, the threshold is lowered to 25 tpy, and for "Extreme Nonattainment" areas, the threshold is further lowered to 10 tpy. The lowering of the thresholds results in more businesses having to comply with Title V permitting requirements in areas with worse air quality. EPA defined the basic requirements of the Title V program under the Code of Federal Regulations (CFR) Title 40 Part 70, and each air district, including PCAPCD, has adopted rules specific to their area to implement the Title V program. The PCAPCD Title V program is discussed in the "Placer County Air Pollution Control District" section, below. Title V is not meant to impose any new air pollution standards, require installation of any new controls on the affected facilities, or require emissions reductions. It does, however, enhance public and EPA participation in the permitting process and requires additional recordkeeping and reporting by businesses, which may result in additional administrative requirements.

Hazardous Air Pollutants and Toxic Air Contaminants

Toxic air contaminants (TACs), or in federal parlance, Hazardous Air Pollutants (HAPs), are a defined set of airborne pollutants that may pose a present or potential hazard to human health. Section 39655 of the California Health and Safety Code defines a TAC as an air pollutant that may cause or contribute to an increase in mortality or in serious illness, or that may pose a hazard to human health. TACs are usually present in minute quantities in the ambient air; however, their high toxicity or health risk may pose a threat to public health even at low concentrations.

A wide range of sources, from industrial plants to motor vehicles, emit TACs. The health effects associated with TACs are quite diverse and generally are assessed locally, rather than regionally. TACs can cause long-term health effects such as cancer, birth defects, neurological damage, asthma, bronchitis, or genetic damage; or short-term acute effects such as eye watering, respiratory irritation (a cough), running nose, throat pain, and headaches.

For evaluation purposes, TACs are separated into carcinogens and non-carcinogens based on the nature of the physiological effects associated with exposure to the pollutant. Carcinogens are assumed to have no safe threshold below which health impacts would not occur. This contrasts with criteria air pollutants for which acceptable levels of exposure can be determined and for which the ambient standards have been established (Table 3.4-1). Cancer risk from TACs is expressed as excess cancer cases per one million exposed individuals, typically over a lifetime of exposure.

EPA regulates HAPs through its National Emission Standards for Hazardous Air Pollutants. The standards for a particular source category require the maximum degree of emission reduction that the EPA determines to be achievable, which is known as the Maximum Achievable Control Technology—MACT standards. These standards are authorized by Section 112 of the 1970 CAA and the regulations are published in 40 CFR Parts 61 and 63.

Stationary Sources

New Source Performance Standards

New Source Performance Standards (NSPS), established under the CAA, are federal regulations designed to limit air pollution from specific industrial categories. These standards apply to newly constructed, modified, or reconstructed

facilities, requiring them to employ the best available control technology (BACT) to minimize emissions. NSPS cover a wide range of pollutants, including particulate matter, sulfur dioxide, nitrogen oxides, volatile organic compounds, and hazardous air pollutants. The specific requirements of NSPS vary depending on the industry and pollutant, but generally include emission limits, monitoring and reporting requirements, and operational and maintenance standards. By setting pollution control benchmarks for new sources, NSPS play a role in preventing the worsening of air quality and encouraging the development and implementation of cleaner technologies (EPA 2025b).

Mobile Sources

EPA has established a number of emission standards for on- and off-road heavy-duty diesel engines used in trucks and other equipment. These standards were established in part because diesel engines are a significant source of NO_X, PM_{10}, and $PM_{2.5}$ and because EPA has identified diesel particulate matter as a probable carcinogen. Implementation of the on-road heavy-duty diesel engine standards and the off-road heavy-duty diesel engine standards is estimated to reduce particulate matter and NO_X emissions from diesel engines by up to 95 percent in 2030, by which time the regulation aims to have heavy-duty vehicle fleets completely replaced with newer heavy-duty vehicles that comply with these emission standards.

In concert with the diesel engine emission standards, EPA regulations have also substantially reduced the amount of sulfur allowed in diesel fuels. The sulfur contained in diesel fuel is a significant contributor to the formation of particulate matter in diesel-fueled engine exhaust. The new standards reduced the amount of sulfur allowed by 97 percent for highway diesel fuel (from 500 parts per million by weight [ppmw] to 15 ppmw), and by 99 percent for off-highway diesel fuel (from approximately 3,000 ppmw to 15 ppmw). The low-sulfur highway fuel (15 ppmw sulfur), also called ultra-low sulfur diesel, is currently required for use by all vehicles in the United States. All the aforementioned federal diesel engine and diesel fuel requirements have been adopted by California, in some cases with modifications making the requirements more stringent or the implementation dates sooner.

STATE

CARB is the agency responsible for coordination and oversight of State and local air pollution control programs in California and for implementing the California Clean Air Act (CCAA). The CCAA, which was adopted in 1988, required CARB to establish California Ambient Air Quality Standards (CAAQS) (Table 3.4-1).

California Ambient Air Quality Standards

Over the past 50 years, there have been hundreds of epidemiological and scientific studies published detailing the harmful effects of air pollution. Air pollution harms people's health, damages agricultural crops and forests, and creates visibility concerns. The CAAQS were developed to protect the health of the most sensitive groups. The definition of an air quality standard is the maximum amount of a pollutant averaged over a specified period that can be present in outdoor air without any harmful effects on people or the environment. In 1959, legislation was enacted in California requiring the State Department of Public Health to establish air quality standards and necessary controls for motor vehicle emissions. The CAAQS are often more stringent than national standards (NAAQS). The pollutants are as follows: particulate matter ($PM_{2.5}$ and PM_{10}), O_3, NO_2, sulfate, CO, SO_2, visibility reducing particles (haze), Pb,), and vinyl chloride. California law continues to mandate CAAQS, although the attainment of the NAAQS has precedence due to federal penalties for failure to meet federal attainment deadlines. California law does not require that CAAQS be met by specified dates as in the case with NAAQS, rather it requires incremental progress towards attainment (CARB 2025a).

Air Toxics Hot Spots Program

The Air Toxics "Hot Spots" Information and Assessment Act (Assembly Bill [AB] 2588), established in 1987, is a California program designed to identify and mitigate localized sources of toxic air pollution. The program mandates that facilities emitting significant amounts of TACs report their emissions to relevant air districts. These districts then assess the health risks associated with these emissions, focusing on areas with elevated cancer risk or potential for other adverse health effects. If significant risks are identified, the facility is designated a "hot spot" and is required to notify the surrounding community. This notification empowers the public with information about potential health

risks and allows them to engage in decision-making processes regarding risk reduction. In addition, facilities identified as hot spots must conduct further risk assessments and develop plans to reduce their emissions to acceptable levels. This multi-step process aims to protect public health by identifying and mitigating sources of toxic air pollution, promoting transparency, and encouraging community involvement in air quality management (CARB 2025b).

Criteria Air Pollutants

CARB has established CAAQS for sulfates, hydrogen sulfide, vinyl chloride, visibility-reducing particulate matter, and the above-mentioned criteria air pollutants. In most cases the CAAQS are more stringent than the NAAQS. Differences in the standards are generally explained by the health effects studies considered during the standard-setting process and the interpretation of the studies. In addition, the CAAQS incorporate a margin of safety to protect sensitive individuals.

The CCAA requires that all local air districts in the state endeavor to attain and maintain the CAAQS by the earliest date practical. The CCAA specifies that local air districts should focus particular attention on reducing the emissions from transportation and area-wide emission sources. The CCAA also provides air districts with the authority to regulate indirect sources.

Toxic Air Contaminants

TACs in California are regulated primarily through the Tanner Air Toxics Act (Assembly Bill [AB] 1807, Chapter 1047, Statutes of 1983) and the Air Toxics Hot Spots Information and Assessment Act of 1987 (AB 2588, Chapter 1252, Statutes of 1987). AB 1807 sets forth a formal procedure for CARB to designate substances as TACs. Research, public participation, and scientific peer review are required before CARB can designate a substance as a TAC. To date, CARB has identified more than 21 TACs and adopted EPA's list of HAPs as TACs. In 1998, PM exhaust from diesel engines (diesel PM) was identified and was also added to CARB's list of TACs.

After a TAC is identified, CARB then adopts an airborne toxics control measure for sources that emit that particular TAC. If a safe threshold exists for a substance at which there is no toxic effect, the control measure must reduce exposure below that threshold. If no safe threshold exists, the measure must incorporate best available control technology for toxics to minimize emissions.

The Hot Spots Act requires that existing facilities that emit toxic substances above a specified level prepare an inventory of toxic emissions, prepare a risk assessment if emissions are significant, notify the public of significant risk levels, and prepare and implement risk reduction measures.

The emissions from on-road mobile sources, specifically, heavy-duty trucks contribute a disproportionate amount of diesel PM emissions compared to passenger vehicles. Emissions from on-road mobile sources are regulated at the state and federal levels, and therefore, are outside of the control of the project and also local agencies such as the City and PCAPCD. For example, EPA is working closely with engine and vehicle manufacturers, and other interested parties to identify programs that will reduce emissions from heavy-duty diesel vehicles in California.

CARB has adopted diesel exhaust control measures and more stringent emissions standards for various transportation-related mobile sources of emissions, including transit buses, and off-road diesel equipment (e.g., tractors, generators). Over time, the replacement of older vehicles will result in a vehicle fleet that produces substantially lower levels of TACs than under current conditions. Mobile-source emissions of TACs (e.g., benzene, 1-3-butadiene, diesel PM) have been reduced significantly over the last decade and will be reduced further in California through a progression of regulatory measures (e.g., Low Emission Vehicle/Clean Fuels and Phase II reformulated gasoline regulations) and control technologies. With the implementation of CARB's Risk Reduction Plan and other regulatory programs, it is estimated that emissions of diesel PM will be less than half of those in 2010 by 2035 (CARB 2025c). Adopted regulations are also expected to continue to reduce formaldehyde emissions emitted by cars and light-duty trucks. As emissions are reduced, it is expected that risks associated with exposure to the emissions will also be reduced.

LOCAL

Sacramento Area Council of Governments

The Sacramento Area Council of Governments (SACOG) is an association that includes the Counties of El Dorado, Placer, Sacramento, Sutter, Yolo, and Yuba. SACOG is responsible for preparing and updating the metropolitan transportation plan/sustainable communities strategy (MTP/SCS). The MTP/SCS is a regional vision to accommodate long-term growth needs of the Sacramento region and has been prepared and plays a critical role in supporting the State's climate efforts as well as local objectives to provide clean air for residents, as air quality can be directly affected by the type and density of land use change and population growth in urban and rural areas.

SACOG completed and adopted the 2025 MTP/SCS in November 2025, which aims to achieve various federal, state, regional, and local policy objectives related to development, transportation, and GHG emission reductions while considering financial, growth, and regulatory constraints.

Placer County Air Pollution Control District

The project site lies within the Placer County portion of the Sacramento Valley Air Basin (SVAB), which is under the jurisdiction of the PCAPCD. PCAPCD includes portions of three different air basins (i.e., Sacramento Valley, Mountain, and the Lake Tahoe Air Basins). PCAPCD is primarily responsible for developing and implementing rules and regulations for attainment of NAAQS and CAAQS, developing air quality management plans, permitting new or modified sources, and adopting and enforcing air pollution regulations within the Basin. The ability of PCAPCD to control emissions (including criteria pollutants, TACs, and greenhouse gas emissions [GHGs]) is provided primarily through permitting, but also through its role as a CEQA lead, responsible, or commenting agency, the establishment of CEQA thresholds, and the development of analytical requirements and guidance for CEQA documents.

Criteria Air Pollutants

PCAPCD attains and maintains air quality conditions in Placer County through a comprehensive program of planning, regulation, enforcement, technical innovation, and promotion of the understanding of air quality issues. The clean air strategy of PCAPCD includes the preparation of plans and programs for the attainment of ambient air quality standards, adoption and enforcement of rules and regulations, and issuance of permits for stationary sources. PCAPCD also inspects stationary sources, responds to citizen complaints, monitors ambient air quality and meteorological conditions, and implements other programs and regulations required by the CAA, CAA Amendments, and CCAA.

All projects are subject to adopted PCACPD rules and regulations in effect at the time of construction. Specific rules applicable to the project may include but are not limited to the following:

- PCAPCD Rule 202 Visible Emissions. Requires that opacity emissions from any emission source do not exceed 20% for more than 3 minutes in any one hour.
- PCAPCD Rule 205 Nuisance. A person shall not discharge from any source whatsoever such quantities of air contaminants or other material which cause injury, detriment, nuisance or annoyance to any considerable number of persons or to the public, or which endanger the comfort, repose, health or safety of any such persons or the public, or which cause to have a natural tendency to cause injury or damage to business or property.
- PCAPCD Rule 207 Particulate Matter:

    A. For the Sacramento Valley Air Basin and the Mountain Counties Air Basin portions of the Placer County Air Pollution Control District a person shall not release or discharge into the atmosphere from any source or single processing unit, exclusive of sources emitting combustion contaminants only, particulate matter emissions in excess of 0.1 grains per cubic foot of gas at District standard conditions.

- PCAPCD Rule 210 Specific Contaminants

    A. A person shall not discharge into the atmosphere from any source of emissions whatsoever, any one or more of the following contaminants, in any state or combination, therefore exceeding in concentration at point of discharge:

1. Sulfur compounds, calculated as sulfur dioxide (SO_2):
    a. 0.2 percent by volume for the Sacramento Valley and Mountain Counties Air Basin portions of the Placer County Air Pollution Control District.
2. Combustion Contaminants: Wood fired boilers and incinerators in the Sacramento Valley and Mountain Counties Air Basin portions of the Placer County Air Pollution Control District: 0.2 grains per cubic foot of gas calculated to 12 percent carbon dioxide (CO_2) at standard conditions.

- PCAPCD Rule 217 Cutback and Emulsified Asphalt Paving Materials:

1.1.1 A person shall not discharge to the atmosphere volatile organic compounds (VOCs) caused by the use or manufacture of Cutback or Emulsified asphalts for paving, road construction, or road maintenance, unless such manufacture or use complies with the provisions of this Rule.

- PCAPCD Rule 218 Application of Architectural Coatings: To limit the quantity of volatile organic compounds in architectural coatings supplied, sold, offered for sale, applied, solicited for application, or manufactured for use within the District.
- PCAPCD Rule 225 Wood Burning Appliances: To limit emissions of particulate matter entering the atmosphere from the operation of a wood burning appliance.
- PCAPCD Rule 228 Fugitive Dust:
    - Visible emissions are not allowed beyond the project boundary line.
    - Visible emissions may not have opacity of greater than 40% at any time.
    - Track-out must be minimized from paved public roadways.
- PCAPCD Rule 242 Stationary Internal Combustion Engines:
    - To limit the emission of nitrogen oxides (NO_X) and carbon monoxide (CO) from stationary internal combustion engines.

PCAPCD is located within the federally designated Sacramento Federal Ozone Nonattainment Area (SFNA) for air quality planning purposes. This is primarily because emissions generated within Placer County may affect the nearby Sacramento-Metropolitan Area. As a part of the SFNA, PCAPCD works with the Sacramento Metropolitan Air Quality Management District (SMAQMD) and the other local air districts within the Sacramento area to develop a regional air quality management plan under CAA requirements. The 2018 Sacramento Regional 2008 8-Hour Ozone Attainment and Further Reasonable Progress Plan was approved by CARB on November 16, 2017. At a public meeting held on October 26, 2023, CARB voted to approve the Sacramento Regional 70 parts per billion (ppb) 8-Hour Ozone Attainment and Reasonable Further Progress Plan. The Sacramento Regional 70 ppb 8-Hour Ozone Attainment and Reasonable Further Progress Plan was prepared by the five local air districts of the SFNA with the support of CARB. This management plan is called a SIP which describes and demonstrates how Placer County, as well as the Sacramento nonattainment area, would attain the required federal 8-hour ozone standard by the required attainment deadline (i.e., August 3, 2033). This plan is an air quality attainment plan (AQAP) that is applicable to development in the project area.

Toxic Air Contaminants

At the local level, PCAPCD may adopt and enforce CARB's airborne toxic control measures or else adopt its own, equally as stringent, measures. Under PCAPCD Rule 501 ("Permit Requirements"), PCAPCD Rule 502 ("New Source Review"), and PCAPCD Rule 507 ("Federal Operating Permit"), all sources that possess the potential to emit TACs are required to obtain permits from PCAPCD. PCAPCD may grant permits to these operations if they are constructed and operated in accordance with applicable regulations, including new source review standards and air toxics control measures. PCAPCD limits emissions and public exposure to TACs through a number of programs.

Sources that require a permit are analyzed by PCAPCD (e.g., health risk assessment) based on their potential to emit TACs that would expose receptors to substantial health risks. If it is determined that the project would emit TACs in excess of PCAPCD's standard of significance for TACs (identified below), then the source would have to implement

BACT for TACs to reduce emissions. If a source cannot reduce the risk below the threshold of significance even after the BACT has been implemented, PCAPCD will deny the permit required by the source. This helps to prevent new problems and reduces emissions from existing older sources by requiring them to apply new TAC-reduction technology when being retrofitted.

City of Roseville General Plan 2035

The Air Quality and Climate Change Element of the City of Roseville General Plan 2035 (General Plan) contains goals and policies that pertain to criteria air pollutant emissions, TACs, and odors (City of Roseville 2020). Key policies, and implementation measures that are applicable to the project include the following:

Air Quality Policies

- **Policy AQ1.1:** Cooperate with other agencies to develop a consistent and an effective approach to reducing air pollution.
- **Policy AQ1.2:** Work with the Placer County Air Pollution Control District to monitor air pollutants of concern on a continuous basis, and support Air District efforts to minimize emissions from stationary sources.
- **Policy AQ1.3:** Projects that could generate or expose sensitive uses to substantial air pollutant concentrations should incorporate strategies to reduce exposure to such emissions using measures recommended by the Placer County Air Pollution Control District and other applicable, feasible strategies, as needed, to avoid significant air quality impacts.
- **Policy AQ1.4:** As part of the development review process, develop mitigation measures to minimize stationary and area source emissions.
- **Policy AQ1.12:** Develop transportation systems that reduce vehicle emissions by improving the desirability of walking, bicycling, and public transportation relative to vehicular travel.
- **Policy AQ1.13:** Identify feasible strategies to reduce transportation emissions from new projects and existing development within the Planning Area.
- **Policy AQ1.14:** Encourage alternative modes of transportation, including pedestrian, bicycle, and transit use.
- **Policy AQ1.15:** Promote and incentivize low-emissions vehicles and associated charging infrastructure, and pursue funding from state programs and other sources to facilitate local purchase and use of electric vehicles.
- **Policy AQ1.16:** Implement land use policies that maintain and improve air quality and expand opportunities for transit-oriented development, which allows residents to significantly reduce vehicular transportation and associated air pollutant emissions.
- **Policy AQ1.17:** Conserve energy and reduce air pollutant emissions by encouraging energy efficient building designs and transportation systems and promoting energy efficiency retrofits of existing structures.
- **Policy AQ1.20:** Separate air pollution-sensitive land uses from sources of harmful air pollution.

General Plan Implementation Measures

Appendix A of the General Plan identifies the General Plan's implementation measures, which are proactive activities designed to implement General Plan policies. Implementation Measures are designated as ongoing or proposed (i.e., not yet implemented). The following may apply to the project:

Air Quality and Climate Change Mitigation Strategies - Area and Stationary Sources (Ongoing)

Require area and stationary source projects that generate significant amounts of air pollutants to incorporate air quality mitigation in their design, including the use of best available control technology for stationary industrial sources; clean fuel sources for heating and cooling; clean fuel technology at fueling stations; and other strategies, in consultation with PCAPCD.

Air Quality and Climate Change Mitigation Strategies - Mobile Sources (Ongoing)

Implement mitigation strategies to reduce air pollutant and greenhouse gas emissions from motor vehicles. These strategies, which may consist of improvements and refinements to the transportation and circulation infrastructure, may include, but are not limited to:

- Providing for future Bus Rapid Transit opportunities by designating high occupancy routes and reserving right-of-way within those routes;
- Filling gaps or missing links in infrastructure systems (i.e., bike/pedestrian trails, bridge crossings, railroad crossings, street extensions) prior to the construction and occupancy of residential developments utilizing that infrastructure;
- Promoting commercial/industrial project proponent sponsorship of van pools or club buses;
- Encouraging commercial/industrial project day care and employee services at the employment site;
- Encouraging the provision of transit, especially for employment-intensive uses;
- Providing subscription bus service to major trip generators or events;
- Discouraging single-occupant vehicle trips through parking supply and pricing controls or other measures identified by the PCAPCD;
- Providing incentives for the use of transportation alternatives;
- Providing expansion and improvement of public transportation services and facilities;
- Encouraging public transit use and the formation of carpools in new areas by requiring bus turnouts, bus shelters, and/or park-and-ride lots;
- Locating public facilities in areas easily served by public transportation;
- Requiring that large developments (e.g., Specific Plans, large commercial or residential uses) dedicate land for use as park-and-ride lots if suitably located, or requiring large developments to provide park-and-ride spaces if located adjacent to regional transit facilities;
- Considering right-of-way requirements for bike usage in the planning of new arterial and collector streets and in street improvement projects;
- Requiring that new development be designed to promote pedestrian and bicycle access and circulation;
- Providing safe and secure bicycle parking facilities at major activity centers, such as public facilities, employment sites, and shopping and office centers;
- Providing convenient and safe pedestrian and bike movement through the large parking areas that surround large retail and office centers;
- Promoting project design that encourages pedestrian and cyclist use, including grade separated crossing at major arterials, clear and safe connections between projects and uses; and
- Installing sidewalks in residential and commercial developments with protective curbing and adequate lighting and pedestrian amenities.

Air Quality and Climate Change Mitigation Strategies - Land Use (Ongoing)

Encourage development to be located and designed to minimize greenhouse gas and air pollutant emissions and avoid exposure to substantial pollutant concentrations by doing the following:

- Locating point sources, such as manufacturing and extracting facilities, in areas designated for industrial development and separated from residential areas and other sensitive receptors (e.g., homes, schools, and hospitals);

- Providing separation between sources of substantial air pollutant emissions and sensitive receptors and/or provide landscaping using plant species that are shown to reduce pollutant exposure;
- Providing ancillary employee services (including, but not limited to, childcare, restaurants, banks, and convenience markets) at major employment centers to reduce midday vehicle trips; and
- Providing for mixed-use and transit-supportive development that reduces the length and frequency of vehicle trips or reduces the need for vehicle trips by providing practical pedestrian, bicycle, and transit options.

Operational Air Quality and Greenhouse Gas Emissions (Proposed)

Projects that could have a potentially significant effect, as demonstrated by exceedance of the PCAPCD-recommended thresholds of significance, shall incorporate applicable PCAPCD-recommended standard operational mitigation measures, as listed below or as they may be updated in the future, or those design features determined by the City to be as effective:

- Wood burning or pellet stoves shall not be permitted. Natural gas or propane fired fireplaces shall be clearly delineated on plans submitted to obtain building permits.
- Where natural gas is available, gas outlets shall be provided in residential backyards for use with outdoor cooking appliances such as gas barbeques.
- Electrical outlets should be installed on the exterior walls of both the front and back of residences to promote the use of electric landscape maintenance equipment.
- All newly constructed residential buildings including one- and two-family dwellings, townhomes, and multi-family units in low-rise and high-rise residential buildings shall comply with the California Green Building Standards Code (CalGreen).
- Streets should be designed to maximize pedestrian access to transit stops.
- Site design shall maximize access to transit, to accommodate bus travel, and to provide lighted shelters at transit access points.
- A pedestrian access network shall link complementary land uses.
- Provide bicycle storage to promote bicycling.
- Vanpool parking only spaces and preferential parking for carpools should be required for employment-generating uses.
- Consider using concrete or other non-polluting materials for paving parking lots instead of asphalt.
- Landscaping should be designed to eventually shade buildings and parking lots.

Toxic Air Contaminants (Proposed)

- The City shall require, as part of plans for development within the Planning Area, the implementation of CARB's Air Quality and Land Use Handbook: A Community Health Perspective guidance concerning land use compatibility and recommended setback distances with regard to sources of TAC emissions and sensitive land uses, or related guidance as it may be updated in the future.
- As an alternative to these buffer distances, proposed sensitive receptors, uses that involve substantial truck trips, and large gas stations may provide a site-specific health risk assessment, using methods consistent with applicable guidance from the Office of Environmental Health Hazard Assessment, with mitigation, if necessary, to demonstrate compliance with applicable PCAPCD-recommended health risk thresholds. When health risk impacts exceed PCAPCD-recommended thresholds, feasible on-site mitigation measures to reduce TAC exposure shall be implemented to mitigate health risk impacts below PCAPCD-recommended thresholds. On-site measures could include but are not limited to providing enhanced filtration systems (e.g., MERV 13 or greater) for near-by sensitive receptor buildings, use of solid barriers to pollution, and vegetation to reduce pollutant concentrations, changes to the TAC emission source's operation (e.g. technology or management practices that reduce harmful

emissions at the Rail Yard), and positioning of exhaust and intake for ventilation systems to minimize exposure, among others.

- The City shall require, as part of development of land uses associated with sensitive receptors within 500 feet of high-volume roadways (defined as roadways carrying an average of 100,000 or more vehicles per day), the incorporation of feasible design measures to reduce exposure by sensitive receptors of substantial emissions of TACs from nearby high-volume roadways and operation of the Roseville Rail Yard. Design measures shall include recommended strategies from the ARB Technical Advisory, as listed below or as they may be updated in the future, or those design features determined by the City to be as effective:
  - Design that promotes air flow and pollutant dispersion along street corridors, including the use of wider sidewalks, bicycle lanes, and dedicated transit lanes, which create space for better air flow and pollutant dispersion along with increasing active transportation and mode shift;
  - Installation of solid barriers, particularly in the downwind direction. Note that consideration of this strategy should also weigh the negative effect of dividing neighborhoods and obscuring sightlines;
  - Installation of vegetation for pollutant dispersion; maximum benefit of this strategy is typically seen when combined with solid barriers; and
  - Installation of indoor high-efficiency filtration systems and devices to remove pollutants from the air. If this strategy is selected, a plan for ongoing operation and maintenance of the systems must also be developed to ensure long-term efficiency is achieved as intended by the system.

3.4.2 Environmental Setting

The project site is located in the City of Roseville within western Placer County, California, which is located within the SVAB. The SVAB also includes all of Butte, Colusa, Glenn, Sacramento, Shasta, Sutter, Tehama, Yolo, and Yuba counties and the eastern portion of Solano County.

The ambient concentrations of air pollutant emissions are determined by the amount of emissions released by the sources of air pollutants and the atmosphere's ability to transport and dilute such emissions. Natural factors that affect transport and dilution include terrain, wind, atmospheric stability, and sunlight. Therefore, existing air quality conditions in the area are determined by such natural factors as topography, meteorology, and climate, in addition to the amount of emissions released by existing air pollutant sources, as discussed separately below.

The nearest existing sensitive receptors in the vicinity of the project site are residences located approximately 50 feet east of the project site in the Creekview Specific Plan area and residences located approximately 600 feet south of the project site in the West Roseville Specific Plan area. It should also be noted that the Creekview Specific Plan (east of the project site), West Roseville Specific Plan (south of the project site), and Amoruso Ranch Specific Plan (northeast of the project site) areas are in various stages of development and will include a total of approximately 13,630 residential units at buildout.

AIR QUALITY AND AIR POLLUTANTS: A COMPREHENSIVE OVERVIEW

Air quality, the condition of the air we breathe, is a critical aspect of environmental and public health. Air pollutants, substances present in the air at concentrations that can harm living organisms or the environment, originate from both natural and human-made sources. Natural sources include volcanic eruptions, dust storms, and wildfires, while human activities like industrial processes, transportation, and agriculture contribute significantly to air pollution. Common air pollutants include PM, ground-level ozone, carbon monoxide, sulfur dioxide, nitrogen dioxide, and lead. PM, tiny particles suspended in the air, poses a significant health risk as it can penetrate deep into the lungs and even enter the bloodstream. Ground-level ozone, formed from reactions between nitrogen oxides and volatile organic compounds in the presence of sunlight, is a major component of smog and can harm respiratory health. Other pollutants like carbon monoxide, sulfur dioxide, and nitrogen dioxide also contribute to respiratory and cardiovascular problems (WHO n.d.).

Air pollution arises from a combination of both natural and anthropogenic sources. While natural events like volcanic eruptions, dust storms, wildfires, and sea salt contribute, human activities are the primary drivers, especially in populated and industrialized areas. Transportation, fueled largely by fossil fuels, is a major culprit, releasing nitrogen oxides, carbon monoxide, particulate matter, and volatile organic compounds into the air. Industrial processes, from power generation to manufacturing, emit a cocktail of pollutants, including sulfur dioxide, nitrogen oxides, particulate matter, and hazardous air pollutants. Agriculture, with its livestock and fertilizer use, adds ammonia, methane, and other pollutants to the mix. Even our homes and businesses contribute, with the burning of fossil fuels for heating and cooking, alongside the use of solvents and chemicals. Waste management, through landfills and incineration, releases methane, particulate matter, and other harmful substances. Recognizing this diverse array of sources is essential for devising effective strategies to combat air pollution and safeguard both human health and the environment.

Air quality is a localized concern, as pollutants tend to concentrate near their sources. However, some pollutants, particularly particulate matter and ozone, can travel long distances, impacting air quality in areas far from their origin. Air pollution has a significant impact on human health, contributing to respiratory diseases, cardiovascular problems, cancer, and other adverse health effects. It also harms the environment, damaging crops, forests, and aquatic ecosystems. Efforts to improve air quality involve a combination of regulatory measures, technological advancements, and individual actions. Regulations like the Clean Air Act set air quality standards and require pollution control measures for various sources. Technological advancements in cleaner fuels, energy-efficient vehicles, and industrial processes also contribute to reducing air pollution. Individual actions like driving less, conserving energy, and supporting policies promoting clean air can also make a difference. Understanding air quality and its impact on health and the environment is crucial for making informed decisions and taking action to protect ourselves and the environment.

CLIMATE, METEOROLOGY, AND TOPOGRAPHY

The SVAB is a relatively flat area bordered by the north Coast Ranges to the west and the northern Sierra Nevada to the east. Air flows into the SVAB through the Carquinez Strait, the only breach in the western mountain barrier, and moves across the Sacramento–San Joaquin Delta (Delta) from the San Francisco Bay area. The Mediterranean climate type of the SVAB is characterized by hot, dry summers and cool, rainy winters. During the summer, daily temperatures range from 50 degrees Fahrenheit (°F) to more than 100°F. The inland location and surrounding mountains shelter the area from much of the ocean breezes that keep the coastal regions moderate in temperature. Most precipitation in the area results from air masses that move in from the Pacific Ocean, usually from the west or northwest, during the winter months. More than half the total annual precipitation falls during the winter rainy season (November through February); the average winter temperature is a moderate 49°F. Another characteristic of SVAB winters are periods of dense and persistent low-level fog, which are most prevalent between storms. The prevailing winds are moderate in speed and vary from moisture-laden breezes from the south to dry land flows from the north.

The mountains surrounding the SVAB create a barrier to airflow leading to the entrapment of air pollutants when meteorological conditions are unfavorable for transport and dilution. Poor air movement is most frequent in the fall and winter when high-pressure cells are present over the SVAB. The lack of surface wind during these periods, combined with the reduced vertical flow caused by a decline in surface heating, reduces the influx of air and leads to the concentration of air pollutants under stable metrological conditions. Surface concentrations of air pollutant emissions are highest when these conditions occur in combination with agricultural burning activities or with temperature inversions, which hamper dispersion by creating a ceiling over the area and trapping air pollutants near the ground.

May through October is ozone season in the SVAB. This period is characterized by poor air movement in the mornings with the arrival of the Delta Sea breeze from the southwest in the afternoons. In addition, longer daylight hours provide a plentiful amount of sunlight to fuel photochemical reactions between reactive organic gases (ROG) and NO_X, which result in ozone formation. Typically, the Delta breeze transports air pollutants northward out of the SVAB; however, a phenomenon known as the Schultz Eddy prevents this from occurring during approximately half of the time from July to September. The Schultz Eddy phenomenon causes the wind to shift southward and blow air pollutants back into the SVAB. This phenomenon exacerbates the concentration of air pollutant emissions in the area and contributes to the area violating the ambient-air quality standards.

The local meteorology of the project area and surrounding area is represented by measurements recorded at the Western Regional Climate Center Rocklin station. The normal annual precipitation is approximately 23 inches. January temperatures range from a normal minimum of 35°F to a normal maximum of 54°F. July temperatures range from a normal minimum of 58°F to a normal maximum of 97°F (WRCC 2025). The predominant wind direction is from the south (WRCC 2025).

CRITERIA AIR POLLUTANTS

Concentrations of criteria air pollutants are used to indicate the quality of the ambient air. A brief description of key criteria air pollutants in the SVAB is provided below. Emission source types and health effects are summarized in Table 3.4-2. Placer County's attainment status for the CAAQS and the NAAQS are shown in Table 3.4-3.

Ozone

Ozone is a photochemical oxidant (a substance whose oxygen combines chemically with another substance in the presence of sunlight) and the primary component of smog. Ozone is not directly emitted into the air but is formed through complex chemical reactions between precursor emissions of ROG and NO_X in the presence of sunlight. ROG are volatile organic compounds that are photochemically reactive. ROG emissions result primarily from incomplete combustion and the evaporation of chemical solvents and fuels. NO_X are a group of gaseous compounds of nitrogen and oxygen that result from the combustion of fuels.

Emissions of the ozone precursors ROG and NO_X have decreased over the past several years because of more stringent motor vehicle standards and cleaner burning fuels. The Sacramento Regional 70 ppb 8-Hour Ozone Attainment and Reasonable Further Progress Plan identified that ROG and NO_X concentrations at two study sites in the area trended downward between 200 and 2021 despite year-to-year variations and are projected to continue decreasing through 2032 (EDCAQMD et al. 2023).

Nitrogen Dioxide

NO_2 is a brownish, highly reactive gas that is present in all urban environments. The major human-made sources of NO_2 are combustion devices, such as boilers, gas turbines, and mobile and stationary reciprocating internal combustion engines. Combustion devices emit primarily nitric oxide (NO), which reacts through oxidation in the atmosphere to form NO_2. The combined emissions of NO and NO_2 are referred to as NO_X and are reported as equivalent NO_2. Because NO_2 is formed and depleted by reactions associated with photochemical smog (ozone), the NO_2 concentration in a particular geographical area may not be representative of the local sources of NO_X emissions (EPA 2025c).

Particulate Matter

Respirable particulate matter with an aerodynamic diameter of 10 micrometers or less is referred to as PM_{10}. PM_{10} consists of particulate matter emitted directly into the air, such as fugitive dust, soot, and smoke from mobile and stationary sources, construction operations, fires and natural windblown dust, and particulate matter formed in the atmosphere by reaction of gaseous precursors (CARB 2013). Fine particulate matter ($PM_{2.5}$) includes a subgroup of smaller particles that have an aerodynamic diameter of 2.5 micrometers or less. PM_{10} emissions in the SVAB are dominated by emissions from area sources, primarily fugitive dust from vehicle travel on unpaved and paved roads, farming operations, construction and demolition, and particles from residential fuel combustion. Direct emissions of PM_{10} are projected to remain relatively constant through 2035. Direct emissions of $PM_{2.5}$ steadily declined in the SVAB between 2000 and 2010 and are projected to increase very slightly through 2035. Emissions of $PM_{2.5}$ in the SVAB are dominated by the same sources as emissions of PM_{10} (CARB 2013).

Table 3.4-2 Sources and Health Effects of Criteria Air Pollutants

Pollutant	Sources	Acute[1] Health Effects	Chronic[2] Health Effects
Ozone	Secondary pollutant resulting from reaction of ROG and NO_X in presence of sunlight. ROG emissions result from incomplete combustion and evaporation of chemical solvents and fuels; NO_X results from the combustion of fuels	increased respiration and pulmonary resistance; cough, pain, shortness of breath, lung inflammation	permeability of respiratory epithelia, possibility of permanent lung impairment
Carbon monoxide (CO)	Incomplete combustion of fuels; motor vehicle exhaust	headache, dizziness, fatigue, nausea, vomiting, death	permanent heart and brain damage
Nitrogen dioxide (NO_2)	combustion devices; e.g., boilers, gas turbines, and mobile and stationary reciprocating internal combustion engines	coughing, difficulty breathing, vomiting, headache, eye irritation, chemical pneumonitis or pulmonary edema; breathing abnormalities, cough, cyanosis, chest pain, rapid heartbeat, death	chronic bronchitis, decreased lung function
Sulfur dioxide (SO_2)	coal and oil combustion, steel mills, refineries, and pulp and paper mills	Irritation of upper respiratory tract, increased asthma symptoms	Insufficient evidence linking SO_2 exposure to chronic health impacts
Respirable particulate matter (PM_{10}), Fine particulate matter ($PM_{2.5}$)	fugitive dust, soot, smoke, mobile and stationary sources, construction, fires and natural windblown dust, and formation in the atmosphere by condensation and/or transformation of SO_2 and ROG	breathing and respiratory symptoms, aggravation of existing respiratory and cardiovascular diseases, premature death	alterations to the immune system, carcinogenesis
Lead	metal processing	reproductive/ developmental effects (fetuses and children)	numerous effects including neurological, endocrine, and cardiovascular effects

Notes: NO_X = oxides of nitrogen; ROG = reactive organic gases.

[1] "Acute health effects" refers to immediate illnesses caused by short-term exposures to criteria air pollutants at fairly high concentrations. An example of an acute health effect includes fatality resulting from short-term exposure to carbon monoxide levels in excess of 1,200 parts per million.

[2] "Chronic health effects" refers to cumulative effects of long-term exposures to criteria air pollutants, usually at lower, ambient concentrations. An example of a chronic health effect includes the development of cancer from prolonged exposure to particulate matter at concentrations above the national ambient air quality standards.

Source: EPA 2025d.

ATTAINMENT DESIGNATIONS

Criteria air pollutant concentrations are measured at several monitoring stations in the SVAB. The Roseville-North Sunrise Boulevard station is located approximately 8 miles southeast of the project site and is the closest monitoring station to the project site with recent data for ozone, PM_{10}, and $PM_{2.5}$. In general, the local ambient air quality measurements from this station are representative of the air quality near the project given its similar meteorological conditions and urban surroundings.

Both CARB and EPA use this type of monitoring data to designate areas according to their attainment status in accordance with ambient air quality standards for criteria air pollutants. The purpose of these designations is to identify those areas with air quality problems and thereby initiate planning efforts for improvement. The three basic designation categories are "nonattainment," "attainment," and "unclassified." "Nonattainment" means that an area does not attain State or federal ambient air quality standards for a given pollutant, while "attainment" means that an area either attains or exceeds State or federal ambient air quality standards. "Unclassified" is used in an area that cannot be classified on the basis of available information as meeting or not meeting the standards. In addition, the California designations include a subcategory of the nonattainment designation, called "nonattainment-transitional." The nonattainment-transitional designation is given to nonattainment areas that are progressing and nearing attainment. Attainment designations in Placer County are shown in Table 3.4-3 for each criteria air pollutant. Key pollutants for which Placer County is in nonattainment include ozone (California and National), PM_{10} (California), and $PM_{2.5}$ (National).

Table 3.4-3 Attainment Status Designations for Placer County

Pollutant	National Ambient Air Quality Standard	California Ambient Air Quality Standard
Ozone	Revoked in 2005 (1-hour)[1]	Nonattainment (1-hour) Classification-Serious[2]
	Attainment (8-hour)[3]	Nonattainment (8-hour)
	Nonattainment (8-hour)[4] Classification=Serious	
Respirable particulate matter (PM_{10})	Attainment (24-hour)	Nonattainment (24-hour)
		Nonattainment (Annual)
Fine particulate matter ($PM_{2.5}$)	Nonattainment (24-hour)	(No State Standard for 24-Hour)
	Attainment (Annual)	Attainment (Annual)
Carbon monoxide (CO)	Attainment (1-hour)	Attainment (1-hour)
	Attainment (8-hour)	Attainment (8-hour)
Nitrogen dioxide (NO_2)	Attainment (1-hour)	Attainment (1-hour)
	Attainment (Annual)	Attainment (Annual)
Sulfur dioxide (SO_2)[5]	Attainment/Unclassified	Attainment (1-hour)
		Attainment (24-hour)
Lead (Particulate)	Attainment (3-month rolling avg.)	Attainment (30-day average)
Hydrogen Sulfide	No Federal Standard	Unclassified (1-hour)
Sulfates		Attainment (24-hour)
Visibly Reducing Particles		Unclassified (8-hour)
Vinyl Chloride		Unclassified (24-hour)

[1] Air Quality meets federal 1-hour Ozone standard (77 FR 64036). EPA revoked this standard, but some associated requirements still apply.

[2] Per Health and Safety Code (HSC) § 40921.5(c), the classification is based on 1989 – 1991 data, and therefore does not change.

[3] 2008 Standard.

[4] 2015 Standard.

[5] 2010 Standard.

Sources: EDCAQMD et al. 2023; US Federal Register 2025; EPA 2025.

EPA finalized their determination that the Sacramento Metro area attained the 2008 8-hour ozone NAAQ by its December 31, 2024, attainment date as well as a determination that the requirement for the State to have contingency measures for reasonable further progress and attainment for the 2008 ozone NAAQS no longer applies to this area (US Federal Register 2025). The *Sacramento Regional 2015 NAAQS 8-hour Ozone Attainment and Reasonable Further Progress Plan* was prepared to meet requirements of the federal Clean Air Act for the 2015 8-hour ozone standard. This Sacramento Ozone SIP demonstrates how the region is going to reduce emissions and attain the 2015 ozone standard no later than August 3, 2033 (EDCAQMD et al. 2023: 1-1). This air quality plan relies on existing control measures and adopted rules, new state and federal regulations, and new local and regional measures to reduce ozone. The project would be required to adhere to all federal, state, and local regulatory measures to comply with the air quality plan.

TOXIC AIR CONTAMINANTS

According to the *California Almanac of Emissions and Air Quality* (CARB 2013), most of the estimated health risks from TACs can be attributed to relatively few compounds, the most important being diesel PM. Diesel PM differs from other TACs in that it is not a single substance, but rather a complex mixture of hundreds of substances. Although diesel PM is emitted by diesel-fueled internal combustion engines, the composition of emissions varies depending on engine type, operating conditions, fuel composition, lubricating oil, and whether an emissions control system is being used. Unlike the other TACs, no ambient monitoring data is available for diesel PM because no routine measurement method currently exists. However, CARB has made preliminary concentration estimates based on a PM exposure method. This method uses the CARB emissions inventory's PM_{10} database, ambient PM_{10} monitoring data, and the results from several studies to estimate concentrations of diesel PM. In addition to diesel PM, the TACs for which data are available that pose the greatest existing ambient risk in California are benzene, 1,3-butadiene, acetaldehyde, carbon tetrachloride, hexavalent chromium, para-dichlorobenzene, formaldehyde, methylene chloride, and perchloroethylene. Overall, levels of most TACs, except para-dichlorobenzene and formaldehyde, have decreased since 1990 (CARB 2013).

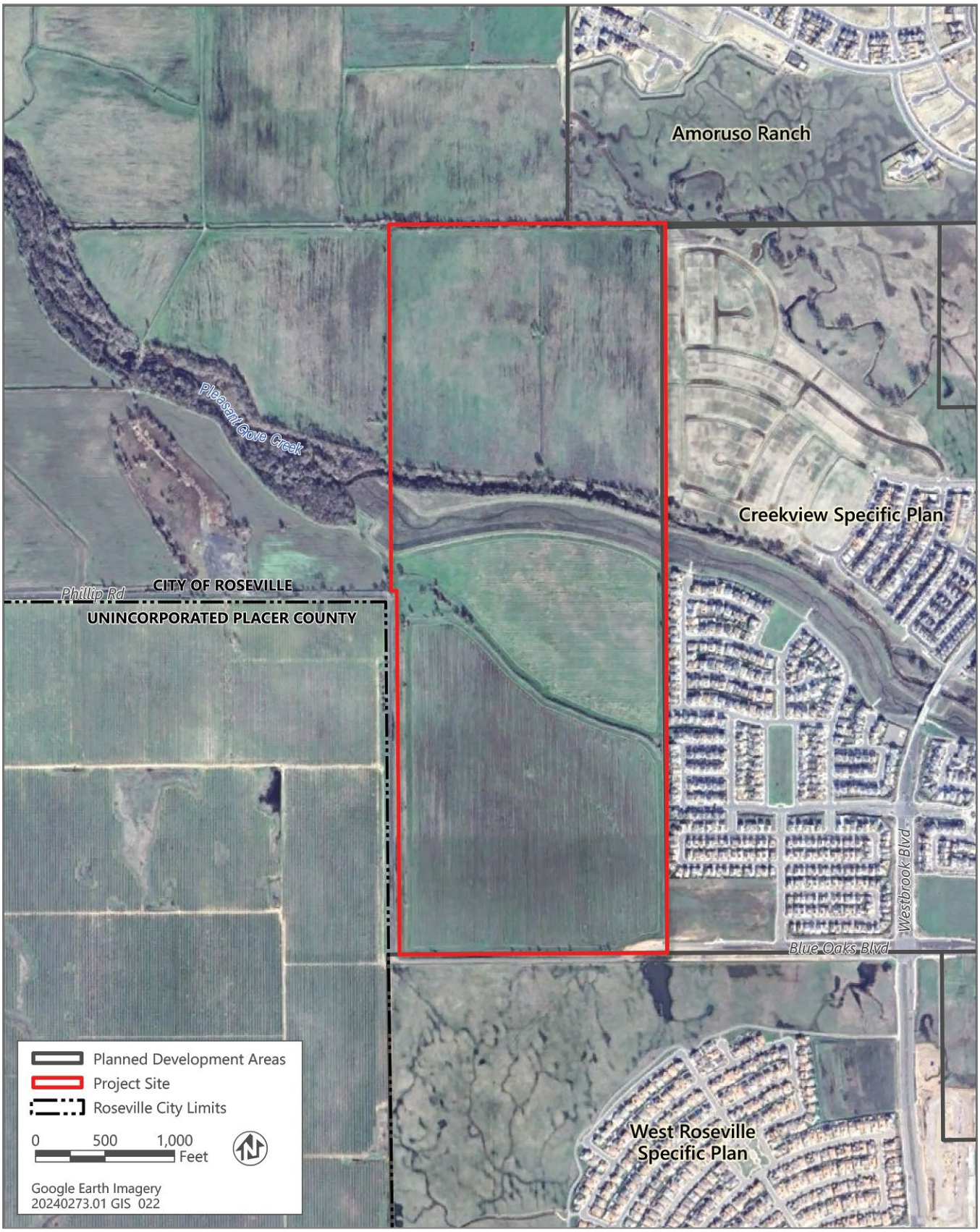
ODORS

Odors are generally regarded as an annoyance rather than a health hazard. However, manifestations of a person's reaction to foul odors can range from psychological (e.g., irritation, anger, or anxiety) to physiological (e.g., circulatory and respiratory effects, nausea, vomiting, and headache). The ability to detect odors varies considerably among the population and overall is quite subjective. Some individuals can smell minute quantities of specific substances; others may not have the same sensitivity but may have sensitivities to odors of other substances. In addition, people may have different reactions to the same odor; an odor that is offensive to one person may be perfectly acceptable to another (e.g., fast food restaurant). It is important to also note that an unfamiliar odor is more easily detected and is more likely to cause complaints than a familiar one. This is because of the phenomenon known as odor fatigue, in which a person can become desensitized to almost any odor and recognition only occurs with an alteration in the intensity. Uses typically associated with the generation of nuisance odors include wastewater treatment plants, chemical manufacturing facilities, sanitary landfills, fiberglass manufacturing facilities, transfer stations, painting/coating operations (e.g., auto body shop), composting facilities, food processing plants, petroleum refineries, rendering plants, asphalt batch plants, and coffee roasters.

SENSITIVE RECEPTORS

Sensitive receptors are generally considered to include those land uses where exposure to pollutants could result in health-related risks to sensitive individuals, such as children or the elderly. Residences, schools, hospitals, playgrounds, and similar facilities are of primary concern because of the presence of individuals particularly sensitive to pollutants and/or the potential for increased and prolonged exposure of individuals to pollutants.

The nearest existing sensitive receptors in the vicinity of the project site are residences located approximately 50 feet east of the project site in the Creekview Specific Plan area and residences located approximately 600 feet south of the project site in the West Roseville Specific Plan area (Figure 3.4-1). It should also be noted that the Creekview Specific Plan (east of the project site), West Roseville Specific Plan (south of the project site), and Amoruso Ranch Specific Plan (northeast of the project site) areas are in various stages of development and will include a total of approximately 13,630 residential units at buildout. These receptors were considered in this analysis because homes are currently being constructed and, therefore, would likely be occupied by the time project construction begins. In addition to residences, Orchard Ranch Elementary School, West Park High School, Westbrook Elementary School, The Goddard School of Roseville, Riego Creek Elementary, Fiddyment Elementary, Chilton Middle School, and Junction Elementary School are located within two miles of the project area.



Source: Image adapted by Ascent in 2025.

Figure 3.4-1 Existing Sensitive Receptors

3.4.3 Environmental Impacts and Mitigation Measures

METHODOLOGY

Criteria Air Pollutants and Ozone Precursors

Regional and local criteria air pollutant emissions and associated impacts, as well as impacts from TACs and odors, were assessed in accordance with PCAPCD-recommended methodologies. CO concentrations were not assessed in the analysis because Placer County is in attainment status for CO. The project's estimated emissions were compared to PCAPCD-adopted thresholds as described in the following section.

Construction Mass Emissions

Construction and operational emissions of criteria air pollutants and precursors were calculated using the California Emissions Estimator Model (CalEEMod) Version 2022.1.1.30 computer program, as recommended by PCAPCD (PCAPCD 2017). Modeling was based on project-specific information (e.g., size of the buildings, duration of construction, grading and paving quantities) where available. Reasonable assumptions for pieces and hours of construction equipment used based on typical construction activities and default values in CalEEMod that are based on the project's location and land use type.

The project would be developed in 10 phases and construction activities would occur from 7:00 a.m. to 7:00 p.m. Monday through Friday, which is within the allowable construction daytime hours as established by the City of Roseville (see the City of Roseville's Municipal Code, Chapter 9.24.030 Exemptions). Overall construction phasing was used to assign equipment use and vehicle trips to daily activities to derive maximum emissions and total emissions scenario. Based on data provided by the project applicant, construction would begin as early as 2027. The backbone infrastructure phase is anticipated to begin construction in 2027 and be complete in 18 months. The full buildout year is expected to be 2038. See Tables 2-5 and 2-6 in Chapter 2, "Project Description," for a list of individual phases and associated timing.

Land use types were modeled based on allowable commercial land uses from Tables 2-1 and 2-3 in Chapter 2, "Project Description." Where specific land uses were not available, the likely and conservative equivalents were used to estimate mass emissions. The innovation land uses were modeled as data centers, research and development medical facilities, and automobile repair shops. The medical offices were modeled as a medical office building, and the retail land use was modeled as a hardware store.

Operational Mass Emissions

Operational emissions were estimated for the full buildout year of 2038 when the project would be fully operational. Based on the nature of proposed uses, the project would result in operational emissions associated with area sources, mobile sources, and off-gassing emissions associated with consumer products, architectural coatings, autobody shop paint booths, and TACs from the biosafety level 2 wet labs. CalEEMod was used to model all sources with project-specific information as inputs, where available (e.g., building square footage, land use type, water, electricity, natural gas, and project VMT and daily trips for operations), TAC emissions from the autobody shop paint booths and the biosafety level 2 wet labs, and emissions from the delivery trucks and generators, which were modeled in excel using project specific information. As detailed in Chapter 2, "Project Description," the residential component of the project would not require natural gas service, and the innovation and commercial components would only use natural gas in the case of an operational need for an advanced manufacturer or other user. In compliance with PCAPCD Rule 225, Wood Burning Appliances, residential land uses were modeled without fireplaces or wood burning stoves.

Autobody solvent quantities and emissions factors were provided by PCAPCD for a representative existing body shop (Montoya, pers. comm., 2025). Emissions from wet labs were calculated using a chemical inventory available from the UC San Diego 2019 Hillcrest Long Range Development Plan (UCSD 2019) and off-gassing loss rates available from the UC San Diego 2018 Long Range Development Plan Air Quality Technical Report and HRA (UCSD 2018: 54). Emissions for each chemical were scaled using the wet lab building square footage anticipated for the project (UCSD 2019).

Mobile source emissions would result from vehicle miles traveled (VMT) that would be generated by trucks and passenger cars. For this analysis, data was provided by Fehr & Peers (Fehr & Peers 2025).

Two types of diesel generators would be included in the project: 15 3-megawatt (MW) Tier 4 generators with 4,000 HP each to provide power to the future potential data center and 12 emergency diesel generators for the commercial and retail buildings with 500 HP. Generator emissions were calculated using CalEEMod default emission factors (i.e., statewide average emissions factors and Tier) for a 500 HP generators and CARB emission factors for Tier 4 off-road diesel generators (CARB 2020).

Toxic Air Contaminants

The level of health risk from exposure to construction- and operations-related diesel PM emissions and numerous other TACs was assessed quantitively by conducting an HRA. The HRA evaluated construction emissions separately, operational emissions separately (under full operation), and evaluated a combined construction and operational scenario. To determine pollutant concentrations at specific locations (i.e., receptors), air dispersion modeling was conducted using site-specific parameters (e.g., terrain, meteorological data) for construction activities and operational activities at full operation.

Modeling Approach

To determine pollutant concentrations at specific locations (i.e., receptors), air dispersion modeling was conducted using site-specific parameters (e.g., terrain, meteorological data) for construction activities. Dispersion modeling was conducted using the CARB-approved American Meteorological Society/Environmental Protection Agency Regulatory Model (AERMOD) Version 24142, with a unit emission rate of 1 gram per second for all modeled sources (i.e., diesel construction equipment and generators, autobody shops, and off-gassing from the wet labs). This approach was used so that resulting ground-level concentrations could be multiplied by actual emission rates for various scenarios (e.g., phase-wise construction, full buildout). The modeling included all standard regulatory default options, including the use of data from the nearest and most representative meteorological station (i.e., Sacramento International Airport) and local terrain. Terrain in the project vicinity is generally flat. Terrain in the project vicinity is generally flat. The methods used to estimate health risks from construction and operation of the proposed project are briefly described below. CARB's Hotspots and Analysis Reporting Program (HARP2) was used to model TACs from the autobody shop and wet labs. Detailed model assumptions, inputs, and output for the HRA are presented in Appendix B.

Construction HRA

To represent site locations where construction activities would occur, construction emission sources (e.g., the use of heavy-duty equipment on-site) were modeled as area sources, consistent with PCAPCD's guidance on conducting HRAs (PCAPCD 2017). Mobile exhaust emissions were represented using line-volume sources.

Construction mass emissions were quantified as described above for criteria air pollutants and ozone precursors. The primary TAC evaluated in the construction HRA was diesel PM, modeled as PM_{10} exhaust. Emissions rates were calculated based on an anticipated construction schedule of 8 hours per day, 5 days per week, over an 11-year active construction period.

To represent site locations where construction activities would occur, construction emission sources (i.e., the use of heavy-duty equipment on-site) were modeled as area sources for each construction phase. The release height of 5 meters (m) was considered from SMAQMD's construction health risk guidance as the PCAPCD did not have specific guidance regarding heavy-duty equipment release height in its own health risk guidance document.

Construction would be completed in phases and, thus, as residential properties are developed, they would be affected by only future construction. The HRA was modeled such that receptors constructed in Phase R3 would not be affected by construction phases that occur before Phase R3 (Backbone infrastructure, R1, R2/I1) and only would be affected by construction phases that occur after Phase R3 (R4/I2, R5, I3, and I4).

Operational HRA

The operational HRA evaluated various TACs associated with on-site activities and anticipated sources and diesel PM associated with off-site truck travel and idling, generators, and daily truck delivery trips associated with the innovation

center, retail stores, and medical office. Overall, the approach was similar to that described above, applying unit rates in the air dispersion model and mass emissions for each individual source to the ground level concentration outputs. Risk estimates were modeled using AERMOD, similarly to construction. CARB's Hotspot Analysis and Reporting Program (HARP) risk tool (HARP2, version 22118) and the most updated Health Database (July 20, 2025) were used to evaluate TACs from the future potential autobody shop and the future potential wet labs. Specific methods by source are described in greater detail below and the complete HRA methodology, including model input parameters, is included in Appendix B.

Onsite truck movement and haul routes were modeled as line volume sources with release heights of 3.4 m, plume heights of 6.8 m, and plume widths of 8 m. All generators were modeled as point sources and the 3 MW generators with source parameters from the UC San Diego Hillcrest Long Range Development Plan HRA main generators (UCSD 2019). The emergency backup generators were modeled using the source parameters provided by BAAQMD's guidance (BAAQMD 2022) for backup generators. The future potential wet labs and future potential autobody shops were modeled with adjacent volume sources. For specific modeling parameters, see Appendix B.

Odors

Impacts related to odors were assessed qualitatively, based on proposed construction and operational activities, equipment types and duration of use, overall construction schedule, and distance to nearby sensitive receptors.

THRESHOLDS OF SIGNIFICANCE

Thresholds of significance are based on Appendix G of the State CEQA Guidelines and thresholds of significance adopted by PCAPCD. PCAPCD air quality thresholds of significance are tied to achieving or maintaining attainment designations with the NAAQS and CAAQS, which are scientifically substantiated, numerical concentrations of criteria air pollutants considered to be protective of human health. Implementation of the project would have a significant impact related to air quality such that human health would be adversely affected if it would:

- conflict with or obstruct implementation of an applicable air quality plan;
- cause construction-generated criteria air pollutant or precursor emissions to exceed the PCAPCD-recommended thresholds of 82 pounds per day (lb/day) for ROG, NO_x, or 82 lb/day PM_{10} (PCAPCD 2017: 21);
- result in a net increase in long-term project operational criteria air pollutant or precursor emissions that exceed the PCAPCD-recommended thresholds of 55 lb/day for ROG, 55 lb/day for NOx, and 82 lb/day for PM_{10} (PCAPCD 2017: 21);
- expose sensitive receptors to substantial concentrations of CO;
- expose sensitive receptors to substantial incremental increases in TAC emissions that exceed 10 in one million for carcinogenic risk (i.e., the risk of developing cancer) and/or a noncarcinogenic Hazard Index (HI) of 1.0 or greater; or
- create objectionable odors affecting a substantial number of people.

ISSUES NOT DISCUSSED FURTHER

The SVAB has been in attainment for CO since 1998, and as vehicle fleets in California continue to become cleaner, CO impacts are less of a concern. Hence, localized mobile-source CO emissions associated with the project are not anticipated to exceed PCAPCD thresholds and therefore are not discussed further in this analysis.

ENVIRONMENTAL IMPACTS AND MITIGATION MEASURES

Impact 3.4-1: Conflict with or Obstruct Implementation of the Applicable Air Quality Plan

The *2018 Sacramento Regional 2015 8-Hour Ozone Attainment and Reasonably Further Progress Plan* is applicable to the project. The project would result in the development of new residential, office, retail, and innovation land uses which would generate short- and long-term increases in criteria air pollutants and ozone precursors of ROG, NO_X, and PM_{10}. However, because the project would not result in increases in population or employment growth beyond that projected in the regional MTP/SCS and would not result in increases in VMT above that forecasted in attainment plans, the project would not conflict with or obstruct the implementation of the air quality plan. Therefore, this impact would be **less than significant**.

Air districts in California are required to prepare and update air quality plans to meet or maintain compliance with federal and state air quality standards. The two most common types of air quality plans are attainment plans, which must show how the region will attain an air pollutant standard by a certain date; and maintenance plans, which must demonstrate how the region will continue to maintain compliance with a standard. Development of these plans requires extensive collaboration with other agencies within the region, industries, businesses, the public, as well as cooperation with the other air districts within SFNA planning boundaries, which includes the project site. The *2018 Sacramento Regional 2015 8-Hour Ozone Attainment and Further Reasonable Progress Plan* was approved by CARB on October 26, 2023. The SVAB is currently designated as nonattainment for ozone and PM_{10}. PCAPCD is a part of the SMAQMD AQAP, which presents comprehensive strategies to reduce volatile organic compounds, NO_X, PM_{10}, and $PM_{2.5}$ emissions from stationary or area, mobile, and indirect sources to achieve attainment status with respect to NAAQS and CAAQS. Implementation of the project would result in the development of new residential, office, retail, and innovation uses, which would generate short-term and long-term increases in criteria air pollutants and ozone precursors of ROG, NO_X, and PM_{10}.

The emission inventories used to develop applicable air quality plans are based primarily on projected population and employment growth and associated VMT for the SVAB. This growth is estimated for the region, based in part on the planned growth identified in regional and local land use plans. Therefore, projects that would result in increases in population or employment growth beyond that projected in regional or local plans could result in increases in VMT and associated mobile emissions beyond those forecasted in the applicable plans.

As discussed above in Section 3.4.1, "Regulatory Setting," the SACOG MTP/SCS establishes a long-range development pattern that identifies the general location of different types of land uses, residential densities, and employment densities. The 2025 MTP/SCS forecasts residential and employment growth throughout the City of Roseville and specifically identifies the area in which the project site is located as an established community projected for residential and employment growth (SACOG 2025). In addition, as discussed in Section 3.3, "Transportation and Circulation," implementation of the project would not result in an exceedance of applicable VMT thresholds. Because the project would not result in increases in population or employment growth beyond that projected in regional or local plans and would not result in increases in VMT above that forecasted in attainment plans, the project would not conflict with or obstruct the implementation of the air quality plan. Therefore, this impact would be **less than significant**.

Mitigation Measures

No mitigation is required.

Impact 3.4-2: Construction Emissions of Criteria Air Pollutants and Ozone Precursors

Construction of the project would result in emissions of ROG, NO_X, and particulate matter from the use of heavy-duty construction equipment, travel on unpaved surfaces, and earth movement for site preparation and grading activities. Construction activities would not result in maximum daily emissions that exceed PCAPCD thresholds of significance in any year. Therefore, this impact would be **less than significant**.

Project construction activities would result in emissions of ROG, NO_X, and PM_{10} from site preparation (e.g., excavation, clearing, trenching), off-road equipment, material delivery, worker commute trips, building construction, paving, and application of architectural coatings. Fugitive dust emissions of PM_{10} are associated primarily with site preparation and grading and vary as a function of soil silt content, soil moisture, wind speed, acreage of disturbance, and VMT on and off the site. Emissions of ozone precursors, ROG and NO_X, are associated primarily with construction equipment and on-road mobile exhaust. Paving and the application of architectural coatings result in off-gas emissions of ROG. PM_{10} and $PM_{2.5}$ are also contained in vehicle exhaust.

Typical construction activities would require earthmoving equipment (scrapers, dozers, excavators), concrete mix trucks and concrete pumps, cranes, welders, pavers, rollers, paving equipment, forklifts, semi-trucks and other trucks for deliveries, trenchers, generators, and personal autos as necessary. Activities would also include hauling, vendor, and worker trips that would occur mostly off-site. Although the rate of buildout would largely be driven by market demand, for the purposes of this analysis, construction activities are anticipated to occur over a 10-year timeframe with 2027 as the start year for construction and a 2038 build out year. There are several years during which construction of the residential component and innovation component could overlap (i.e., 2029 through 2033) and one year (i.e., 2035) during which there could possibly be no construction. The electrical substation would be constructed during the first or second phase of the innovation and commercial component depending on the specific level of electricity demand of the future tenants. Bridge construction would not occur until immediately prior to the development of the northern portion of the site. Maximum daily construction emissions for each year of project construction are presented in Table 3.4-4 and model inputs and outputs are available in Appendix B.

Table 3.4-4 Unmitigated Maximum Daily Emissions of Criteria Air Pollutants and Precursors Emissions Associated with Project Construction

Construction Year	ROG (lb/day) Emissions	NO_X (lb/day) Emissions	PM_{10} (lb/day) Emissions	Phases Included
2027	4	33	8	Backbone
2028	3	28	9	Backbone, R1
2029	23	32	9	R1, R2/I1
2030	42	64	14	R2/I1, R3
2031	15	27	9	R3, R4/I2
2032	30	22	9	R4/I2, R5
2033	11	26	21	R5, I3
2034	17	9	2	I3
2035	—	—	—	No construction in 2035
2036	1	13	5	I4
2037	3	7	0	I4
Maximum Daily Emissions	**42**	**64**	**21**	**—**
PCAPCD Thresholds of Significance	**82**	**82**	**82**	**—**
Threshold Exceeded	**No**	**No**	**No**	**—**

Notes: ROG = reactive organic gas; NO_X = oxides of nitrogen; PM_{10} = respirable particulate matter; lb/day = pounds per day; PCAPCD = Placer County Air Pollution Control District.

Source: Modeling conducted by Ascent in 2025.

According to PCAPCD guidance, projects with daily emissions that exceed the thresholds of 82 lb/day for PM_{10}, NO_X, or ROG would have a significant impact on air quality. Project construction would not generate emissions that exceed the established maximum daily threshold for PM_{10}, NO_X, and ROG (i.e., 82 lb/day) during all years of construction, as shown in Table 3.4-4. Because PCAPCD thresholds of significance are directly tied to attaining the NAAQS, projects that do not exceed these thresholds would not be considered to contribute to adverse health effects. For these reasons, construction emissions from the project would not result in negative health outcomes and would be **less than significant**.

Mitigation Measures

No mitigation is required.

Impact 3.4-3: Long-term Operational Emissions of Criteria Air Pollutants and Ozone Precursors

Implementation of the project would result in long-term operational emissions from building-related energy and area-wide sources (e.g., landscaping equipment) as well as from mobile sources associated with residences, employee commute, and operational truck travel. Based on modeling conducted, operational emissions would exceed the PCAPCD threshold of 55 lb/day for ROG. Therefore, implementation of the project would result in a cumulatively considerable net increase in criteria air pollutants and could result in adverse health impacts. This impact would be **significant**.

On-site sources would include the use of diesel generators, truck idling, use of landscaping equipment, the periodic application of architectural coatings, and the use of consumer products. Energy sources would include electricity and natural gas consumption by the buildings. As detailed in Chapter 2, "Project Description," and discussed in Section 3.4.3, "Methodology," the residential component of the project would not require natural gas. Natural gas would only be used in nonresidential components of the project in the case of an operational need of an advanced manufacturer or other user. Project operation would result in the generation of long-term operational emissions of ROG, NO_X, and particulate matter (e.g., PM_{10} and $PM_{2.5}$) associated with mobile, energy, and area-wide sources. Mobile-source emissions of criteria air pollutants and precursors would result from vehicle trips generated by residents, employee commute, and vendor deliveries. Emissions, summarized by source, are presented in Table 3.4-5.

Table 3.4-5 Unmitigated Criteria Air Pollutant and Precursor Emissions Associated with Project Buildout Operations (2038)

Emission Source	ROG (lb/day)	NO_X (lb/day)[1]	PM_{10} (lb/day)
Area Sources	63	1	<1
Building Energy	1	9	1
Wastewater	<1	<1	<1
Solid Waste	<1	<1	<1
Refrigerants	<1	<1	<1
Generators	3	9	<1
Mobile – Passenger Cars	37	25	73
Trucks	<1	7	5
Wet Labs	1	<1	<1
Autobody Shops	<1	<1	<1
Project Emissions	**105**	**51**	**79**
PCAPCD Thresholds of Significance	**55**	**55**	**82**
Exceeds Threshold?	**Yes**	**No**	**No**

Notes: ROG = reactive organic gas; NO_X = oxides of nitrogen; PM_{10} = respirable particulate matter; lb/day = pounds per day; PCAPCD = Placer County Air Pollution Control District.

Source: Modeled by Ascent in 2025.

Based on project characteristics, operational maximum daily emissions of ROG (i.e., 105 lb/day) would exceed the applicable PCAPCD threshold of significance (i.e., 55 lb/day), as shown in Table 3.4-5. The ROG impact would be due to area sources (e.g., landscaping equipment, consumer products) as well as vehicle exhaust and off-gassing (i.e., the process by which materials release gases into the air) from architectural coatings. PCAPCD mass emissions thresholds have been developed in consideration of long-term air quality planning to attain the NAAQS as a

component of the State SIP strategy. Projects that emit emissions in exceedance of these thresholds would conflict with air quality plans that include strategies and inventories to assist an air basin in attaining the NAAQS. The NAAQS are scientifically substantiated concentration-based thresholds used to determine whether an adverse health outcome could occur from exposure. Because PCAPCD thresholds of significance are directly tied to attaining the NAAQS, projects that exceed these thresholds would be considered to contribute to adverse health effects. Therefore, this impact would be **significant**.

Mitigation Measures

Mitigation Measure 3.4-3a: Promote Green Consumer Products

To reduce area-wide operational emissions of reactive organic gases (ROG) from architectural coatings and consumer products, the project applicant shall provide educational material for residential and nonresidential tenants that describes the environmental impacts of volatile organic compounds (VOCs) and identifies specific examples of green consumer products. The educational materials shall encourage the purchase and use of consumer products that generate lower than typical VOC emissions. Examples of green products may include low-VOC architectural coatings, cleaning supplies, and consumer products, as well as electric or alternatively fueled landscaping equipment. Prior to recordation of any final map, the developer shall record Covenants, Conditions, and Restrictions (CCRs) approved by the City of Roseville that require the property owner, homeowners' association, or other responsible entity to distribute educational materials to all new tenants at the time of lease signing and maintain records of distribution.

Mitigation Measure 3.4-3b: Require the Use of Electric Landscaping Equipment

To reduce area-wide emissions associated with operational landscaping equipment, the developer shall ensure that ongoing landscape maintenance for common areas and nonresidential exterior grounds uses only electric landscaping equipment. This requirement shall be included in all property management and tenant lease agreements for residential and nonresidential spaces. Prior to recordation of any final map, the developer shall record CCRs approved by the City of Roseville that include this requirement.

Mitigation Measure 3.4-3c: Installation of Electric Vehicle Charging Stations Meeting the Tier 2 Voluntary Requirements of the Most Recent CALGreen Code

Prior to the issuance of building permits, the project applicant shall incorporate the appropriate number of electric vehicle (EV) charging equipment to meet the most recent Tier 2 requirements of Part 6 of the Title 24 California Building Code (CALGreen Code) in effect at the time of project construction. Compliance with the requirements shall be verified by the City of Roseville Development Services Department.

The EV charging Tier 2 requirements of the 2025 CALGreen Code (effective January 1, 2026) for each project component are as follows:

Residential Parking

In accordance with Section A.4.106.8.1 of the 2025 CALGreen Code, for each new one- and two-family dwellings and townhouses with attached private garages, a dedicated 208/240-volt branch circuit shall be installed in the raceway required by Section 4.1.06.4.1. The branch circuit and associated overcurrent protective device shall be rated at 40 amperes minimum. Other electrical components, including a receptacle or blank cover, related to this section shall be installed in accordance with the California Electrical Code.

In accordance with Section A4.106.8.2 of the 2025 CALGreen Code, new multifamily development projects shall meet the following requirements:

- Section A4.106.8.2.1.1b: Raceway capacity requirements. To allow for future upgrades to the electrical conductors serving low power Level 2 EV charging receptacles, the listed raceway serving such receptacles shall be sized to allow the installation of a dedicated 208/240-volt 40-ampere branch circuit. When no raceway is used, the conductors shall be sized to accommodate a 208/240-volt 40-ampere receptacle.

- Section A4.106.8.2.1.2b: Multifamily parking facilities with unassigned or common use parking. In addition to the low power level 2 EV charging receptacle requirements of Section A4.106.8 (Tier 1, subsection 1), forty (40) percent of the total number of parking spaces shall be equipped with Level 2 EV chargers and shall be made available for use by all residents or guests.

Nonresidential Parking

As discussed in Section 2.4.4, "Circulation and Parking," a surface parking lot would provide parking and circulation for the innovation and commercial uses and a total of 1,718 parking stalls would be provided. Pursuant to the 2025 CALGreen Code Table A5.106.5.3.3, because the project would provide over 201 parking spaces, to comply with Tier 2 voluntary requirements, 45 percent of the actual parking spaces shall be EV-capable. Based on the 2025 CALGreen nonresidential Tier 2 standards, this equates to a total requirement of 774 EV-capable spaces. In addition to EV-capable spaces, Table A5.106.5.3.3 of the 2025 CALGreen Code includes requirements for the number of required EV charging stations (EVCS). Although the actual tenants are not yet known, and thus it is not known whether uses would be office and retail or another land use type, the office and retail requirements for EVCS are applied in this mitigation as they would result in more EVCS. Based on Table A5.106.5.3.3 of the 2025 CALGreen nonresidential standards, 75 percent of the 774 EV capable spaces shall be EVCS, which equates to a total requirement of 581 required EVCS.

Project applicants for innovation and commercial land uses shall be responsible for implementing one EVCS per every 1,372 square feet of new development (calculated by dividing the total floor area of proposed nonresidential development [1,062,041 square feet] by the required number of EV capable spaces [774]) until 581 EVCS have been installed then all subsequent parking stalls shall be EV capable. Implementation of this mitigation measure would result in an approximately 2.4 percent reduction in daily ROG emissions, bringing the project-generated ROG emissions to approximately 99.5 lb/day (see Appendix B for detailed modeling inputs and calculations).

Mitigation Measure 3.4-3d: Truck Loading Dock Electrification and Idling Control

If refrigerated trucks are needed for delivery of materials, prior to the issuance of a building permit for any project phase, the project applicant shall show on the submitted building elevations that, at a minimum, 10 percent of all truck loading and unloading docks shall be equipped with one 110/208-volt power outlet for every two dock doors. Diesel trucks idling for more than the State-required time of 5 minutes shall be required to connect to the 110/208-volt power to run any auxiliary equipment. A minimum 2-foot by 3-foot sign that indicates "Diesel engine idling shall be limited to a maximum of 5 minutes" shall be included with the submittal of building plans.

Mitigation Measure 3.4-3e: Implement a Mandatory Commute Reduction Program for Employees

This mitigation measure shall apply to all nonresidential uses. The project applicant shall require that future tenants provide a Mandatory Commute Reduction Program for employees that must include all of the following measures as described in the California Air Pollution Control Officers Association (CAPCOA) Handbook for Analyzing GHG Emission Reductions, Assessing Climate Vulnerabilities, and Advancing Health and Equity (Handbook):

- Commute Trip Reduction Marketing: The project applicant shall develop and implement a marketing strategy to promote a commute reduction program. The following features (or similar alternatives) shall be provided:
  - on-site or online commuter information services,
  - employee transportation coordinators, and
  - guaranteed ride home service.
- Provide Ridesharing Program: The project applicant shall develop and implement a ridesharing program. The following strategies provide examples of a multifaceted approach for promoting a ridesharing program:
  - designating a certain percentage of desirable parking spaces for ridesharing vehicles,
  - designating adequate passenger loading and unloading and waiting areas for ridesharing vehicles, and
  - providing an app or website for coordinating rides.

- Provide End-of-Trip Bicycle Facilities: The project applicant shall install and maintain end-of-trip bicycle facilities for employee use. End of trip facilities include bike parking, bike lockers, showers, and personal lockers.

Mitigation Measure 3.4-3f: Reduce Ozone Precursors through Off-site Measures

The project would exceed the operational ROG threshold (i.e., maximum of 55 pounds per day of ROG). Table 3.4-6 depicts the ROG emissions generated by each component of the project as well as the proportion of ROG emissions generated that would need to be mitigated.

Approximately 53 lb/day of ROG would be generated by the residential component of the project (25.2 lb/day of consumer products, 2.6 lb/day of architectural coating, 10.5 lb/day of landscaping, and 14.8 lb/day of mobile emissions) and approximately 52 lb/day of ROG would be generated by the nonresidential components of the project (105.1 lb/day total ROG emissions – 53.0 lb/day of residential ROG emissions). After implementation of onsite mitigation measures (i.e., Mitigation Measure 3.4-3c) the remaining ROG emissions are 102.2 lb/day. The estimated total amount of excess emissions is approximately 48 lb/day for ROG (based on subtracting the mitigated modeled emissions [102.2 lb/day] from the threshold [55 lb/day] and rounding up). The estimated total amount of excess residential ROG emissions is approximately 25 lb/day (based on the proportion of residential ROG emissions [53 lb/day] to total ROG emissions [103 lb/day] after mitigation). The estimated total amount of excess nonresidential ROG emissions is approximately 23 lb/day (based on the proportion of nonresidential ROG emissions [50 lb/day] to total ROG emissions [103 lb/day]). Pursuant to PCAPCD recommendations and to mitigate the project's further contribution to the long-term emission of pollutants, the applicant shall implement one of the following off-site mitigation measures:

- Establish mitigation off-site within the same region (i.e., east or west Placer County) by participating in an off-site mitigation program, coordinated through PCAPCD. Examples include but are not limited to: participation in a "Biomass" program that provides emissions benefits; retrofitting, repowering, or replacing heavy duty engines from mobile sources (e.g., buses, construction equipment, on road haulers); or other programs that the project proponent may propose to reduce emissions.
- Participate in PCAPCD's Off-site Mitigation Fee Program by paying the equivalent amount of money, which is equal to the project's contribution of pollutants (i.e., ROG) which exceeds the project-level threshold of 55 lbs/day for ROG for a one-year period multiplied by the current cost to mitigate one ton of ozone precursor emissions of $25,025, effective July 2025. Based on the emission estimates after implementation of Mitigation Measure 3.4-3c, daily ROG thresholds would be exceeded by approximately 48 lbs/day, for a total of approximately 8.76 tons/year of ozone precursors that need to be mitigated. Residential uses account for approximately 52 percent of ROG emissions after mitigation. Thus, approximately 4.52 tons/year (52 percent of 8.76 tons) of ozone precursors associated with the residential component of the project would need to be mitigated (refer to Table 3.4-6). The total number of residential dwelling units proposed under the project is 664 (529 single-family residential units and up to 135 multi-family residential units). Thus, the cost of mitigation for each future housing developer would be based on the number of units, equivalent to $170/dwelling unit.
- Approximately 4.24 tons/year of ozone precursors associated with the nonresidential component of the project would need to be mitigated. The total area for the nonresidential component of the project is 1,062,041 sf of building. Thus, the cost of mitigation for each future nonresidential tenant would be based on the size of the building that each tenant occupies and operates, equivalent to $0.10/square foot.
- In lieu of paying the mitigation fee established above, prior to recordation of the final tentative map plan for any future building to be constructed, the applicant may choose to re-assess the mitigation fee that can be determined based on project-specific operations and more specific details pertaining to the level of on-site mitigation measures incorporated into the project. To satisfy this mitigation requirement, the applicant shall hire a qualified professional to quantify on-site and off-site operational criteria air pollutants and ozone precursors and shall provide substantial evidence to the City for approval. Based on this refined analysis, if operational emissions still exceed PCAPCD thresholds of significance, the mitigation fee shall be recalculated based on the cost to mitigate ozone precursors at that time. Refer to Table 3.4-6 for mitigation fee calculations.

Table 3.4-6 Operation-Related ROG Emissions and Mitigation Cost Calculations

	Unmitigated	Mitigated
Emissions Summary		
Total ROG	104.57 (lbs/day)	102.24 (lbs/day)
Residential	52.74 (lbs/day)	52.74 (lbs/day)
Non-Residential	51.82 (lbs/day)	49.50 (lbs/day)
Threshold	55 (lbs/day)	55 (lbs/day)
Excess Emissions (lbs/day) (Mitigated ROG emissions - Threshold)		
Total	-	48 (lbs/day)
Residential	-	24.76 (lbs/day)
Nonresidential	-	23.24 (lbs/day)
Excess Emissions (mitigated-threshold [tpy])		
Total	-	8.76 tpy
Residential	-	4.52 tpy
Nonresidential	-	4.24 tpy
Mitigation Fee Calculations[1]		
Annual cost per ton	$25,025	
Total Cost: Residential Units ($25,025 x 4.52 tpy)	-	$113,144
Total Cost: Nonresidential Units ($25,025 x 4.24 tpy)		$106,075
Development Units		
Dwelling Units		664 dwelling units
Square feet of nonresidential land uses	-	1,062,041 sf
Fee Per Unit		
Fee per dwelling unit ($113,144/664 dwelling units)	-	$170
Fee per square foot ($106,075/1,062,041 sf)	-	$0.10

Notes: ROG = reactive organic gases; lb/day = pounds per day; tpy = tons per year; sf = square feet.

[1] Refer to Appendix B for precise calculations.

Source: Modeled by Ascent in 2026.

Significance after Mitigation

Mitigation Measure 3.4-3a would help reduce the amount of ROG emitted due to operational activities by educating occupants about alternative consumer products that have lower ROG/VOC content and Mitigation Measure 3.4-3b would require the use of electric landscaping equipment for maintenance activities within the project site. Mitigation Measure 3.4-3d would require electrification of any proposed truck loading dock as well as idling control. Mitigation Measure 3.4-3e would require the implementation of a mandatory commute reduction program for employees. However, because the actual future tenants are unknown at this time, the level to which each individual on-site mitigation measure can be implemented is unknown; thus, emissions reductions from Mitigation Measures 3.4-3a, 3.4-3b, 3.4-3d, and 3.4-3e were not quantified for this analysis.

Implementation of Mitigation Measure 3.4-3c would provide the necessary EV charging infrastructure to demonstrate compliance with the Tier 2 requirements of the CALGreen Code in effect at the time of project development. This measure is required to demonstrate the project is doing its "fair share" in assisting the state in meeting its long-term GHG reduction and air quality goals. Implementation of Mitigation Measure 3.4-3c would result in an approximate 2.4 percent reduction in ROG emissions (see Appendix B for detailed calculations). Specifically, after implementation of Mitigation Measure 3.4-3c, the remaining ROG emissions to offset would be approximately 45 lb/day. These excess

emissions would be offset by the off-site mitigation program (Mitigation Measure 3.4-3f), through which the applicant and future tenants would pay a fee to achieve PCAPCD thresholds of significance for a one-year period. The off-site mitigation program fees are used to fund emissions reductions projects such as the replacement of non-EPA certified woodstoves with EPA-certified appliances, replacement of older high-emissions diesel engines used by transit operators with new low-emission or zero-emission vehicles, and other projects that result in long-term operational emissions reductions. With incorporation of Mitigation Measures 3.4-3a through 3.4-3f, project-generated operational emissions of ozone precursors would be reduced. However, given that the actual future tenants are unknown at this time and the long-term buildout or full occupancy of the project, it cannot be guaranteed at this time that offsets would be available in the amounts needed at the time they are needed to reduce emissions to the levels necessary. Thus, this impact would be **significant and unavoidable**.

Impact 3.4-4: Expose Sensitive Receptors to Substantial Pollutant Concentrations

An HRA was conducted to assess potential health risk exposure from construction and operation of the project. The health risks were quantified as construction only risks, operation only risks, and combined construction and operation risks following the Office of Environmental Health Hazard Assessment Guidance (OEHHA 2015). In the construction only scenario, the cancer risk was found to be greater than 10 in one million, which is above the PCAPCD threshold of significance. The construction Health Hazard Index (HHI), which indicates chronic noncancer risk, was found to be less than one. The operational cancer risk was also found to be greater than 10 in one million and thus would also exceed the PCAPCD threshold of significance. The operational HHI was found to be less than one. Therefore, this impact would be **significant**.

The nearest sensitive receptors that could be adversely affected by construction and operation activities are future residences which will be constructed as part of the project, current and future residences associated within Creekview Specific Plan area east of the project site, West Roseville Specific Plan area south of the project site, and Amoruso Ranch Specific Plan area residences to the northeast. These areas are in various stages of development and will include a total of approximately 13,630 residential units at buildout. Because the project would be built out in distinct phases over time, construction and operational emissions sources were modeled separately using different source parameters appropriate for each phase. Construction and operational modeling inputs and assumptions are described separately below, then summarized together.

Construction

Construction-related activities would result in temporary, intermittent emissions of diesel PM from the exhaust of off-road, heavy-duty diesel equipment used for site preparation, grading, trenching, building construction, paving and architectural coating, and other miscellaneous activities. On-road diesel-powered haul trucks traveling to and from the construction areas to deliver materials and equipment would also contribute to diesel PM and would affect the receptors around haul routes. Project construction would occur in phases with the construction of the first phase starting in 2027. Because construction of subsequent phases is dependent on market demand, the duration of overall construction activities for each phase was approximate and was also informed by default durations in CalEEMod.

The Maximum Exposed Individual Receptor (MEIR) would be identical to the Point of Maximum Impact (PMI) as discrete receptors were modeled only at future and existing residential land uses, parks, and schools. Therefore, the modeled outputs (including the PMI) are reflective of actual on-the-ground receptors. The MEIR during construction would occur along Alderwood Place, because it is located directly east of where Phase R1 (see Chapter 2, "Project Description," for phasing locations) would occur. Refer to Section 3.4.3, "Methodology," for details about the modeling approach for construction and Appendix B for detailed modeling inputs and outputs. A summary of results of the modeling for construction is presented in Table 3.4-7.

Table 3.4-7 Summary of Maximum Unmitigated Construction Health Risk

Phase/Threshold	MEIR[1] Cancer Risk (Chances in a Million)	MEIR[1] Chronic Noncancer Risk (HHI)
Construction	10.4	0.14
Threshold	10	1
Threshold Exceeded?	Yes	No

Notes: MEIR = Maximum Exposed Individual Receptor; HHI = Health Hazard Index.

[1] For the location of the MEIR, refer to coordinates provided in the HRA memo contained in Appendix B.

Source: Modeling conducted by Ascent in 2025.

Based on the emissions modeling conducted, the cancer risk was found to be more than 10 in one million, which is above the PCAPCD threshold of significance; and the HHI, which indicates chronic noncancer risk was found to be less than one, as shown in Table 3.4-7.

Operations

Operational activity was modeled in the HRA to determine the maximum future risk exposure associated with full operation of the project. Project operation would result in the generation of long-term operational emissions of diesel PM and various TACs as a result of mobile and area-wide sources. Mobile sources would generate diesel PM and would include light-duty and heavy-duty vehicles coming in and out of the project site. Area-wide sources would generate diesel PM from the use of generators and would generate various TAC emissions from the use of the autobody shop paint booths and the emission losses from the wet labs.

The MEIR would occur during operations at a future residential development combining with risk associated with construction during construction Phase R2. Refer to Section 3.4.3, "Methodology," for details about the operation modeling approach and Appendix B for detailed modeling inputs and outputs. A summary of results of the modeling for project operation at full buildout (2038) is presented in Table 3.4-8.

Table 3.4-8 Summary of Maximum Unmitigated Operation Health Risk

Phase/Threshold	MEIR Cancer Risk (Chances in a Million)	MEIR[1] Chronic Noncancer Risk (HHI)	MEIR[1] Acute HHI
Full Operation (2038)	14.3	0.005	0.006
Threshold	10	1	1
Threshold Exceeded?	Yes	No	No

Notes: MEIR = Maximum Exposed Individual Receptor; HHI = Health Hazard Index.

[1] For the location of the MEIR, refer to coordinates provided in the HRA memo contained in Appendix B.

Source: Modeling conducted by Ascent in 2025.

Based on the emissions modeling conducted, the cancer risk was found to be greater than 10 in one million and the chronic and acute noncancer risk were less than one, as shown in Table 3.4-8. Specifically, nearby sensitive receptors would be exposed to an incremental increase in cancer risk of 14.3 chances in one million, which would exceed the PCAPCD health risk threshold for cancer risk of 10 in one million.

Combined Construction and Operations

As described above, health risk was assessed for the construction and operations phases of the project, separately. In addition, to provide an absolute worst-case scenario, where sensitive receptors could potentially be exposed to TACs from both construction and operational activities, a combined construction and operational scenario was modeled. It is important to note that because construction health risk exposure (Table 3.4-7) and operational health risk exposure occur (Table 3.4-8) at two different receptors, they are not additive. This scenario may not occur if, for example, residents living in one home now move out within the next 30 years of project buildout and, therefore, are not actually exposed to both construction and operational emissions. Nevertheless, this scenario assumes that any one

receptor could potentially be exposed to diesel PM exhaust during all phases of construction and all on- and off-site emissions sources during full operations. When combined, the maximum risk level at the MEIR would be 21.2 chances in one million of excess cancer risk, exceeding the cancer risk threshold of 10 chances in one million.

During operations, the MEIR would occur at one of the project's future single-family residences constructed during Phase R2. Noncancer risk would not exceed PCPACD thresholds. Refer to Table 3.4-9 and Figure 3.4-2 for risk results from this combined scenario.

Table 3.4-9 Calculated Combined Construction and Operations Cancer and Chronic Noncancer Risk

Phase/Threshold	MEIR[1] Cancer Risk (1/Million)	MEIR[1] Chronic HHI	MEIR[1] Acute HHI
Combined Construction and Operation	21.2	0.14	0.01
Threshold	10	1	1
Threshold Exceeded?	Yes	No	No

Notes: MEIR = Maximum Exposed Individual Receptor; HHI = Health Hazard Index.

[1] For the location of the MEIR, refer to coordinates provided in the HRA memo contained in Appendix B.

Source: Modeled by Ascent in 2025.

Summary

As discussed above, construction and operation alone would each exceed the threshold of 10 chances in one million for incremental increase in cancer risk exposure but would not exceed the noncancer threshold of one HHI. In addition, when construction and operational-related emissions are combined, the MEIR would be subject to increases in risk exposure of 21.2 chances in one million, which is above the threshold of 10 chances in one million. Construction and operational emissions combined would not result in an exceedance of the noncancer HHI risk threshold of one. Because project construction, operation, and the combined effect of project construction with full operation (2038) would exceed the PCAPCD cancer risk threshold of 10 chances in one million, this impact would be **significant**.

Mitigation Measures

Mitigation Measure 3.4-4a: Implement Clean Construction Fleet

During all phases of project construction, all off-road diesel-powered construction equipment greater than 25 horsepower shall meet EPA's Tier 4 (final) emission standards, as defined in 40 CFR 1039, and comply with the appropriate test procedures and provisions contained in 40 CFR Parts 1065 and 1068. This measure can also be achieved by using battery-electric off-road equipment as it becomes available. The project applicant shall require the primary construction contractor(s) and its subcontractor(s) to submit copies of the valid Certificate of Reported Compliance for their fleets prior to awarding a contract. In addition, all construction equipment shall be subject to inspection for regulatory compliance. The City shall ensure compliance with this measure prior to issuance of grading permits.

Mitigation Measure 3.4-4b: Install Tier 4 Generators

To reduce operational-related TAC emissions associated with the project, the project applicant shall ensure that all primary and backup generators used during project operation are certified to meet Tier 4 (final) standards. Prior to issuance of a certificate of occupancy, the applicant shall submit to the City of Roseville and PCAPCD documentation from the equipment supplier or manufacturer confirming that each installed generator meets Tier 4 (final) standards. The documentation shall include unit model numbers and serial numbers. During operation the project operator shall maintain the generators in accordance with manufacturer specifications and shall keep service records available for inspection by the City and PCAPCD.

In addition to the Tier 4 requirements specified above, compliance with "Data Center Alternative Backup Power Technologies" detailed under Mitigation Measure 3.5-1a shall be required for the data center use specifically.

Significance after Mitigation

Applying Mitigation Measure 3.4-4a would substantially reduce diesel PM and NOx emissions associated with construction activities. Using the modeling conducted for the project, which applied statewide construction fleet emissions factors, and applying Tier 4 emissions rates to all equipment larger than 25 horsepower, construction health risk exposure at the MEIR would be reduced from 10.4 chances in one million to 2.3 chances in one million for developing cancer, which is below the PCAPCD thresholds of 10 chances in one million. Implementation of Mitigation Measure 3.4-4b would reduce operational emissions associated with the use of generators by requiring the use of Tier 4 equipment and regular equipment maintenance. Note that while alternatives to diesel generators may ultimately be used resulting in even lower TAC emissions, this analysis applies the known Tier 4 emissions rates to the mitigated calculations, as future emissions rates would depend on the specific technology chosen, which is not known now. Operational health risk exposure at the MEIR would be reduced from 14.3 chances in one million to 5.9 chances in one million, which is below the threshold of 10 chances in one million. Finally, with mitigation, the combined construction and operational-related health risk exposure at the MEIR would be reduced to 7.7 chances in one million, which is also below the threshold of 10 chances in one million, as indicated in Table 3.4-10.

Table 3.4-10 Calculated Mitigated Combined Construction and Operations Cancer and Chronic Noncancer Risk

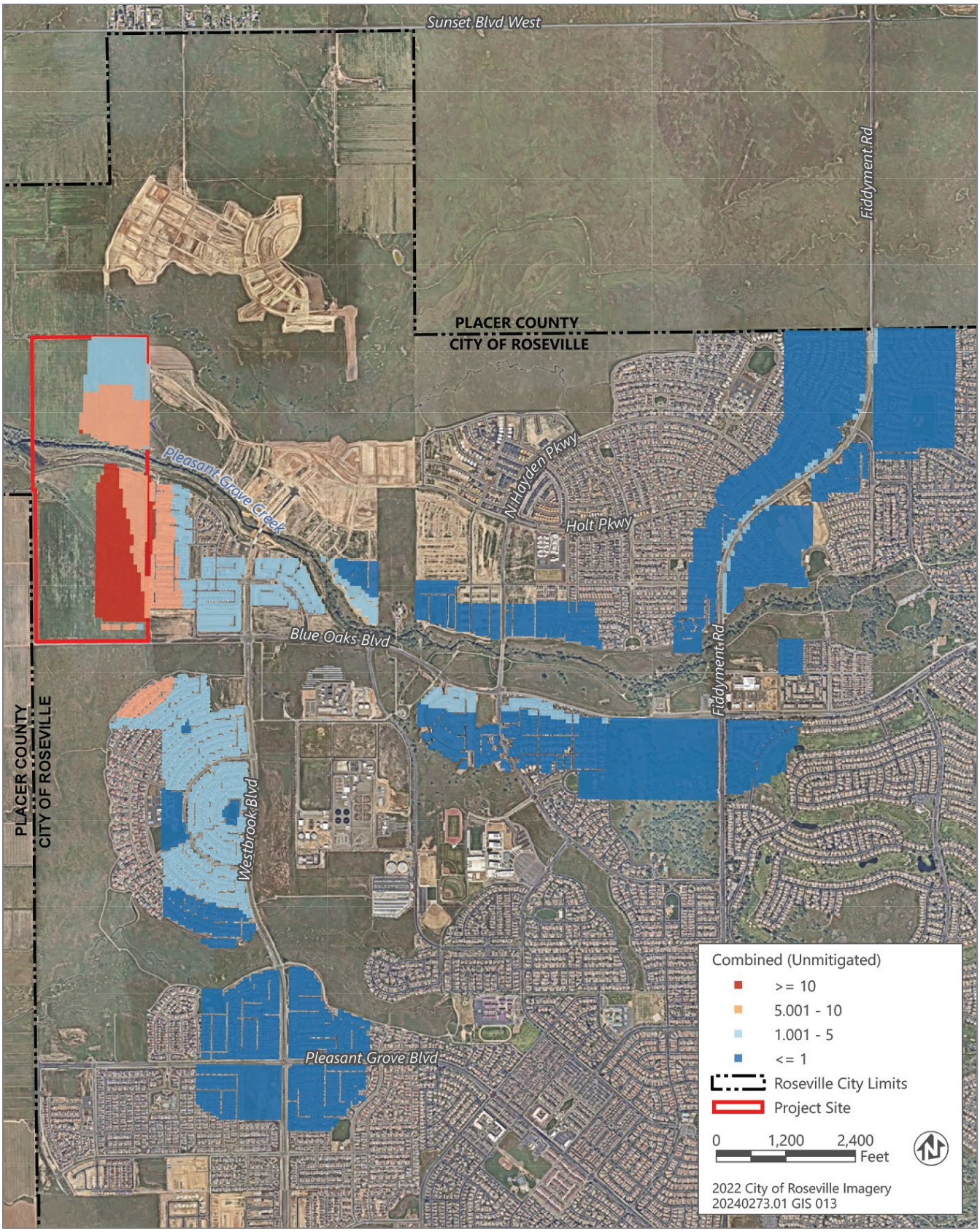
Phase/Threshold	MEIR[1] Cancer Risk (1/Million)	MEIR[1] Chronic Noncancer Risk (HI)	MEIR[1] Acute HHI
Combined Mitigated Construction and Operation	7.7	0.044	0.01
Threshold	10	1	1
Threshold Exceeded?	No	No	No

Notes: MEIR = Maximum Exposed Individual Receptor; HHI = Health Hazard Index.

[1] For the location of the MEIR, refer to coordinates provided in the HRA memo contained in Appendix B.

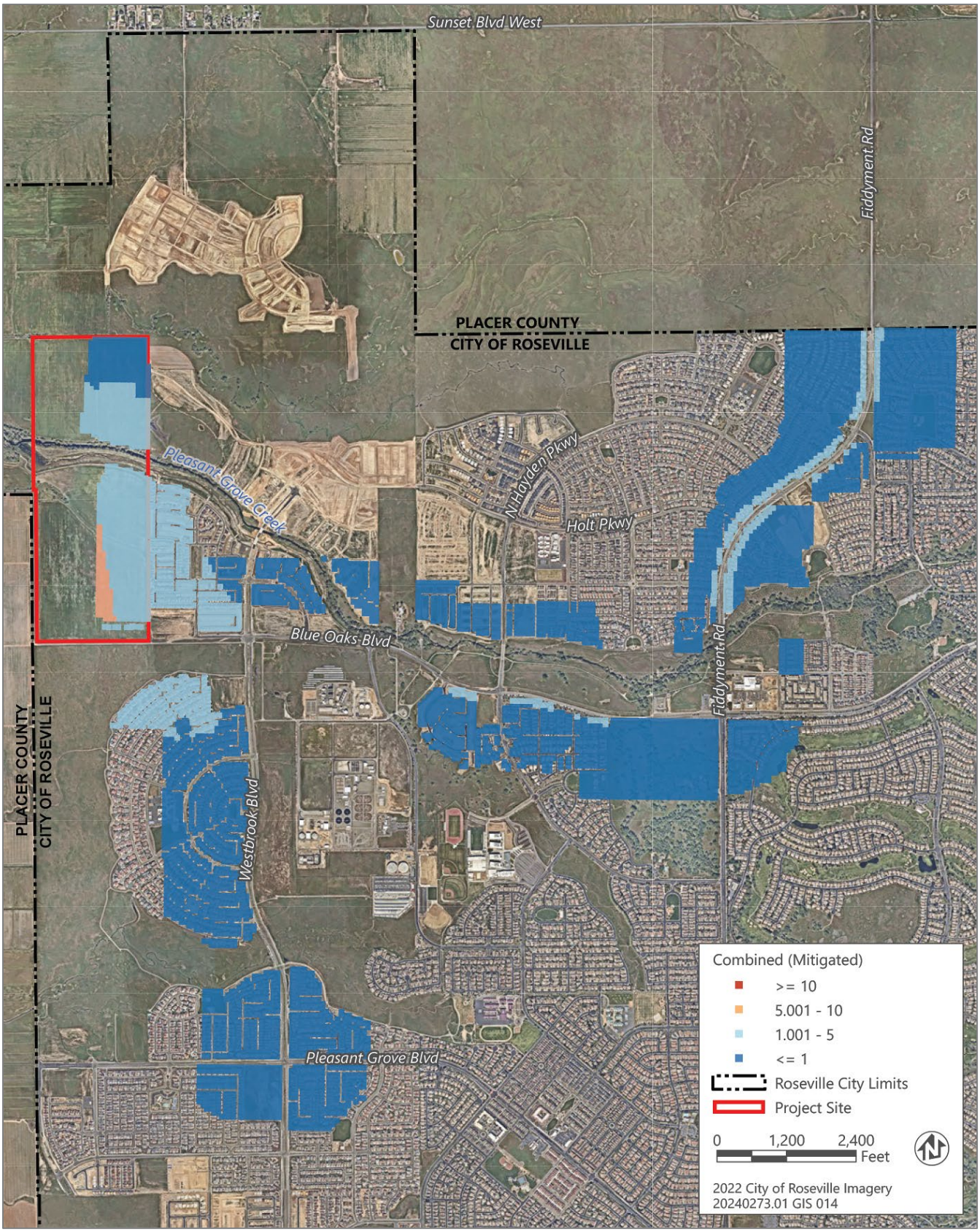
Source: Modeled by Ascent in 2025.

Figure 3.4-3 shows the risk results from the combined construction and operational scenario, after mitigation is applied. Therefore, construction and operational emissions combined would not result in an exceedance of noncancer risk thresholds at the MEIR. With incorporation of Mitigation Measures 3.4-4a and 3.4-4b, this impact would be reduced to a **less-than-significant** level.



Source: Modeled by Ascent in 2025.

Figure 3.4-2 Unmitigated Cancer Risk for Project Construction and Operations



Source: Modeled by Ascent in 2025.

Figure 3.4-3 Mitigated Cancer Risk for Project Construction and Operations

Impact 3.4-5 Create Objectionable Odors Affecting a Substantial Number of People

Proposed uses under the project include residential, retail, medical offices, and innovation center uses, as well as parks, open space, and trails. During construction, the project would introduce new temporary odor sources, such as temporary diesel exhaust emissions from the construction equipment and movement of trucks. However, these odor sources would be temporary, intermittent, and dissipate rapidly from the source. The proposed land uses would introduce new odors to the area associated with the operation of innovation center uses and diesel-related exhaust from trucks traveling to the loading docks. The new odor sources would be similar to existing sources that operate around the project site and would also dissipate rapidly. For these reasons, this impact would be **less than significant**.

The occurrence and severity of odor impacts depend on numerous factors, including the nature, frequency, and intensity of the source; wind speed and direction; and the sensitivity of the affected receptors. While offensive odors rarely cause any physical harm, they still can be very unpleasant, leading to considerable distress among the public and often generate citizen complaints to local governments and regulatory agencies. Due to the subjective nature of odor, impacts are generally evaluated qualitatively, based on the anticipated odor sources associated with land use development and its proximity to nearby sensitive uses.

The predominant source of power for construction equipment is diesel engines. Exhaust odors from diesel engines, as well as emissions associated with paving and the application of architectural coatings could be considered offensive to some individuals. The generation of these odor emissions would vary greatly on a day-to-day basis depending on the type of construction activities. Minor odors from the use of heavy-duty diesel equipment would be intermittent and temporary and would dissipate rapidly from the source with an increase in distance. Application of architectural coatings would also be a source of offensive odors from volatile organic compounds. However, because the application of architectural coatings would be required to comply with PCAPCD Rule 218 (Architectural Coatings) that requires VOC limits on coatings used, potential construction odors would be minimized. The nearest existing sensitive receptors in the vicinity of the project site are residences located approximately 50 feet east of the project site in the Creekview Specific Plan area and residences located approximately 600 feet south of the project site in the West Roseville Specific Plan area. Given the temporary nature of construction activities and the distance of the sensitive receptors from the project site, project construction is not anticipated to result in an odor-related impact during the construction phases of the project.

PCAPCD identifies land uses typically associated with potential odor impacts including wastewater treatment plants, sanitary landfills, composting/green waste facilities, recycling facilities, chemical manufacturing plants, painting/coating operations, agricultural operations, and slaughterhouse/food packaging plants (PCAPCD 2017: 63-64). Operational odor sources associated with the project would include diesel exhaust from idling trucks, odors associated with building and open space maintenance (e.g., lawn mowers), and potential odors associated with the force main, which would be constructed from the lift station along Blue Oaks Boulevard and Westbrook Boulevard to pump flows to a new sewer manhole on the west side of Westbrook Boulevard. None of these uses are identified as land uses considered to generate significant odor impacts pursuant to PCAPCD guidelines.

The innovation buildings would have optionality for a limited number of loading docks. During operation, diesel-fueled trucks could be moving in and out of the innovation land uses but would not be idling for an extended period (i.e., no longer than five minutes). In addition, the loading docks would be strategically configured to be internal to the buildings, offering an additional buffer from nearby sensitive receptors. Thus, odors associated with trucks operating within and around innovation uses would be temporary, minimized, and dissipate rapidly from the source. As discussed in Chapter 2, "Project Description," a force main would be constructed from the lift station along Blue Oaks Boulevard and Westbrook Boulevard to pump flows to a new sewer manhole on the west side of Westbrook Boulevard. The force main would be constructed in accordance with applicable design and construction standards which would ensure proper containment to prevent the discharge of severe odors. Odors associated with force main maintenance would be temporary and would also dissipate rapidly from the source. For these reasons, this impact would be **less than significant**.

Mitigation Measures

No mitigation is required.

3.5 GREENHOUSE GAS EMISSIONS AND CLIMATE CHANGE

This section presents a summary of regulations applicable to greenhouse gas (GHG) emissions, a summary of the current state of climate change science and GHG emissions sources in California, quantification of GHG emissions generated by the project, and a discussion about their potential contribution to global climate change. In addition, mitigation measures are recommended to reduce the project's contribution to climate change as necessary. For the purposes of this analysis, GHG emissions are measured as metric tons of carbon dioxide equivalent ($MTCO_2e$). The atmospheric impact of a GHG is based on the global warming potential (GWP) of that gas. The GWP of a gas is a measure of the heat trapping ability of one unit of that gas over a certain timeframe relative to the GWP of one unit of carbon dioxide (CO_2). The GWP of CO_2 is one (IPCC 2014). Consistent with the methodology used by the California Air Resources Board (CARB) in estimating statewide GHG emissions, this analysis uses GWP values from the Fourth Assessment Report Values by the Intergovernmental Panel on Climate Change (IPCC).

One comment letter received in response to the notice of preparation requested that the EIR evaluate the potential health impacts from long-term exposure to traffic-related air pollutants and diesel particulate matter. This issue pertains to air quality emissions and is addressed in Section 3.4, "Air Quality." See Appendix A for all comments received in response to the notice of preparation (see Appendix A).

3.5.1 Regulatory Setting

FEDERAL

There is no overarching federal law specifically related to climate change or the reduction of GHG emissions. Additionally, in March 2025, the US Environmental Protection Agency (EPA) announced that it will undertake 31 actions, focusing primarily on reconsidering actions adopted by previous administrations, including numerous actions and regulations related to climate change and the reduction of GHG emissions. These include, but are not limited to, reconsideration of regulations on power plants, the Mandatory Reporting Rule, the Endangerment Finding, and fuel economy standards, among others. As of the writing of this Draft EIR, none of these regulations have been repealed or replaced with newly adopted regulations. Therefore, these regulations are discussed below.

Greenhouse Gas Regulations Under the Clean Air Act

Endangerment Finding and Cause or Contribute Finding

On December 7, 2009, the EPA administrator signed two distinct findings regarding GHGs under the federal Clean Air Act (CAA) Section 202(a) (42 United States Code [USC] Section 7521).

Endangerment Finding: The administrator found that the current and projected concentrations of the six key well-mixed GHGs (CO_2, methane, nitrous oxide, hydrofluorocarbons, perfluorocarbons, and sulfur hexafluoride) in the atmosphere threaten the public health and welfare of current and future generations. On July 29, 2025, EPA announced a proposal to rescind the Endangerment Finding and repeal all GHG emission standards for light-duty, medium-duty, and heavy-duty vehicles and engines pursuant to CAA Section 202(a). As of the writing of this EIR, EPA has not adopted this proposal. Notably, the following regulations detailed under the heading, "Greenhouse Gas Regulations Under the Clean Air Act," above are subject to repeal if EPA's proposed action is adopted.

Cause or Contribute Finding: The administrator found that the combined emissions of these well-mixed GHGs from new motor vehicles and new motor vehicle engines contribute to the GHG pollution that threatens public health and welfare.

Mandatory Reporting Rule

EPA adopted a mandatory GHG reporting rule in September 2009. The rule requires suppliers of fossil fuels or entities that emit industrial GHGs, manufacturers of vehicles and engines, and facilities that emit 25,000 metric tons or more of GHG emissions to submit annual reports to EPA beginning in 2011. Vehicle and engine manufacturers were required to begin reporting GHG emissions starting with model year (MY) 2011.

Fuel Economy Standards

In 2024, Corporate Average Fuel Economy (CAFE) standards were finalized for MYs 2027 through 2031. The final rule establishes standards that require an industry-wide fleet average of approximately 49 miles per gallon (mpg) for passenger cars and light trucks. The final rule establishes standards that would require an industry-wide fleet average of approximately 50.4 mpg in MY 2031 for passenger cars and light trucks and an industry fleet-wide average for heavy-duty pickup trucks and vans (HDPUVs) of roughly 2.851 gallons per 100 miles in MY 2035. The final CAFE standards increase at a rate of 2 percent per year for passenger cars in MYs 2027–2031 and 2 percent per year for light trucks in MYs 2029–2031. The final HDPUV fuel efficiency standards increase at a rate of 10 percent per year in MYs 2030–2032 and 8 percent per year in MYs 2033–2035 (NHTSA 2024).

Medium- and Heavy-Duty Vehicle Program

EPA and the National Highway Traffic Safety Administration (NHTSA) also set fuel efficiency and GHG standards for medium- and heavy-duty trucks. In 2011, EPA and NHTSA finalized a joint rule that established a national program to reduce GHG emissions and improve fuel economy for new medium- and heavy-duty engines and vehicles. This rule—called the Phase 1 standards—requires fuel efficiency standards for engines in MYs 2014 through 2018 (40 CFR Parts 85, 86, 1036, 1037, 1065, 1066, and 1068). In 2016, EPA and NHTSA adopted the Phase 2 standards, which require fuel efficiency standards for engines in MYs 2018 through 2027 (40 CFR Parts 9, 22, 85, 86, 600, 1033, 1036, 1037, 1039, 1042, 1043, 1065, 1066, and 1068). On March 29, 2024, a final rule was issued to revise existing standards to reduce GHG emissions from heavy-duty vehicles in MY 2027 and set new, more stringent standards for MYs 2028 through 2032 (EPA 2025).

2024-2027 Climate Adaptation Plan

EPA's 2024-2027 Climate Adaptation Plan focuses on priority actions to address the impacts of climate change and help build a more climate-resilient nation. The plan allows EPA to deliver on its mission to protect human health and the environment, even as the climate changes. Through the plan, EPA will modernize its financial assistance programs to encourage climate-resilient investments throughout the United States. The intent of the plan is to offer financial resources to local jurisdictions, as well as tools, data, information, and technical support needed to assess climate risks and develop climate-resilience solutions based on geographic-specific climate threats. The plan measures potential exposure of extreme heat, extreme precipitation, sea-level rise, wildfire risk, and flooding at federally owned facilities under IPCC's Representative Concentration Pathways 4.5 (intermediate emissions scenario) and 8.5 (high emissions scenario) and identifies adaptation strategies to improve the resilience of identified federal facilities (EPA 2024).

Public Law No. 119-15

On June 12, 2025, Public Law 11915, enacting House Joint Resolution 87, was signed into law. The law utilized the Congressional Review Act to nullify EPA's rule that had granted California a waiver to enforce stricter emissions standards for heavy-duty vehicles under the CAA. The disapproved rule included programs such as the Advanced Clean Trucks regulation and zero-emission requirements for airport shuttles. Passed under the Congressional Review Act, the law prevents EPA from implementing or reissuing the same or similar rules without new congressional authorization. This effectively blocks California, and other states that follow its standards, from enforcing these specific vehicle emission and warranty regulations.

Public Law No. 119-16

In early May 2025, the US House of Representatives passed House Joint Resolution 88 under the Congressional Review Act, aiming to void EPA's December 2024 waiver under the CAA that allowed California to implement the Advanced Clean Cars (ACC II) regulation. ACC II includes a zero-emission vehicle (ZEV) mandate targeting 100 percent new light-duty ZEV sales by 2035. In late May 2025, the Senate followed suit, approving the resolution; the first ever occurrence

that waivers under the CAA have been revoked from a Congressional Review Act. With both chambers' approval, the resolution was signed by the President on June 12, 2025, to formally rescind the State's ability to enforce the ACC II regulation. The implications of this federal resolution on the State's capability to enforce its independent fuel economy standards are uncertain at this time, as the California Attorney General filed a lawsuit against the federal government on June 12, 2025, to challenge House Joint Resolution 88. Whether this action is successful is unknown, as is the possibility that a federal judge will issue a stay to halt the implementation of the ACC II regulation during the legal process. Notably, the mobile source emissions calculations and estimates disclosed in this analysis do not account for this regulatory update as emissions factors have not been updated by CARB at this time.

STATE

The state has adopted several laws addressing various aspects of climate change, GHG mitigation, energy efficiency, and renewable energy. Much of this establishes a broad framework for the state's long-term GHG and energy reduction goals and climate change adaptation program. Governors have also issued several executive orders (EOs) related to the state's evolving climate change policy. A summary of key laws, regulations, plans, and policies, relevant to the proposed Plan is provided below, organized by general categories.

Notably, the CAA allows California, and other states, to seek a waiver of preemption, which prohibits states from enacting emission standards for new motor vehicles. EPA must grant a waiver, however, before California's rules may be enforced. According to the CAA Section 209(b), "State Standards," EPA shall grant a waiver unless the EPA administrator finds that California:

- was arbitrary and capricious in its finding that its standards are, in the aggregate, at least as protective of public health and welfare as applicable federal standards;
- does not need such standards to meet compelling and extraordinary conditions; or
- such standards and accompanying enforcement procedures are not consistent with Section 202(a) of the CAA.

As of April 2025, in anticipation of federal efforts to nullify or block California's CAA waivers, CARB has rescinded its waiver requests for several regulations including the In-Use Locomotive Regulation, portions of the Advanced Clean Fleets regulation, and the Transportation Refrigeration Unit regulation.

Executive Orders

There are four overarching EOs related to the state's GHG-reduction efforts. In general, EOs provide direction to state government agencies but do not place mandates on regional or local governments or the private sector.

Executive Order S-3-05

Issued by the California Governor on June 1, 2005, EO S-3-05 set intermittent emissions reduction targets intended to provide incremental progress toward Assembly Bill (AB) 32's GHG emissions reduction target of reducing emissions to 1990 levels by 2020. EO S-3-05 set forth the following GHG reduction targets:

- By 2010, reduce GHG emissions to 2000 emission levels.
- By 2020, reduce GHG emissions to 1990 emission levels.
- By 2050, reduce GHG emissions to 80 percent below 1990 levels.

Executive Order S-30-15

On April 15, 2015, EO B-30-15 was issued which established a California GHG reduction target of 40 percent below 1990 levels by 2030. EO B-30-15 was issued to align California's GHG emissions reduction targets with those of leading international governments ahead of the United Nations Climate Change Conference in Paris, held in 2015.

The emissions reduction target of 40 percent below 1990 levels by 2030 is intended to keep California on track to reach the ultimate goal of reducing emissions 80 percent below 1990 levels by 2050.

Legislative Greenhouse Gas Reduction Targets

State law sets forth the following requirements for reducing statewide levels of GHG emissions by 2020, 2030, and 2045.

Assembly Bill 32, Health and Safety Code Section 38500 et seq.

AB 32 codified the 2020 reduction target of EO S-03-05 (i.e., reduce statewide GHG emissions to 1990 levels by 2020). AB 32 required CARB to develop a scoping plan that describes California's strategy for achieving the 2020 target and to update it every 5 years.

Senate Bill 32, Health and Safety Code Section 38566

Senate Bill (SB) 32 codified the 2030 reduction target of EO B-30-15 (i.e., reduce statewide GHG emissions to 40 percent below 1990 levels by 2030). Adopted in tandem with SB 32, AB 197 of 2016 (Chapter 250, Statutes of 2016) required CARB, in implementing SB 32's 2030 GHG-reduction target, to (1) prioritize emissions reductions to consider the "social costs" of GHG emissions and (2) prioritize "direct emission reductions" at large stationary sources and at mobile sources.

Assembly Bill 1279, Health and Safety Code Section 38562.2

On September 16, 2022, the California legislature enacted AB 1279, which codified stringent emissions targets for the state of achieving carbon neutrality no later than 2045 and negative emissions thereafter, and an 85 percent reduction in 1990 anthropogenic emissions level by 2045. (This superseded the previous GHG emissions-reduction target set forth by EO S-3-05.)

State Agency Greenhouse Gas Reduction Plans and Strategies

CARB and other state agencies have adopted several plans and strategies to reduce statewide GHG emissions as described below.

Senate Bill 605, Senate Bill 1383, and Assembly Bill 1826

SB 605 (Chapter 523, Statutes of 2014) requires CARB to develop a plan to reduce emissions of short-lived climate pollutants, such as methane, hydrocarbons, black carbon, halocarbons, and tropospheric ozone, because of their high GWP. AB 1826 (Chapter 727, Statutes of 2014) required businesses to recycle their organic waste beginning in 2016. SB 1383 (Chapter 249, Statutes of 2016) required CARB to approve and implement a plan by January 2018 to achieve reductions of short-lived climate pollutants such as methane and tropospheric ozone. SB 1383 also sets a target for reduction of methane and tropospheric ozone. SB 1383 also sets a target for reduction of methane emissions to 40 percent below 2013 levels by 2030. Pursuant to SB 605 and SB 1383, CARB subsequently developed the Short-Lived Climate Pollutant Reduction Strategy, adopted in March 2017. As part of this strategy, the California Department of Resources Recycling and Recovery (CalRecycle), in consultation with CARB, was required to develop regulations to reduce statewide disposal of organic waste by 50 percent of 2014 levels by 2020, and by 75 percent of 2014 levels by 2025, including recovery of at least 20 percent of edible food for human consumption. CalRecycle adopted these regulations in 2017, and they became effective on January 1, 2022.

2022 Scoping Plan for Achieving Carbon Neutrality

CARB adopted the *Final 2022 Scoping Plan for Achieving Carbon Neutrality* (2022 Scoping Plan) on December 16, 2022. The 2022 Scoping Plan traces the state's pathway to achieve its goals of carbon neutrality and an 85 percent reduction in emissions by 2045 relative to 1990 levels, as codified by AB 1279 in September 2022. These targets are in line with scientifically established levels to limit the rise in global temperature to no more than 2 degrees Celsius [°C], the warming threshold at which major climate disruptions, such as super droughts and rising sea levels, are projected; these targets also pursue efforts to limit the temperature increase even further to 1.5°C. The 2022 Scoping Plan identifies the reductions needed by each GHG emission sector (e.g., transportation [including off-road mobile-source emissions], industry, electricity generation, agriculture, commercial and residential, pollutants with high global warming potential, and recycling and waste) to achieve these goals. The 2022 Scoping Plan details a multitude of strategies for reducing GHG emissions in each of these sectors. Examples of statewide goals include achieving a per capita VMT reduction of at least 25 percent below 2019 levels by 2030 and 30 percent below 2019 levels by 2045 to

reduce GHGs from the transportation sector; installing/retrofitting three million all-electric and electric-ready homes by 2030 and seven million by 2035 with six million heat pumps installed statewide by 2030 to reduce GHG emissions in the commercial and residential building sector; and using long-term planning processes to support grid reliability, expansion of renewable and zero-carbon resources, and infrastructure deployment to reduce energy sector GHG emissions. The 2022 Scoping Plan is the state's current scoping plan.

Mobile Sources

Mobile Source Strategy

The Mobile Source Strategy was developed by CARB to provide an integrated planning perspective and common vision for transforming the mobile sector to achieve air quality and climate change goals. It uses conceptual scenarios to illustrate the emissions-reduction potential of different vehicle technology mixes and VMT reductions to inform state policy development (CARB 2024). The Mobile Source Strategy addresses on-road vehicles, including passenger cars and light-duty trucks, medium and heavy-duty trucks, and buses, as well as off-road vehicles and equipment, including locomotives, cargo-handling equipment, and construction equipment. It supports multiple planning efforts, including the state implementation plans for criteria air pollutants, the scoping plan, the Short-Lived Climate Pollutant Reduction Strategy (discussed above), and the Sustainable Freight Action Plan (discussed below). CARB is required to update the Mobile Source Strategy every 5 years. The 2020 Mobile Source Strategy continued the multipollutant planning approach to illustrate the pathways forward for the various mobile sectors that are necessary in order to achieve California's numerous goals and targets through 2050. CARB is currently developing the 2025 Mobile Source Strategy. A discussion draft of the 2025 Mobile Source Strategy was released on October 11, 2024 (CARB 2024).

Advanced Clean Cars (Passenger Vehicles)

AB 1493 of 2002 (known as Pavley I, Chapter 200, Statutes of 2002) provided the nation's first GHG standards for automobiles. AB 1493 required CARB to adopt vehicle standards that lowered GHG emissions from new light-duty automobiles to the maximum extent feasible beginning in 2009. Additional strengthening of the Pavley standards referred to as the Advanced Clean Cars (ACC) Program's Low Emission Vehicle (LEV) III Regulation was adopted for vehicle MYs 2017–2025 in 2012 (13 California Code of Regulations [CCR] Section 1900 et seq.).

The ACC Program also includes the Zero Emission Vehicle Program and the Clean Fuels Outlet Regulation. The Zero Emission Vehicle Program is designed to achieve California's long-term emission reduction goals by requiring manufacturers to offer for sale specific numbers of ZEVs, which include battery electric, fuel cell, and plug-in hybrid electric vehicles (EV). The Clean Fuels Outlet regulation is intended to ensure that fuels, such as electricity and hydrogen, are available to meet the fueling needs of new advanced technology vehicles as they come to market. The ACC II Program was adopted by CARB in August 2022 and provides the regulatory framework for ensuring the sales requirement goal of EO N-79-20 to ultimately reach 100 percent ZEV sales in the state by 2035.

CARB certified the ACC II Program on August 25, 2022. The ACC II Program builds upon the existing ACC program and establishes more stringent ZEV sales requirements for future benchmark years. CARB also established more stringent GHG emission standards and fuel efficiency standards for fossil fuel–powered on-road vehicles than EPA's standards. In addition, the program's ZEV regulation requires battery, fuel cell, and plug-in hybrid EVs to account for up to 15 percent of California's new vehicle sales by 2025. The ACC II Program also sets sales requirements to ultimately reach the goal of 100 percent ZEV sales in the state by 2035.

The implications of Public Law 119-16, summarized above, on the State's capability to enforce its independent fuel economy standards are uncertain at this time, as the California Attorney General filed a lawsuit against the federal government on June 12, 2025, to challenge Public Law 119-16 (in addition to Public Laws 119-15 and 119-17). Whether this action is successful is unknown, as is the possibility that a federal judge will issue a stay to halt the implementation of the ACC II regulation during the legal process. Notably, the mobile source emissions calculations and estimates disclosed in this analysis do not account for this regulatory update as emissions factors have not been updated by the CARB at this time.

Low Carbon Fuel Standard

The Low Carbon Fuel Standard (LCFS) originally mandated a statewide goal to be established to reduce the carbon intensity of California's transportation fuels by at least 10 percent by 2020 (17 CCR Section 95480 et seq.). In September 2018, to help achieve SB 32's emission reduction target, the LCFS regulation was amended to increase the statewide goal to a 20 percent reduction in carbon intensity of California's transportation fuels by 2030. The majority of the emissions benefits due to the LCFS come from the production cycle (upstream emissions) of the fuel rather than the combustion cycle (tailpipe) (CARB 2020). On November 8, 2024, CARB approved amendments to the LCFS regulation to maintain momentum for global, national, and local private sector investment toward increasing cleaner fuel and transportation options for consumers, accelerating the deployment of zero-emission infrastructure and clean fuel production to support clean vehicle regulations, and keeping the state on track to meet statutorily mandated air quality and climate targets (CARB 2025a). On January 3, 2025, CARB submitted the final proposed amendments to the LCFS regulation to the Office of Administrative Law (OAL) for review in accordance with Government Code Section 11349.1 (CARB 2025a). On February 18, 2025, OAL issued a routine disapproval of amendments to the LCFS regulation on technical grounds, not on the merits of the regulation. CARB staff have 120 days to make necessary revisions and resubmit the regulation for OAL approval (CARB 2025a). As of the writing of this Draft EIR, CARB has not resubmitted the regulation for OAL approval.

Medium- and Heavy-Duty Vehicles

In 2008, CARB approved the Phase 1 Tractor-Trailer Greenhouse Gas Regulation to reduce GHG emissions by requiring the use of aerodynamic tractors and trailers that are also equipped with low-rolling-resistance tires (13 CCR Section 2020 et seq.). The regulation applies to certain Class 8 tractors manufactured for use in California and is harmonized with the parallel EPA and NHTSA Phase 1 heavy-duty truck standards. CARB amended the Tractor-Trailer Greenhouse Gas Regulation in 2019 (Phase 2 standards) to align with EPA and NHTSA Phase 2 heavy-duty truck standards.

Advanced Clean Fleets

CARB's 2022 Advanced Clean Fleets regulation was developed to reduce diesel particulate matter (PM) through the transition of medium- and heavy-duty trucks to become fully electric by 2045. At the time of the writing of this Draft EIR, California has withdrawn its request for a waiver and authorization for the addition of the Advanced Clean Fleets regulation to its emissions control program in anticipation of federal efforts to nullify or block its CAA waivers (CARB 2025b). CARB is not enforcing the existing portions of the Advanced Clean Fleets regulation that require a federal waiver or authorization, such as the portions of the Advanced Clean Fleet regulation that apply to high-priority and drayage fleets. However, not all elements of the Advanced Clean Fleets regulation require a federal waiver or authorization (CARB 2025b). State and local government fleets will still be required to be fully electric by 2045 as this portion of the Advanced Clean Fleets regulation does not require a federal waiver.

Building Efficiency

California Building Energy Efficiency Standards (Title 24, Part 6)

California's energy consumption of new residential and nonresidential buildings is regulated by the California Code of Regulations Title 24, Part 6, Building Energy Efficiency Standards (California Energy Code). The California Energy Commission (CEC) updates the California Energy Code every 3 years with more stringent design requirements for reduced energy consumption. The 2022 California Energy Code went into effect on January 1, 2023. The 2022 California Energy Code advances on-site energy generation progress started in the 2019 California Energy Code by encouraging electric heat pump technology and use, establishing electric-ready requirements when natural gas is installed, expanding solar photovoltaic (PV) system and battery storage standards, and strengthening ventilation standards to improve indoor air quality. CEC estimates that the 2022 California Energy Code will save consumers $1.5 billion and reduce GHGs by 10 $MMTCO_2e$ over the next 30 years (CEC 2021). The 2025 Building Energy Efficiency Standards (2025 California Energy Code) were adopted on September 11, 2024, and will go into effect on January 1, 2026. CEC estimates that the 2025 California Energy Code is projected to save $4.8 billion in energy costs over its lifetime and reduce GHGs by about 4 $MMTCO_2e$, equivalent to the annual energy consumption of over half a million homes (CEC 2024).

California Green Building Standards (Title 24, Part 11)

The California Green Building Standards Code (CALGreen) is a portion of the California Building Code developed by CEC that consists of both voluntary and mandatory requirements related to green building standards for statewide residential and nonresidential construction. The standards are updated every 3 years, and the current version is the 2022 CALGreen Code. However, the 2025 CALGreen Code was adopted on September 11, 2024, and will go into effect on January 1, 2026. The 2025 version proposes increased requirements for EV charging infrastructure (i.e., a higher percentage of parking spaces that must be equipped with EV chargers and more stringent requirements for the types of chargers that must be installed) in both residential and nonresidential buildings. The 2025 CALGreen Code also includes required analysis of embodied carbon in building materials, which was not required under the 2022 CALGreen Code. Lastly, the 2025 CALGreen Code includes updates to energy efficiency standards aimed at further reducing energy consumption in buildings and promoting the use of renewable energy sources (CEC 2024). CALGreen requirements are complementary with the California Energy Code discussed above.

Metropolitan Transportation Plan/Sustainable Communities Strategy

The Sacramento Area Council of Governments (SACOG) is an association that includes the Counties of El Dorado, Placer, Sacramento, Sutter, Yolo, and Yuba. SACOG is responsible for preparing and updating the metropolitan transportation plan/sustainable communities strategy (MTP/SCS). The MTP/SCS is a 20-year plan for growth and transportation investment that facilitates vibrant, healthy communities where residents have access to affordable homes, good jobs, and clean air. The MTP/SCS proactively links land use, air quality, and transportation needs. On November 20, 2025, the SACOG Board of Directors adopted the 2025 MTP/SCS update to the MTP/SCS (SACOG 2025).

LOCAL

Placer County Air Pollution Control District

The Placer County Air Pollution Control District (PCAPCD) has issued guidance on the analysis of GHG emissions in Chapter 5 of the District's CEQA Air Quality Handbook (PCAPCD 2017). The chapter outlines expectations and methodologies for the analysis of GHG emissions generated by a proposed project, and guidance on determining the significance of impacts and appropriate mitigation. PCAPCD recommends that both construction and operations related GHG emissions be quantified for a proposed project, and that the significance of GHG emissions be determined in a manner based on whether such emissions are cumulatively considerable. PCAPCD has developed thresholds of significance for land use development projects, including a de minimis level of 1,100 MTCO2e/year, applicable to the operational phase of projects, as well as an efficiency matrix based on per capita or per square feet (sf) of land use development. In addition, PCAPCD has adopted a bright-line mass emissions threshold (10,000 $MTCO_2e$/year) applicable to stationary sources operational emissions and construction emissions for all project types.

As explained below in Section 3.5.3 under "Thresholds of Significance," PCAPCD participated with other local air districts within the greater Sacramento region in development of a GHG threshold of significance for CEQA.

City of Roseville General Plan 2035

The City of Roseville General Plan 2035 contains a number of policies applicable to the proposed project that address air quality and climate change (City of Roseville 2020). Key provisions from the Air Quality and Climate Change Elements are summarized below. Numerous other General Plan elements also address sustainability and the reduction of GHG emissions, including the Circulation Element, Land Use Element, and Public Facilities Element.

Air Quality and Climate Change Element Policies

- **Policy AQ1.3** Projects that could generate or expose sensitive uses to substantial air pollutant concentrations should incorporate strategies to reduce exposure to such emissions using measures recommended by the Placer County Air Pollution Control District and other applicable, feasible strategies, as needed, to avoid significant air quality impacts.
- **Policy AQ1.6** Require new development and City projects to reduce greenhouse gas emissions sources in the Planning Area consistent with the State's legislative framework, to the greatest degree feasible.

- Policy AQ1.7 The City will participate in and support regional greenhouse gas reduction and adaptation programs that are consistent with the General Plan and have available funding.
- Policy AQ1.8 Use the Multi-Hazard Mitigation Plan and regional collaborations to guide implementation of adaptation and resilience strategies associated with the anticipated local impacts of climate change.
- Policy AQ1.10 Improve overall health and sustainability of the community by reducing emissions of greenhouse gases that contribute to climate change.
- Policy AQ1.11 Promote local purchase and use of electric vehicles through incentives and strategic expansion of charging infrastructure.
- Policy AQ1.12 Develop transportation systems that reduce vehicle emissions by improving the desirability of walking, bicycling, and public transportation relative to vehicular travel.
- Policy AQ1.13 Identify feasible strategies to reduce transportation emissions from new projects and existing development within the Planning Area.

General Plan Implementation Measures

Appendix A of the General Plan identifies the General Plan's implementation measures, which are proactive activities designed to implement General Plan policies. The following may apply to the project:

Air Quality and Climate Change Mitigation Strategies - Area and Stationary Sources (Ongoing)

Require area and stationary source projects that generate significant amounts of air pollutants to incorporate air quality mitigation in their design, including the use of best available control technology for stationary industrial sources; clean fuel sources for heating and cooling; clean fuel technology at fueling stations; and other strategies, in consultation with PCAPCD.

Air Quality and Climate Change Mitigation Strategies - Mobile Sources (Ongoing)

Implement mitigation strategies to reduce air pollutant and greenhouse gas emissions from motor vehicles. These strategies, which may consist of improvements and refinements to the transportation and circulation infrastructure, may include, but are not limited to:

- Filling gaps or missing links in infrastructure systems (i.e., bike/pedestrian trails, bridge crossings, railroad crossings, street extensions) prior to the construction and occupancy of residential developments utilizing that infrastructure;
- Promoting commercial/industrial project proponent sponsorship of van pools or club buses;
- Encouraging commercial/industrial project day care and employee services at the employment site;
- Encouraging the provision of transit, especially for employment-intensive uses;
- Discouraging single-occupant vehicle trips through parking supply and pricing controls or other measures identified by the PCAPCD;
- Requiring that new development be designed to promote pedestrian and bicycle access and circulation;
- Providing safe and secure bicycle parking facilities at major activity centers, such as public facilities, employment sites, and shopping and office centers;
- Promoting project design that encourages pedestrian and cyclist use, including grade separated crossing at major arterials, clear, and safe connections between projects and uses; and
- Installing sidewalks in residential and commercial developments with protective curbing and adequate lighting and pedestrian amenities.

Air Quality and Climate Change Mitigation Strategies - Land Use (Ongoing)

Encourage development to be located and designed to minimize greenhouse gas and air pollutant emissions and avoid exposure to substantial pollutant concentrations by doing the following:

- Providing separation between sources of substantial air pollutant emissions and sensitive receptors and/or provide landscaping using plant species that are shown to reduce pollutant exposure;
- Providing ancillary employee services (including, but not limited to, childcare, restaurants, banks, and convenience markets) at major employment centers to reduce midday vehicle trips;
- Providing for mixed-use and transit-supportive development that reduces the length and frequency of vehicle trips or reduces the need for vehicle trips by providing practical pedestrian, bicycle, and transit options; and
- Encouraging small neighborhood-serving commercial uses within or adjacent to residential neighborhoods.

City of Roseville Communitywide Sustainability Action Plan

The Roseville Communitywide Sustainability Action Plan (SAP) sets forth a comprehensive strategy to reduce GHG emissions, as well as to promote economic growth based on clean technology and sustainable practices (City of Roseville 2010). While the 2035 General Plan includes goals and policies that guide the City's approach to addressing sustainability and climate change, the SAP serves as a more detailed strategy to implement the City's sustainability and climate change policies.

The SAP contains the City's GHG emissions baseline inventory and sets a GHG emissions reduction target of reducing emissions from the baseline level (conducted in 2008) of 7.5 $MTCO_2e$ per service population to 6.0 $MTCO_2e$ per service population by 2020 (City of Roseville 2010). The GHG reduction measures are summarized in Table 3.5-1.

Table 3.5-1 Roseville Sustainability Action Plan Strategies and GHG Emission Reductions

Sustainable Action Strategy	Summary of Measures	Total Estimated GHG Emission Reductions	Percent of Total GHG Reductions Required to Meet Target
Transportation	Rideshare and Carpooling Transit Expansion Bike and Pedestrian Enhancements Alternative Fuel Infrastructure Intelligent Transportation Systems	49,130 $MTCO_2e$	66%
Land Use and Green Building	Urban Forestry Numerous supporting measures related to alternative transportation modes	NA	2%
Energy	Retrofits of Existing Residential Buildings Retrofits of Existing Commercial Buildings New Residential Building Energy Efficiency New Commercial Building Energy Efficiency	19,460 $MTCO_2e$	26%
Solid Waste	Food Waste to Energy	1,090 $MTCO_2e$	1%
Water	Reduce Water Use 20% Per Capita	3,520 $MTCO_2e$	5%
Marketing and Education	Community-Based Social Marketing Promote sustainable lifestyles	NA	NA

Notes: GHG = greenhouse gas; $MTCO_2e$ = metric tons of carbon dioxide equivalent; NA = not available. Totals may not be exact due to rounding.

Source: City of Roseville 2010; adapted and compiled by Ascent in 2025.

3.5.2 Environmental Setting

THE PHYSICAL SCIENTIFIC BASIS OF GREENHOUSE GAS EMISSIONS AND CLIMATE CHANGE

Certain gases in the earth's atmosphere, classified as GHGs, play a critical role in determining the earth's surface temperature. Solar radiation enters the atmosphere from space. A portion of the radiation is absorbed by the earth's surface, and a smaller portion of this radiation is reflected toward space. The absorbed radiation is then emitted from the earth as low-frequency infrared radiation. Most solar radiation passes through GHGs; however, infrared radiation is absorbed by these gases. As a result, radiation that otherwise would have escaped back into space is instead "trapped," resulting in a warming of the atmosphere. This phenomenon, known as the greenhouse effect, is responsible for maintaining a habitable climate on Earth.

Human-caused emissions of GHGs in excess of natural ambient concentrations are found to be responsible for intensifying the greenhouse effect and leading to a trend of unnatural warming of the earth's climate, known as global climate change or global warming. It is very likely that human-induced GHG increases were the main driver of tropospheric warming since comprehensive satellite observations started in 1979, and virtually certain that human-induced GHG forcing (i.e., heating effect caused by GHGs in the atmosphere) is the primary driver of the observed changes in hot and cold extremes on the global scale (IPCC 2023).

Climate change is a global problem. GHGs are global pollutants, unlike criteria air pollutants and toxic air contaminants, which are pollutants of regional and local concern. Whereas most pollutants with localized air quality effects have relatively short atmospheric lifetimes (approximately 1 day), GHGs have long atmospheric lifetimes (1 year to several thousand years). GHGs persist in the atmosphere long enough to be dispersed around the globe. Although the lifetime of any GHG molecule depends on multiple variables and cannot be determined with any certainty, it is understood that more CO_2 is emitted into the atmosphere than is sequestered by ocean uptake, vegetation, and other forms of sequestration. Of the total annual human-caused CO_2 emissions, approximately 55 percent are estimated to be sequestered through ocean and land uptake every year, averaged over the last 50 years, whereas the remaining 45 percent of human-caused CO_2 emissions remain stored in the atmosphere (Ciais et al. 2013: 467).

The quantity of GHGs in the atmosphere responsible for climate change is not precisely known, but it is enormous. No single project alone would measurably contribute to an incremental change in the global average temperature or to global or local climates or microclimates. From the standpoint of CEQA, GHG impacts relative to global climate change are inherently cumulative.

GREENHOUSE GAS EMISSION SOURCES

The City of Roseville conducted a GHG baseline inventory for the year 2008 as part of the SAP. The City's baseline year inventory is summarized in Table 3.5-2.

Table 3.5-2 City of Roseville Communitywide Greenhouse Gas Emissions Inventory for 2008 ($MTCO_2e$)

Sector	Total Emissions ($MTCO2_e$)
On-Road Mobile Sources	530,088
Commercial/Industrial Energy Use	292,730
Residential Energy Use	156,267
Residential Natural Gas Use	102,996
Commercial/Industrial Natural Gas Use	53,827
Wastewater Treatment	39,068
Solid Waste	13,110
Water Use	14,298
Total	1,202,383

Notes: $MTCO_2e$ = million metric tons of carbon dioxide equivalent.

Source: City of Roseville 2010: Table A-1.

EFFECTS OF CLIMATE CHANGE ON THE ENVIRONMENT

According to the IPCC, which was established in 1988 by the World Meteorological Organization and the United Nations Environment Programme, global average temperature will increase by 3.7 to 4.8°C (6.7 to 8.6 degrees Fahrenheit [°F]) by the end of the century unless additional efforts to reduce GHG emissions are made (IPCC 2014: 10). According to *California's Fourth Climate Change Assessment*, with global GHGs reduced at a moderate rate California will experience average daily high temperatures that are warmer than the historic average by 2.5°F from 2006 to 2039, by 4.4°F from 2040 to 2069, and by 5.6°F from 2070 to 2100; and if GHG emissions continue at current rates then California will experience average daily high temperatures that are warmer than the historic average by 2.7°F from 2006 to 2039, by 5.8°F from 2040 to 2069, and by 8.8°F from 2070 to 2100 (OPR et al. 2018).

Since its previous climate change assessment in 2012, California has experienced several of the most extreme natural events in its recorded history: a severe drought from 2012 to 2016, an almost non-existent Sierra Nevada winter snowpack in 2014-2015, increasingly large and severe wildfires, and back-to-back years of the warmest average temperatures (OPR et al. 2018). According to California Natural Resource Agency's Safeguarding California Plan: 2018 Update, California experienced the driest 4-year statewide precipitation on record from 2012 through 2015; the warmest years on average in 2014, 2015, and 2016; and the smallest and second smallest Sierra snowpack on record in 2015 and 2014 (CNRA 2018). The year 2024 was the warmest year since global records began in 1850 at 1.29°C (2.32°F) above the 20th century average of 13.9°C (57.0°F). This value is 0.10°C (0.18°F) more than the previous record set in 2023. The 10 warmest years in the 175-year record have all occurred during the last decade (2015–2024) (NOAA 2025). In contrast, the northern Sierra Nevada experienced one of its wettest years on record during the 2016-2017 water year (CNRA 2018).

Other environmental resources could be indirectly affected by the accumulation of GHG emissions and the resulting rise in global average temperature. In recent years, California has been marked by extreme weather and its effects. According to the California Natural Resources Agency's *Safeguarding California Plan: 2018 Update*, California experienced the driest 4-year statewide precipitation on record from 2012 through 2015; the warmest years on average in 2014, 2015, and 2016; and the smallest and second smallest Sierra snowpack on record in 2015 and 2014 (CNRA 2018: 55). In contrast, the northern Sierra Nevada experienced its wettest year on record during the 2016-2017 water year (CNRA 2018: 64).

The changes in precipitation exacerbate wildfires throughout California through a cycle of high vegetative growth coupled with dry, hot periods which lowers the moisture content of fuel loads. As a result, the frequency, size, and devastation of forest fires have increased. In November 2018, the Camp Fire destroyed the town of Paradise in Butte County and caused 85 fatalities, becoming the state's deadliest fire in recorded history, and the largest fires in the state's history have occurred in the 2018–2020 period. Moreover, changes in the intensity of precipitation events following wildfires can also result in devastating landslides. In January 2018, following the Thomas Fire, 0.5 inches of rain fell in 5 minutes in Santa Barbara causing destructive mudslides formed from the debris and loose soil left behind by the fire. These mudslides resulted in 21 deaths.

As temperatures increase, the amount of precipitation falling as rain rather than snow also increases, which could lead to increased flooding because water that would normally be held in the snowpack of the Sierra Nevada and the Cascade Range until spring would flow into the Central Valley during winter rainstorm events. This scenario would place more pressure on California's levee/flood control system (CNRA 2018). Furthermore, in the extreme scenario involving the rapid loss of the Antarctic ice sheet and the glaciers atop Greenland, the sea level along California's coastline is expected to rise 54 inches by 2100 if GHG emissions continue at current rates (OPR et al. 2018).

Temperature increases and changes to historical precipitation patterns will likely affect ecological productivity and stability. Existing habitats may migrate from climatic changes where possible, and those habitats and species that cannot retreat will be severely threatened. Altered climate conditions will also facilitate the movement of invasive species to new habitats, thus potentially outcompeting native species. Altered climatic conditions dramatically endanger the survival of arthropods (e.g., insects, spiders) which could have cascading effects throughout ecosystems (Lister and Garcia 2018). Conversely, a warming climate may support the populations of other insects such as ticks

and mosquitos, which transmit diseases harmful to human health such as the Zika virus, West Nile virus, and Lyme disease (European Commission Joint Research Centre 2018).

Changes in temperature, precipitation patterns, extreme weather events, wildfires, and sea-level rise have the potential to threaten transportation and energy infrastructure, crop production, forests and rangelands, and public health (CNRA 2018; OPR et al. 2018). The effects of climate change will also have an indirect adverse impact on the economy as more severe natural disasters cause expensive physical damage to communities and the state.

3.5.3 Environmental Impacts and Mitigation Measures

METHODOLOGY

GHG emissions associated with the project would be generated during project construction and during operations after the project is built. Estimated levels of construction- and operation-related GHGs are presented below. The project is evaluated for its consistency with adopted regulations, plans, and policies aimed at reducing GHG emissions, including the 2022 Scoping Plan, SACOG MTP/SCS, City of Roseville General Plan, communitywide Sustainability Action Plan, and PCAPCD's adopted thresholds of significance.

Construction-Related Greenhouse Gas Emissions

Construction of the proposed project would generate GHG emissions primarily associated with construction equipment and vehicle usage. Short-term construction generated GHG emissions were calculated using the California Emissions Estimator Model (CalEEMod), Version 2022.1.1.30 (CAPCOA 2025), as recommended by PCAPCD and other air districts in California. Modeling was based on project-specific information (e.g., size of the buildings, duration of construction, construction phasing.) where available; assumptions based on typical construction activities; and default values in CalEEMod that are based on the project location and land use type proposed. Annual emissions associated with on-site equipment use, worker commute, and material hauling/off hauling were modeled and summed based on the anticipated worst-case year of construction, for comparison to PCAPCD's annual GHG emissions threshold. Detailed model assumptions and inputs for these calculations are presented in Appendix B.

As described in Chapter 2, "Project Description," the project would be developed in 10 phases. The backbone infrastructure phase is anticipated to begin construction in early 2027 and be completed in 18 months. The full buildout year is expected to be 2038. See Tables 2-5 and 2-6 in Chapter 2, "Project Description," for a list of individual phases and associated timing.

Land use types were modeled based on allowable commercial land uses from Tables 2-1 and 2-3 in Chapter 2, "Project Description." Where specific land uses were not available, the likely and conservative equivalents were used to estimate mass emissions. The innovation land uses were modeled as data centers, research and development medical facilities, and automobile repair shops; the medical offices were modeled as a medical office building; and the retail land use was modeled as a hardware store.

Operational Greenhouse Gas Emissions

Operational emissions of GHGs were estimated for the following sources: area sources (e.g., landscape maintenance), energy use (i.e., electricity and natural gas consumption), water use, solid waste generation, refrigerants, mobile sources, on-site generators, wet labs, and autobody shop paint booths. Operational mobile-source GHG emissions were modeled based on the estimated level of vehicle miles traveled (VMT) by employees, new residents, and vendors making deliveries. VMT estimates were derived from data generated during the traffic impact analysis conducted by Fehr & Peers for the project (see Section 3.3, "Transportation and Circulation"). Mobile-source emissions were calculated using CalEEMod. Based on the nature of proposed uses, mobile source emissions would result from VMT generated by both heavy-duty trucks as well as light-duty vehicles.

GHG emissions associated with area, energy, water, solid waste, refrigerant, and passenger mobile sources were calculated in CalEEMod and GHG emissions associated with trucks, generators, the autobody shop paint booths, and

wet labs were modeled in excel using project-specific information. In compliance with PCAPCD Rule 225, Wood Burning Appliances, residential land uses were modeled without fireplaces and wood burning stoves. Autobody solvent quantities and emissions factors were provided by PCAPCD for a representative existing body shop (Montoya, pers. comm., 2025). Emissions from wet labs were calculated using a chemical inventory available from the UC San Diego 2019 Hillcrest Long Range Development Plan (UCSD 2019) and off-gassing loss rates available from the UC San Diego 2018 Long Range Development Plan Air Quality Technical Report and Health Risk Assessment (UCSD 2018: 54). Using the wet lab building square footage anticipated for the project (UCSD 2019), emissions for each chemical were scaled.

Two types of diesel generators would be included in the project: 15 3-megawatt Tier 4 generators with 4,000 horsepower (HP) each to provide power to the future potential data center and 12 emergency diesel generators for the commercial and retail buildings with 500 HP. Generator emissions associated with the data centers were calculated using CARB emission factors for Tier 4 off-road diesel generators and for non-Tier 4 backup generators at all other building emissions were calculated using CalEEMod default emission factors (i.e., statewide average emissions factors and Tier) for 500 HP generators.

Indirect emissions associated with electricity were estimated in CalEEMod using GHG intensity factors based on project location and operational year. Specific model assumptions and inputs for these calculations can be found in Appendix B.

THRESHOLDS OF SIGNIFICANCE

The issue of global climate change is inherently a cumulative issue as the GHG emissions of individual projects cannot be shown to have any material effect on global climate. Thus, the project's impact on climate change is addressed only as a cumulative impact. State CEQA Guidelines Section 15064 and relevant portions of Appendix G recommend that a lead agency consider a project's consistency with relevant, adopted plans and discuss any inconsistencies with applicable regional plans, including plans to reduce GHG emissions. Under Appendix G of the State CEQA Guidelines, implementing a project would result in a cumulatively considerable contribution to climate change if it would:

- generate GHG emissions, either directly or indirectly, that may have a significant impact on the environment; or
- conflict with any applicable plan, policy or regulation of an agency adopted for the purpose of reducing the emissions of GHGs.

PCAPCD developed recommended thresholds of significance for evaluating construction- and operation-related GHG emissions for proposed land use and stationary development projects. PCAPCD's recommended approach is summarized as follows:

- De Minimis Level for the operational phases of 1,100 metric tons of CO_2e per year ($MTCO_2e$/year). A project can be considered as less than cumulatively considerable if its operational emissions are below 1,100 $MTCO_2e$/year since its contribution is relatively small compared to the cumulative GHG emissions in Placer County. No further GHG analysis is required. Projects that exceed this level must conduct further analysis and apply thresholds below, as discussed herein.
- Projects with operational emissions above 1,100 $MTCO_2e$/year (De Minimis Level) but below 10,000 $MTCO_2e$/year (Bright Line Threshold) are required to use the PCAPCD's Efficiency Matrix based on the project's location and land use type. The Efficiency Matrix includes per unit (per capita for residential, per 1,000 sf for non-residential) urban and rural metrics. This approach is only applicable to land use projects with residential and/or commercial components. Projects that cannot meet the appropriate values in the Efficiency Matrix are considered to be cumulatively considerable.
- Bright-line Threshold of 10,000 $MTCO_2e$/year applies to the construction and operational phase of land use development projects as well as to operational emissions of stationary source projects. Project emissions exceeding this threshold are determined to be cumulatively considerable impacts even if the project meets the efficiency thresholds.

Thus, based on the project type and available thresholds of significance, the project would result in a significant impact related to climate change, if it would result in:

- construction or operational GHG emissions that exceed 10,000 $MTCO_2e$/year;
- operational-related emissions that exceed the efficiency matrix of 4.5 $MTCO_2e$/capita for urban residential land uses or 26.5 $MTCO_2e$/1,000 sf for urban non-residential land uses; or
- inconsistency with the 2022 Scoping Plan, City General Plan, or Communitywide SAP.

ISSUES NOT DISCUSSED FURTHER

All issues pertaining to GHG emissions are discussed below.

ENVIRONMENTAL IMPACTS AND MITIGATION MEASURES

Impact 3.5-1: Generate Greenhouse Gas Emissions, Either Directly or Indirectly, That May Have a Significant Impact on the Environment

The project is estimated to generate maximum annual emissions of 5,164 $MTCO_2e$ from construction activities and 21,197 $MTCO_2e$/year during full buildout operations in 2038. Annual maximum construction emissions of 5,164 $MTCO_2e$ would not exceed the PCAPCD bright-line threshold of 10,000 $MTCO_2e$/year. Operational emissions associated with the residential component of the project (i.e., 3.3 $MTCO_2e$/capita) would not exceed the applicable efficiency threshold of 4.5 $MTCO_2e$/capita and emissions associated with the non-residential component (i.e., 14.9 $MTCO_2e$/1,000 sf) would not exceed the applicable efficiency threshold of 26.5 $MTCO_2e$/1,000 sf. However, the project results in total emissions which exceed the bright-line threshold of 10,000 $MTCO_2e$/year and therefore, this impact would be **significant**.

Construction

Construction within the project site would include construction of buildings, an electrical substation, and associated infrastructure to support residential, medical, retail, innovation, parks, and open space uses. The project would also include off-site improvements along Blue Oaks Boulevard and Phillip Road. Project-related construction activities would result in the generation of GHG emissions from the use of heavy-duty off-road construction equipment, delivery trucks associated with materials transport, and vehicle use during worker commute.

Construction activities associated with the project's residential component are anticipated to begin in 2028 and occur over a 6-year timeframe in five phases. The residential component would be built over years but would be largely driven by market demand. Depending on market demand, construction associated with the project's innovation and commercial component could begin as early as 2029 and would be developed in four phases. The first phase of innovation/commercial construction overlaps with the second phase of residential construction. Although it could take decades for the entire innovation and commercial development to come to fruition, for the purposes of this analysis, full buildout year is expected to be 2038. A summary of the total construction-related GHG emissions associated with project implementation is shown in Table 3.5-3.

Table 3.5-3 Project-Generated Construction Greenhouse Gas Emissions

Construction Year	Unmitigated GHG Emissions ($MTCO_2e$/year)	Phases Included[1]
2027	489	Backbone
2028	342	Backbone, R1
2029	633	R1, R2/I1
2030	1,693	R2, I1, R3
2031	528	R3, R4/I2

Construction Year	Unmitigated GHG Emissions ($MTCO_2e$/year)	Phases Included[1]
2032	477	R4/I2, R5
2033	492	R5, I3
2034	227	I3
2035	-	No construction in 2035
2036	171	I4
2037	112	I4
Total	**5,164**	
PCAPCD Threshold of Significance	**10,000**	
Threshold Exceeded?	**No**	

Notes: Totals may not add due to rounding; GHG = greenhouse gas; MTCO2e = metric tons of carbon dioxide equivalent; /year = per year; PCAPCD = Placer County Air Pollution Control District.

[1] Individual phases are defined in Tables 2-5 and 2-6 in Chapter 2, "Project Description." "Backbone" refers to backbone infrastructure, "R" refers to a residential phase, and "I" refers to an innovation and commercial phase.

Source: Modeled by Ascent in 2025.

The project would generate total construction emissions up to 5,164 $MTCO_2e$ over the entire construction for all phases. The maximum level of GHG emissions generated by the project in a single year of construction between the years 2027 and 2037 would be 1,693 $MTCO_2e$ in 2030, as shown in Table 3.5-3. Therefore, construction emissions associated with the project would not exceed the PCAPCD bright-line threshold of 10,000 $MTCO_2e$/year.

Operations

Operational GHG emissions would be generated by vehicle trips to and from the project site, electricity usage, water usage, wastewater and solid waste generation, and area sources such as landscaping equipment. The project operational GHG emissions associated with the full buildout year (i.e., 2038) used in this analysis are summarized in Table 3.5-4.

Table 3.5-4 Project-Generated Operational Greenhouse Gas Emissions ($MTCO_2e$)

Emissions Source	Residential	Non-Residential	Total GHG Emissions ($MTCO_2e$/year)
Area Sources	<1	24	24
Building Energy	558	4,827	5,385
Water and Wastewater	27	57	84
Solid Waste	132	771	903
Refrigerants	<1	4	4
Generators	<1	413	413
Mobile – Passenger Vehicles	4,614	6,921	11,535
Trucks	<1	2,850	2,850
Total Operational GHG Emissions	**5,331**	**15,867**	**21,197**
Metric (Capita/non-residential SF)	1,614	1,062,041	N/A
GHG Efficiency	**3.3 per capita**	**14.9 per 1000 SF**	N/A
Threshold of Significance	**4.5 per capita**	**26.5 per 1000 SF**	10,000 $MTCO_2e$/year
Exceeds Threshold of Significance?	**No**	**No**	**Yes**

Notes: Totals may not add due to rounding; GHG = greenhouse gas; $MTCO_2e$/year = metric tons of carbon dioxide equivalent per year; SF = square feet; N/A = not applicable.

Source: Modeled by Ascent in 2025.

The residential component of the project would result in total operational GHG emissions of 3.3 $MTCO_2e$/capita. This would not exceed the applicable PCAPCD operational efficiency threshold of 4.5 $MTCO_2e$/capita. The non-residential components of the project (i.e., innovation, retail, office) would generate 14.9 $MTCO_2e$/1,000 sf which would not exceed the applicable PCAPCD operational efficiency threshold of 26.5 $MTCO_2e$/1,000 sf for urban non-residential land uses. Although the project would not exceed the GHG efficiency metrics, the operational activities associated with the project would generate total GHG emissions of 21,197 $MTCO_2e$/year, as shown in Table 3.5-4, which exceeds the PCAPCD 10,000 $MTCO_2e$/year bright-line threshold.

Summary

Implementation of the project would not result in an increase in GHG emissions that exceed the applicable construction (i.e., 10,000 $MTCO_2e$/year) and operational efficiency (i.e., 4.5 $MTCO_2e$/capita for residential projects and 26.5 $MTCO_2e$/1,000 sf for urban non-residential land use) thresholds. However, the project would result in total emissions of 21,197 $MTCO_2e$/year which exceed the bright-line threshold of 10,000 $MTCO_2e$/year and therefore would result in a considerable contribution to global climate change. This impact would be **significant**.

Mitigation Measures

Mitigation Measure 3.5-1a: Implement All Feasible On-Site Features to Reduce Operational GHG Emissions

The project applicant shall reduce operational GHG emissions through the implementation of on-site mitigation measures. These measures shall be designed to account for any potential physical site constraints (e.g., solar is more effective when not obstructed by trees) and shall apply to all buildings of all phases of project development.

The following measures require that mobile-source GHG emissions are reduced to the greatest extent considering available and applicable technologies, and that building-related energy emissions (i.e., 5,798 $MTCO_2e$/year) are fully offset. Compliance with these measures shall be demonstrated through an applicant-prepared Energy Feasibility Study, submitted for review and approval by the City of Roseville prior to recordation of the final map plan.

Transportation

- Implement Mitigation Measure 3.4-3c as described in Section 3.4, "Air Quality."
- Implement Mitigation Measure 3.4-3d as described in Section 3.4, "Air Quality."

Building Energy

Onsite Solar Generation

- The project shall incorporate onsite solar photovoltaic (PV) systems to the maximum extent feasible for both residential and non-residential development. Residential buildings shall comply with all applicable California Building Code and Title 24 solar requirements in effect at the time of building permit issuance. For non-residential development, including commercial, institutional, and data center uses, each building shall be evaluated at the building permit stage to determine feasible onsite solar PV installation based on the proposed use, available and usable roof or canopy area, structural capacity, orientation, shading, and anticipated energy demand. At a minimum, non-residential buildings shall be designed to be solar-ready and shall install PV systems sized to utilize a substantial portion of feasible roof or canopy area or otherwise demonstrate equivalent onsite renewable energy generation through alternative configurations.
- To supplement rooftop solar installation and maximize onsite renewable energy generation, the project may utilize solar photovoltaic systems mounted on parking-area canopies as an alternative or complementary compliance pathway for non-residential development. Solar canopies may be used to meet all or a portion of the onsite solar requirement where rooftop installation is constrained by building design, roof area, structural limitations, or operational needs. Parking-area solar systems shall be designed to optimize feasible photovoltaic generation while maintaining required parking capacity, circulation, and safety standards. Use of solar canopies may also provide ancillary benefits such as vehicle shading and reduced heat island effects.

Onsite Backup Energy Storage

- The project shall incorporate battery energy storage systems (BESS) to support onsite renewable energy generation, enhance energy resilience, and reduce reliance on fossil-fuel backup power. Residential development may include unit-scale or building-scale battery systems designed to support critical loads during grid outages, while non-residential development, including commercial uses and data centers, shall evaluate and install appropriately sized centralized or building-specific BESS capable of load shifting, peak demand reduction, and backup power for critical operations. Battery systems shall be designed to integrate with onsite solar PV systems and be coordinated through a site-wide energy management system or microgrid infrastructure that allows for load prioritization and islanding during outages. Final BESS sizing and configuration shall be determined at the time of discretionary approval or building permit issuance based on the proposed land use, operational needs, and safety requirements, with compliance verified by the City of Roseville

Data Center Alternative Backup Power Technologies

- For data center uses proposed within the project site, the project applicant shall evaluate and implement alternatives to conventional diesel-fueled backup generators to reduce GHGs emissions while maintaining required reliability and resiliency. Prior to discretionary approval or issuance of building permits for any data center facility, the applicant shall prepare an Energy and Backup Power Alternatives Assessment that evaluates lower-emission and zero-emission strategies, including but not limited to large-scale battery energy storage systems (BESS), renewable diesel or other low-carbon fuels, hydrogen-ready or fuel-cell technologies (e.g., linear generators). The ultimate design and technology shall be determined based on available technologies at the time of map plan submittal and based on the assessment conducted by a qualified energy consultant or engineer. The most practical and commercially available alternative to diesel-power generators shall be chosen.

Mitigation Measure 3.5-1b: Decarbonize New Nonresidential Buildings

For nonresidential uses that do not include manufacturing or processing equipment that requires natural gas for processing (e.g., light manufacturing, some research and development), no natural gas infrastructure shall be permitted. Consistency with this measure shall be determined at building permit issuance, based on site-specific building plans submitted for review, and confirmed by the City prior to issuance of certificate of occupancy. The applicant shall submit building plans that demonstrate no natural gas service connections or gas-fired equipment are proposed.

Mitigation Measure 3.5-1c: Use Renewable Natural Gas

Nonresidential land uses that require natural gas shall be sourced using renewable natural gas, as commercially available. Use of renewable natural gas reduces upstream GHG emissions by avoiding fugitive methane emissions from methane-producing facilities and activities. Renewable natural gas is captured from wastewater treatment plants, dairies, and landfills, and may be processed for uses that typically rely on fossil-fuel natural gas, thereby avoiding the global warming potential of fugitive methane emissions from these sources. Consistency with this measure requires a site-specific feasibility assessment to demonstrate that natural gas is required and to determine the availability of renewable gas sources, subject to City review and approval.

Mitigation Measure 3.5-1d: Off-Site GHG Reduction Measures

Implementation of Mitigation Measure 3.5-1a through 3.5-1c would result in the reduction of GHG emissions of up to 5,798 $MTCO_2e$/year (the total amount of building energy and backup energy associated GHG emission). To compensate for emissions in excess of 10,000 $MTCO_2e$ for a single year, an additional reduction of 5,399 $MTCO_2e$ of emissions would be required. To achieve this reduction, the applicant shall compensate by purchasing off-site GHG reduction credits for the remaining mass emissions associated with operations to PCAPCD's adopted threshold of 10,000 $MTCO_2e$ (for one year) after implementation of on-site GHG reductions associated with Mitigation Measure 3.5-1a through 3.5-1c. The level of GHG offsets needed to achieve the threshold may be re-calculated prior to approval of final map plan, so long as GHG estimates are prepared by a qualified GHG specialist retained by the project applicant, approved by the City, and based on substantial evidence. It should also be noted that inclusion of onsite measures that offset rather than reduce tailpipe emissions (e.g., renewable fuels) can be counted toward this measure. Further, to comply with this measure, any GHG offset purchased shall comply with the following parameters.

The GHG reductions achieved through an offset or through the purchase of a carbon credit must meet the following criteria:

Real: They represent reductions actually achieved (not based on maximum permit levels).

Additional/surplus: They are not already planned or required by regulation or policy (i.e., not double counted).

Quantifiable: They are readily accounted for through process information and other reliable data.

Enforceable: They are acquired through legally binding commitments/agreements.

Validated: They are verified through the accurate means by a reliable third party.

Permanent: They will remain as GHG reductions in perpetuity.

The purchase of GHG offsets shall prioritize implementation of offsets generated within or as close to Placer County as possible but may also include offsets from the rest of California and from other states with offset validity laws at least as strict as California's, in order of preference. All carbon offsets must be purchased from programs verified by a major third-party registry; examples include, but are not limited to, Climate Action Reserve (CAR), American Carbon Registry, and Verra (formally the Verified Carbon Standard), or directly in coordination with PCAPCD and in accordance with their off-site carbon credit program available at the time of map submittal. The purchase and retirement of the GHG offset must be demonstrated to the City, prior to issuance of any building permits.

Significance after Mitigation

Mitigation Measure 3.4-3c would reduce GHG emissions (i.e., up to 323 $MTCO_2e$/year; See Appendix B) by promoting EV use. Implementation of Mitigation Measure 3.5-1a would reduce onsite GHG emissions associated with building energy and transportation. Mitigation Measure 3.5-1b would prohibit natural gas use for most nonresidential uses and Mitigation Measure 3.5-1c would require the use of renewable natural gas for the nonresidential land uses that would require natural gas. Implementation of these mitigation measures would reduce onsite operational GHG emissions. However, given that the actual future tenants are unknown at this time, the exact onsite GHG emissions reductions cannot be quantified, and it cannot be guaranteed at this time that GHG emissions would be reduced to the levels necessary. Mitigation Measure 3.5-1d would offset a single year of operation-related GHG emissions but would not reduce emissions for the life of the project below the applicable threshold. For these reasons, this impact would be **significant and unavoidable.**

Impact 3.5-2: Conflict with an Applicable Plan, Policy, or Regulation Adopted for the Purpose of Reducing the Emissions of Greenhouse Gases

The project would generate GHG emissions that exceed PCAPCD thresholds and, therefore, would result in a considerable contribution to global climate change. The project would include several measures that align with State and local plans intended to reduce GHG emissions, including the 2022 Scoping Plan, SACOG MTP/SCS, City General Plan and measures included in the SAP. However, the project would not include the implementation of voluntary standards related to transportation electrification and building decarbonization, and thus would conflict with these key attributes of the 2022 Scoping Plan. Therefore, implementation of the project would conflict with the goals and policies outlined in applicable plans adopted for the purpose of reducing GHG emissions. Therefore, this impact would be **significant**.

Project consistency with applicable local and State plans that were developed with the intent of reducing GHG emissions was evaluated qualitatively. Each applicable plan is discussed separately below.

2022 Scoping Plan

The 2022 Scoping Plan assesses the State's progress toward achieving the 2030 target for reduced GHG emissions and lays out the framework for achieving the statewide goal of carbon neutrality by 2045. The 2022 Scoping Plan identifies key actions necessary to achieve the state's goals, including moving to zero-emission transportation; phasing out the use of fossil gas for heating homes and buildings; transitioning to low-GWP chemicals and refrigerants; providing communities with sustainable options for walking, biking, and public transit to reduce reliance

on cars; and continued investment in solar powered–infrastructure, and other resources that provide clean, renewable energy to displace fossil-fuel fired electrical generation. Appendix C of the 2022 Scoping Plan includes detailed GHG reduction measures and potential measures developed as part of meeting the requirements of AB 197. In addition, Appendix D of the 2022 Scoping Plan includes a framework that local governments can follow when addressing GHG emissions in CEQA review to ensure local actions align with statewide goals and actions addressed in the plan.

The overall priority areas identified by CARB in the 2022 Scoping Plan include transportation electrification, VMT reduction, and building decarbonization. CARB provides project attributes associated with each that are intended as a guide to help local jurisdictions qualitatively identify projects that are consistent with the state's climate goals. Projects that include all these key attributes would be consistent with the State climate goals; projects that incorporate some but not all these attributes can also demonstrate consistency with the State climate goals. CARB does specifically note that Appendix D (i.e., the Local Action guidance) project attributes were developed for residential and residential mixed-use project types only and does not address other land use types. Therefore, there may be project attributes associated with other land use types (e.g., innovation) that, if implemented, could also align with the overall intent of the 2022 Scoping Plan to reduce GHGs from identified priority areas.

Transportation Electrification

The 2022 Scoping Plan transportation electrification key project attribute states that a project should provide "EV charging infrastructure that, at a minimum, meets the most ambitious voluntary standards in the CALGreen Code at the time of project approval" (CARB 2022: 22). Therefore, meeting code requirements alone is not adequate to achieve the intent of this measure. Projects would need to provide additional EV charging facilities above the minimum requirements. The project would meet the mandatory requirements of the 2022 CALGreen Code related to EV charging infrastructure requirements because 345 parking stalls (20 percent) on the innovation and commercial portion of the project site would be EV-capable; however, the project would not implement the most ambitious voluntary standards (i.e., Tier 2), which specifies, in part, that 45 percent of parking spaces are EV-capable. Therefore, the project would conflict with the overall intent of the 2022 Scoping Plan to reduce GHG emissions.

VMT Reduction

The VMT reduction priority area aims to reduce fossil fuel consumption and GHG emissions from the transportation sector by promoting land use planning principles and project design features that reduce VMT. As discussed in Section 3.3, "Transportation and Circulation," the project would have an average VMT per service population of 14.24 miles, which is well below the existing Citywide VMT per service population average of 27.4, and the applicable Citywide VMT per service population threshold of 23.3 miles. Therefore, the project would be consistent with this reduction priority area, which aims to reduce project-generated VMT. The project design also aligns with criteria put forth in the 2022 Scoping Plan including locating development on infill sites that do not result in a loss of natural and working lands and including transit-supportive densities (e.g., 20 units/acre to 50 units/acre). The residential component of the project would be high-density residential (i.e., approximately 23 units/acre) and, thus, would align with the definition of transit-supportive density. In addition, although the project site is currently grazing land and not considered an infill site, the project would include approximately 4.9 acres of park and 13.9 acres of open space along the Pleasant Grove Creek and Pleasant Grove Creek Bypass Channel and pedestrian and bicycle infrastructure, thus maintaining access to natural lands. For these reasons, the project would not conflict with this area of the 2022 Scoping Plan.

Building Decarbonization

The residential component of the project is designed to be all-electric, exceeding current building code requirements and furthering the 2022 Scoping Plan objective of reducing reliance on fossil fuel such as natural gas. The current California Building Code requires solar panels for new residential land uses. For non-residential uses, while the building code does not require solar, future solar panel systems would be optional and feasibility/applicability would be determined at the time of each development application based on the specific land use proposed. The 2022 Scoping Plan acknowledges that electrification is not possible in all situations and it is anticipated in the Scoping Plan future emissions scenario that natural gas emissions from industrial boilers, generators, and associated unique sources that do not have alternative fuel counterparts would continue to be developed (CARB 2022: Appendix H). Although the nonresidential components would not be all-electric, natural gas would only be used if needed to meet

the operational needs of an advanced manufacturer or other specific use; it would not be utilized for heating, ventilation, or air conditioning (HVAC). However, there is an additional option to reduce project-generated natural gas emissions beyond what is currently proposed. Therefore, the project would conflict with the overall intent of the 2022 Scoping Plan to reduce GHG emissions.

Summary

Although the project would be consistent with the 2022 Scoping Plan key attributes related to VMT reduction and building decarbonization, it would not implement the most ambitious voluntary standards related to transportation electrification and building decarbonization. Therefore, the project would conflict with the 2022 Scoping Plan.

SACOG Metropolitan Transportation Plan/Sustainable Communities Strategy

The SACOG MTP/SCS includes policies and implementation actions that will help achieve the plan's four major objectives. One of the main objectives of the project is to design a comprehensively planned community with a mix of land uses and a range of residential densities to create a balanced community. This project objective aligns with MTP/SCS Policy Vibrant-6 which aims to implement complete communities that include a balance of homes, jobs, services, amenities, and diverse transportation options (SACOG 2025: 91). The project would also provide high-density residential, which aligns with MTP/SCS Policy Vibrant-2 which aims to increase housing options, jobs and services, and access to amenities (SACOG 2025: 90). The project would not conflict with any applicable policies in the SACOG MTP/SCS for the purpose of reducing GHG emissions.

City of Roseville General Plan 2035

The project includes a variety of features that would reduce GHG emissions and align with policies and strategies in the City General Plan that are intended to address climate change. For example, as discussed in Chapter 2, "Project Description," the project would include an 8-foot-wide pedestrian and bike path along the east side of Street A from Blue Oaks Boulevard to south of the proposed bridge at which point it would transition to 10 feet wide along the east side of Street A and stop at Street T. The project would also include sidewalks and bike lanes along additional streets within the project site and onsite bike racks for visitors and long-term onsite bike parking for employees. The implementation of these active transportation facilities is consistent with General Plan Policy AQ1.12, which aims to develop transportation systems that improve the desirability of walking and bicycling as well as with the Ongoing Mobile Sources General Plan Air Quality and Climate Change Mitigation Strategies, which encourages new development to promote pedestrian and bicycle access and circulation and to provide safe and secure bicycle parking facilities at employment sites and office centers. The project also includes extensions and improvements to Blue Oaks Boulevard and Phillip Road which would fill gaps in the infrastructure systems. These extensions and improvements would occur in phases as needed to serve each phase of the proposed development, consistent with Air Quality and Climate Change Mitigation Strategies included in the City General Plan. Finally, while the actual tenants are not yet known, the project would include Community Commercial uses to serve the adjacent residential areas, consistent with the General Plan Policy Air Quality and Climate Change Mitigation Strategies that encourage small neighborhood-serving commercial uses adjacent to residential neighborhoods. The implementation of these project features would reduce project-generated emissions in alignment with the policies and strategies in the City General Plan.

City of Roseville Communitywide Sustainability Action Plan

The City of Roseville's SAP sets detailed strategies to attain the City's sustainability and climate change policies. The SAP was developed with the intent of reducing GHG emissions, in line with the State's GHG reduction targets for the year 2020. The project would be developed well beyond the target year of the SAP and, therefore, the GHG reduction targets in the SAP would not be applicable to the project. Nonetheless, the incorporation of electric infrastructure and increased renewable energy would be consistent with measures in the SAP. However, considering that the SAP does not contain emissions reduction targets applicable to the project, a consistency analysis with this plan would not provide meaningful information relating to the project's ability to meet the City of Roseville's 2030 and 2050 GHG goals.

Summary

The project includes features that would reduce GHG emissions and would be consistent with policies and strategies included in the 2022 Scoping Plan, SACOG MTP/SCS, City's General Plan, and measures included in the SAP.

Although the project would be consistent with the 2022 Scoping Plan key attributes related to VMT reduction and building decarbonization, the project would not include the implementation of voluntary standards related to transportation electrification and, thus, would conflict with this key attribute. Therefore, implementation of the project would conflict with the goals and policies outlined in State plans adopted for the purpose of reducing GHG emissions. Thus, this impact would be **significant**.

Mitigation Measures

Mitigation Measure 3.5-2a: Implement Mitigation Measure 3.4-3c

The project applicant shall implement Mitigation Measures 3.4-3c in Section 3.4, "Air Quality."

Mitigation Measure 3.5-2b: Implement Mitigation Measure 3.4-3e

The project applicant shall implement Mitigation Measure 3.4-3e in Section 3.4, "Air Quality."

Mitigation Measure 3.5-2c: Implement Mitigation Measure 3.5-1c

The project applicant shall implement Mitigation Measure 3.5-1c.

Significance after Mitigation

Implementation of Mitigation Measure 3.5-2a would require the project applicant to provide the necessary EV charging infrastructure (i.e., the most ambitious voluntary standards established in the 2025 CALGreen Code) in compliance with the state's transportation electrification goals. This measure is necessary to demonstrate that a project is doing its "fair share" in assisting the state in meeting its long-term GHG reduction goals. Implementation of Mitigation Measure 3.5-2c would require the use of renewable natural gas for the nonresidential project components that would require natural gas. Consistency with this measure would require a site-specific feasibility assessment to demonstrate that the nonresidential land use would require natural gas and to determine the availability of renewable gas sources and would be subject to City review and approval. With implementation of Mitigation Measure 3.5-2a, the project would implement the most ambitious voluntary standards related to transportation electrification and with implementation of Mitigation Measure 3.5-2b, the project would implement a mandatory commute reduction program for employees, further reducing GHG emissions associated with transportation. With implementation of Mitigation Measure 3.5-2c, the project would incorporate an additional way to reduce natural gas emissions beyond what is currently proposed under the project. Therefore, with mitigation, the project would not conflict with the 2022 Scoping Plan. This impact would be reduced to a **less-than-significant** level.

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3.6 NOISE AND VIBRATION

This section includes a summary of applicable regulations related to noise and vibration, a description of ambient-noise conditions, and an analysis of potential short-term construction and long-term operational-source noise impacts associated with the project. Mitigation measures are recommended as necessary to reduce significant noise impacts. Additional data is provided in Appendix C.

Several comment letters regarding noise were received in response to the notice of preparation (see Appendix A). The letters, from members of the public, expressed concerns related to the potential for increased traffic noise along Blue Oaks Boulevard, the potential use of new or modified sound walls along Blue Oaks Boulevard to reduce traffic noise, and the potential use of a masonry wall to separate the existing Creekview neighborhood from project construction to reduce construction noise and other construction-related impacts. These comments are addressed in this section.

3.6.1 Regulatory Setting

COMMON NOISE DESCRIPTORS

Prior to providing the regulatory and environmental setting, some fundamental definitions of commonly used noise terms are provided in this section. Various noise descriptors have been developed to describe time-varying noise levels. The following are the noise descriptors used throughout this section.

Equivalent Continuous Sound Level (L_{eq}): L_{eq} represents an average of the sound energy occurring over a specified period. In effect, L_{eq} is the steady-state sound level containing the same acoustical energy as the time-varying sound level that occurs during the same period (Caltrans 2013b: 2-48). For instance, the 1-hour equivalent sound level, also referred to as the hourly L_{eq}, is the energy average of sound levels occurring during a 1-hour period and is the basis for noise abatement criteria used by the California Department of Transportation (Caltrans) and the Federal Transit Administration (FTA) (Caltrans 2013b: 2-47; FTA 2018).

Maximum Sound Level (L_{max}): L_{max} is the highest instantaneous sound level measured during a specified period (Caltrans 2013b: 2-48; FTA 2018).

Day-Night Level (L_{dn}): L_{dn} is the energy average of A-weighted sound levels occurring over a 24-hour period, with a 10-decibels (dB) "penalty" applied to sound levels occurring during nighttime hours between 10 p.m. and 7 a.m. (Caltrans 2013b: 2-48; FTA 2018).

Community Noise Equivalent Level (CNEL): CNEL is the energy average of the A-weighted sound levels occurring over a 24-hour period, with a 10-dB penalty applied to sound levels occurring during the nighttime hours between 10 p.m. and 7 a.m. and a 5-dB penalty applied to the sound levels occurring during evening hours between 7 p.m. and 10 p.m. (Caltrans 2013b: 2-48).

Vibration Decibels (VdB): VdB is the vibration velocity level in decibel scale (FTA 2018: Table 5-1).

Peak Particle Velocity (PPV): PPV is the peak signal value of an oscillating vibration waveform. Usually expressed in inches/second (FTA 2018: Table 5-1).

FEDERAL

US Environmental Protection Agency Office of Noise Abatement and Control

The US Environmental Protection Agency (EPA) Office of Noise Abatement and Control was originally established to coordinate federal noise control activities. In 1981, EPA administrators determined that subjective issues such as noise would be better addressed at more local levels of government. Consequently, in 1982 responsibilities for regulating noise control policies were transferred to state and local governments. However, documents and research completed

by the EPA Office of Noise Abatement and Control continue to provide value in the analysis of noise effects. Specifically, EPA identified in the Noise Effects Handbook a level of 70 A-weight decibels (dBA) at which the chances for sleep awakening become more prevalent. For evaluating the potential for noise sources to disrupt sleep, the 70 dBA (Single-Event Noise Level) can be applied.

Federal Transit Administration

To address the human response to ground vibration, FTA has set forth guidelines for maximum-acceptable vibration criteria for various types of land uses. These guidelines are presented in Table 3.6-1. FTA has also established construction vibration damage criteria, as shown in Table 3.6-2

Table 3.6-1 Ground-Borne Vibration Impact Criteria for General Assessment

Land Use Category	GVB Impact Levels (VdB, 1 micro-inch/second)		
	Frequent Events[1]	Occasional Events[2]	Infrequent Events[3]
Category 1: Buildings where vibration would interfere with interior operations.	65 [4]	65 [4]	65 [4]
Category 2: Residences and buildings where people normally sleep.	72	75	80
Category 3: Institutional land uses with primarily daytime uses.	75	78	83

Notes: GVB = ground-borne vibration; VdB, 1 micro-inch/second = vibration decibels referenced to 1 micro-inch per second and based on the root mean square velocity amplitude.

[1] "Frequent Events" is defined as more than 70 vibration events of the same source per day.

[2] "Occasional Events" is defined as between 30 and 70 vibration events of the same source per day.

[3] "Infrequent Events" is defined as fewer than 30 vibration events of the same source per day.

[4] This criterion is based on levels that are acceptable for most moderately sensitive equipment such as optical microscopes. Vibration-sensitive manufacturing or research would require detailed evaluation to define acceptable vibration levels.

Source: FTA 2018: Table 6-3.

Table 3.6-2 Federal Transit Administration Construction Vibration Damage Criteria

Land Use Category	PPV in/sec
Reinforced-concrete, steel or timber (no plaster)	0.5
Engineered concrete and masonry (no plaster)	0.3
Non-engineered timber and masonry buildings	0.2
Buildings extremely susceptible to vibration damage	0.12

Notes: PPV = peak particle velocity; in/sec = inches per second.

Source: FTA 2018: Table 7-5.

STATE

At the state level, the State of California establishes general guidance and regulatory frameworks related to noise and vibration through various codes and publications, including but not limited to the California Building Code transmission standards, the California General Plan Guidelines (Governor's Office of Land Use and Climate Innovation), and Caltrans' *Transportation and Construction Vibration Guidance Manual*. While these documents provide overarching guidance, the analysis in this document primarily relies on noise and vibration standards adopted at the local level, as local jurisdictions are typically responsible for establishing and enforcing specific noise ordinances and land use compatibility standards.

California Department of Transportation Standards for Exposure to Ground Vibration

In 2013, Caltrans published the Transportation and Construction Vibration Manual (Caltrans 2013a). The manual provides general guidance on vibration issues associated with construction and operation of projects in relation to

human perception and structural damage. Table 3.6-3 presents recommendations for levels of vibration that could result in damage to structures exposed to continuous vibration.

Table 3.6-3 Caltrans Recommendations Regarding Levels of Vibration Exposure

PPV (in/sec)	Effect on Buildings
0.4–0.6	Architectural damage and possible minor structural damage
0.2	Risk of architectural damage to normal dwelling houses
0.1	Virtually no risk of architectural damage to normal buildings
0.08	Recommended upper limit of vibration to which ruins and ancient monuments should be subjected
0.006–0.019	Vibration unlikely to cause damage of any type

Notes: PPV = Peak Particle Velocity; in/sec = inches per second.

Source: Caltrans 2013b.

LOCAL

City of Roseville General Plan 2035

The Noise Element in the City of Roseville General Plan outlines policies and implementation measures to achieve the City's goals of protecting Roseville residents from the harmful and annoying effects of exposure to excessive noise. It establishes separate acceptable noise level criteria for land uses affected by fixed or transportation-related noise sources (City of Roseville 2020).

The following policies would apply to the project:

- **Policy N1.1:** The City's exterior noise compatibility standards for uses affected by transportation noise sources are included as Table IX-1 of the General Plan 2035 (presented as Table 3.6-3). Exterior noise levels shall be mitigated to the extent feasible using site planning, building orientation, and/or other construction techniques or design features. Noise barriers should only be used after other feasible noise reduction strategies are exhausted, and not where they would interrupt existing or future community pedestrian or bicycle connectivity.
- **Policy N1.2:** The City's interior noise compatibility standards for uses affected by transportation noise sources are 45 dBA L_{dn} for noise-sensitive uses such as residences, lodging, hospitals, assisted living facilities, and other places where people normally sleep. For noise-sensitive uses where people do not sleep, such as offices, schools, and uses with similar noise sensitivity, noise levels should be no greater than 45 dBA L_{eq}. Proposed projects should incorporate noise reduction strategies, if necessary, to achieve these interior noise levels.
- **Policy N1.3:** The City's exterior noise compatibility standards for uses affected by non-transportation-related noise are defined within the City's Noise Ordinance, and should be applied consistent with the Noise Ordinance.
- **Policy N1.4:** The City will require new transportation improvement projects to be designed to limit noise impacts consistent with the standards contained in Table IX-1 (presented as Table 3.6-4) of the General Plan 2035, to the extent feasible, using appropriate attenuation techniques.
- **Policy N1.5:** If existing noise levels exceed the noise compatibility standards in Table IX-1 (presented as Table 3.6-4) or Policy N1.2, then feasible methods of reducing noise to levels consistent with standards should be considered, but are not required. However, if existing noise levels exceed noise compatibility standards and a project results in a significant increase in noise (as defined below), then feasible methods of reducing noise to avoid a significant noise increase should be applied. In no case should a project result in a Clearly Unacceptable noise level according to Table IX-1 of the Noise Element (presented as Table 3.6-3).
  - Where existing exterior noise is less than 60 dB, a ≥ 5 dBA increase in noise is significant.
  - Where existing exterior noise is between 60 and 65 dBA, a ≥ 3 dB increase in noise is significant.
  - Where existing exterior noise is greater than 65 dB a ≥ 1.5 dBA increase in noise is significant.

- **Policy N1.9:** Construction-related noise that is consistent with the City's Noise Ordinance is exempt from the noise standards outlined in this Element.

Table 3.6-4 Exterior Noise Compatibility Standards for Uses Affected by Transportation Noise

Land Use Category	Community Noise Exposure (L_{dn} or CNEL, dBA)			
	Normally Acceptable	Conditionally Acceptable	Normally Unacceptable	Clearly Unacceptable
Residential	50-60	60-65	65-70	70-80
Lodging-Motels, Hotels	50-65	65-70	70-75	75-80
Schools, Libraries, Places of Worship, Hospitals, Assisted Living	50-65	65-70	70-75	75-80
Auditoriums, Concert Halls, Amphitheaters	NA	50-70	NA	70-80
Sports Arena, Outdoor Spectator Sports	NA	50-70	NA	70-80
Playgrounds, Neighborhood Parks	50-65	65-70	70-75	75-80
Golf Courses, Riding Stables, Water Recreation, Cemeteries	50-70	NA	70-75	75-80
Office Buildings	50-65	65-70	70-75	75-80

Notes: CNEL = Community Equivalent Noise Level; dBA = A-weighted decibel; L_{dn} = day-night average noise level.

Source: City of Roseville 2020.

City of Roseville Municipal Code

The City of Roseville has a Noise Ordinance (Chapter 9.24 of the City Code) designed to prohibit unnecessary, excessive, and annoying sound levels from all sources. Key provisions of the ordinance that may apply to the project include (City of Roseville 2025):

- **Section 9.24.030 Exemptions**

  Sound or noise emanating from the following sources and activities are exempt from the provisions of this title:

  A. Sound sources typically associated with residential uses (e.g., children at play, air conditioning and similar equipment, but not including barking dogs);

  B. Sound sources associated with property maintenance (e.g., lawn mowers, edgers, blowers, pool pumps, power tools, etc.) provided such activities take place between the hours of 8:00 a.m. and 9:00 p.m.;

  C. Safety, warning and alarm devices, including house and car alarms, and other warning devices that are designed to protect the health, safety and welfare, provided such devices are not negligently maintained or operated;

  D. The normal operation of public and private schools typically consisting of classes and other school-sponsored activities;

  E. Maintenance (e.g., lawn mowers, edgers, aerators, blowers, etc.) of golf courses, provided such activities take place between the hours of 5:00 a.m. and 9:00 p.m. May through September, and 6:00 a.m. and 9:00 p.m. October through April;

  F. Emergencies involving the execution of the duties of duly authorized governmental personnel and others providing emergency response to the general public, including, but not limited to, sworn peace officers, emergency personnel, utility personnel, and the operation of emergency response vehicles and equipment;

  G. Private construction (e.g., construction, alteration or repair activities) between the hours of 7:00 a.m. and 7:00 p.m. Monday through Friday, and between the hours of 8:00 a.m. and 8:00 p.m. Saturday and Sunday; provided, however, that all construction equipment shall be fitted with factory installed muffling devices and that all construction equipment shall be maintained in good working order.

- Section 9.24.100 Sound Limits for Sensitive Receptors

  It is unlawful for any person at any location to create any sound, or to allow the creation of any sound, on property owned, leased, occupied or otherwise controlled by such person, which causes the exterior sound level when measured at the property line of any affected sensitive receptor to exceed the ambient sound level by three dBA or exceed the sound level standards as set forth in Table 1 (presented as Table 3.6-5), by three dBA, whichever is greater.

Table 3.6-5 Sound Level Standards (for Non-Transportation or Fixed Sound Sources)

Sound Level Descriptors	Daytime (7:00 a.m. to 10:00 p.m.)	Nighttime (10:00 p.m. to 7:00 a.m.)
Hourly L_{eq}, dBA	50	45
Maximum Level, dBA	70	65

Notes: dBA = A-weighted decibels; L_{eq} = equivalent continuous sound level.

A. Each of the sound level standards specified in Table 3.6-4 shall be reduced by five dB for simple tone noises, consisting of speech and music. However, in no case shall the sound level standard be lower than the ambient sound level plus three dB.

B. If the intruding sound source is continuous and cannot reasonably be discontinued or stopped for a time period whereby the ambient sound level can be measured, the sound level measured while the source is in operation shall be compared directly to the sound level standards of Table 3.6-4.

Source: City of Roseville 2025.

- Section 9.24.140 Operational Standards for City Activities

  Notwithstanding any other provisions of this chapter, city operations and activities are not subject to the provisions of this chapter. The city council may, by resolution, adopt operational standards for city activities to effectuate the purposes of this chapter.

3.6.2 Environmental Setting

ACOUSTIC FUNDAMENTALS

Prior to discussing the noise setting for the project, background information about sound, noise, vibration, and common noise descriptors is needed to provide context and a better understanding of the technical terms referenced throughout this section.

Sound, Noise, and Acoustics

Sound can be described as the mechanical energy of a vibrating object transmitted by pressure waves through a liquid or gaseous medium (e.g., air) to a human ear. Noise is a loud, unexpected, disruptive, or unwanted sound.

In the science of acoustics, the fundamental model consists of a sound (or noise) source, a receiver, and the propagation path between the two. The loudness of the noise source and obstructions or atmospheric factors affecting the propagation path to the receiver determine the sound level and characteristics of the noise the receiver perceives. The field of acoustics deals primarily with the propagation and control of sound.

Frequency

Continuous sound can be described by frequency (pitch) and amplitude (loudness). A low-frequency sound is perceived as low in pitch. Frequency is expressed in terms of cycles per second, or hertz (Hz) (e.g., a frequency of 250 cycles per second is referred to as 250 Hz). High frequencies are sometimes more conveniently expressed in kilohertz, or thousands of hertz. Humans generally have an audible frequency range between 20 Hz and 20,000 Hz.

Sound Pressure Levels and Decibels

The amplitude of pressure waves generated by a sound source determines the loudness of that source. Sound pressure amplitude is measured in micro-Pascals (mPa). One mPa is approximately one hundred billionth

(0.00000000001) of normal atmospheric pressure. Sound pressure amplitudes for different noise environments can range from less than 100 to 100,000,000 mPa. Because of this extensive range of values, sound is rarely expressed in terms of mPa. Instead, a logarithmic scale is used to describe sound pressure level (SPL) in dB.

Addition of Decibels

Because decibels are logarithmic units, SPLs cannot be added or subtracted through ordinary arithmetic. Under the decibel scale, a doubling of sound energy corresponds to a 3-dB increase. In other words, when two identical sources produce sound of the same loudness simultaneously, the resulting sound level at a given distance would be 3 dB higher than if only one of the sound sources were producing sound under the same conditions. For example, if one idling truck generates an SPL of 70 dB, two trucks idling simultaneously would not produce 140 dB; instead, they would combine to produce 73 dB. Under the decibel scale, three noise sources of equal loudness together produce a sound level approximately 5 dB louder than one source.

A-Weighted Decibels

The decibel scale alone does not adequately characterize how humans perceive noise. The dominant frequencies of a sound substantially affect the human response to that sound. Although the intensity (energy per unit area) of the sound is a purely physical quantity, the loudness or human response is determined by the characteristics of the human ear.

Human hearing is limited in the range of audible frequencies and in how it perceives the SPL. People are generally most sensitive to the frequency range of 1,000–8,000 Hz and perceive sounds within this range better than sounds of the same amplitude with frequencies outside this range. To approximate the human ear's response, sound levels of individual frequency bands are weighted, depending on the human sensitivity to those frequencies. Then, an "A-weighted" sound level (expressed in units of A-weighted decibels) can be computed based on this information.

The A-weighting network approximates the frequency response of the average young ear when listening to most ordinary sounds. When people make judgments of the relative loudness or annoyance of a sound, their judgment correlates well with the A-scale sound levels of those sounds. Thus, noise levels are typically reported in terms of A-weighted decibels. Unless otherwise noted, all sound levels discussed in this section are expressed in A-weighted decibels. Table 3.6-6 describes typical A-weighted noise levels for various noise sources.

Table 3.6-6 Typical A-Weighted Noise Levels

Common Outdoor Activities	Noise Level (dB)	Common Indoor Activities
	— 110 —	Rock band
Jet fly-over at 1,000 feet	— 100 —	
Gas lawn mower at 3 feet	— 90 —	
Diesel truck at 50 feet at 50 miles per hour	— 80 —	Food blender at 3 feet, Garbage disposal at 3 feet
Noisy urban area, daytime, Gas lawn mower at 100 feet	— 70 —	Vacuum cleaner at 10 feet, Normal speech at 3 feet
Commercial area, Heavy traffic at 300 feet	— 60 —	
Quiet urban daytime	— 50 —	Large business office, Dishwasher next room
Quiet urban nighttime	— 40 —	Theater, large conference room (background)
Quiet suburban nighttime	— 30 —	Library, Bedroom at night
Quiet rural nighttime	— 20 —	
	— 10 —	Broadcast/recording studio
Lowest threshold of human hearing	— 0 —	Lowest threshold of human hearing

Notes: dB = decibel.

Source: Caltrans 2013b: Table 2-5.

Human Response to Changes in Noise Levels

The doubling of sound energy results in a 3-dB increase in the sound level. However, given a sound level change measured with precise instrumentation, the subjective human perception of a doubling of loudness will usually be different from what is measured.

Under controlled conditions in an acoustical laboratory, the trained, healthy human ear can discern 1-dB changes in sound levels when exposed to steady, single-frequency ("pure-tone") signals in the mid-frequency (1,000–8,000 Hz) range. In general, the healthy human ear is most sensitive to sounds between 1,000 and 5,000 Hz and perceives higher and lower frequency sounds of the same magnitude with less intensity (Caltrans 2013b: 2-18). In typical noisy environments, changes in noise of 1–2 dB are generally not perceptible. However, it is widely accepted that people can begin to detect sound level increases of 3 dB in typical noisy environments. Further, a 5-dB increase is generally perceived as distinctly noticeable, and a 10-dB increase is usually perceived as a doubling of loudness (Caltrans 2013b). Therefore, a doubling of sound energy (e.g., doubling the volume of traffic on a highway) that would result in a 3-dB increase in sound would generally be perceived as barely detectable.

Vibration

Vibration is the periodic oscillation of a medium or object with respect to a given reference point. Vibration sources include natural phenomena (e.g., earthquakes, volcanic eruptions, sea waves, landslides) and those introduced by human activity (e.g., explosions, machinery, traffic, trains, construction equipment). Vibration sources may be continuous (e.g., operating factory machinery) or transient (e.g., explosions). Vibration levels can be depicted in terms of amplitude and frequency, relative to displacement, velocity, or acceleration.

Vibration amplitudes are commonly expressed in PPV or root-mean-square (RMS) vibration velocity. PPV and RMS vibration velocity are generally described in inches per second (in/sec) or millimeters per second. PPV is the maximum instantaneous positive or negative peak of a vibration signal. PPV is typically used in monitoring transient and impact vibration and has been found to correlate well with the stresses experienced by buildings (FTA 2018: 110; Caltrans 2020: 6).

Although PPV is appropriate for evaluating the potential for building damage, it is not always suitable for evaluating human response. It takes some time for the human body to respond to vibration signals. In a sense, the human body responds to average vibration amplitude. The RMS of a signal is the average of the squared amplitude of the signal, typically calculated over a 1-second period. As with airborne sound, the RMS velocity is often expressed in decibel notation as vibration decibels (VdB), which serves to compress the range of numbers required to describe vibration (FTA 2018: 110, 199; Caltrans 2020: 7). This is based on a reference value of 1 micro inch per second.

The typical background vibration-velocity level in residential areas is approximately 50 VdB. Ground vibration is normally perceptible to humans at approximately 65 VdB. For most people, a vibration-velocity level of 75 VdB is the approximate dividing line between barely perceptible and distinctly perceptible levels (FTA 2018: 120; Caltrans 2020: 27).

Typical outdoor sources of perceptible ground vibration are construction equipment, steel-wheeled trains, and traffic on rough roads. If a roadway is smooth, the ground vibration is rarely perceptible. The range of interest is from approximately 50 VdB, the typical background vibration-velocity level, to 100 VdB, the general threshold where minor damage can occur to fragile buildings. Construction activities can generate sufficient ground vibrations to pose a risk to nearby structures. Constant or transient vibrations can weaken structures, crack facades, and disturb occupants (FTA 2018: 113).

Vibrations generated by construction activity can be transient, random, or continuous. Transient construction vibrations are generated by blasting, impact pile driving, and wrecking balls. Vibratory pile drivers, large pumps, and compressors generate continuous vibrations. Random vibrations can result from jackhammers, pavement breakers, and heavy construction equipment.

Table 3.6-7 summarizes the general human response to different ground vibration-velocity levels.

Table 3.6-7 Human Response to Different Levels of Ground Noise and Vibration

Vibration-Velocity Level	Human Reaction
65 VdB	Approximate threshold of perception.
75 VdB	Approximate dividing line between barely perceptible and distinctly perceptible. Many people find that transportation-related vibration at this level is unacceptable.
85 VdB	Vibration acceptable only if there are an infrequent number of events per day.

Notes: VdB = vibration decibels referenced to 1 µ inch/second and based on the root mean square velocity amplitude.

Source: FTA 2018.

Sound Propagation

When sound propagates over a distance, it changes in level and frequency content. The manner in which a noise level decreases with distance depends on the following factors:

Geometric Spreading

Sound from a localized source (i.e., a point source) propagates uniformly outward in a spherical pattern. The sound level attenuates (or decreases) at a rate of 6 dB for each doubling of distance from a point source. Roads and highways consist of several localized noise sources on a defined path. They can be treated as a line source, approximating the effect of several point sources, thus propagating slower than a point source. Noise from a line source propagates outward in a cylindrical pattern called cylindrical spreading. Sound levels attenuate at a rate of 3 dB for each doubling of distance from a line source.

Ground Absorption

The noise propagation path from a source to a receiver is usually very close to the ground. Noise attenuation from ground absorption and reflective-wave canceling provides additional attenuation associated with geometric spreading. Traditionally, this additional attenuation has also been expressed in terms of attenuation per doubling of distance. This approximation is usually sufficiently accurate for distances of less than 200 feet. For acoustically hard sites (i.e., sites with a reflective surface between the source and the receiver, such as a parking lot or body of water), no excess ground attenuation is assumed. For acoustically absorptive or soft sites (i.e., those sites with an absorptive ground surface between the source and the receiver, such as soft dirt, grass, or scattered bushes and trees), an additional ground-attenuation value of 1.5 dB per doubling of distance is normally assumed. When added to the attenuation rate associated with cylindrical spreading, the additional ground attenuation results in an overall drop-off rate of 4.5 dB per doubling of distance. This would hold true for point sources, resulting in an overall drop-off rate of up to 7.5 dB per doubling of distance.

Atmospheric Effects

Receivers located downwind from a source can be exposed to increased noise levels relative to calm conditions, whereas locations upwind can have lowered noise levels, as wind can carry sound. Sound levels can be increased over large distances (e.g., more than 500 feet) from the source because of atmospheric temperature inversion (i.e., increasing temperature with elevation). Other factors such as air temperature, humidity, and turbulence can also affect sound attenuation.

Shielding by Natural or Human-Made Features

A large object or barrier in the path between a noise source and a receiver attenuates noise levels at the receiver. The amount of attenuation provided by shielding depends on the size of the object and the frequency content of the noise source. Natural terrain features (e.g., hills and dense woods) and human-made features (e.g., buildings and walls) can substantially reduce noise levels. A barrier that breaks the line of sight between a source and a receiver will typically result in at least 5 dB of noise reduction (Caltrans 2013b: 2-41; FTA 2018: 42). Barriers higher than the line of sight provide increased noise reduction (FTA 2018:16). Vegetation between the source and receiver is rarely effective in reducing noise because it does not create a solid barrier unless there are multiple rows of vegetation (FTA 2018: 15).

EXISTING NOISE ENVIRONMENT

Existing Noise- and Vibration-Sensitive Land Uses

Noise-sensitive land uses are generally considered to include those uses where noise exposure could result in health-related risks to individuals and places where quiet is an essential element of their intended purpose. Residential dwellings are of primary concern because of the potential for increased and prolonged exposure of individuals to both interior and exterior noise levels and the potential for nighttime noise to result in sleep disruption. Additional land uses such as schools, transient lodging, historic sites, cemeteries, and places of worship are also generally considered sensitive to increases in noise levels. These land use types are also considered vibration-sensitive land uses in addition to commercial and industrial buildings where vibration could interfere with operations within the building, including levels that may be well below those associated with human annoyance.

The closest existing residences to the project site are located approximately 50 feet to the east in the Creekview Specific Plan area and approximately 600 feet to the south in the West Roseville Specific Plan area. The Creekview Specific Plan area to the east is planned to accommodate 2,011 residential units at buildout. To the south, along the southern edge of the project site, is the future extension of Blue Oaks Boulevard and the West Roseville Specific Plan area (adopted by the City in 2004), and will include 9,496 residential units, parks, open space, and commercial and industrial uses.

The predominant noise source in the project area is vehicle traffic on the surrounding roadway network (e.g., Pleasant Grove Boulevard, Blue Oaks Boulevard, Philip Road, Westbrook Boulevard). Existing traffic noise levels on roadway segments in the project area were modeled using calculation methods consistent with Federal Highway Administration (FHWA) Traffic Noise Model, Version 2.5 (FHWA 2004) and using average daily traffic volumes provided in the traffic analysis conducted by Fehr & Peers and summarized in Section 3.3, "Transportation and Circulation." Table 3.6-8 summarizes the modeled existing traffic noise levels at 100 feet from the centerline of each roadway segment and lists distances from each roadway centerline to the 70, 65, and 60 CNEL traffic noise contours. For further details on traffic noise modeling inputs and parameters, refer to Appendix C.

Table 3.6-8 Summary of Modeled Existing Traffic Noise Levels

Roadway Segment/Segment Description	L_{dn} at 100 feet from Roadway Centerline	Distance (feet) from Roadway Centerline to CNEL Contour		
		70 dBA	65 dBA	60 dBA
Blue Oaks Boulevard from Project Site to Westbrook Boulevard	54.2	3	9	29
Blue Oaks Boulevard from Westbrook Boulevard to North Hayden Parkway	62.9	22	69	218
Blue Oaks Boulevard from North Hayden Parkway to Fiddyment Road	64.3	30	95	300
Blue Oaks Boulevard from Fiddyment Road to Del Webb Boulevard	68.2	74	234	739
Pleasant Grove Boulevard from Market Street to Fiddyment Road	67.1	57	181	573
Westbrook Boulevard from Blue Oaks Boulevard to Pleasant Grove Boulevard	59.1	9	29	91
Hayden Parkway from Fiddyment Road to Blue Oaks Boulevard	58.1	7	23	73
Hayden Parkway from Blue Oaks Boulevard to Crawford Parkway	58.6	8	26	81
Fiddyment Road from Del Webb Boulevard to Blue Oaks Boulevard	67.4	62	195	617
Fiddyment Blue Oaks Boulevard to Crawford Parkway	66.7	53	166	526

Notes: dBA = A-weighted decibels; CNEL = Community Noise Equivalent Level.

All modeling assumes average pavement, level roadways (less than 1.5 percent grade), constant traffic flow, and does not account for shielding of any type or finite roadway adjustments. All noise levels are reported as A-weighted noise levels. For additional details, refer to Appendix C for detailed traffic data, and traffic-noise modeling input data and output results.

Source: Data modeled by Ascent in 2025.

Existing Noise Sources and Ambient Levels

To characterize the existing ambient noise environment at the project site, a noise survey consisting of three short-term noise measurements and two long-term measurements was conducted from May 12, 2025, to May 13, 2025. The locations of the noise monitoring sites are shown in Figure 3.6-1.

A SoftdB Piccolo II and a Larson Davis SoundExpert LxT precision integrating sound level meter were used for the ambient noise level measurement surveys. The meters were calibrated before use with Larson Davis Laboratories Model CAL200 acoustical calibrator to ensure measurement accuracy. The measurement equipment meets all pertinent specifications of the American National Standards Institute. The ambient noise measurement survey results are summarized in Tables 3.6-9 and 3.6-10. Detailed summaries of the measured noise level data are in Appendix C.

Table 3.6-9 Summary of Existing Ambient Short-Term Noise Measurements

Location[1]	Short-Term Measurements Date and Time	Duration	Noise Level Descriptors (dBA)			
			L_{eq}	L_{max}	L_{50}	L_{90}
ST-1	May 13, 2025 - 12:18 p.m.	15 Minutes	48.7	66.0	42.4	37.6
ST-2	May 13, 2025 - 1:52 p.m.	15 Minutes	40.6	58.5	35.6	32.9
ST-3	May 12, 2025 - 1:18 p.m.	15 Minutes	43.8	56.9	41.7	38.7

Notes: ST = short-term; L_{max} = continuous maximum sound level; L_{eq} = equivalent sound level; L_x = percentile-exceeded sound level; dBA = A-weighted decibel.

[1] Refer to Figure 3.6-1 for ambient noise level measurement locations.

Source: Data collected by Ascent in 2025.

Table 3.6-10 Summary of Existing Ambient Long-Term Noise Measurements

Location[1]	Long-Term Measurements Date	Time of Day	Noise Level Descriptors (dBA)				
			L_{dn}	L_{eq}	L_{max}	L_{50}	L_{90}
LT-1	May 12 to May 13, 2025	Day Average	59.2	59.9	81.8	51.8	36
		Night Average		47.7	66.5	42.7	34.6
LT-2	May 12 to May 13, 2025	Day Average	52.7	52.6	75.6	47.3	34.8
		Night Average		42.8	65.7	37.7	30.5

Notes: LT = long-term; L_{max} = continuous maximum sound level; L_{dn} = day-night level; L_{eq} = equivalent sound level; L_x = percentile-exceeded sound level; dBA = A-weighted decibel.

[1] Refer to Figure 3.6-1 for ambient noise level measurement locations.

Source: Data collected by Ascent in 2025.



Source: Adapted by Ascent in 2025.

Figure 3.6-1 Noise Measurement Locations

3.6.3 Environmental Impacts and Mitigation Measures

METHODOLOGY

Construction Noise and Vibration

To assess potential short-term (construction-related) noise and vibration impacts, sensitive receptors and their relative exposure were identified. Project-generated construction source noise and vibration levels were determined based on methodologies, reference emission levels, and usage factors from FTA's *Guide on Transit Noise and Vibration Impact Assessment* methodology (FTA 2018) and FHWA's *Roadway Construction Noise Model User's Guide* (FHWA 2006). Reference levels for noise and vibration emissions for specific equipment or activity types are well documented, and the usage thereof is common practice in the field of acoustics.

Operational Noise and Vibration

With respect to non-transportation noise sources (e.g., stationary) associated with project implementation, the assessment of long-term (operational-related) impacts was based on reference noise emission levels of activities and equipment associated with project operation (e.g., heating, ventilation and air conditioning [HVAC] units, delivery docks), and standard attenuation rates and modeling techniques. In addition, the analysis considers the potential range of operational noise sources and their approximate on-site locations.

To assess potential long-term (operation-related) noise impacts due to project-generated increases in traffic, noise levels were estimated using calculations consistent with the FHWAs Traffic Noise Model Version 2.5 (FHWA 2004) and project-specific traffic data (Appendix C). The analysis is based on the reference noise emission levels for automobiles, medium trucks, and heavy trucks, with consideration given to vehicle volume, speed, roadway configuration, distance to the receiver, and ground attenuation factors. Truck usage and vehicle speeds on area roadways were estimated from the project-specific traffic data. Note that the modeling conducted does not account for reflection off building surfaces.

THRESHOLDS OF SIGNIFICANCE

Thresholds of significance are based on Appendix G of the State CEQA Guidelines, noise policies and standards in the City of Roseville 2035 General Plan and City of Roseville Municipal Code, and Caltrans and FTA vibration standards. The project would have a significant impact related to noise or vibration if it would:

- generate substantial construction noise occurring outside of the City's construction noise exemption hours (i.e., 7:00 a.m. and 7:00 p.m. Monday through Friday, and between the hours of 8:00 a.m. and 8:00 p.m. Saturday and Sunday) that exceeds 50 dB L_{eq} and 70 dB L_{max} for daytime (7:00 a.m. to 10:00 p.m.) and 45 dB L_{eq} and 65 dB L_{max} for nighttime (10:00 p.m. to 7:00 a.m.) at the property line of any affected sensitive receptors;
- generate substantial permanent increase in ambient noise in the vicinity of the project in excess of the following City of Roseville noise standards:
  - Transportation noise levels that exceed 60 dBA CNEL for residential land uses. In addition, and consistent with Policy N1.5, the following additional standards apply:
    - Where existing exterior noise is less than 60 dB, a ≥ 5 dB increase in noise is significant.
    - Where existing exterior noise is between 60 and 65 dB, a ≥ 3 dB increase in noise is significant.
    - Where existing exterior noise is greater than 65 dB a ≥ 1.5 dB increase in noise is significant.
  - Non-Transportation noise standards are established by Section 9.24.120 of the Roseville Municipal Code for industrial zones where an industrial land use shares a common property line with a sensitive receptor or is separated from a sensitive receptor by a roadway, which are applicable to the proposed project. Based on this code, the applicable standards applied to non-transportation stationary sources are:

- Daytime (7:00 a.m. to 10:00 p.m.) noise limits of 57 dBA L_{eq} and 77 dBA L_{max}.
- Nighttime (10:00 p.m. to 7:00 am) noise limits of 52 dBA L_{eq} and 72 dBA L_{max}.

- result in construction-generated vibration levels exceeding Caltrans's recommended standards with respect to the prevention of structural building damage (0.2 and 0.08 in/sec PPV for normal and historical buildings, respectively) (Caltrans 2013b) or FTA's maximum-acceptable-vibration standard with respect to human response (80 VdB for residential uses) at nearby existing vibration-sensitive land uses (FTA 2018); or
- for a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, expose people residing or working in the project area to excessive noise levels.

ISSUES NOT DISCUSSED FURTHER

The project is not located within an airport land use plan, or within two miles of a public airport or public use airport. Additionally, the project is not located within two miles of a private airstrip. Lincoln Regional Airport is the closest airport and is located approximately 8 miles northeast of the project site. Thus, the project would not result in noise impacts related to the exposure of people residing or working in the project area to excessive aircraft-related noise levels. This issue is not discussed further.

ENVIRONMENTAL IMPACTS AND MITIGATION MEASURES

Impact 3.6-1: Construction-Generated Noise

Short-term construction-generated noise levels associated with the project would not expose nearby noise-sensitive receptors to noise levels that would exceed applicable local standards. These activities would be temporary in nature and would also be exempt from the local noise standards according to the City of Roseville's Municipal Code. Thus, this impact would be **less than significant**.

Construction of the project would involve noise-generating activities. Short-term construction noise levels on and near the project site would fluctuate depending on the type, number, and duration of usage for the varying types of heavy-duty equipment. The effects of construction noise largely depend on the type of construction activities being performed, noise levels generated by those activities, distances to noise-sensitive receptors, the relative locations of noise attenuating features such as vegetation and existing structures, and existing ambient noise levels.

Construction noise would be temporary in nature and would include noise from activities such as grading, excavation, and the installation of mechanical, electrical, and plumbing infrastructure. It is not anticipated that pile-driving or rock blasting would occur as part of construction; therefore, this analysis evaluates potential construction noise associated with typical construction activities/equipment use. Construction noise typically occurs intermittently and varies depending on the nature of the construction activities being performed. Noise is generated by construction equipment, including scrapers and dozers. Thus, existing noise-sensitive land uses located near areas of potential construction activity could be exposed to construction noise within the project area, or from off-site construction activity associated with infrastructure improvements along nearby roadways.

Noise-generating activities occurring during the more noise-sensitive evening and nighttime hours are of increased concern. Because exterior ambient noise levels typically decrease during the late evening and nighttime hours as typical levels of community activities (e.g., industrial activities, vehicle traffic) decrease, construction activities performed during the more noise-sensitive evening and nighttime hours could result in increased annoyance and potential sleep disruption for occupants of nearby residential land uses.

Based on the types of construction activities assumed for the project (e.g., paving, earth moving, trenching, structure erection), it is expected that the primary sources of noise would include backhoes, dozers, graders, excavators, dump trucks, pavers, and various trucks (e.g., job trucks, water trucks, fuel trucks). Noise levels generated by common types of construction equipment are shown in Table 3.6-11.

Table 3.6-11 Noise Emission Levels from Construction Equipment

Equipment Type	Typical Noise Level (dBA) at 50 feet
Dump Truck	76
Drill Rig Truck	79
Concrete Mixer	85
Crane	85
Dozer	85
Grader	85
Excavator	85
Front End Loader/Backhoe	80
Paver	89
Roller	85
Scraper	89

Notes: dBA = A-weighted decibel. Assumes all equipment is fitted with a properly maintained and operational noise control device, per manufacturer specifications. Noise levels listed are manufacturer-specified noise levels for each piece of heavy construction equipment.

Source: FTA 2018.

As described in Chapter 2, "Project Description," construction of the residential component of the project is anticipated to occur in five phases with construction of Phase 1 beginning in 2028 and ending with Phase 5 in 2033. Full occupancy is projected to occur in 2033. Construction of the innovation and commercial component is anticipated to occur in four phases with construction beginning in 2029 and ending in 2036. It is projected that the residential component of the project would be completed before the commercial and innovation component; therefore, this analysis considers the potential exposure of construction noise from the development of the innovation and commercial component on the proposed residential component. The timing of future phases will be determined based on market readiness and tenant demand. Construction noise modeling was based on the anticipated use of typical construction equipment as well as the simultaneous use of numerous pieces of equipment; thus, modeled noise levels represent a reasonably conservative construction noise scenario. Construction hours would be 7:00 a.m. to 7:00 p.m. Monday through Friday. Construction could also occur from 8:00 a.m. to 8:00 p.m. on Saturdays and Sundays on an as-needed basis. There would not be any construction during nighttime hours (i.e., 7:00 p.m. to 7:00 a.m. Monday to Friday and 8:00 p.m. to 8:00 a.m. Saturday to Sunday).

The construction-noise evaluation conservatively assumed that two of the highest noise-generating pieces (i.e., scraper and dozer) of equipment would operate simultaneously near each other and near the boundaries of the project site. Based on the reference noise levels listed in Table 3.6-11 and accounting for typical usage factors of individual pieces of equipment, on-site construction-related activities could generate a combined hourly average noise level of approximately 82 dBA L_{eq} and a maximum noise level as high as 86 dBA L_{max} at 50 feet from the construction activity. Detailed inputs and parameters for the estimated construction noise exposure levels are provided in Appendix C.

The nearest noise-sensitive receptors are existing and planned future residences located in the Creekview Specific Plan area (adopted by the City in 2012), approximately 500 feet from the center of construction activity to façade of nearest receptor to the east. This area is anticipated to accommodate 2,011 residential units at buildout. To the south, approximately 2,200 feet from the center of construction activity to the façade of the nearest receptor, along the southern edge of the project site, is the future extension of Blue Oaks Boulevard and the West Roseville Specific Plan area (adopted by the City in 2004), and will include 9,496 residential units, parks, open space, and commercial and industrial uses. Based on current anticipated construction phasing, Village 1 of the residential component of the project will be exposed to the construction noise of innovation center buildings G, H, and I. Village 1 would be approximately 500 feet from the center of construction activity for Innovation Center buildings G, H, and I. The project would also involve the off-site improvements of Blue Oaks Boulevard, Phillip Road, and the extension or

construction of utility infrastructure. The nearest sensitive receptors to these improvements would be the residences to the east of the project which would be approximately 100 feet from the center of improvements on Blue Oaks Boulevard. The residences to the south of the project site would be approximately 590 feet from the center of improvements on Blue Oaks Boulevard.

Table 3.6-12 shows the L_{eq} and L_{max} at these sensitive receptors during daytime construction. These values represent a conservative assessment because the modeling assumes that two of the highest noise-generating pieces of equipment (i.e., scrapers and dozers) operate simultaneously near each other in in the center of residential construction. All nearby sensitive receptors would be located within the City of Roseville; and thus, City of Roseville noise standards would apply. The distance to noise exposure levels at the receptor locations was estimated for the closest possible construction activities (at the center of residential construction) and are also listed in Table 3.6-12. The closest receptors would be 500 feet to the east and 2,200 feet to the south of residential construction. Assuming that one scraper and dozer would be used simultaneously, the construction-generated noise during daytime could be as high as 76.1dBA L_{eq} and 80.1 dBA L_{max} at the nearest sensitive receptor as shown in Table 3.6-12. This would exceed the city of Roseville Municipal code standard for daytime noise on sensitive receptors of 57 dBA L_{eq} and 77 dBA L_{max}. Refer to Appendix C for detailed information about the noise modeling.

Table 3.6-12 Noise Exposure at Off-Site Noise-Sensitive Receptors from Typical Construction Activity

Sensitive Receptor	Distance to Center of Construction Activity (feet)	Daytime Construction Noise Exposure Level at Sensitive Receptor [1]	
		L_{eq} (dBA)	L_{max} (dBA)
Residence to the East of the Project	500	**62.1**	66.1
Residence to the South of the Project	2,200	49.3	53.3
Proposed Residence to the East of the Proposed Innovation Center Buildings G, H, and I	500	**62.1**	66.1
Residences to the East of the Project Site from the Improvements on Blue Oaks Boulevard	100	**76.1**	**80.1**
Residences to the East of the Project Site from the Improvements on Blue Oaks Boulevard	590	**60.7**	64.7
City of Roseville Municipal Code Standard	—	**57**	**77**
Standard Exceeded	—	**Yes**	**Yes**

Notes: dBA = A-weighted decibel; L_{eq} = equivalent continuous sound level; L_{max} = maximum sound level.

[1] Assumes all equipment is fitted with a properly maintained and operational noise control device, per manufacturer specifications. Noise levels listed are manufacturer-specified noise levels for each piece of heavy construction equipment.

Source: Data modeled by Ascent in 2025.

According to the City of Roseville's Municipal Code (Chapter 9.24.030 Exemptions), noise from construction (e.g., construction, alteration or repair activities) is exempt between the hours of 7:00 a.m. and 7:00 p.m. Monday through Friday, and between the hours of 8:00 a.m. and 8:00 p.m. Saturday and Sunday provided, however, that all construction equipment is fitted with factory installed muffling devices and that all construction equipment shall be maintained in good working order. As described above, all proposed construction activity would occur within the allowable construction daytime hours as established by the City of Roseville. Thus, construction-generated noise would not operate outside of allowable hours. This impact would be **less than significant**.

Mitigation Measures

No mitigation is required.

Impact 3.6-2: Construction-Generated Vibration

Short-term construction-generated vibration levels associated with the project would expose nearby sensitive receptors to groundborne vibration or groundborne noise levels that would exceed applicable local standards. Although these activities would be temporary in nature and would also be limited to only daytime hours. this impact would be **significant**.

Construction of the project would not require pile driving or blasting. Construction would involve the use of typical equipment, including loaders, dozers, excavators and rollers, which would not generate levels of ground vibration that could result in structural damage unless used at extremely close distances (i.e., within at least 10 feet of activity). No existing or future receptor is located within 10 feet of proposed construction activities; therefore, this analysis is focused on disturbance to sensitive receptors from construction (rather than structural damage).

Applying standard attenuation rates, a vibratory roller, the anticipated activity to be the most vibration-intensive, could result in a vibration level of 0.074 in/sec PPV at the 50 feet from activity.

The nearest sensitive receptor to potential vibration generating construction activities would be the existing residential land uses located approximately 50 feet east of the project site. Construction generated vibration is measured from the nearest potential source of vibration instead of the center of construction activity to avoid potential structural damage to nearby sensitive receptors. Off-site improvements on adjacent roads (i.e., Blue Oaks Boulevard and Phillip Road) would also generate vibration; however, construction related to these activities would be located 100 feet away from receptors.

To address potential human annoyance in response to ground vibration, FTA has guidelines for maximum acceptable vibration impact criteria for different types of land uses. For residential land uses FTA recommends a maximum acceptable level of 80 VdB for events that occur fewer than 30 times per day. A vibratory roller, expected to be the most vibration-intensive activity, would generate a vibration level of 80 VdB at a distance of 73 feet. Project construction would result in a vibration level of 85 VdB at the nearest existing sensitive receptors approximately 50 feet to the east of the project site. Modeling calculations are provided in Appendix C. The modeled vibration level of 85 VdB at the nearest sensitive receptors would exceed the FTA standard of 80 VdB. Thus, this impact would be **significant**.

Mitigation Measures

Mitigation Measure 3.6-2: Develop and Implement Vibration Control Plan

Prior to the start of construction of any phase of the project, the applicant shall retain a qualified acoustical or vibration specialist to prepare a vibration control plan (VCP) to minimize construction-related groundborne vibration impacts at nearby sensitive receptors. The VCP shall be consistent with the methodologies and thresholds contained in the FTA's *Transit Noise and Vibration Impact Assessment Manual* (2018) and shall include, at a minimum, the following elements:

- **Refined Impact Distances:** Using specific construction equipment lists and plans available at the time of development plan submittal, soil conditions, and receptor locations, the VCP shall identify equipment-specific impact distances where vibration levels would exceed the FTA human annoyance threshold of 80 VdB. These distances shall form the basis for determining where vibration controls are required.
- **Preconstruction Baseline Monitoring:** Establish baseline vibration levels at representative receptor locations.
- **Construction Monitoring:** Implement real-time vibration monitoring at the nearest vibration-sensitive receptors during use of high-vibration equipment (e.g., hoe-ram, vibratory roller, large dozer).
- **Response Thresholds:** If monitoring indicates vibration levels approaching 2 VdB below the applicable threshold, the contractor shall implement additional controls (e.g., substituting equipment, reducing operating speeds, or increasing buffer distances).
- **Temporary Setbacks or Phasing:** Schedule high-vibration activities to occur at greater distances from receptors or during daytime hours when human annoyance potential is lower.

Vibration-Reduction Measures

The plan shall incorporate feasible measures to ensure vibration levels remain below FTA criteria, which may include, but would not be limited to:

- Use of low-vibration equipment or alternate construction methods (e.g., static rollers instead of vibratory).
- Staging of equipment away from vibration-sensitive structures or land uses.
- Sequencing and coordination to avoid simultaneous operation of multiple high-vibration sources near the same receptor.
- Temporary vibration barriers or isolation trenches, where feasible, for near-structure work.

Reporting and Compliance

- The qualified vibration specialist shall prepare monitoring reports documenting compliance with FTA thresholds, corrective actions taken, and verification that vibration levels remained within acceptable limits.
- Any exceedance shall trigger immediate notification to the construction manager and implementation of corrective measures before resuming work.

Significance after Mitigation

Implementation of Mitigation Measure 3.6-2 would require a robust and comprehensive vibration control plan that would ensure the most appropriate and reasonable measures, including alternatives to traditional vibration-inducing activities, real-time monitoring and reporting, and a requirement to halt work if thresholds are likely to be exceeded. Incorporation of this mitigation measure would ensure that nearby homes are not exposed to disturbing levels of vibration, reducing this impact to a **less-than-significant** level.

Impact 3.6-3: Exposure of Existing Sensitive Receptors to Excessive Traffic Noise Levels

Project operation would result in an increase in traffic volumes along project-affected roadways, resulting in long-term permanent increases in traffic noise. Traffic noise modeling was conducted for the existing and the existing-plus-project conditions. Based on modeling conducted and applicable City of Roseville allowable noise increase standards, a substantial noise increase would occur on the segment of Blue Oaks Boulevard from the project site to Westbrook Boulevard as an increase of 10.7 dBA would occur with implementation of the project. This impact would be **significant**.

Vehicle trips associated with project operation would result in increased traffic volumes on the local roadway network immediately surrounding the project site and increased noise levels at land uses located along the affected roadway segments.

To analyze the impact of project-generated operational transportation noise sources, traffic noise levels under existing and existing-plus-project conditions were modeled for affected roadway segments. This was done using the Average Daily Traffic estimated in the transportation analysis conducted by Fehr & Peers. Refer to Appendix C for detailed information about the traffic noise modeling.

According to the City of Roseville General Plan 2035 standards, the acceptable transportation noise standard at the boundary of any sensitive residential receptor is 60 dB (L_{dn}). If existing noise levels exceed noise compatibility standards and a project results in a significant increase in noise (as defined below), then feasible methods of reducing noise to avoid a significant noise increase should be applied. Specifically, in cases where existing noise exceeds the City's noise compatibility standards, Policy N1.5 of the City of Roseville General Plan 2035 states:

- Where existing exterior noise is less than 60 dB, a ≥ 5 dB increase in noise is significant.
- Where existing exterior noise is between 60 and 65 dB, a ≥ 3 dB increase in noise is significant.
- Where existing exterior noise is greater than 65 dB a ≥ 1.5 dB increase in noise is significant.

Regarding long-term community noise levels, a community may experience two undesirable effects. First, increases in traffic noise may substantially increase noise levels above existing noise levels; this would be called a relative noise

impact. Evaluation of this effect compares new noise levels to the existing levels, and criteria for a relative noise impact evaluation are based on noise increases above existing levels. Second, a project may interfere with community activities independent of existing noise levels, called an absolute noise impact, which is expressed as a fixed level, not to be exceeded (FTA 2018). The City of Roseville's transportation noise standards apply these principles by defining a substantial increase in noise relative to existing conditions (see above) and establishing an absolute level of 60 dBA. Further, noise impacts would only occur where noise increases are likely to have adverse effects on sensitive receptors (e.g., outdoor activity areas, sleep disturbance) and conversely, if no sensitive receptors are located nearby, substantial increases in noise in and of themselves, would not generate impacts.

Table 3.6-13 summarizes the modeled change in traffic noise levels at the façade of the nearest sensitive receptor from the roadway centerlines under existing and existing plus project conditions and takes into consideration the sound attenuation of existing sound walls along these roads. Generally, a barrier that breaks the line of sight between a source and a receiver will typically result in at least 5 dB of noise reduction (FTA 2018).

When traveling east from the project site along Blue Oaks Boulevard, the south side of the roadway contains no planned residential development, while the north side includes residential uses associated with the Creekview Specific Plan. At this location (north of Blue Oaks Boulevard toward Westbrook Boulevard), an existing soundwall was included in the noise model by applying a 5-dB reduction.

Table 3.6-13 Summary of Modeled Traffic Noise Levels under Existing and Existing-Plus-Project Conditions

Segment #	Roadway Segment	Existing (dBA L_{dn})	Existing Plus Project (dBA L_{dn})	Sound Wall Attenuation[1]	Change (dBA)	Applicable Increase Threshold (dB)	Exceeds Threshold
1	Blue Oaks Boulevard from Project Site to Westbrook Boulevard	49.3	60.0	**Yes**	**+10.7**	5.0	Yes
2	Blue Oaks Boulevard from Westbrook Boulevard North Hayden Parkway	57.6	59.9	**Yes**	**+2.3**	3.0	No
3	Blue Oaks Boulevard from North Hayden Parkway to Fiddyment Road	60.1	61.5	**Yes**	**+1.4**	1.5	No
4	Blue Oaks Boulevard from Fiddyment Road to Del Webb Boulevard	63.6	64.1	**Yes**	**+0.4**	1.5	No
5	Pleasant Grove from Market Street to Fiddyment Road	63.4	63.6	**Yes**	**+0.2**	1.5	No
6	Westbrook Boulevard from Blue Oaks Boulevard to Pleasant Grove Boulevard	54.4	56.8	**Yes**	**+2.4**	3.0	No
7	Hayden Parkway from Fiddyment Road to Blue Oaks Boulevard	56.7	56.7	**Yes**	**+0.0**	3.0	No
8	Hayden Parkway from Blue Oaks Boulevard to Crawford Parkway	57.0	56.8	**Yes**	**-0.2**	3.0	No
9	Fiddyment Road from Del Webb Boulevard Blue Oaks Boulevard	63.1	63.1	**Yes**	**-0.1**	1.5	No
10	Fiddyment Road from Blue Oaks Boulevard to Crawford Parkway	63.1	63.2	**Yes**	**+0.1**	1.5	No

Notes: dB = decibel; dBA = A-weighted decibels; CNEL= community noise equivalent level.

Bolded values represent an increase that exceeds the City of Roseville's noise standards.

[1] Typical sound wall has a noise attenuation of 5 dBA (FTA 2018).

Sources: FTA 2018; Noise levels modeled by Ascent in 2025.

The segments of Blue Oaks Boulevard from North Hayden Parkway to Fiddyment Road, Blue Oaks Boulevard from Fiddyment Road to Del Webb Boulevard, Pleasant Grove from Market Street to Fiddyment Road, and Fiddyment Road from Del Webb Boulevard to Blue Oaks Boulevard currently exceed the 60 dBA L_{dn} maximum noise limit at the boundary of sensitive receptors but would not surpass the increase standards based on existing noise levels of the City of Roseville General Plan.

As shown in Table 3.6-13, the project would not increase existing noise volumes on any segment from a level of 60 dB or less to a level above 60 dB, which is the acceptable noise volume for residential uses. For roadway segments already operating in excess of the acceptable noise threshold of 60 dB, the project would not result in a substantial increase in existing ambient noise. Thus, the project would not cause noise volumes to exceed the City of Roseville's standards for acceptable noise volumes or substantial increases in noise. However, in terms of noise perception, a 10-dB increase is perceived by the human ear as a doubling of a noise source. Thus, while the traffic noise increase on the segment of Blue Oaks Boulevard from the project site to Westbrook Boulevard would not exceed the City's noise standards, it would be substantial in terms of noise perception.

Although the project would not exceed the City's noise standards, existing residences on the segment of Blue Oaks Boulevard west of Westbrook Boulevard would experience a substantial increase (i.e., doubling) in noise perception compared to existing noise levels, which could result in increased annoyance at outdoor activity areas located directly adjacent to Blue Oaks Boulevard. This impact would be **significant**.

Mitigation Measures

As described in Chapter 4, "Cumulative Impacts," noise volumes along the segment of Blue Oaks Boulevard from the project site to Westbrook Boulevard were already anticipated to exceed 60 dB in the cumulative condition with or without the project. As demonstrated in the Creekview Specific Plan EIR, roadway noise along Blue Oaks Boulevard west of Westbrook Boulevard were anticipated to reach noise levels of 65.5 dBA L_{dn} in the cumulative condition with buildout of the Creekview Specific Plan (City of Roseville 2011: Table 5-42). All feasible mitigation was applied at the time the Creekview Specific Plan was approved, and the required mitigation has been completed. The existing subdivision north of Blue Oaks Boulevard and west of Westbrook Boulevard is set back 40 feet from the edge of Blue Oaks Boulevard, separated by a landscape buffer, and a 6-foot masonry sound wall was constructed. No additional feasible mitigation is available.

Significance after Mitigation

Residences along Blue Oaks Boulevard from the project site to Westbrook Boulevard would experience the relative noise impact of existing noise levels being perceived as doubling as a result of the project. Therefore, this impact would remain **significant and unavoidable**.

Impact 3.6-4: Long-Term Operational Non-Transportation Noise Levels

The project would include non-transportation stationary sources such as noise from HVAC units, trucks and loaders/forklifts at loading docks, and backup generators. Based on modeling conducted and reference noise levels for these noise sources, off-site noise-sensitive receptors would experience project-generated operational stationary noise levels that exceed the City's daytime and nighttime noise levels standards. This impact would be **significant**.

This impact analyzes potential exposure of existing and future planned sensitive receptors to noise generated by non-transportation aspects of project operation, which includes the residential uses proposed by the project. Based on project site plans, mechanical equipment associated with building operations, such as HVAC equipment, loading dock activities, and the emergency backup generators, would result in noise levels that would expose the nearby sensitive receptors to long-term operational noise during both daytime and nighttime. Anticipated noise levels from potential noise sources associated with the project are described below.

Building Mechanical Equipment

Implementation of the project would introduce new stationary noise sources associated with building mechanical equipment, primarily HVAC units. Detailed information regarding the stationary equipment to be installed is not available at this time because future tenants are not known. However, noise levels associated with air conditioning systems can reach levels of up to 78 dB at 3 feet (Lennox 2019). Applying this reference noise level as an hourly average (L_{eq}) and assuming a 50 percent usage rate, would result in a 75 dBA L_{eq} at 3 feet from the source.

Commonly installed building equipment, such as HVAC systems, can be located in the interior of the structure, on rooftops, or in direct line-of-sight to adjacent land uses. Based on the reference noise level for HVAC units of 78 dBA L_{max} and 75 dBA L_{eq} at 3 feet, and assuming typical attenuation rates, from distance alone, noise from HVAC units would reduce to 38.5 dBA L_{eq} and 41.5 dBA L_{max} at the nearest receptors located approximately 200 feet east. These levels would not exceed daytime or nighttime L_{eq} or L_{max} standards (i.e., 57 dBA L_{eq} or 77 dBA L_{max} during daytime hours and 52 dBA L_{eq} or 72 dBA L_{max} during nighttime hours), and noise levels at further distances would be even lower. Refer to Appendix C for detailed calculations.

Loading Dock Activity

Buildings constructed as part of the project would include loading docks or designated areas for receiving shipments by commercial trucks. Noise sources from truck activity associated with delivery areas are usually short-term and can include activities such as vehicle idling, engines revving, and the release of air brakes on heavy trucks. All these discrete activities occurring together combine to generate noise that is treated as a stationary noise source. Reference noise levels associated with these activities were obtained by an Ascent noise specialist during a site visit at the Anheuser Busch Santa Fe Springs Distribution Center at 12065 Pike Street, Santa Fe Springs, CA. (Although the proposed project does not include a distribution center use, the noise data collected at the Anheuser Busch Distribution Center is the most representative reference data available for the purpose of estimating noise levels from the implementation of the proposed innovation center.) The reference noise level captured trucks idling, brake noise, opening and raising the truck trailer doors, and loading and unloading activity noise (Ascent 2023) and therefore represents primary noise sources associated with loading docks. The noise specialist collected noise measurements during loading and unloading activities using a Larson Davis Laboratories LxT precision integrating sound level meter located 100 feet away from the center of the loading dock doors. The collective noise level measured during these activities was 59.3 dBA L_{eq} at 100 feet (Ascent 2023).

The project would include 18 loading docks located internally within the innovation and commercial area. Enclosed buildings typically yield 10 dBA of attenuation (Caltrans 2013b). Operational hours would vary based on future tenants but typical operational hours for the innovation and commercial area would be 6:00 a.m. to 8:00 p.m., 5 days per week. Thus, noise impacts associated with loading dock activity were evaluated against the City of Roseville sound level standards for sensitive receptors for daytime (i.e., 57 dBA L_{eq} 77 dBA L_{max}) and nighttime (i.e., 52 dBA L_{eq} 72 dBA L_{max}).

This analysis assumes the operation of two loading docks simultaneously based on the current placements found within the project site plans. The nearest sensitive receptors that would be potentially affected by loading dock noise would be the property line of the planned single-family housing area approximately 340 feet east. At this distance, noise from the loading dock activity would attenuate to 41.7 dBA L_{eq} and, thus, would not exceed the sound level limits for sensitive receptors of the Roseville Municipal Code (i.e., 57 dBA L_{eq} during daytime hours and 52 dBA L_{eq} during nighttime hours). In addition, noise generated by the loading dock activity would be lower than the existing average daytime and nighttime noise levels (i.e., 59.9 dBA L_{eq} and 47.7 dBA L_{eq}, respectively) at the nearest existing residential receptor. Therefore, the project would not result in a substantial increase in noise because existing noise levels at nearby receptors are higher than that of noise-generated from loading dock activity.

Diesel Generators

Backup diesel generators would be used to supply necessary power requirements to vital systems within the proposed buildings and would generally only be used on a temporary basis during emergency power outages or during routine maintenance. As backup generators only operate in the case of emergencies, and based on typical hours of operation for the commercial uses of the project (i.e., 5:00 a.m. to 10:00 p.m. seven days per week) and for the innovation center uses (i.e., 6:00 a.m. to 8:00 p.m. five days per week), the noise generated by backup generators

are compared to both the daytime and nighttime noise standards (i.e., 57 dBA L_{eq} and 77 dBA L_{max} during daytime hours and 52 dBA L_{eq} and 72 dBA L_{max} during nighttime hours).A reference noise level for a generator is 82 dBA L_{max} at 50 feet and considering that when a generator is in use to provide backup power it would be operating continuously, this level can also be applied as an L_{eq} (FTA 2018). Applying this reference noise level and typical attenuation rates, at the nearest potential sensitive receptor approximately 200 feet east, noise would attenuate to 70 dBA L_{eq} and 70 dBA L_{max}, which would exceed the City's daytime L_{eq} standard of 57 dBA L_{eq} but not the L_{max} standard of 77 dBA. In addition, these levels would exceed the City's nighttime standards of 52 dBA L_{eq} but not the 72 dBA L_{max}. Noise from a generator would attenuate to below the daytime standard beyond 900 feet and below the nighttime standard beyond 1,600 feet.

Parking Lot

The project would involve the installation and operation of a surface parking lot that would provide parking and circulation for the innovation and the commercial uses of the project. This parking lot would include 1,718 stalls (including standard, accessible, compact, and electrical vehicle-capable stalls). The use of parking lots generates various noise sources including vehicular traffic-related noise, car doors closing, people talking, horns honking, engines starting, engines idling, car alarms, and radios sounding. These noise sources are typically short and intermittent. In addition, noise levels associated with parking lots tend to increase as hourly or daily vehicular traffic increases and larger parking facilities typically generate more noise than smaller ones. Typical operational hours for the commercial uses of the project would be from 5:00 a.m. to 10:00 p.m., seven days per week and for the innovation center uses would be 6:00 a.m. to 8:00 p.m. five days per week. At these operational hours, the parking lot would be subject to the daytime and nighttime noise L_{eq} and L_{max} noise standards (i.e., 57 dBA L_{eq} and 77 dBA L_{max} during daytime hours and 52 dBA L_{eq} and 72 dBA L_{max} during nighttime hours).

Potential increases in noise levels associated with the proposed parking lot, as experienced at the nearest sensitive receptor, were modeled using Average Daily Traffic provided by Fehr & Peers. It is anticipated that the parking lot would result in noise levels of 64.4 dB L_{eq} at 50 feet. Based on this reference level, parking lot noise would attenuate to 56.1 dBA L_{eq} at the nearest sensitive receptor (i.e., the project's southern residential area) located approximately 130 feet east of the portion of the parking lot where transportation activity is expected. This would not exceed the City's daytime standard of 57 dBA L_{eq}; however, it would exceed the nighttime standard of 52 dBA L_{eq}. Therefore, operation of the parking lot would result in a substantial noise increase.

Summary

Operational stationary noise sources would include HVAC equipment, noise at loading docks, backup generators, and parking lots. As discussed above, noise from HVAC units would attenuate to below both daytime and nighttime thresholds at the nearest sensitive receptors (i.e., the project's southern residential area), located approximately 200 feet from the commercial and innovation center and, therefore, would not expose sensitive receptors to noise levels in exceedance of applicable noise standards. Noise from loading activities would not exceed either the daytime or nighttime standards attenuating to 41.7 dBA L_{eq} to the nearest sensitive receptor approximately 340 feet east of the loading dock. Regarding noise from generators, the City's daytime L_{eq} standard of 57 dBA would be exceeded but not the L_{max} standard of 77 dBA. In addition, generators would exceed the City's nighttime standards of 52 dBA L_{eq} but not the 72 dBA L_{max} standard. Noise from an emergency generator would attenuate to below the daytime standards beyond 900 feet and below the nighttime standards beyond 1,600 feet. Because parking lot activities could exceed nighttime standards and backup generators noise levels are anticipated to exceed both daytime and nighttime standards, noise from parking lots and generators could result in a substantial permanent increase in noise. This impact would be **significant**.

Mitigation Measures

Mitigation Measure 3.6-4a: Reduce Generator Noise Exposure

The applicant shall hire a qualified acoustical specialist to prepare a noise minimization plan before approval of construction drawings that will identify design strategies and noise attenuation features to reduce noise generated by the project to below daytime noise (i.e., 57 dB L_{eq} and 77 dB L_{max}) and nighttime noise (i.e., 52 dB L_{eq} and 72 dB L_{max})

standards required by the Municipal Code for residential land uses in the vicinity of the project. The noise minimization plan shall include, but not be limited to, a combination of the following measures (or other measures demonstrated to be equally effective) to reduce the effect of noise levels generated by on-site operational noise sources to levels that are below the City's noise standards:

- Backup generators will be placed such that on-site buildings can obstruct line-of-site between the generators and sensitive receptors which can achieve a reduction 10-20 dB.; or
- If necessary to meet the noise standards, install acoustic enclosures for backup generators designed to reduce the noise levels up to 10 dB.

Measures identified in the noise minimization plan shall be incorporated into the project design and identified on the site plan. The City shall verify that these measures are included in the site plan before approval of the final site plan.

Mitigation Measure 3.6-4b: Reduce Parking Lot Noise Exposure

The applicant shall hire a qualified acoustical specialist to prepare a noise minimization plan before approval of construction drawings that will identify design strategies and noise attenuation feature to reduce noise generated by the proposed parking lot to below daytime (i.e., 57dB L_{eq} and 77 dBA L_{max}) and nighttime (i.e., 52 dB L_{eq} and 72 dBA L_{max}) standards required by the Municipal Code for residential land uses in the vicinity of the project. The noise minimization plan shall include, but not be limited to, a combination of the following measures:

- Separate the area where parking lot activity would occur with one or more walls. Generally, a barrier that breaks the line of sight between a source and a receiver will typically result in at least 5 dB of noise reduction. Taller barriers provide increased noise reduction.
- Design the proposed wall between the project and adjacent residential uses, such that it serves as a sound barrier between all adjacent sensitive receptors and the facility. The wall must be constructed of solid material (e.g., brick, concrete). Scenic quality factors shall be taken into account during design, and the barriers shall be designed to blend into the landscape on the project site, to the extent feasible. Generally, a barrier that breaks the line of sight between a source and a receiver will typically result in at least 5 dB of noise reduction. Taller barriers provide increased noise reduction.

Measures identified in the noise minimization plan shall be incorporated into the project design and identified on the site plan. The City shall verify that these measures are included in the site plan before approval of the final site plan.

Significance after Mitigation

The generators would require a reduction of 18 dBA to meet both the daytime and nighttime standards. Generators that are completely enclosed can achieve a 10-dB reduction. Further, in combination with on-site buildings obstructing the line-of-sight between generators and off-site receptors, another 10 to 20 dB reduction could be achieved, which would be sufficient to achieve daytime and nighttime L_{eq} standards of 57 dBA L_{eq} and 52 dBA L_{eq}, respectively. The parking lot would require a reduction of 4.1 dBA to meet nighttime noise standards. A barrier that breaks line of sight between a source and a receiver that is constructed of solid material (e.g., brick, concrete) typically results in at least a 5 dB noise reduction. Thus, implementing Mitigation Measures 3.6-4a and 3.6-4b, which would require the preparation of a site-specific noise minimization plan based on the specific specifications of the proposed stationary equipment, site design and building configuration, as well as proposed sound barriers, would reduce stationary noise sources below daytime and nighttime noise standards. This impact would be reduced to a **less-than-significant** level.

3.7 BIOLOGICAL RESOURCES

This section addresses biological resources known or with potential to occur on or near the project site and describes potential effects of implementation of the project on those resources. The analysis provided in this section is based on:

- results of California Natural Diversity Database (CNDDB) record search of the nine US Geological Survey (USGS) 7.5-minute quadrangles including and surrounding the project site (CNDDB 2025a);
- results of California Native Plant Society (CNPS), Inventory of Rare and Endangered Plants of California search of the nine USGS 7.5-minue quadrangles including and surrounding the project site (CNPS 2025);
- Preliminary Arborist Report and Tree Inventory (California Tree and Landscape Consulting, Inc. 2021) (Appendix D1);
- Preliminary Arborist Report and Tree Removal Plan (California Tree and Landscape Consulting, Inc. 2022) (Appendix D2);
- 6382 Phillip Rd., Roseville CA Bio/Wetland Resources Constraints Analysis (Barnett Environmental 2021) (Appendix D3);
- Jurisdictional Wetland Delineation For the APN: 017-101-008 6382 Phillp Road in Roseville (Placer County), California 95747 (Barnett Environmental 2025) (Appendix D4);
- Wetlands and Biological Resources Assessment on APN: 017-101-008 6382 Phillip Road in Placer County, California 95747 (Barnett Environmental 2026) (Appendix D5);
- reconnaissance-level survey of the project site by an Ascent wildlife biologist on August 6, 2021; and
- aerial photographs of the project site and region.

Several comment letters regarding biological resources were received in response to the notice of preparation (see Appendix A). The California Department of Fish and Wildlife (CDFW) requested that the EIR include a complete project description that identifies any areas that would be temporarily affected and a reasonable range of feasible alternatives; these issues are addressed in Chapter 2, "Project Description," and Chapter 6, "Alternatives." Regarding the regional setting for biological resources, CDFW requested that the EIR include an assessment of all habitat types located within the project footprint; a general biological inventory of the fish, amphibian, reptile, bird, and mammal species that are present or have the potential to be present on or adjacent to the project site; a complete and recent inventory of rare, threatened, endangered, and other sensitive species located within the project footprint and within offsite areas that could be affected; a thorough, recent (within the last 2 years), floristic-based assessment of special-status plants and natural communities; and information on the regional setting that is critical to an assessment of environmental impacts, with special emphasis on resources that are rare or unique to the region. Regarding the analysis of biological resources impacts, CDFW requested that the EIR include thresholds of significance and a discussion of potential direct, indirect, and cumulative impacts. CDFW noted that the EIR should identify appropriate and adequate avoidance, minimization, and/or mitigation measures for all significant impacts. Finally, CDFW provided information related to potential permits and approvals that may be needed for the project, including compliance with the California Endangered Species Act, Native Plant Protection Act, and Lake and Streambed Alteration Program. The Sierra Club requested that the project should make extensive use of native plants throughout the development. Finally, a member of the public requested that the EIR evaluate potential impacts of the project on sensitive habitat, protected species, wildlife corridors, wetlands, and edge effects on adjacent preserves; and include feasible mitigation measures and alternatives to lessen or avoid biological impacts. These issues are addressed in this section and in Chapter 6, "Alternatives."

3.7.1 Regulatory Setting

FEDERAL

Federal Endangered Species Act

Pursuant to the federal Endangered Species Act (ESA) (16 US Code Section 1531 et seq.), US Fish and Wildlife Service (USFWS) and National Oceanic and Atmospheric Administration (NOAA) Fisheries regulate the taking of species listed in ESA as threatened or endangered. In general, people subject to ESA (including private parties) are prohibited from "taking" endangered or threatened fish and wildlife species on private property, and from "taking" endangered or threatened plants in areas under federal jurisdiction or in violation of state law. Under Section 9 of the ESA, the definition of "take" is to "harass, harm, pursue, hunt, shoot, wound, kill, trap, capture, or collect, or to attempt to engage in any such conduct." NOAA Fisheries and USFWS have also interpreted the definition of "harm" to include significant habitat modification that could result in take. There is currently a proposed rule (Federal Register Vol. 90 No. 73, USFWS 2025) to rescind the definition of "harm" from ESA's "take" definition; however, a final rule has not been published. ESA requires that recovery plans be developed that describe the steps necessary to restore the species. Similarly, the act provides for the designation of "critical habitat" when prudent and determinable.

Section 10 of ESA applies if a non-federal agency is the lead agency for an action that results in take, and no other federal agencies are involved in permitting the action. Section 7 of ESA applies if a federal discretionary action is required (e.g., a federal agency must issue a permit), in which case the involved federal agency consults with USFWS and NOAA Fisheries.

Migratory Bird Treaty Act

The Migratory Bird Treaty Act (MBTA), first enacted in 1918, provides for protection of international migratory birds and authorizes the Secretary of the Interior to regulate the taking of migratory birds. MBTA provides that to pursue, take, or kill any migratory bird or any part, nest, or egg of any such bird is unlawful except as permitted by regulations. Under MBTA, "take" is defined as "to pursue, hunt, shoot, wound, kill, trap, capture, or collect, or any attempt to carry out these activities." Take does not include habitat destruction or alteration as long as birds, nests, eggs, or parts thereof are not directly taken. The current list of species protected by MBTA can be found in Title 50 of the Code of Federal Regulations (CFR), Section 10.13 (50 CFR 10.13). The list includes nearly all birds native to the United States.

Bald and Golden Eagle Protection Act

The Bald and Golden Eagle Protection Act, enacted in 1940 and amended multiple times, prohibits the taking of bald and golden eagles without a permit from the Secretary of the Interior. Similar to ESA, the Bald and Golden Eagle Protection Act defines "take" as to "pursue, shoot, shoot at, poison, wound, kill, capture, trap, collect, molest or disturb" (16 USC 668–668c). Under the act, disturbance that would injure an eagle, decrease productivity, or cause nest abandonment, including habitat alterations that could have these results, is considered take and can result in civil or criminal penalties.

Clean Water Act

Section 404

Section 404 of the Clean Water Act (CWA) (33 USC Section 1344) prohibits the discharge of dredged or fill material into waters of the United States, including wetlands, except as permitted under separate regulations by the US Army Corps of Engineers (USACE) and US Environmental Protection Agency (EPA). Fill material is material placed in waters of the United States where the material has the effect of replacing any portion of a water of the United States with dry land or changing the bottom elevation of any portion of a water of the United States. To discharge dredged or fill material into waters of the United States, including wetlands, Section 404 requires projects to receive authorization from the Secretary of the Army, acting through USACE. Waters of the United States include navigable waters of the United States; interstate waters; all other waters where the use, degradation, or destruction of the waters could affect interstate or foreign commerce; tributaries to any of these waters that are relatively permanent standing or

continuously flowing bodies of water; and wetlands adjacent to and with a continuous surface connection to these waters. Wetlands are defined as areas that are inundated or saturated by surface water or groundwater at a frequency and duration sufficient to support, and that under normal circumstances do support, a prevalence of vegetation typically adapted for life in saturated soil conditions. Potentially jurisdictional wetlands must meet three wetland delineation criteria: hydrophytic vegetation, hydric soil types, and wetland hydrology. Wetlands that meet the delineation criteria may be jurisdictional under Section 404 of the CWA pending USACE verification.

Section 401

Under Section 401 of the CWA (33 USC Section 1341), an applicant for a Section 404 permit must obtain a certificate from the appropriate state agency stating that the intended dredging or filling activity is consistent with the state's water quality standards and criteria. In California, the authority to grant water quality certification is delegated by the State Water Resources Control Board (SWRCB) to the regional water quality control boards (RWQCBs).

Rivers and Harbors Appropriation Act

Section 10

Under Section 10 of the Rivers and Harbors Appropriation Act of 1899 (33 U.S.C. Section 403) a Section 10 permit is required for activities which may obstruct or alter waters of the United States, including the construction of any structure in or over any navigable waters, the excavation from or depositing of material in to jurisdictional waters, or other work affecting the course, condition, or capacity of such waters. Section 10 requires projects to receive recommendation from the Chief of Engineers and authorization from the Secretary of the Army, acting through USACE.

Section 408

Section 408 of the Rivers and Harbors Appropriation Act (33 USC Section 408) provides that USACE may grant permission for another party to alter a Civil Works project, including the building of a bridge across a navigable waterway maintained and surveyed by USACE, upon a determination that the alteration proposed will not be injurious to the public interest or impair its usefulness. Within the Central Valley, Section 408 reviews may be coordinated through the Central Valley Flood Protection Board (CVFPB).

STATE

Central Valley Flood Protection Act

The Central Valley Flood Protection Act of 2008 establishes the 200-year flood event as the minimum level of protection for urban and urbanizing areas. As part of the state's FloodSAFE program, those urban and urbanizing areas protected by flood control project levees must receive protection from the 200-year flood event level by 2025. DWR and CVFPB collaborated with local governments and planning agencies to prepare the 2012 Central Valley Flood Protection Plan (CVFPP), which the CVFPB adopted on June 29, 2012. The Central Valley Flood Protection Act calls for updates to the CVFPP every five years. The 2022 CVFPP Update, adopted in December 2022, serves as California's strategic and financial blueprint to improve flood risk management in the Central Valley and focuses on flood system climate resiliency; accountability and adaptation through performance tracking; and strategic alignment with other state water management planning efforts (DWR 2022b).

The CVFPB authority and procedures are derived from the California Water Code and Title 23 of the California Code of Regulations (CCR). These regulations provide guidance when determining if a permit is needed for any project that may encroach upon, improve, alter or affect adopted plans of flood control (including federal/State flood control systems, regulated streams and designated floodways under CVFPB's jurisdiction). An encroachment permit is required for any proposed work that is located:

- between or in the vicinity of any Federal Project Levees within a State Plan of Flood Control;
- within 100-foot proximity of a non-leveed Regulated Stream listed in California Code of Regulations, Title 23, Waters, Division 1, Article 8, Table 8.1;

- within a Designated Floodway that has been adopted by the CVFPB; or
- within a Sacramento San Joaquin Drainage District (SSJDD) Easement.

The project is not located in the vicinity of any Federal Project Levees. Pleasant Grove Creek, which flows through the project site, is identified in Table 8-1 of Title 23 as a Regulated Stream. The CVFPB has not adopted Pleasant Grove Creek as a Designated Floodway and the project site is not located within a SSJDD easement. However, because the project includes activities within 100 feet of Pleasant Grove Creek (which is a Regulated Stream), including a new bridge across the creek, an encroachment permit from the CVFPB would be required for bridge construction.

California Endangered Species Act

Pursuant to the California Endangered Species Act (CESA), a permit from CDFW is required for projects that could result in the "take" of a plant or animal species that is listed by the state as threatened or endangered. Section 2080 of CESA prohibits unauthorized take of state-listed species. Under CESA, "take" is defined as an activity that would directly or indirectly kill an individual of a species, but does not include "harm" or "harass," as does the federal definition. As a result, the threshold for take is higher under CESA than under ESA. Authorization for take of state-listed species can be obtained through a California Fish and Game Code Section 2081 incidental take permit.

California Fish and Game Code

Protection of Bird Nests and Raptors

Section 3503 of the Fish and Game Code states that it is unlawful to take, possess, or needlessly destroy the nest or eggs of any bird. Section 3503.5 of the California Fish and Game Code states that it is unlawful to take, possess, or destroy any raptors (i.e., species in the orders Falconiformes and Strigiformes), including their nests or eggs. Typical violations include destruction of active nests as a result of tree removal or disturbance caused by project construction or other activities that cause the adults to abandon the nest, resulting in loss of eggs or young.

Fully Protected Species

The regulation of fully protected species is described in Sections 3511, 4700, 5050, and 5515 of the California Fish and Game Code. These statutes prohibit take or possession of fully protected species and generally do not provide for authorization of incidental take unless the species is covered and conserved in a natural community conservation plan (NCCP) or the project activities qualify for incidental take permitting under Section 2080.15 of the California Fish and Game Code. CDFW's fully protected status was California's first attempt to identify and protect animals that were rare or facing extinction. Most species listed as fully protected were eventually listed as threatened or endangered under CESA; however, some species remain listed as fully protected but do not have simultaneous listing under CESA.

Lake and Streambed Alteration

All diversions, obstructions, or changes to the natural flow or bed, channel, or bank of any river, stream, or lake in California that supports wildlife resources are subject to regulation by CDFW under Section 1602 of the California Fish and Game Code. Section 1602 makes it unlawful for any person, governmental agency, or public utility to do the following without first notifying CDFW:

- substantially divert or obstruct the natural flow of or substantially change or use any material from the bed, channel, or bank of any river, stream, or lake; or
- deposit or dispose of debris, waste, or other material containing crumbled, flaked, or ground pavement where it may pass into any river, stream, or lake.

The regulatory definition of a stream is a body of water that flows at least periodically or intermittently through a bed or channel that has banks and supports fish or other aquatic life. This definition includes watercourses with a surface or subsurface flow that supports or has supported riparian vegetation (California Code of Regulations [CCR] Title 14, Section 1.72). CDFW jurisdiction within altered or artificial waterways is based on the value of those waterways to fish and wildlife. A CDFW streambed alteration agreement must be obtained for any action that would result in an impact on a river, stream, or lake.

Porter-Cologne Water Quality Control Act

The Porter-Cologne Water Quality Control Act requires that each of the nine RWQCBs in California prepare and periodically update basin plans for water quality control. Each basin plan sets forth water quality standards for surface water and groundwater, as well as actions to control nonpoint and point sources of pollution to achieve and maintain these standards. Basin plans offer an opportunity to protect wetlands through the establishment of water quality objectives. The jurisdiction of the RWQCBs includes waters of the United States, as well as areas that meet the definition of "waters of the state." "Waters of the state" is defined as any surface water or groundwater, including saline waters, within the boundaries of the state. The RWQCB has the discretion to take jurisdiction over areas not federally protected under CWA Section 404 provided they meet the definition of waters of the state. SWRCB published a new set of procedures for discharges of dredged or fill material into waters of the state that went into effect on May 28, 2020, which are described below. Mitigation requiring no net loss of wetlands functions and values of waters of the state typically is required by the RWQCB.

State Wetland Procedures

The State Wetland Definition and Procedures for Discharges of Dredged or Fill Material to Waters of the State (State Wetland Procedures), as prepared by the SWRCB, went into effect on May 28, 2020. The Procedures consist of four major elements: (1) a wetland definition; (2) a framework for determining if a wetland feature is a water of the state; (3) wetland delineation procedures; and (4) procedures for the submittal, review, and approval of applications for Water Quality Certifications and Waste Discharge Requirements for dredge or fill activities. The Procedures include a definition for wetland waters of the state that include (1) all wetland waters of the United States; and (2) aquatic resources that meet both the soils and hydrology criteria for wetland waters of the United States but lack vegetation (less than 5 percent areal coverage at the peak of the growing season).

Wetlands that meet the current definition, or any historic definition, of waters of the United States are waters of the state. In 2000, the SWRCB determined that all waters of the United States are also waters of the state by regulation, prior to any regulatory or judicial limitations on the federal definition of waters of the United States (CCR title 23, Section 3831[w]). This regulation has remained in effect despite subsequent changes to the federal definition. Therefore, waters of the state include features that have been determined by EPA or USACE to be "waters of the United States" in an approved jurisdictional determination; "waters of the United States" identified in an aquatic resource report verified by USACE upon which a permitting decision was based; and features that are consistent with any current or historic final judicial interpretation of "waters of the United States" or any current or historic federal regulation defining "waters of the United States" under CWA.

The SWRCB has adopted the following definition of wetlands:

> An area is wetland if, under normal circumstances, (1) the area has continuous or recurrent saturation of the upper substrate caused by groundwater or shallow surface water, or both; (2) the duration of such saturation is sufficient to cause anaerobic conditions in the upper substrate; and (3) the area's vegetation is dominated by hydrophytes or the area lacks vegetation.

California Native Plant Protection Act

State listing of plant species began in 1977 with the passage of the California Native Plant Protection Act (NPPA), which directed CDFW to carry out the legislature's intent to "preserve, protect, and enhance endangered plants in this state." NPPA gave the California Fish and Game Commission the power to designate native plants as endangered or rare and to require permits for collecting, transporting, or selling such plants. CESA expanded on the original NPPA and enhanced legal protection for plants. CESA established threatened and endangered species categories and grandfathered all rare animals—but not rare plants—into the act as threatened species. Thus, three listing categories for plants are employed in California: rare, threatened, and endangered. Sixty-four species, subspecies, and varieties of plants are protected as rare under NPPA. The act prohibits take of endangered or rare native plants but includes exceptions for agricultural and nursery operations; for emergencies; and, after proper notification to CDFW, for vegetation removal from canals, roads, and other building sites; changes in land use; and other situations.

LOCAL

City of Roseville General Plan 2035

The Open Space and Conservation Element of the City of Roseville General Plan 2035 contains the following policies related to biological resources that may be relevant to the project (City of Roseville 2020):

- **Policy OS2.1** Incorporate existing trees into development projects with an emphasis on avoiding the removal of groupings or groves of trees. Where preservation is not feasible, continue to require mitigation for the loss of removed trees.
- **Policy OS2.2** Preserve and restore continuous riparian corridors and adjacent habitat along the City's creeks and waterways.
- **Policy OS2.4** Require preservation of contiguous areas in excess of the City's Regulatory Floodplain, as defined in the Safety Element, as merited by special resources or circumstances. Special circumstances may include, but are not limited to, sensitive wildlife or vegetation, wetland habitat, oak woodland areas, grassland connections in association with other habitat areas, slope or topographical considerations, recreation opportunities, and maintenance access requirements.
- **Policy OS2.6** Provide for the protection and enhancement of native fishery resources, as informed by continued coordination with the California Department of Fish and Wildlife.
- **Policy OS2.7** Require consistency with the City of Roseville Open Space Preserve Overarching Management Plan for dedication and management of on-site wetland mitigation as part of new development.
- **Policy OS2.8** Consider off-site mitigation for federally non-regulated wetlands, provided that such mitigation will provide comparable habitat values.
- **Policy OS2.11** Habitat preservation and mitigation for woodlands, creeks, riparian, and seasonal wetland areas should occur within the defined boundaries of the impacting projects where long-term resource viability is feasible and desirable, consistent with applicable state and federal permits.
- **Policy OS2.12** Consider the use of City property for habitat preservation and mitigation requirements resulting from new development proposals when such efforts do not conflict with existing resources, recreational opportunities, or other City goals, policies, or programs.
- **Policy OS2.13** Work with adjacent jurisdictions, regulatory agencies, and community organizations to explore opportunities for regional mitigation banking.

City of Roseville Municipal Code

Chapter 19.66 of the City of Roseville Municipal Code, "Tree Preservation," contains requirements for projects that would remove protected trees (i.e., native oak trees equal to or greater than six inches diameter at breast height (dbh) measured as a total of a single trunk or multiple trunks). Project applicants shall not harm, destroy, kill, or remove any protected tree or conduct project activities within the protected zone (i.e., a circle equal to the largest radius of a protected tree's dripline plus one foot) unless authorized by a Tree Permit. Applications for Tree Permits would be included as part of the land use permit for a discretionary project. The application would include a site plan map, tree locations, protected zones of protected trees, and an arborist report and may be accompanied by an application fee required by City Council.

Protected trees that are retained on a project site would be subject to the tree preservation measures as outlined in the Municipal Code, including protective fencing, signing, and modified ground disturbance activities (e.g., trenching with hand tools). If project implementation would include removal of protected trees, mitigation for loss of the trees would be required, and would include one of the following four methods: replacement of trees, relocation of trees, revegetation, or in-lieu mitigation fees. The City Planning Manager may allow removal of a protected tree which has been certified by an arborist to be a dead tree without any replacement or mitigation requirements.

West Roseville Specific Plan

As part of the West Roseville Specific Plan (WRSP), the Public Utility Easement (PUE) area, which is the alignment in which the project's proposed power poles would be installed from Roseville Energy Park to the project site (see Figure 2-9 in Chapter 2, "Project Description"), was previously authorized under the Department of Army Permit No. 200200666, later amended. This authorization allowed the discharge of fill into approximately 21.76 acres of waters of the United States to support development within the Westpark/Fiddyment Ranch portion of the WRSP. The permit also established permanent requirements for mitigation and long-term management.

3.7.2 Environmental Setting

LAND COVER AND VEGETATION

The project site is located in an undeveloped portion of the City of Roseville and is surrounded by agricultural land uses, undeveloped areas containing vernal pool-grassland complexes, and residential development (Figures 3.7-1 and 3.7-2). The project site contains agricultural land that has been designated as hay fields/row crops in the City of Roseville General Plan 2035 (City of Roseville 2020). A segment of Pleasant Grove Creek that runs east to west bisects the project site and a channelized, intermittent tributary to Pleasant Grove Creek, known as Pleasant Grove Creek First North Tributary (University Creek), is present on the northern boundary of the project site. Valley oak riparian woodland habitat is present on the project site associated with the Pleasant Grove Creek and the tributary as well as oak woodland in the center of the project site. A human-made flood channel called the Pleasant Grove Creek Bypass Channel is present near the center of the project site along the south side of Pleasant Grove Creek. Total acreage of each habitat present on the project site is summarized in Table 3.7-1, and detailed descriptions of each habitat and Pleasant Grove Creek are included below.

A total of 324 protected trees are present on the project site, including blue oaks (*Quercus douglasii*), interior live oaks (*Quercus wislizeni*), and valley oaks (*Quercus lobata*) (California Tree and Landscape Consulting, Inc. 2021). Several oaks within a small grove along Phillip Road, are quite large, including an interior live oak with an approximately 36-inch dbh. Several valley oaks also have dbhs larger than 20 inches.

Table 3.7-1 Land Cover and Vegetation on the Project Site

Habitat	Area or Length
Agricultural (Hay Fields/Row Crops)	210.9 acres
Riverine	
Pleasant Grove Creek	*0.4 miles*
Pleasant Grove Creek First North Tributary (University Creek)	*0.3 miles*
Valley Oak Riparian Woodland	6.1 acres
Oak Woodland	4.0 acres
Pleasant Grove Creek Bypass Channel (Riverine)	3.2 acres
Pleasant Grove Creek Bypass Channel (Ruderal Grassland)	10.8 acres
Vernal Pool Wetlands	1.131 acres

Source: Compiled by Ascent in 2025.

Agricultural (Hay Fields/Row Crops)

Approximately 220 acres of agricultural land are present on the project site (Table 3.7-1; Figure 3.7-1). This land was designated as hay fields/row crops in the City of Roseville General Plan 2035; however, the project site is not currently in agricultural production. The property was originally planted during the 1950s, was maintained in rice production through the 1990s, and has been planted in irrigated crops until the present day. The agricultural land is regularly disked every 2 years and is currently characterized by remnant cultivated grain species and sparse, ruderal, nonnative plant species, including yellow star thistle (*Centaurea solstitialis*) and chicory (*Cichorium intybus*). Individual trees are present along the

borders of the agricultural land, including valley oak, Pacific willow (*Salix lucida*), and Fremont cottonwood (*Populus fremontii*) (California Tree and Landscape Consulting, Inc. 2021). Earthen berms are present along the edges of the agricultural land, some of which contain California ground squirrel (*Otospermophilus beecheyi*) burrows.

Riverine

Pleasant Grove Creek

An approximately 0.4-mile, 2.104-acre segment of Pleasant Grove Creek extends east to west through the project site, bisecting the site (Table 3.7-1; Figure 3.7-1). Pleasant Grove Creek is a third order perennial stream and typically contains water year-round. During the reconnaissance-level survey on August 6, 2021, the creek was flowing slowly with some stagnant areas (i.e., low or no flow, green algae accumulation), and contained pools of various sizes. Beaver (*Castor canadensis*) dams were present in the creek, modifying flow in some areas. Some reaches of the creek have exposed muddy banks with dense cattails (*Typha* sp.) and some reaches have very little exposed bank habitat with dense vegetation (e.g., willows [*Salix* spp.]) present to the water line. Valley oak riparian woodland habitat is present but sparse along the north and south banks of the creek. In the parcel immediately downstream, the woodland habitat is denser.

Pleasant Grove Creek First North Tributary (University Creek)

An approximately 0.3-mile segment of an intermittent stream/irrigation canal called the Pleasant Grove Creek First North Tributary (University Creek) extends east to west along the northern boundary of the project site (Table 3.7-1; Figure 3.7-1). The tributary is a realigned, channelized segment of a natural tributary of Pleasant Grove Creek. This feature did not contain water during the August 6, 2021 reconnaissance-level survey; however, water is present during wet periods of the year based on a previous site assessment (Barnett Environmental 2021). The stream/canal contains some remnants of concrete irrigation infrastructure. Valley oak riparian woodland habitat is present along the banks of the stream/canal, which is described in more detail below. Presence of riparian vegetation along the banks of this tributary indicates that it has a groundwater source and does not flow just in direct response to rainfall.

Valley Oak Riparian Woodland

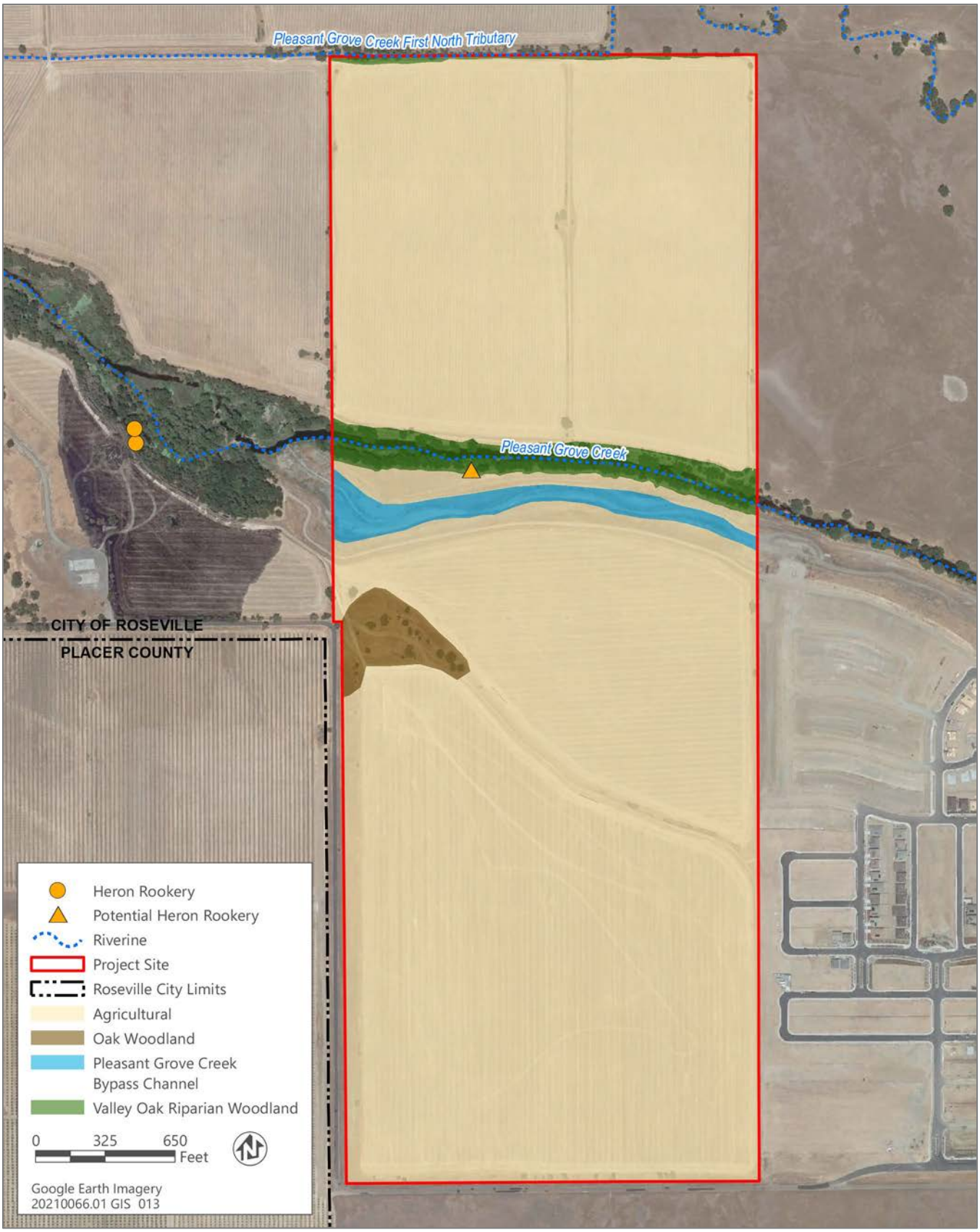
Approximately 6 acres of valley oak riparian woodland habitat is present in association with riverine habitat on the project site (Table 3.7-1; Figures 3.7-1 and 3.7-2). This habitat is dominated by valley oak and also contains Fremont cottonwood, willow, and interior live oak. Understory plant species included Himalayan blackberry (*Rubus armeniacus*), cattails, and nonnative grasses dominated by wild oat (*Avena fatua*).

Oak Woodland

Approximately 4 acres of oak woodland habitat is present within the agricultural land on the project site (Table 3.7-1, Figures 3.7-1 and 3.7-2). This grove of trees in the middle of the project site includes valley oak, blue oak, and Arizona ash (*Fraxinus velutina*) (California Tree and Landscape Consulting, Inc. 2021).

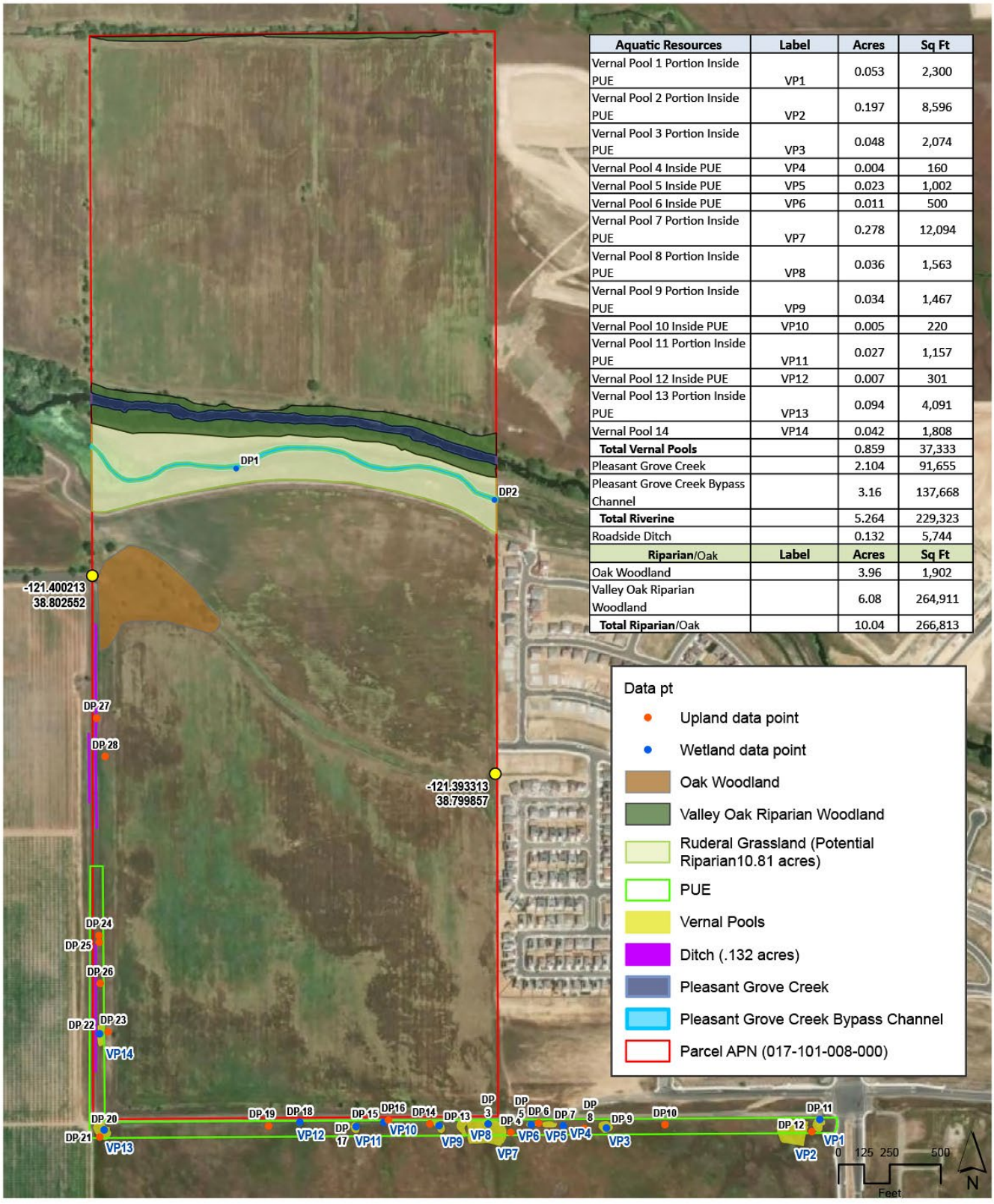
Pleasant Grove Creek Bypass Channel

Approximately 14 acres of the project site directly south of Pleasant Grove Creek contains the Pleasant Grove Creek Bypass Channel, a human-constructed flood channel that directs runoff from the project site and surrounding residential areas into Pleasant Grove Creek (Table 3.7-1; Figures 3.7-1 and 3.7-2). This area is comprised of 3.16 acres of riverine habitat, as well as 10.04 acres of potential riparian habitat that is largely populated with non-native herb and grass species that have taken advantage of the disturbed soil. The area does not contain specific facultative plant species that are associated with wetlands and riparian areas that are different than the surrounding agricultural land, including curly dock (*Rumex crispus*) and sedges (*Carex* spp.). The channel was constructed in uplands (agricultural crops) in 2019 and flows parallel to Pleasant Grove Creek from east to west, converging with Pleasant Grove Creek approximately 250 feet west of the project site.



Source: Adapted by Ascent in 2021.

Figure 3.7-1 Land Cover and Vegetation on the Project Site



Source: Barnett Environmental 2026.

Figure 3.7-2 Landcover and Vernal Pools on the Project Site and the Off-Site PUE Area

Vernal Pool Wetlands

Fourteen wetland features, totaling 1.131 acres, having strong floristic assemblages and hydro geomorphological signatures associated with vernal pools were identified in the off-site PUE area (Figure 3.7-2; Barnett Environmental 2025, 2026). These features were previously identified within the adjacent open space preserve within the WRSP. These features had characteristic basin-rim hydrogeomorphology that appears to sustain saturated soils and/or ponded water for a sufficient hydroperiod during the wet season to support a prevalence of hydrophytic vegetation, and contain floristic assemblages strongly allied with or having vernal pool indicator species.

SENSITIVE BIOLOGICAL RESOURCES

Special-status species are defined as species that are legally protected or that are otherwise considered sensitive by federal, state, or local resource agencies. Special-status species are species, subspecies, or varieties that fall into one or more of the following categories, regardless of their legal or protection status:

- officially listed by California or the federal government as endangered, threatened, or rare;
- a candidate for state or federal listing;
- taxa (i.e., taxonomic category or group) that meet the definitions of rare and endangered under the CEQA. CEQA Section 15380 provides that a plant or animal species may be treated as "rare or endangered" even if not on one of the official lists (State CEQA Guidelines, Section 15380);
- species identified by CDFW as a "species of special concern," which is a term applied by CDFW to animals not listed under ESA or CESA, but that are declining at a rate that could result in listing or that historically occurred in low numbers and face known threats to their persistence;
- species listed as fully protected under the California Fish and Game Code;
- species afforded protection under local planning documents; and
- plant taxa considered by the CDFW to be "rare, threatened, or endangered in California" and assigned a California Rare Plant Rank (CRPR) of 1A, 1B, 2A, or 2B. The CRPR system includes five rarity and endangerment ranks for categorizing plant species of concern:
  - CRPR 1A—plants presumed to be extinct in California;
  - CRPR 1B—plants that are rare, threatened, or endangered in California and elsewhere;
  - CRPR 2A—plants presumed to be extinct in California but common elsewhere;
  - CRPR 2B—plants that are rare, threatened, or endangered in California but more common elsewhere;
  - CRPR 3—plants about which more information is needed (a review list);
  - CRPR 4—plants of limited distribution (a watch list).

A preliminary list of special-status plants with potential to occur within and surrounding the project site was developed based on a review of the CNPS Online Inventory of Rare and Endangered Plants (CNPS 2025); a list of special-status species known to occur within the USGS 7.5-minute quadrangles including and surrounding the project site, obtained from the CNDDB (2025a); a list of species listed as endangered, threatened, or species that are candidates or proposed for listing under ESA that may be affected by the project (USFWS 2025); and previously conducted assessments of the project site by Ascent in 2021 and Barnett Environmental in 2021 and 2025 (Barnett Environmental 2021, 2025).

A preliminary list of special-status wildlife species known or with potential to occur on the project site was developed based on a review of the CDFW Special Animals List (CNDDB 2025b) and the overlapping ranges of CDFW species of special concern on the project site and a list of special-status species known to occur within the USGS 7.5-minute quadrangles including and surrounding the project site, obtained from the CNDDB (2025a).

Tables 3.7-1 and 3.7-2 summarize the regulatory status, habitat, and potential for occurrence on the project site of each special-status species evaluated.

Of the 11 special-status plant species assessed, eight species were determined to have potential to occur on the project site based on the presence of habitat suitable for the species (CNDDB 2025a; CNPS 2025; Barnett Environmental 2025, 2026; Table 3.7-1). Four of these species are associated vernal pools, and would have potential to occur only within the off-site portion of the PUE where wetlands with vernal pool characteristics were identified.

Of the 50 special-status wildlife species assessed, 22 species were determined to have potential to occur on the project site based on the presence of habitat suitable for the species (CNDDB 2025a; Barnett Environmental 2025, 2026; Table 3.7-2).

Table 3.7-1 Special-Status Plant Species Known to Occur in the Vicinity of the Project Site and Potential for Occurrence on the Project Site

Species	Listing Status[1] Federal	Listing Status[1] State	CRPR	Habitat	Potential for Occurrence
Big-scale balsamroot *Balsamorhiza macrolepis*	—	—	1B.2	Chaparral, valley and foothill grassland, cismontane woodland. Sometimes on serpentine. 115–4,806 feet in elevation. Blooms March–June.	Not expected to occur. The project site does not contain soil types suitable for this species.
Spicate calycadenia *Calycadenia spicata*	—	—	1B.3	Cismontane woodland. Valley & foothill grassland Valley and foothill grassland, cismontane woodland. Dry, adobe, clay, gravelly, rocky, disturbed areas, openings, roadsides. 130–4,595 ft in elevation. Blooms May–September. Annual.	Not expected to occur. The project site is outside of the current range of this species along the eastern edge of the Central Valley and adjacent Sierra Nevada foothills. Although the species has a low CRPR Threat Rank (i.e., .3 – "Not very threatened in California"), the species is still considered as a 1B CRPR Rare Plant Rank species under CEQA.
Hispid salty bird's-beak *Chloropyron molle* ssp. *hispidum*	—	—	1B.1	In damp alkaline soils, especially in alkaline meadows and alkali sinks with *Distichlis*. 3–509 feet in elevation. Blooms June–September.	Not expected to occur. The project site does not contain alkaline meadows or sinks suitable for this species.
Dwarf downingia *Downingia pusilla*	—	—	2B.2	Vernal lake and pool margins with a variety of associates. In several types of vernal pools. 3–1,608 feet in elevation. Blooms March–May.	May occur. The grasslands and the riparian edge along the channel in the study area may provide habitat suitable for dwarf downingia, as well as wetlands identified in the off-site portion of the PUE.
Boggs Lake hedge-hyssop *Gratiola heterosepala*	—	SE	1B.2	Clay soils; usually in vernal pools, sometimes on lake margins. 33–7,792 feet in elevation. Blooms April–August.	May occur. The project site contains habitat marginally suitable for this species along the edges of Pleasant Grove Creek, and within wetlands identified in the off-site portion of the PUE.
Woolly rose-mallow *Hibiscus lasiocarpos* var. *occidentalis*	—	—	1B.2	Moist, freshwater-soaked riverbanks and low peat islands in sloughs of the Delta, Central Valley, and Cascade Range foothills; can also occur on riprap and levees. 0–509 feet in elevation. Blooms June–September.	May occur. The segment of Pleasant Grove Creek on the project site may provide habitat suitable for this species.

Species	Listing Status[1] Federal	Listing Status[1] State	CRPR	Habitat	Potential for Occurrence
Ahart's dwarf rush *Juncus leiospermus* var. *ahartii*	—	—	1B.2	Restricted to the edges of vernal pools in grassland. 98–328 feet in elevation. Blooms March–May.	May occur. The off-site portion of the PUE contains wetland habitat with floristic assemblages associated with vernal pools which may provide habitat suitable for Ahart's dwarf rush. No such wetlands were identified on the remainder of the project site.
Red Bluff dwarf rush *Juncus leiospermus* var. *leiospermus*	—	—	1B.1	Vernally mesic sites. Sometimes on edges of vernal pools. 98–3,363 feet in elevation. Blooms March–June.	May occur. The off-site portion of the PUE contains wetland habitat with floristic assemblages associated with vernal pools, which may provide habitat suitable for Red Bluff dwarf rush. No such wetlands were identified on the remainder of the project site.
Legenere *Legenere limosa*	—	—	1B.1	In beds of vernal pools. 3–2,887 feet in elevation. Blooms April–June.	May occur. The off-site portion of the PUE contains wetland habitat with floristic assemblages associated with vernal pools, which may provide habitat suitable for legenere. No such wetlands were identified on the remainder of the project site.
Pincushion navarretia *Navarretia myersii* ssp. *myersii*	—	—	1B.1	Vernal pools in clay soils within non-native grassland. 148–328 feet in elevation. Blooms April–May.	May occur. The off-site portion of the PUE contains wetland habitat with floristic assemblages associated with vernal pools, which may provide habitat suitable for pincushion navarretia. No such wetlands were identified on the remainder of the project site.
Sanford's arrowhead *Sagittaria sanfordii*	—	—	1B.2	In standing or slow-moving freshwater ponds, marshes, and ditches. 0–2,133 feet in elevation. Blooms May–October.	May occur. The segment of Pleasant Grove Creek on the project site may provide habitat suitable for this species.

Notes: CRPR = California Rare Plant Rank; CEQA = California Environmental Quality Act; ESA = Endangered Species Act.

[1] Legal Status Definitions

State:

SE State Listed as Endangered (legally protected by CESA)

California Rare Plant Ranks (CRPR):

1B Plant species considered rare or endangered in California and elsewhere (protected under CEQA, but not legally protected under ESA or CESA).
2B Plant species considered rare or endangered in California but more common elsewhere (protected under CEQA, but not legally protected under ESA or CESA).

CRPR Threat Ranks:

0.1 Seriously threatened in California (over 80% of occurrences threatened; high degree and immediacy of threat)
0.2 Moderately threatened in California (20-80% occurrences threatened; moderate degree and immediacy of threat)
0.3 Not very threatened in California (less than 20% of occurrences threatened/low degree and immediacy of threat or no current threats known)

Sources: Barnett Environmental 2025, 2026; CNDDB 2025a; CNPS 2025.

Table 3.7-2 Special-Status Wildlife Species Known to Occur in the Vicinity of the Project Site and Potential for Occurrence on the Project Site

Species	Listing Status[1] Federal	Listing Status[1] State	Habitat	Potential for Occurrence
Invertebrates				
Crotch's bumble bee *Bombus crotchii*	—	SC	Found primarily in California: mediterranean, Pacific coast, western desert, Great Valley, and adjacent foothills through most of southwestern California. Habitat includes open grassland and scrub. Nests underground.	May occur. The project site contains floral resources that may provide foraging opportunities for Crotch's bumble bee, as well as potential nesting and overwintering habitat suitable for the species.
Conservancy fairy shrimp *Branchinecta conservatio*	FE	—	Endemic to the grasslands of the northern two-thirds of the Central Valley; found in large, turbid pools. Inhabit astatic pools located in swales formed by old, braided alluvium; filled by winter/spring rains, last until June.	Not expected to occur. The off-site portion of the PUE contains vernal pool habitat; however, this habitat does not include cooler-water, moderately turbid vernal pool habitat suitable for conservancy fairy shrimp.
Vernal pool fairy shrimp *Branchinecta lynchi*	FT	—	Endemic to the grasslands of the Central Valley, Central Coast mountains, and South Coast mountains, in astatic rain-filled pools. Inhabit small, clear-water sandstone-depression pools and grassed swale, earth slump, or basalt-flow depression pools.	May occur. The off-site portion of the PUE contains wetland habitat with floristic assemblages associated with vernal pools, which may provide habitat suitable for vernal pool fairy shrimp. Although surveys for vernal pool fairy shrimp were not conducted for the West Roseville Specific Plan, the plan presumed the species to be present in vernal pools on the project site (City of Roseville 2004). No wetlands suitable for the species were identified on the remainder of the project site.
Monarch Butterfly *Danaus plexippus*	FP	—	Habitat requirements include host plants for larvae (primarily milkweeds [*Asclepias* spp.]); adult nectar sources (i.e., flowering plants); and sites for roosting, thermoregulation, mating, hibernation, and predator escape. Additionally, monarch butterfly requires conditions and resources for initiating and completing migration both to and from winter roosting areas. Winter roost sites extend along the coast from northern Mendocino to Baja California, Mexico. Roosts located in wind-protected tree groves (eucalyptus, Monterey pine, cypress), with nectar and water sources nearby.	May occur. The project contains floral resources that may be suitable for foraging or breeding monarch.
Valley elderberry longhorn beetle *Desmocerus californicus dimorphus*	FT	—	Riparian scrub. Occurs only in the Central Valley of California, in association with blue elderberry (*Sambucus mexicana*). Prefers to lay eggs in elderberries 2-8 inches in diameter; some preference shown for "stressed" elderberries.	Not expected to occur. No elderberry shrubs were observed on the project site during the reconnaissance-level survey on August 6. 2021, or by Barnett Environmental during surveys on February 23 or July 21, 2002

Species	Listing Status[1] Federal	Listing Status[1] State	Habitat	Potential for Occurrence
Vernal pool tadpole shrimp *Lepidurus packardi*	FE	—	Inhabits vernal pools and swales in the Sacramento Valley containing clear to highly turbid water. Pools commonly found in grass bottomed swales of unplowed grasslands. Some pools are mud-bottomed and highly turbid.	May occur. The off-site portion of the PUE contains wetland habitat with floristic assemblages associated with vernal pools, which may provide habitat suitable for vernal pool tadpole shrimp. Although surveys for vernal pool tadpole shrimp were not conducted for the West Roseville Specific Plan, the plan presumed the species to be present in vernal pools on the project site (City of Roseville 2004). No wetlands suitable for the species were identified on the remainder of the project site.
Fish				
Green sturgeon *Acipenser medirostris*	FT	SSC	The most marine species of sturgeon. Abundance increases northward of Point Conception. Spawns in the Sacramento, Klamath, and Trinity Rivers. Preferred spawning substrate is large cobble, but can range from clean sand to bedrock.	Not expected to occur. Green sturgeon is not known to occur in Pleasant Grove Creek and the project site is outside of the known range of this species.
Riffle sculpin *Cottus gulosus*	—	SSC	Found in headwater streams with cold water and rocky or gravelly substrate. Prefer permanent streams.	Not expected to occur. The segment of Pleasant Grove Creek on the project site does not contain rocky or gravelly substrate suitable for riffle sculpin.
Pacific lamprey *Entosphenus tridentatus*	—	SSC	Found in Pacific Coast streams north of San Luis Obispo County, however regular runs in Santa Clara River.	Not expected to occur. Pacific lamprey is not known to occur in Pleasant Grove Creek, and the project site does not contain habitat suitable for the species.
Delta smelt *Hypomesus transpacificus*	FT	SE	Sacramento-San Joaquin Delta. Seasonally in Suisun Bay, Carquinez Strait, and San Pablo Bay.	Not expected to occur. The project site does not contain aquatic habitat suitable for this species.
Western river lamprey *Lampetra ayresii*	—	SSC	Lower Sacramento River, San Joaquin River, and Russian River. May occur in coastal streams north of San Francisco Bay.	Not expected to occur. Western river lamprey is not known to occur in Pleasant Grove Creek, and the project site does not contain habitat suitable for the species.
Sacramento hitch *Lavinia exilicauda exilicauda*	—	SSC	Found in slow, warm water, including lakes and quiet stretches of river. Sometimes found in cool, clear, low-gradient streams.	May occur. The portion of Pleasant Grove Creek on the project site may provide habitat suitable for this species.
Hardhead *Mylopharodon conocephalus*	—	SSC	Low to mid-elevation streams in the Sacramento-San Joaquin drainage. Also present in the Russian River. Clear, deep pools with sand-gravel-boulder bottoms and slow water velocity.	Not expected to occur. Pleasant Grove Creek is hydrologically connected to watercourses occupied by hardhead; however, habitat suitable for the species is not present in the project area.
Steelhead - Central Valley DPS *Oncorhynchus mykiss irideus* pop. 11	FT	SSC	Populations in the Sacramento and San Joaquin rivers and their tributaries.	Not expected to occur. Steelhead are not known to occur in Pleasant Grove Creek. Pleasant Grove Creek is hydrologically connected to watercourses occupied by this species; however, Pleasant Grove Creek is unsuitable for salmonids dues to warm water temperatures and lack of spawning substrates (Bailey Environmental 2003)

Species	Listing Status[1] Federal	Listing Status[1] State	Habitat	Potential for Occurrence
Chinook salmon - Central Valley fall / late fall-run ESU *Oncorhynchus tshawytscha* pop. 13	—	SSC	Sacramento/San Joaquin flowing waters. Populations spawning in the Sacramento and San Joaquin rivers and their tributaries.	Not expected to occur. Chinook salmon are not known to occur in Pleasant Grove Creek, and the project site is outside of the known range of this ESU. Pleasant Grove Creek is hydrologically connected to watercourses occupied by this species; however, the creek is unsuitable for salmonids due to warm water temperatures and lack of spawning substrates (Bailey Environmental 2003)
Chinook salmon - Central Valley spring-run ESU *Oncorhynchus tshawytscha* pop. 11	FT	ST	Sacramento/San Joaquin flowing waters. Adult numbers depend on pool depth and volume, amount of cover, and proximity to gravel. Federal listing refers to populations spawning in Sacramento River and tributaries.	Not expected to occur. Chinook salmon are not known to occur in Pleasant Grove Creek, and the project site is outside of the known range of this ESU. Pleasant Grove Creek is hydrologically connected to watercourses occupied by this species; however, the creek is unsuitable for salmonids due to warm water temperatures and lack of spawning substrates (Bailey Environmental 2003.
Chinook salmon - Sacramento River winter-run ESU *Oncorhynchus tshawytscha* pop. 7	FE	SE	Sacramento River below Keswick Dam. Spawns in the Sacramento River, but not in tributary streams. Requires clean, cold water over gravel beds for spawning.	Not expected to occur. Chinook salmon are not known to occur in Pleasant Grove Creek, and the project site is outside of the known range of this ESU. Pleasant Grove Creek is hydrologically connected to watercourses occupied by this species; however, the creek is unsuitable for salmonids due to warm water temperatures and lack of spawning substrates (Bailey Environmental 2003).
Sacramento splittail *Pogonichthys macrolepidotus*	—	SSC	Endemic to the lakes and rivers of the Central Valley, but now confined to the Delta, Suisun Bay, and associated marshes. Slow moving river sections, dead end sloughs. Requires flooded vegetation for spawning and foraging for young.	Not expected to occur. The project site is outside of the current known range of this species.
Longfin smelt *Spirinchus thaleichthys*	FE	—	Found in open waters of estuaries, mostly in middle or bottom of water column. Prefer salinities of 15-30 ppt, but can be found in completely freshwater to almost pure seawater.	Not expected to occur. The project site does not contain aquatic habitat suitable for this species.
Amphibians				
Western spadefoot *Spea hammondii*	—	SSC SC	Occurs primarily in grassland habitats, but can be found in valley-foothill hardwood woodlands. Vernal pools are essential for breeding and egg-laying.	May occur. Grassland, riverine, and wetland habitat on the project site may provide habitat suitable for western spadefoot.
Reptiles				
Northwestern pond turtle *Actinemys marmorata*	PT	SSC	An aquatic turtle of ponds, marshes, rivers, streams and irrigation ditches, usually with aquatic vegetation, below 6,000 feet elevation. Need basking sites and suitable (sandy banks or grassy open fields) upland habitat up to 0.3 mile from water for egg-laying.	May occur. The segments of Pleasant Grove Creek and the Pleasant Grove Creek First North Tributary that run through the project site contain aquatic habitat potentially suitable for northwestern pond turtle, and upland habitat along these features may provide upland nesting habitat suitable for the species.

Species	Listing Status[1] Federal	Listing Status[1] State	Habitat	Potential for Occurrence
Coast horned lizard *Phrynosoma blainvillii*	—	SSC	Frequents a wide variety of habitats, most common in lowlands along sandy washes with scattered low shrubs. Open areas for sunning, shrubs for cover, patches of loose soil for burial, and abundant supply of native ants and other insects.	Not expected to occur. The project site does not contain shrub habitat or loose, sandy soil suitable for this species.
Giant gartersnake *Thamnophis gigas*	FT	ST	Prefers freshwater marsh and low gradient streams. Has adapted to drainage canals and irrigation ditches. This is the most aquatic of the garter snakes in California.	Not expected to occur. Riverine features in the project site may provide suitable habitat for giant gartersnake; however, the project site is approximately 7 miles outside of the known range for this species.
Birds				
Tricolored blackbird *Agelaius tricolor*	—	ST SSC	Highly colonial species, most numerous in Central Valley and vicinity. Largely endemic to California. Requires open water, protected nesting substrate, and foraging area with insect prey within a few kilometers of the colony.	May occur. Riparian vegetation (e.g., cattails, Himalayan blackberry) adjacent to Pleasant Grove Creek may provide nesting habitat suitable for tricolored blackbirds.
Grasshopper sparrow *Ammodramus savannarum*	—	SSC	Dense grasslands on rolling hills, lowland plains, in valleys and on hillsides on lower mountain slopes. Favors native grasslands with a mix of grasses, forbs and scattered shrubs. Loosely colonial when nesting.	May occur. Grassland on the project site may provide habitat suitable for grasshopper sparrow.
Golden eagle *Aquila chrysaetos*	—	FP	Rolling foothills, mountain areas, sage-juniper flats, and desert. Cliff-walled canyons provide nesting habitat in most parts of range; also, large trees in open areas.	Not expected to occur. The project site does not contain nesting habitat (i.e., large trees in open areas) suitable for golden eagle.
Short-eared owl *Asio flammeus*	—	SSC	Great Basin grassland, marsh and swamp, meadow and seep, valley and foothill grassland, and wetlands. Found in swamp lands, both fresh and salt; lowland meadows; irrigated alfalfa fields. Tule patches/tall grass needed for nesting/daytime seclusion. Nests on dry ground in depression concealed in vegetation.	May occur. Grassland habitat on the project site, including wetlands identified in the off-site portion of the PUE, may provide habitat suitable for nesting short-eared owls.
Long-eared owl *Asio otus*	—	SSC	Riparian bottomlands containing tall willows and cottonwoods and belts of live oak paralleling stream courses. Require adjacent open land productive of mice and the presence of old nests of crows, hawks, or magpies for breeding.	Not expected to occur. The project area is outside of the expected range of the species, and does not contain habitat suitable for residential long-eared owls.

Species	Listing Status[1] Federal	Listing Status[1] State	Habitat	Potential for Occurrence
Burrowing owl *Athene cunicularia*	—	SSC SC	Open, dry annual or perennial grasslands, deserts and scrublands characterized by low-growing vegetation. Subterranean nester, dependent upon burrowing mammals, most notably, the California ground squirrel.	May occur. The project site contains earthen berms that may provide burrow habitat suitable for this species.
Redhead *Aythya americana*	—	SSC	Overwater nests constructed in relatively tall, dense emergent vegetation of deeper semipermanent and permanent marshes. Modoc county to Mono County in lacustrine waters, Central Valley and central California foothills and coastal lowlands, and along the coast from Monterey county south to Ventura county and along the Colorado river.	Not expected to occur. The project site does not contain open water or marsh habitat suitable for redhead.
Swainson's hawk *Buteo swainsoni*	—	ST	Breeds in grasslands with scattered trees, juniper-sage flats, riparian areas, savannahs, and agricultural or ranch lands with groves or lines of trees. Requires adjacent suitable foraging areas such as grasslands, or alfalfa or grain fields supporting rodent populations.	May occur. Trees on the project site, especially trees within the riparian corridors along Pleasant Grove Creek and the tributary on the northern edge of the project site, provide nesting habitat suitable for Swainson's hawk.
Black tern *Chlidonias niger*	—	SSC	Freshwater lakes, ponds, marshes and flooded agricultural fields. At coastal lagoons and estuaries during migration. Breeding range reduced. Breeds primarily in Modoc Plateau region, with some breeding in Sacramento and San Joaquin valleys	May occur. Pleasant Grove Creek may provide habitat marginally suitable for black tern.
Northern harrier *Circus hudsonius*	—	SSC	Nest and forage in grasslands, from salt grass in desert sink to mountain cienagas. Nests on ground in shrubby vegetation, usually at marsh edge; nest built of a large mound of sticks in wet areas.	May occur. The herbaceous understory associated with riparian vegetation adjacent to Pleasant Grove Creek may provide nesting habitat suitable for this species.
Western yellow-billed cuckoo *Coccyzus americanus occidentalis*	FT	SE	Riparian forest nester, along the broad, lower flood-bottoms of larger river systems. Nests in riparian jungles of willow, often mixed with cottonwoods, with lower story of blackberry, nettles, or wild grape.	May occur. Riparian vegetation (e.g., cottonwoods, willows) adjacent to Pleasant Grove Creek may provide nesting habitat suitable for western yellow-billed cuckoo.
White-tailed kite *Elanus leucurus*	—	FP	Rolling foothills and valley margins with scattered oaks and river bottomlands or marshes next to deciduous woodland. Open grasslands, meadows, or marshes for foraging close to isolated, dense-topped trees for nesting and perching.	May occur. Trees on the project site, especially trees within the riparian corridors along Pleasant Grove Creek and the tributary on the northern edge of the project site, provide nesting habitat suitable for white-tailed kite.

Species	Listing Status[1] Federal	Listing Status[1] State	Habitat	Potential for Occurrence
American peregrine falcon *Falco peregrinus anatum*	FD	SD	Near wetlands, lakes, rivers, or other water; on cliffs, banks, dunes, mounds; also, human-made structures. Nest consists of a scrape or a depression or ledge in an open site.	Not expected to occur. The project site does not contain natural or human-made nesting habitat suitable for this species. While American peregrine falcons may forage on the project site occasionally, the site does not contain high-quality foraging habitat for this species.
Bald eagle *Haliaeetus leucocephalus*	FD	SE	Ocean shore, lake margins, and rivers for both nesting and wintering. Most nests within 1 mile of water. Nests in large, old-growth, or dominant live tree with open branches, especially ponderosa pine. Roosts communally in winter.	Not expected to occur. The project site does not contain nesting habitat (i.e., large trees near open water) suitable for this species.
Loggerhead shrike *Lanius ludovicianus*	—	SSC	Broken woodlands, savannah, pinyon-juniper, Joshua tree, and riparian woodlands, desert oases, scrub and washes. Prefers open country for hunting, with perches for scanning, and fairly dense shrubs and brush for nesting.	May occur. The project site contains scattered woodland and some shrubs that may provide nesting habitat suitable for loggerhead shrike.
California black rail *Laterallus jamaicensis coturniculus*	—	ST FP	Inhabits freshwater marshes, wet meadows and shallow margins of saltwater marshes bordering larger bays. Needs water depths of about 1 inch that do not fluctuate during the year and dense vegetation for nesting habitat.	Not expected to occur. The project site does not contain freshwater or saltwater marsh habitat suitable for California black rail.
Song sparrow ("Modesto" population) *Melospiza melodia*	—	SSC	Emergent freshwater marshes, riparian willow thickets, riparian forests of valley oak, and vegetated irrigation canals and levees.	May occur. The riparian habitat adjacent to Pleasant Grove Creek may provide nesting habitat suitable for song sparrow.
American white pelican *Pelecanus erythrorhynchos*	—	SSC	Colonial nester on large interior lakes. Nests on large lakes, providing safe roosting and breeding places in the form of well-sequestered islets.	Not expected to occur. The project site does not contain lake nesting or non-breeding roosting habitat suitable for this species.
Purple martin *Progne subis*	—	SSC	Inhabits woodlands, low elevation coniferous forest of Douglas-fir, ponderosa pine, and Monterey pine. Nests in old woodpecker cavities mostly, also in human-made structures. Nest often located in tall, isolated tree or snag.	Not expected to occur. The project site does not contain coniferous forest habitat or human-made structures suitable for nesting purple martins.
Bank swallow *Riparia riparia*	—	ST	Colonial nester; nests primarily in riparian and other lowland habitats west of the desert. Requires vertical banks or cliffs with fine-textured or sandy soils near streams, rivers, lakes, ocean to dig nesting hole.	Not expected to occur. The banks of Pleasant Grove Creek are not vertical with sandy soils, and do not provide nesting habitat suitable for bank swallows.

Species	Listing Status[1] Federal	Listing Status[1] State	Habitat	Potential for Occurrence
Yellow-headed blackbird *Xanthocephalus xanthocephalus*	—	SSC	Nests in freshwater emergent wetlands with tall, dense, emergent vegetation and deep water. Most commonly along borders of lakes, reservoirs, or ponds. Nests only where large insects such as Odonata are abundant, nesting timed with maximum emergence of aquatic insects. Forages in emergent wetland and moist, open areas, especially cropland and muddy shores of lacustrine habitat.	May occur. The project site contains foraging habitat (i.e., rice fields) suitable for yellow-headed blackbirds.
Mammals				
Pallid bat *Antrozous pallidus*	—	SSC	Deserts, grasslands, shrublands, woodlands and forests. Most common in open, dry habitats with rocky areas for roosting. Roosts must protect bats from high temperatures. Very sensitive to disturbance of roosting sites.	May occur. The project site contains large valley oak trees that may provide roosting habitat for pallid bats.
Northern California ringtail *Bassariscus astutus*	—	FP	Riparian habitats, forest habitats, and shrub habitats in lower to middle elevations.	May occur. Large valley oak trees within the riparian habitat adjacent to Pleasant Grove Creek may provide den habitat suitable for ringtails and this habitat may also act as a movement corridor for the species.
Townsend's big-eared bat *Corynorhinus townsendii*	—	SSC	Throughout California in a wide variety of habitats. Most common in mesic sites. Requires large cavities for roosting, which may include abandoned buildings and mines, caves, and basal cavities of trees. Roosts in the open, hanging from walls and ceilings. Roosting sites limiting. Extremely sensitive to human disturbance.	Not expected to occur. The project site does not contain roost habitat suitable for Townsend's big-eared bat.
Western mastiff bat *Eumops perotis*	—	SSC	Chaparral, cismontane woodland, coastal scrub, valley and foothill grassland. Found in a variety of habitats, from desert scrub to chaparral to oak woodland and into the ponderosa pine belt and high elevation meadows of mixed conifer forests. The distribution of this species is likely geomorphically determined, with the species being present only where there are significant rock features offering roosting habitat.	Not expected to occur. The project site does not contain suitable tall, vertical roost habitat for western mastiff bat.
Western red bat *Lasiurus frantzii*	—	SSC	Roosts primarily in trees, 2-40 feet above ground, from sea level up through mixed conifer forests. Prefers habitat edges and mosaics with trees that are protected from above and open below with open areas for foraging.	May occur. The project site contains large broadleaf trees that may provide roosting habitat for western red bat.

Species	Listing Status[1] Federal	Listing Status[1] State	Habitat	Potential for Occurrence
American badger *Taxidea taxus*	—	SSC	Most abundant in drier open stages of most shrub, forest, and herbaceous habitats, with friable soils. Needs sufficient food, friable soils, and open, uncultivated ground. Preys on burrowing rodents. Digs burrows.	Not expected to occur. The land in the vicinity of the project site is composed of a grassland and agricultural complex which likely supports American badgers. However, the agricultural land on the project site is regularly cultivated and disked and it is unlikely that American badgers would establish dens on the project site.

Notes: CNDDB = California Natural Diversity Database; CEQA = California Environmental Quality Act.

[1] Legal Status Definitions

Federal:

FE Federally Listed as Endangered (legally protected)
FT Federally Listed as Threatened (legally protected)
FD Federally Delisted

State:

FP Fully protected (legally protected)
SSC Species of special concern (no formal protection other than CEQA consideration)
SE State Listed as Endangered (legally protected)
ST State Listed as Threatened (legally protected)
SC State Candidate for listing (legally protected)
SD State Delisted

Sources: Barnett Environmental 2025, 2026; CNDDB 2025a.

Fisheries

Pleasant Grove Creek and tributaries associated with this creek support warmwater fisheries characterized by introduced species (Placer County 2006; California Fish Website 2025). Fish species known to occur in these streams within the vicinity of the project site include bluegill (*Lepomis macrochirus*), pumpkinseed (*Lepomis gibbosus*), redear sunfish (*Lepomis microlophus*), mosquitofish (*Gambusia affinis*), carp (*Cyprinus carpio*), largemouth bass (*Micropterus salmoides*), green sunfish (*Lepomis cyanellus*), yellow shiner (*Notemigonus crysoleucas*), and channel catfish (*Ictalurus punctatus*) (California Fish Website 2025). A number of invasive aquatic organisms are also found in these waterways, including Asiatic clam (*Corbicula fluminea*), American bullfrog (*Lithobates catesbeianus*), and crayfish (*Pacifastacus leniusculus*). No portions of Pleasant Grove Creek or its tributaries provide habitat suitable for salmonid species because of warm summer temperatures, high organic content, absence of gravel or cobble substrate, and lack of instream cover. Similarly, assessments by Bailey Environmental (2003) found that the middle and lower reaches of Pleasant Grove Creek were also unsuitable for salmonids because of warm water temperatures and lack of suitable spawning substrates.

Sensitive Natural Communities and Sensitive Habitat Types

Sensitive natural communities are native plant communities defined by CDFW as having limited distribution statewide or within a county or region and that are often vulnerable to environmental effects of projects (CNDDB 2025b). These communities may or may not contain special-status plants or their habitat. CDFW designates sensitive natural communities based on their state rarity and threat ranking using NatureServe's Heritage Methodology. Natural communities with rarity ranks of S1 to S3—where S1 is critically imperiled, S2 is imperiled, and S3 is vulnerable—are considered sensitive natural communities to be addressed in the environmental review processes of CEQA. Many riparian plant communities qualify as sensitive natural communities based on the plant associations therein. In addition, riparian habitats are protected under Section 1602 of California Fish and Game Code.

Two sensitive natural communities have potential to occur on the project site based on the habitat types present on the project site: valley oak riparian forest and woodland and vernal pools.

Valley Oak Riparian Forest and Woodland

Valley oak is the dominant component of the canopy of the valley oak riparian woodland habitat on the project site. Membership rules for the valley oak woodland and forest sensitive natural community include habitats with over 35 percent relative tree canopy cover composed of valley oak, often with the remainder of the canopy composed of other tree species including Fremont cottonwood (Sawyer et al. 2009). The valley oak riparian woodland habitat on the project site meets these membership rules. This sensitive natural community has a state rarity ranking of S3.

Vernal Pool Wetland

Wetlands with floristic assemblages associated with vernal pools are present in the off-site portion of the PUE. Vernal pools are not present on the remainder of the project site. While the parcel is surrounded by vernal pool-grassland complex habitat, continuous cultivation over the past 70 or more years has modified the original hydrology of the project site to effectively remove any native vernal pool wetlands that likely occurred historically (Barnett Environmental 2021).

Wildlife Nursery Sites

Nursery sites are locations where fish or wildlife concentrate for hatching and/or raising young, such as nesting rookeries for birds (e.g., herons, egrets), spawning areas for native fish, fawning areas for mule deer (*Odocoileus hemionus*), and maternal roosts for bats. Based on historic aerial imagery, rookeries likely associated with snowy egrets (*Egretta thula*), great egrets (*Ardea alba*), or black-crowned night herons (*Nycticorax nycticorax*) are present in trees within the Al Johnson Wildlife Area approximately 0.17 miles west of the project site (Figure 3.7-1). Large accumulations of heron guano within rookery trees tends to eventually kill the tree. A large, dead tree on the project site may also be currently used or historically used as a heron rookery, and other large trees along Pleasant Grove Creek may be used as rookeries now or in the future (Figure 3.7-1).

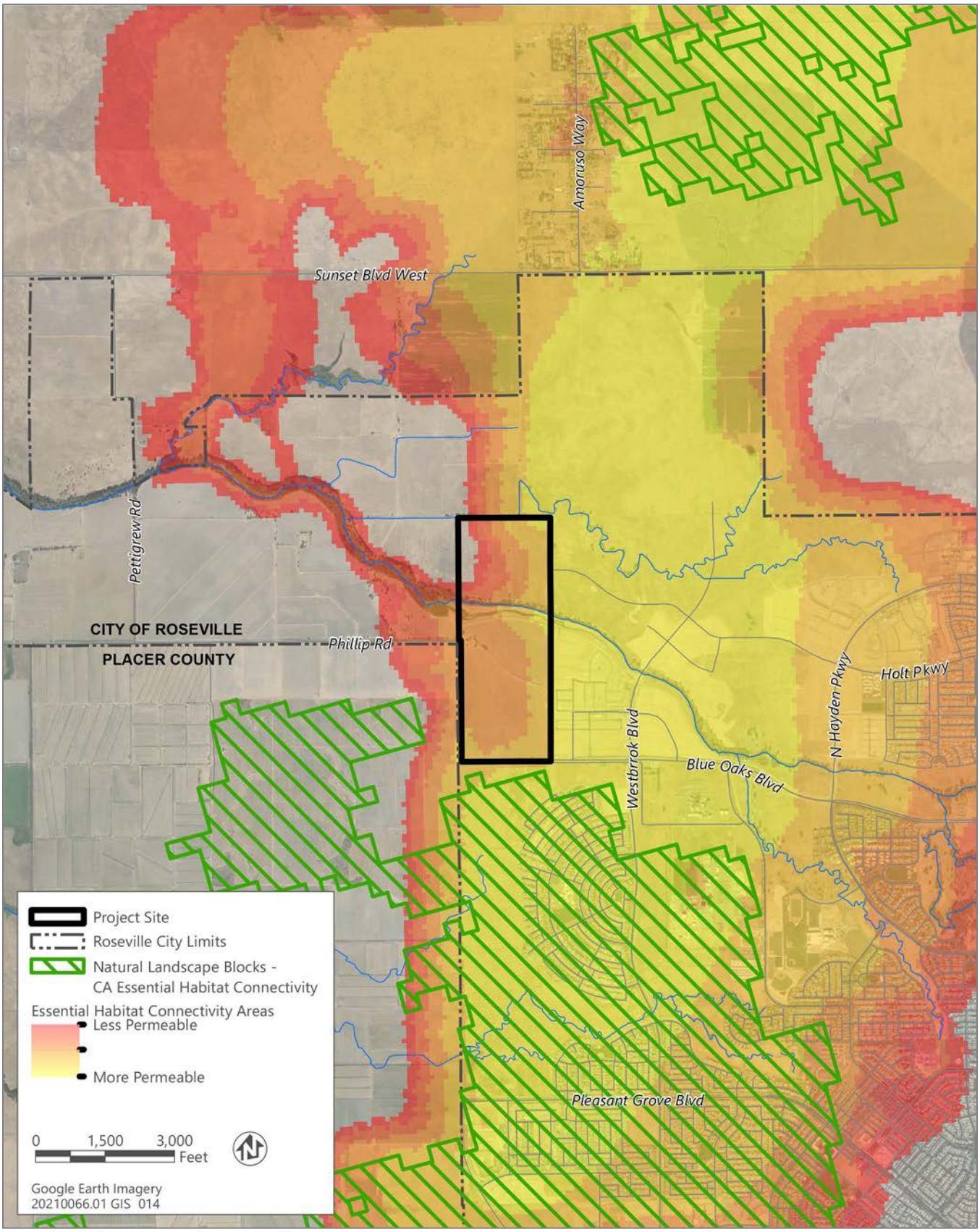
Additionally, some large valley oak, blue oak, and Fremont cottonwood trees on the project site contain structural features (e.g., cavities, crevices, sloughing bark) that may provide roosting habitat potentially suitable for common bat species (e.g., big brown bat [*Eptesicus fuscus*], silver-haired bat [*Lasionycteris noctivagans*]).

Wildlife Movement Corridors

A wildlife movement corridor is generally a topographical/landscape feature or movement zone that connects two or more natural habitat areas. Wildlife corridors link areas of suitable wildlife habitat that are separated by variation in vegetation, rugged terrain, human disturbance, and habitat fragmentation, or other biophysical factors. Movement corridors may provide favorable locations for wildlife to travel between different habitat areas, such as foraging sites, breeding sites, cover areas, and preferred summer and winter range locations. They may also function as dispersal corridors allowing animals to move between various locations within their range. Therefore, wildlife movement and migration corridors are considered an important ecological resource by CDFW and other agencies and are protected by many local governments in California.

Some of the important areas for habitat connectivity in California were mapped as Essential Connectivity Areas (ECA) for the California Essential Habitat Connectivity Project, which was commissioned by the California Department of Transportation and CDFW with the purpose of making transportation and land-use planning more efficient and less costly, while helping reduce dangerous wildlife-vehicle collisions (Spencer et al. 2010). The ECAs were not developed for the purposes of defining areas subject to specific regulations by CDFW or other agencies. The project site is included in a modeled ECA connecting natural landscape blocks to the north and south (Figure 3.7-3).

As noted above, the project site is surrounded by agricultural land uses and vernal pool-grassland complex habitat. Residential development is present east and southeast of the project site, which likely impedes wildlife movement in the region. The undeveloped nature of the project site likely supports movement of wildlife, including small mammals (e.g., rodents, rabbits) and mule deer (*Odocoileus hemionus*). A large, male mule deer was observed within the Pleasant Grove Creek First North Tributary (University Creek) during the reconnaissance-level survey on August 6, 2021. Pleasant Grove Creek and the valley oak riparian woodland habitat associated with the creek likely function as wildlife movement corridors for fish, amphibians, birds, and small mammals.



Source: Data downloaded from CDFW in 2014 and 2017.

Figure 3.7-3 Essential Connectivity Areas and Natural Landscape Blocks in the Vicinity of the Project Site

Waters of the United States and Waters of the State

Natural aquatic habitat on the project site includes Pleasant Grove Creek, the Pleasant Grove Creek First North Tributary (University Creek), and 14 identified wetlands in the off-site portion of the PUE. Both of the riverine features would likely be considered waters of the United States due to their connectivity to other waters of the United States. The Pleasant Grove Creek Bypass Channel on the project site contains water during wet periods of the year, and while the channel is human-made, it may be considered a water of the United States because of its connectivity to Pleasant Grove Creek, and ultimate connectivity to Traditional Navigable Waters (i.e., Sacramento River via Pleasant Grove Creek and Cross Canal). All waters of the United States are also waters of the state; however, wetlands and waters disclaimed by USACE may still meet the definition of waters of the state, including isolated vernal pools.

3.7.3 Environmental Impacts and Mitigation Measures

METHODOLOGY

This impact evaluation is based on data collected during a reconnaissance-level field survey conducted on August 6, 2021, review of aerial photographs, review of existing databases that address biological resources in the project vicinity, and review of existing resource reports as described above.

THRESHOLDS OF SIGNIFICANCE

Thresholds of significance are based on Appendix G of the State CEQA Guidelines. The project would cause a significant impact related to biological resources if it would:

- have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special-status species in local or regional plans, policies, or regulations, or by CDFW or USFWS;
- have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, or regulations or by CDFW or USFWS;
- have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means;
- interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites;
- conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance; or
- conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan.

ISSUES NOT DISCUSSED FURTHER

The project site is not within the plan area of any adopted Habitat Conservation Plan (HCP) or NCCP. The Western Placer County HCP/NCCP plan area is located nearby (i.e., the project site is adjacent to the Potential Growth area of the Placer County HCP/NCCP to the west and is located approximately 0.5 miles south of the nearest Placer County HCP/NCCP Reserve Acquisition Area); however, the City of Roseville is not a participant in this plan. Therefore, this issue is not discussed further.

ENVIRONMENTAL IMPACTS AND MITIGATION MEASURES

Impact 3.7-1: Result in Disturbance or Loss of Special-Status Plant Species

Project activities within the valley oak riparian woodland habitat on the project site, including ground disturbance, vegetation removal, construction of a bridge across Pleasant Grove Creek, the installation of utilities in the PUE, and encroachment by buildings and paved areas may result in disturbance to or loss of special-status plants if they are present. Because the loss of special-status plants could substantially affect the abundance, distribution, and viability of local and regional populations of these species, this would be a **potentially significant** impact.

Eight special-status plant species may occur on the project site. Four of these species (Ahart's dwarf rush, Red Bluff dwarf rush, legenere, and pincushion navarretia) are associated with vernal pools that may be present in the off-site area of the PUE, but are not expected to occur on the remainder of the project site. The remaining four species (Bogg's Lake hedge-hyssop, dwarf downingia, Sanford's arrowhead, and woolly rose-mallow) may occur in association with the vernal pools that may be present in the off-site portion of the PUE, as well as along Pleasant Grove Creek.

Most project activities would occur within the agricultural land on the project site and would avoid Pleasant Grove Creek. However, proposed development directly south of the Pleasant Grove Creek and University Creek at the northern most portion of the project site may encroach into the valley oak riparian woodland habitat adjacent to both riverine features, and construction of the bridge across Pleasant Grove Creek may result in disturbance of riparian and creek bank habitat adjacent to the creek. Additionally, installation of utilities in the off-site portion of the PUE may result in disturbance of vernal pool habitat. Construction activities associated with the bridge across Pleasant Grove Creek and installation of utilities in the PUE may include ground disturbance and vegetation removal. As a result, direct loss of these special-status plants or indirect damage could occur through trampling or damage to root systems of these species, if present. Loss or damage of special-status plants would be a **potentially significant** impact.

Mitigation Measures

Mitigation 3.7-1: Conduct Special-Status Plant Surveys and Implement Avoidance Measures and Mitigation

- Prior to implementation of project activities within valley oak riparian woodland habitat on the project site or the PUE, and during the blooming period for the special-status plant species with potential to occur on the project site (i.e., approximately May to October), a qualified botanist shall conduct protocol-level surveys for special-status plants within the project site following survey methods from CDFW's *Protocols for Surveying and Evaluating Impacts on Special-Status Native Plant Populations and Natural Communities* (CDFW 2018 or most recent version). The qualified botanist shall: (1) be knowledgeable about plant taxonomy, (2) be familiar with plants of the Sacramento Valley region, including special-status plants and sensitive natural communities, (3) have experience conducting floristic botanical field surveys as described in CDFW 2018, (4) be familiar with the *California Manual of Vegetation* (Sawyer et al. 2009 or current version, including updated natural communities data at http://vegetation.cnps.org/), and (5) be familiar with federal and state statutes and regulations related to plants and plant collecting.
- If special-status plants are not found, the botanist shall document the findings in a report to the project applicant and the City of Roseville, and no further mitigation shall be required.
- If special-status plant species are found during protocol-level surveys, the plant shall be avoided completely, if feasible (i.e., project objectives can still be met). This may include establishing a no-disturbance buffer around the plants and demarcation of this buffer by a qualified biologist or botanist using flagging or high-visibility construction fencing. The size of the buffer shall be determined by the qualified biologist or botanist and shall be large enough to avoid direct or indirect impacts on the plant.
- If special-status plants are found during special-status plant surveys and cannot be avoided, the project applicant shall, in consultation with CDFW as appropriate depending on the particular species, develop and implement a site-specific mitigation strategy to offset the loss of occupied habitat and individual plants. Mitigation measures shall include, at a minimum, preserving and enhancing existing populations, establishing populations through

seed collection or transplantation from the site that is to be affected, and/or restoring or creating habitat in sufficient quantities to achieve no net loss of occupied habitat or individuals. Potential mitigation sites could include suitable locations within or outside of the project site, with a preference for on-site mitigation. Habitat and individual plants lost shall be mitigated at a minimum 1:1 ratio, considering acreage as well as function and value. Success criteria for preserved and compensatory populations shall include:

- The extent of occupied area and plant density (number of plants per unit area) in compensatory populations shall be equal to or greater than the affected occupied habitat.
- Compensatory and preserved populations shall be self-producing. Populations shall be considered self-producing when:
    - plants reestablish annually for a minimum of five years with no human intervention such as supplemental seeding; and
    - reestablished and preserved habitats contain an occupied area and flower density comparable to existing occupied habitat areas in similar habitat types in the project vicinity.
    - If off-site mitigation includes dedication of conservation easements, purchase of mitigation credits, or other off-site conservation measures, the details of these measures shall be included in the mitigation plan, including information on responsible parties for long-term management, conservation easement holders, long-term management requirements, success criteria such as those listed above and other details, as appropriate to target the preservation of long-term viable populations.

- Future maintenance activities (i.e., activities to maintain functional and structural integrity) associated with the bridge crossing Pleasant Grove Creek shall be subject to the City of Roseville's existing Streambed Alteration Agreement with CDFW for routine maintenance activities, which requires CDFW notification prior to implementation of maintenance activities, pre-activity surveys for special-status species, biological monitoring, limits to vegetation removal within and adjacent to waterways, and other avoidance measures to reduce impacts on natural resources.

Significance after Mitigation

Implementation of Mitigation Measure 3.7-1 would reduce significant impacts on special-status plants to a **less-than-significant** level by requiring a protocol-level survey for special-status plants for project activities associated with construction of the bridge across Pleasant Grove Creek and installation of utilities in the PUE, and implementation of avoidance measures and compensation for impacts on special-status plants.

Impact 3.7-2: Result in Disturbance to or Loss of Special-Status Wildlife Species and Habitat

Project activities would include ground disturbance, vegetation removal, and construction of a bridge over Pleasant Grove Creek, buildings, installation of utility infrastructure in the PUE near wetlands, and additional development, which could result in disturbance, injury, or mortality of several special-status wildlife species if present, reduced breeding productivity of these species, and loss of species habitat. This would be a **potentially significant** impact.

Table 3.7-3 provides a list of the special-status wildlife species that may occur on the project site. Twenty-two wildlife species may occur on the project site: Crotch's bumble bee, vernal pool fairy shrimp, monarch butterfly, vernal pool tadpole shrimp, Sacramento hitch, western spadefoot, northwestern pond turtle, tricolored blackbird, grasshopper sparrow, short-eared owl, burrowing owl, Swainson's hawk, black tern, northern harrier, western yellow-billed cuckoo, white-tailed kite, loggerhead shrike, song sparrow ("Modesto" population), yellow-headed blackbird, pallid bat, northern California ringtail, and western red bat. Common native nesting birds protected under California Fish and Game Code and the federal MBTA may also be present on the project site. Additionally, while the project site does not contain aquatic habitat suitable for most special-status fish species, Pleasant Grove Creek is hydrologically connected to watercourses occupied by these species (Table 3.7-3).

WESTERN SPADEFOOT

Aquatic habitat potentially suitable for western spadefoot is present in Pleasant Grove Creek and the Pleasant Grove Creek First Northern Tributary, and vernal pool habitat potentially suitable for western spadefoot is present in the off-site portion of the PUE. Additionally, western spadefoot has potential to occur in grassland and oak woodland habitats on the project site that contain vernal pools, wetlands, or other temporary pool habitat formed by winter rains (e.g., tire ruts). Western spadefoot may burrow in upland habitat up to approximately 860 feet from breeding ponds (Baumberger et al. 2019).

Most project activities would occur within the agricultural land on the project site and would avoid potential western spadefoot habitat. However, infrastructure associated with the proposed development, construction of a bridge across Pleasant Grove Creek and installation of new public utilities in the PUE may result in disturbance of western spadefoot habitat, as well as possible encroachment by buildings and paved areas. Construction activities associated with these project features may include ground disturbance and vegetation removal. As a result, these activities could result in loss of or injury to western spadefoot if present within the project site. Loss or injury of western spadefoot would be a **potentially significant** impact.

Mitigation Measures

Mitigation Measure 3.7-2a: Conduct Preconstruction Surveys for Western Spadefoot, Implement Avoidance Measures, and Relocate Individuals

- Within three days of commencement of ground-disturbing activities, a qualified biologist familiar with the life history of western spadefoot and experienced in performing surveys for western spadefoot shall conduct a focused survey of aquatic and upland habitat suitable for the species on the project site, including Pleasant Grove Creek, the Pleasant Grove Creek First North Tributary (University Creek), and wetland habitat in the PUE. The qualified biologist shall inspect the project site for western spadefoot, western spadefoot tadpoles and eggs, and suitable terrestrial and overwintering habitat (i.e., burrows).
    - If an overwintering western spadefoot, western spadefoot tadpoles, or western spadefoot eggs are observed on the project site during the preconstruction survey, the area shall be fenced off and avoided until the eggs hatch, tadpoles develop, and/or the burrow is no longer active, as determined by a qualified biologist. The fenced area shall be open on one side with the opening facing the nearest aquatic or upland dispersal habitat so that young or overwintering western spadefoot can freely travel from the fenced area to the aquatic or dispersal habitat. A qualified biologist shall monitor the nest area to ensure that western spadefoot do not disperse into the construction area. Monitoring shall occur until the qualified biologist determines the area to no longer be actively occupied by western spadefoot.
    - A qualified biologist shall be present during all ground-disturbing activities to monitor these activities. If a western spadefoot is encountered, work shall be suspended in a 100-foot radius of the animal until the animal leaves the project site of its own volition. If necessary, a qualified biologist shall notify CDFW to determine the appropriate procedures related to relocation, which shall include, but not be limited to, obtaining a valid and applicable CDFW Scientific Collecting Permit. Any worker who inadvertently injures or kills a western spadefoot or who finds a western spadefoot dead, injured, or entrapped must immediately report the incident to the applicant, who must immediately notify CDFW. Entrapped western spadefoot shall be relocated by a qualified biologist with a valid and applicable CDFW Scientific Collecting Permit if approved by CDFW.
        - Because western spadefoot is proposed for listing under ESA, if the species is listed before completion of project construction activities that could result in injury or mortality of western spadefoots (i.e., ground disturbance, grading, land conversion), then the project applicant may be required to consult with USFWS under Section 7 or Section 10 of ESA. If it is determined, in consultation with USFWS, that take of this species could occur after implementation of the measures described above, then the project applicant may be required to obtain incidental take authorization through Section 7 consultation or a

Section 10 permit pursuant to ESA. In this case, the project shall not proceed until a Biological Opinion is issued by USFWS. Any conservation measures developed in coordination with USFWS during the course of formal or informal consultation under Section 7 or during Section 10 consultation would supersede the measures listed here.

- Such conservation measures could include, but would not be limited to, seasonal work restrictions for initial ground disturbance, preconstruction surveys by a qualified biologist, installation of wildlife exclusion fencing, biological monitoring, and worker environmental awareness training. Additional measures could include preservation, restoration, or enhancement of habitat on-of off-site; purchase of habitat credits from an agency-approved mitigation/conservation bank; work with a local land trust to preserve land; or any other method acceptable to USFWS.

- If USFWS determines that listing of western spadefoot under ESA is not warranted, or the species is not listed prior to project completion, then the above measures related to consultation with USFWS would not be applicable.

Documentation of compliance with this mitigation measure and the coordination/consultation process with CDFW shall be provided to the City of Roseville before commencement of any project construction activities.

Significance after Mitigation

Implementation of Mitigation Measure 3.7-2a would reduce potential impacts on western spadefoot to a **less-than-significant** level by requiring focused surveys for the species and implementation of measures to avoid injury or mortality of western spadefoot if detected, biological monitoring, and relocation of individuals by a qualified biologist with an appropriate CDFW Scientific Collecting Permit.

NORTHWESTERN POND TURTLE

Aquatic habitat suitable for northwestern pond turtle is present in Pleasant Grove Creek and the Pleasant Grove Creek First North Tributary (University Creek) (when water is present). Northwestern pond turtles use upland habitat for basking and egg-laying, sometimes a significant distance from aquatic habitat (i.e., up to 0.3 miles). Stream bank habitat adjacent to the riverine features on the project site as well as uncultivated areas in the understory of the valley oak riparian woodland habitat adjacent to these features may provide upland habitat suitable for northwestern pond turtles. The agricultural land on the project site likely does not provide upland habitat suitable for this species because the land is disturbed and regularly disked.

Most project activities would occur within the agricultural land on the project site and would avoid Pleasant Grove Creek and associated valley oak riparian woodland habitat. However, proposed development directly south of the Pleasant Grove Creek and at the northern most portion of the project site may encroach into the valley oak riparian woodland habitat adjacent to both riverine features, and construction of the bridge across Pleasant Grove Creek may result in disturbance of habitat adjacent to Pleasant Grove Creek. Construction activities associated with these project features may include ground disturbance and vegetation removal. As a result, these activities could result in loss of or injury to northwestern pond turtle if present within the project site. Loss or injury of northwestern pond turtles would be a **potentially significant** impact.

Mitigation Measures

Mitigation Measure 3.7-2b: Conduct Preconstruction Surveys for Northwestern Pond Turtle, Implement Avoidance Measures, and Relocate Individuals

- Prior to implementation of project activities within valley oak riparian woodland habitat on the project site, a qualified biologist familiar with the life history of northwestern pond turtle and experienced in performing surveys for northwestern pond turtle shall conduct a focused survey of habitat suitable for the species within the project site. If aquatic habitat potentially suitable for the species is present within a project site (e.g., streams, ponds, drainages), upland habitat within approximately 1,600 feet of this aquatic habitat shall also be surveyed. The qualified biologist shall inspect the project site for northwestern pond turtles as well as burrow habitat suitable for the species.

- If northwestern pond turtles are not detected during the focused survey, the qualified biologist shall submit a report summarizing the results of the survey to the project applicant and the City of Roseville, and further mitigation will not be required.
- If northwestern pond turtles are detected, a no-disturbance buffer of at least 100 feet shall be established around any identified nest sites or overwintering sites. A qualified biologist with an appropriate CDFW Scientific Collecting Permit that allows handling of reptiles shall be present during initial ground disturbance activities and shall inspect the project site before initiation of project activities. If northwestern pond turtles are detected, the qualified biologist shall move the turtles downstream and out of harm's way.
- Future maintenance activities (i.e., activities to maintain functional and structural integrity) associated with the bridge crossing Pleasant Grove Creek shall be subject to the City of Roseville's existing Streambed Alteration Agreement with CDFW for routine maintenance activities, which requires CDFW notification prior to implementation of maintenance activities, pre-activity surveys for special-status species, biological monitoring, limits to vegetation removal within and adjacent to waterways, and other avoidance measures to reduce impacts on natural resources.
- Because northwestern pond turtle is proposed for listing under ESA, if the species is listed before the completion of project construction activities that could result in injury or mortality to turtles (i.e., ground disturbance, grading, land conversion), then the project applicant may be required to consult with USFWS under Section 7 or Section 10 of ESA. USACE is presumed to be the federal action agency because it has jurisdiction over the aquatic habitat on the project site. If it is determined, in consultation with USFWS, that take of this species could occur after implementation of the measures described above, then the project applicant may be required to obtain incidental take authorization through Section 7 consultation or a Section 10 permit pursuant to ESA. In this case, the project shall not proceed until a Biological Opinion is issued by USFWS.
    - Any conservation measures developed in coordination with USFWS during the course of formal or informal consultation under Section 7 or during Section 10 consultation would supersede the measures listed here.
    - Such conservation measures could include, but would not be limited to , seasonal work restrictions for initial ground disturbance, preconstruction surveys by a qualified biologist, installation of wildlife exclusion fencing, biological monitoring, and working environmental awareness training. Additional measures could include preservation, restoration , or enhancement of habitat on- or off-site; purchase of habitat credits from an agency-approved mitigation/conservation bank; work with a local land trust to preserve land; or any other method acceptable to USFWS.
- If USFWS determines that listing of northwestern pond turtle under ESA is not warranted, or the species is not listed prior to project completion, then the above measures related to consultation with USFWS would not be applicable.
- Documentation of compliance with this mitigation measure and the coordination/consultation process with CDFW and USFWS shall be provided to the City of Roseville before commencement of any project construction activities.

Significance after Mitigation

Implementation of Mitigation Measure 3.7-2b would reduce potential impacts on northwestern pond turtle to a **less-than-significant** level by requiring focused surveys for the species, implementation of measures to avoid injury or mortality of northwestern pond turtles if detected, and relocation of individual turtles by a qualified biologist with an appropriate CDFW Scientific Collecting Permit.

BURROWING OWL

The nearest documented occurrence of burrowing owl is approximately 1.4 miles southeast of the project site and was detected in 2003 (CNDDB 2025a), and burrowing owl was also recently seen in the Amoruso Ranch Specific Plan area northeast of the project site. The agricultural land on the project site likely does not provide habitat suitable for this species because the land is disturbed and regularly disked. However, the earthen berms along the edges of the agricultural land contain California ground squirrel burrows, which may provide burrow habitat suitable for burrowing

owls. While no evidence of burrowing owl occupation (i.e., pellets, scat, prey items) were observed during the August 6, 2021, reconnaissance-level survey by Ascent or the February 23, 2022, July 21, 2022, or September, 2025 surveys by Barnett Environmental, burrowing owls may have occupied the project site in the interim or could occupy the project site in the future.

Project implementation would include ground disturbance and vegetation clearing, which would require the use of vehicles and heavy machinery. These activities could result in inadvertent disturbance, injury, or mortality of burrowing owl. If present, burrowing owls could be disturbed due to the presence of equipment and personnel and could be inadvertently injured or killed by heavy machinery or vehicles or could abandon active nests resulting mortality of chicks or eggs. Active burrows could be inadvertently crushed and destroyed, if present, potentially resulting in the loss of eggs or chicks. This would be a **potentially significant** impact.

Mitigation Measures

Mitigation Measure 3.7-2c: Conduct Preconstruction Surveys for Burrowing Owls and Implement Protective Buffers

- A qualified biologist familiar with burrowing owls shall conduct surveys in areas of suitable habitat on and within 1,640 feet (500 meters) of the project site. Inaccessible areas (e.g., adjacent private property) will not be surveyed directly, but the biologist may use binoculars or a spotting scope to survey these areas. A minimum of four surveys shall be conducted to determine whether burrowing owls occupy the site. Surveys shall be conducted according to Appendix D of the 2012 *Staff Report on Burrowing Owl Mitigation* prepared by the California Department of Fish and Game (now CDFW) (CDFW 2012), or any subsequent updated guidance. If feasible, at least one survey should be conducted between February 15 and April 15 and the remaining surveys should be conducted between April 15 and July 15, at least three weeks apart. Because burrowing owls may recolonize a site after only a few days, one of the surveys, or an additional survey, shall be conducted no more than 14 days before initiating ground disturbance activities to verify that take of burrowing owl would not occur.
    - If no burrowing owls are found, the qualified biologist shall submit a report documenting the survey methods and results to the applicant and the City of Roseville, and no further mitigation shall be required.
    - If a burrow occupied by a burrowing owl is found during the surveys, the project applicant shall establish and maintain a buffer around the occupied burrow and any identified satellite burrows (i.e., non-nesting burrows that burrowing owls use to escape predators or move young into after hatching) to prevent take of the burrowing owls.
        - During the non-breeding season (September 1 through January 31), the minimum buffer distance shall be 164 feet (50 meters). During the breeding season (February 1 to August 31), the minimum buffer distance shall be 1,640 feet (500 meters).
        - The buffer may be adjusted if, in consultation with CDFW, a qualified biologist determines that an alternative buffer shall not result in take of burrowing owls because of particular site features (e.g., topography, natural line-of-sight barriers), level of project disturbance, or other considerations. If the buffer is reduced, a qualified biologist shall monitor the behavior of the burrowing owls during all project activities within 1,640 feet of the burrow. If the owls are disturbed or show signs of agitation (e.g., vocalizations, bill snaps, fluffing feathers to increase body size appearance, drooping wings and rotating them forward, crouching and weaving back and forth) by the project activities, the biologist shall have the authority to halt the activities and reestablish a buffer consistent with the first bullet until the agitated behavior ceases and normal behavior resumes.
        - The buffer shall remain in place around the occupied burrow and associated satellite burrows until a qualified biologist has determined through noninvasive methods that the burrows are no longer occupied by burrowing owls. A previously occupied burrow will be considered unoccupied if surveys demonstrate that no owls have used the burrow for seven consecutive days.
        - Locations of burrowing owls detected during surveys shall be reported to the CNDDB.

- If implementation of a buffer to prevent take of burrowing owl is not feasible, the project applicant shall consult with CDFW and obtain an Incidental Take Permit (ITP) prior to commencing project related ground-disturbing activities. The impacts of taking burrowing owls shall be minimized and fully mitigated.
- The project applicant shall compensate for loss of burrowing owl by establishing permanent protection and perpetual management on land that provides burrowing owl habitat. Habitat management lands for burrowing owl may be established by conservation easement or fee title, or credits may be purchased from a CDFW-approved conservation or mitigation bank. The compensatory mitigation shall satisfy permit conditions and all other permit conditions shall be implemented.

Significance after Mitigation

Implementation of Mitigation Measure 3.7-2c would reduce potential impacts on burrowing owl to a **less-than-significant** level by requiring a take avoidance survey for burrowing owl, implementation of measures to avoid injury or mortality of burrowing owls and destruction of active burrows if detected, and compensation if burrows cannot be avoided.

SPECIAL-STATUS BIRDS, COMMON RAPTORS, AND OTHER COMMON NATIVE BIRDS

Eleven additional special-status birds have potential to occur on the project site: tricolored blackbird, short-eared owl, Swainson's hawk, black tern, northern harrier, western yellow-billed cuckoo, white-tailed kite, loggerhead shrike, song sparrow ("Modesto" population), and yellow-headed blackbird. Nesting habitat for most of these special-status bird species is only present within the valley oak riparian woodland habitat on the project site; however, Swainson's hawks could also nest within other large trees elsewhere on the project site. Additionally, agricultural habitat on the project site may provide foraging habitat for special-status birds (e.g., Swainson's hawk, yellow-headed blackbird) if nests are on or near the project site. Other common raptor species could also nest in trees on the project site, including red-tailed hawk (*Buteo jamaicensis*), red-shouldered hawk (*Buteo lineatus*), great horned owl (*Bubo virginianus*), and Cooper's hawk (*Accipiter cooperi*). Other common native birds could also nest on the project site within trees, shrubs, brambles (e.g., Himalayan blackberry), or on the ground (i.e., within the valley oak riparian woodland habitat). While not special-status species, common raptors and other common native birds and their nests are protected under California Fish and Game Code and the federal MBTA.

Most project activities would occur within the agricultural land on the project site and would avoid the valley oak riparian woodland habitat. However, proposed development directly south of the Pleasant Grove Creek and at the northern most portion of the project site may encroach into the valley oak riparian woodland habitat on the project site, and construction of the bridge across Pleasant Grove Creek may result in disturbance of this habitat adjacent to Pleasant Grove Creek. Project implementation elsewhere on the project site would include ground disturbance, vegetation clearing, and tree removal which would require the use of equipment, vehicles, and heavy machinery. These activities could result in inadvertent disturbance, injury, or mortality of special-status and common native birds. If present, special-status and common native birds could be disturbed due to the presence of equipment and personnel potentially leading to nest abandonment. Active nests could be inadvertently removed and destroyed during vegetation and tree removal activities, if present, potentially resulting in the loss of eggs or chicks. This would be a **potentially significant** impact.

Mitigation Measures

Mitigation Measure 3.7-2d: Conduct Focused Surveys for Special-Status Birds, Nesting Raptors, and Other Native Nesting Birds, and Implement Protective Buffers

- To minimize the potential for loss of special-status bird species, raptors, and other native birds, project construction activities (e.g., tree removal, vegetation clearing, ground disturbance, staging) shall be conducted during the nonbreeding season (approximately September 1–January 31, as determined by a qualified biologist), if feasible. If project construction activities are conducted during the nonbreeding season, no further mitigation shall be required.
- Within 14 days before the onset of project construction activities during the breeding season (approximately February 1 through August 31, as determined by a qualified biologist), a qualified biologist familiar with birds of California and with experience conducting nesting bird surveys shall conduct focused surveys for special-status

birds, other nesting raptors, and other native birds. Surveys shall be conducted within 0.5 miles of the project site for Swainson's hawk; within 0.25 miles for white-tailed kite; within 500 feet of the project site for other special-status birds and common raptors; and within 50 feet of the project site for non-raptor common native bird nests.

- Because the nests of riparian-nesting birds (i.e., black tern, song sparrow ("Modesto" population), tricolored blackbird, and western yellow-billed cuckoo) are small and difficult to find, occupancy of habitat suitable for these species (i.e., riparian woodland) shall be determined by a qualified biologist familiar with the life history of these species and with experience identifying the calls of these species. If special-status riparian-nesting birds are observed calling, exhibiting territorial displays, carrying nest materials, carrying prey, or other signs of breeding behavior, the habitat shall be considered occupied.
- If no nests are found, the qualified biologist shall submit a report documenting the survey methods and results to the project applicant and the City of Roseville, and no further mitigation shall be required.
- If active nests are found, impacts on nesting birds shall be avoided by establishing appropriate buffers around active nest sites identified during focused surveys to prevent disturbance to the nest. Project construction activity shall not commence within the buffer areas until a qualified biologist has determined that the young have fledged, the nest is no longer active, or reducing the buffer will not likely result in nest abandonment. An avoidance buffer of a minimum of 0.5 miles shall be implemented for Swainson's hawk and 0.25 miles for white-tailed kites in consultation with CDFW. An avoidance buffer of a minimum of 500 feet shall be implemented for western yellow-billed cuckoo in consultation with USFWS and CDFW and for tricolored blackbird in consultation with CDFW. For other species, a qualified biologist shall determine the size of the buffer for non-raptor nests after a site- and nest-specific analysis. Buffers typically will be 500 feet for other special-status birds and common raptors. Buffer size for non-raptor common bird species shall be determined by a qualified biologist. Factors to be considered for determining buffer size will include presence of natural buffers provided by vegetation or topography, nest height above ground, baseline levels of noise and human activity, species sensitivity, and proposed project construction activities. Generally, buffer size for these species will be at least 20 feet. The size of the buffer may be adjusted if a qualified biologist determines that such an adjustment would not be likely to adversely affect the nest. Any buffer reduction for a special-status species shall require consultation with CDFW. Periodic monitoring of the nest by a qualified biologist during project construction activities shall be required if the activity has potential to adversely affect the nest, the buffer has been reduced, or if birds within active nests are showing behavioral signs of agitation (e.g., standing up from a brooding position, flying off the nest) during project construction activities, as determined by the qualified biologist.
- If egret or night heron rookeries are found within trees on the project site, an avoidance buffer shall be implemented, the size of which will be determined by a qualified biologist. Buffer size for large rookeries will likely be larger than for single nests due to the number of birds and nests within the rookery. Rookery trees identified on the project site shall be retained permanently.
- Future maintenance activities (i.e., activities to maintain functional and structural integrity) associated with the bridge crossing Pleasant Grove Creek shall be subject to the City of Roseville's existing Streambed Alteration Agreement with CDFW for routine maintenance activities, which requires CDFW notification prior to implementation of maintenance activities, pre-activity surveys for special-status species, biological monitoring, limits to vegetation removal within and adjacent to waterways, and other avoidance measures to reduce impacts on natural resources.

Significance after Mitigation

Implementation of Mitigation Measure 3.7-2d would reduce potential impacts on special-status birds, raptors, and other common native nesting birds to a **less-than-significant** level by requiring focused surveys for nesting birds and implementation of measures to avoid disturbance, injury, or mortality of the species if nests are detected.

SPECIAL-STATUS FISH

One special-status fish species—Sacramento hitch—may occur within Pleasant Grove Creek. Additionally, while the project site does not contain aquatic habitat suitable for most special-status fish species, Pleasant Grove Creek, the Pleasant Grove Creek Bypass Channel, and the Pleasant Grove Creek First North Tributary (University Creek) are hydrologically connected to watercourses occupied by these species (Table 3.7-3). Most project activities would occur a sufficient distance from these features; however, the project would also include construction of a bridge across Pleasant Grove Creek and the Pleasant Grove Creek Bypass Channel, which would include in-water work. As described in Section 3.12, "Hydrology and Water Quality," the project applicant would be required to develop and implement a stormwater pollution prevention plan (SWPPP) and best management practices (BMPs) and comply with the City's Urban Stormwater Quality Management and Discharge Control Ordinance, West Placer Storm Water Quality Design Manual, Placer County Flood Control and Water Conservation District's Stormwater Management Manual, and Section 16.20.040 of the Roseville Municipal Code that include measures to control, prevent, remove, or reduce pollution. These measures would reduce project impacts on water quality.

Bridge construction would include installation of 24-inch diameter bridge supports within the Pleasant Grove Creek channel, within the Pleasant Grove Creek Bypass Channel, within the valley oak riparian habitat on the south side of Pleasant Grove Creek, and in other upland areas adjacent to Pleasant Grove Creek. Additional ground disturbance would occur on either side of Pleasant Grove Creek, including within the valley oak riparian habitat on the north side of Pleasant Grove Creek. Installation of bridge supports could result in direct injury or mortality of special-status fish, if present. Ground disturbance associated with construction of the bridge or other construction activities could result in discharge of silt into Pleasant Grove Creek, the Pleasant Grove Creek Bypass Channel, or the Pleasant Grove Creek First North Tributary (University Creek), which could result in adverse effects on survival of special-status fish, if present. Additionally, discharge of silt into these features may temporarily affect in-stream water quality and habitat, which could potentially result in indirect downstream effects on special-status fish otherwise not expected to occur on the project site (i.e., salmonids). Project construction and operation that may affect in-stream water quality and habitat could potentially result in indirect effects on steelhead and Chinook salmon habitat downstream of the project site. The stream and its water quality could be indirectly affected by grading, trenching, and creation of impervious surfaces proposed for adjacent uplands and encroachment of developed land uses. Direct and indirect adverse effects on special-status fish would be a **potentially significant** impact.

Mitigation Measures

Mitigation Measure 3.7-2e: Implement Protection Measures for Special-Status Fish

The project applicant shall implement the following protection measures before and during project construction, including construction of the bridge over Pleasant Grove Creek:

- If Mitigation Measure 3.7-2a is not feasible, in-channel construction activities within Pleasant Grove creek shall take place outside of the steelhead – Central Valley DPS migration and late-spawning season (December 1-April 30; Barnett Environmental 2025, 2026).
- In-channel construction activities within Pleasant Grove Creek shall be limited to daylight hours during weekdays, leaving a nighttime and weekend period of passage for special-status fish species.
- Silt curtains shall be implemented for all in-channel construction activities.
- Water quality shall be evaluated during and after all in-channel construction activities. The performance criteria shall be no degradation of downstream water quality compared to upstream water quality. Water quality shall be evaluated by a qualified environmental monitor using appropriate qualitative or quantitative measurements, including turbidity and temperature. Remedial measures shall be implemented if downstream water quality is degraded. Remedial measures shall include the following:
  - modification or suspension of in-water construction activities as appropriate;
  - installation of additional sediment control devices; and
  - additional monitoring to evaluate the water quality after measures are implemented.

- Silt fencing shall be installed as appropriate along the edges of the Pleasant Grove Creek riparian corridor, the Pleasant Grove Creek Bypass Channel, and the Pleasant Grove Creek First North Tributary (University Creek) to prevent excess fill from entering the water. All silt fences shall be maintained and checked for efficacy as necessary, but not less frequently than once per week.
- Future maintenance activities (i.e., activities to maintain functional and structural integrity) associated with the bridge crossing Pleasant Grove Creek shall be subject to the City of Roseville's existing Streambed Alteration Agreement with CDFW for routine maintenance activities, which requires CDFW notification prior to implementation of maintenance activities, pre-activity surveys for special-status species, biological monitoring, limits to vegetation removal within and adjacent to waterways, and other avoidance measures to reduce impacts on natural resources.

Significance after Mitigation

Implementation of Mitigation Measure 3.7-2e would reduce potential direct and indirect (i.e., downstream) impacts on special-status fish to a **less-than-significant** level by avoiding the late-fall spawning season and requiring implementation of protection measures to reduce direct effects on special-status fish and to prevent discharge of silt into Pleasant Grove Creek during project construction, including construction of the bridge over Pleasant Grove Creek.

CONSERVANCY FAIRY SHRIMP, VERNAL POOL FAIRY SHRIMP, AND VERNAL POOL TADPOLE SHRIMP

Vernal pool branchiopods, including special-status fairy shrimp and tadpole shrimp species, may occur in vernal pool wetlands identified in the off-site portion of the PUE. Vernal pool tadpole shrimp is listed as endangered under ESA, and vernal pool fairy shrimp is listed as threatened under ESA. These species are endemic to vernal pools, primarily in the Central Valley of California. Installation of utilities in the PUE may remove vernal pool habitat suitable for these species or result in loss (i.e. take) of these species. Direct and indirect adverse effects on Conservancy fairy shrimp, vernal pool fairy shrimp, and vernal pool tadpole shrimp would be a **potentially significant** impact.

Mitigation Measures

Mitigation Measure 3.7-2f: Conduct Pre-construction Vernal Pool Avoidance Surveys, Protocol-Level Branchiopod Surveys, and Compensate for Loss of Vernal Pool Branchiopods

- Prior to implementation of project activities in the PUE, wetland and vernal pool habitat in the PUE area on the project site shall be delineated and a no-disturbance buffer of at least 100 feet will be implemented, as determined by a qualified biologist. No project activities, including staging of equipment, will occur within the no-disturbance buffer, if feasible.
- If the no-disturbance buffer is not feasible, a qualified biologist familiar with vernal pool branchiopods shall conduct a focused survey for conservancy fairy shrimp, vernal pool fairy shrimp, and vernal pool tadpole shrimp, following *Survey Guidelines for the Listed Large Branchiopods* (USFWS 2017), or any subsequently published guidelines. Protocol-level surveys for branchiopods require authorization from the USFWS Sacramento Fish and Wildlife Office and a Section 10(a)(1)(A) permit.
- The applicant shall report all survey results to the City of Roseville and USFWS. If no vernal pool branchiopods are identified, no further mitigation shall be required.
- If vernal pool branchiopods are identified on the project site, the applicant shall initiate Section 7 consultation with USFWS. USACE is presumed to be the federal action agency because it has jurisdiction over the aquatic habitat on the project site. If it is determined, in consultation with USFWS, that take of these species will occur as a result of project activities, then the project applicant may be required to obtain incidental take authorization pursuant to Section 7 of ESA. The project shall not proceed until a Biological Opinion is issued by USFWS.
    - Any conservation measures developed in coordination with USFWS during formal or informal consultation under Section 7 shall be implemented.

- Additional measures may include preservation, restoration, or enhancement of habitat on- or off-site; purchase of habitat credits from an agency-approved mitigation/conservation bank; work with a local land trust to preserve land; or any other method acceptable to USFWS at a no-net-loss level.

Significance after Mitigation

Implementation of Mitigation Measure 3.7-2f would reduce impacts on Conservancy fairy shrimp, vernal pool fairy shrimp, and vernal pool tadpole shrimp to a **less-than-significant** level by requiring implementation of protection measures, and compensation for loss of vernal pool branchiopods where direct or indirect impacts on the species are unavoidable.

CROTCH'S BUMBLE BEE

Crotch's bumble bee, along with three other bumble bee species, was designated as a candidate for listing as endangered under CESA by the California Fish and Game Commission on May 31, 2022. In June of 2023, CDFW released *Survey Considerations for California Endangered Species Act (CESA) Candidate Bumble Bee Species*, which included survey and mitigation guidance for the four candidate species, as well as updated current range maps for each species (CDFW 2023). Crotch's bumble bee has recently undergone declines in abundance and distribution and is no longer present in much of its historic range (Xerces Society 2018); however, the current range of the species includes the project site (CDFW 2023).

Bumble bees have three basic habitat requirements: suitable nesting sites for the colonies, availability of nectar and pollen from floral resources throughout the duration of the colony period (spring, summer, and fall), and overwintering site suitable for the queens. In California, Crotch's bumble bees typically inhabit open grassland and scrub habitats (Xerces Society 2018). Crotch's bumble bees nest underground and likely use, at least in part, old rodent burrows (Williams et. al. 2014; Xerces Society 2018). Some bumble bees favor nest sites near woody transitional habitats and nest in holes or crevices in leaf litter, beneath woody debris, at the base of a tree, in herbaceous plant debris, or near grass clumps (Lanterman et al. 2019). Overwintering likely occurs primarily in woodlands (USFWS 2021). Overwintering queens may prefer shaded areas near trees in areas without dense vegetation and north-facing slopes (Liczner and Colla 2019; Williams et al. 2019). Bumble bees in California have been documented overwintering under 1-2 inches of duff, between leaf/needle litter and mineral soil (Williams et al. 2014). The project site contains habitat suitable for Crotch's bumble bee nesting, foraging, and overwintering. Project activities that could result in loss (i.e., take) of Crotch's bumble bees include ground disturbance and vegetation removal on the project site and the PUE. Loss of Crotch's bumble bees would be a **potentially significant** impact.

Mitigation Measures

Mitigation Measure 3.7-2g: Conduct Focused Surveys for Crotch's Bumble Bee and Implement Avoidance Measures

- Initial ground-disturbing work (e.g., grading, vegetation removal, staging) shall take place between August 15 and March 15, if feasible, to avoid impacts on nesting Crotch's bumble bees.
- Regardless of the feasibility of the above limited operating period, a qualified biologist familiar with bumble bees of California and experienced using survey methods for bumble bees shall conduct a habitat assessment and focused survey for Crotch's bumble bee before the start of ground-disturbing activities. Surveys shall be conducted when Crotch's bumble bee is most likely to be identified, typically April through August (e.g., the colony active period) when floral resources and ideal weather conditions are present, and shall follow the methods in *Survey Considerations for California Endangered Species Act (CESA) Candidate Bumble Bee Species* (CDFW 2023). Surveys shall be conducted during the colony active period closest to the start of planned construction activities. Survey results shall be submitted to the applicant and the City of Roseville no fewer than 7 days before construction begins.
- The applicant shall submit a survey report to CDFW within 1 month of survey completion if Crotch's bumble bees are detected, and shall notify CDFW and Placer County within 24 hours if Crotch's bumble bees are detected.

- If Crotch's bumble bees are detected during the focused survey, appropriate avoidance measures shall be implemented. Avoidance measures shall include, but not be limited to, the following:
- Protective buffers shall be implemented around active nest colonies or overwintering queens until these sites are no longer active. A qualified biologist, in coordination with CDFW, shall determine the appropriate buffer size to protect nesting colonies or overwintering queens; however, the buffer shall be a minimum of 50 feet.
- If impacts on Crotch's bumble bees cannot be avoided, the applicant shall obtain an incidental take permit (ITP) from CDFW and shall implement all avoidance measures included in the ITP.

Documentation of compliance with this mitigation measure and any required coordination with CDFW or acquisition of an ITP shall be provided to the City of Roseville before commencement of any project construction activities.

Significance after Mitigation

Implementation of Mitigation Measure 3.7-2g would reduce the potential impact on Crotch's bumble bee to a **less-than-significant** level by limiting initial ground disturbance work to August 15 to March 15, if feasible, conducting focused surveys for bumble bees, and implementing measures to avoid mortality of the Crotch's bumble bee if nests or overwintering queens are detected.

MONARCH

The project site is located outside of the overwintering range of monarch; however, grassland habitat on the project site may provide breeding and foraging habitat suitable for monarch. If milkweed (*Asclepias* spp.) plants are present on the project site, these plants may host breeding monarchs and associated monarch eggs or caterpillars. Loss of monarchs, monarch eggs, or monarch caterpillars would be a **potentially significant** impact.

Mitigation Measures

Mitigation Measure 3.7-2h: Conduct surveys for Milkweed Plants, Monarch Eggs, and Monarch Caterpillars, and Implement Avoidance Measures

- If construction activities (e.g., ground disturbance, vegetation removal, staging) on the project site occur during the period when milkweed plants may host monarch eggs or caterpillars (approximately mid-March through late October), a qualified biologist shall survey the project site for milkweed plants. If milkweed plants are found, a qualified biologist shall inspect the milkweed plants for the presence of monarch eggs or caterpillars no more than 14 days before plant removal. If monarch eggs or caterpillars are detected, the milkweed plants shall be avoided until they are no longer being used by monarch caterpillars, as confirmed by a qualified biologist, if feasible. If no eggs or caterpillars are detected, no additional protection measures shall be necessary.

Documentation of compliance with this mitigation measure shall be provided to the City of Roseville before commencement of any project construction activities.

Significance after Mitigation

Implementation of Mitigation Measure 3.7-2h would reduce the potential impact on monarch to a **less-than-significant** level by requiring focused surveys for milkweed host plants and implementation of measures to avoid loss of monarch eggs or caterpillars if they are detected through avoidance of the plants.

NORTHERN CALIFORNIA RINGTAIL

Large trees within the valley oak riparian woodland habitat on the project site may provide den habitat suitable for ringtail (i.e., large cavities). Most project activities would occur within the agricultural land on the project site and would avoid Pleasant Grove Creek and associated valley oak riparian woodland habitat. However, construction of the bridge across Pleasant Grove Creek and encroachment by buildings and other development may result in disturbance of this habitat adjacent to Pleasant Grove Creek and potential removal of trees. While project activities

are not expected to result in significant modification of the valley oak riparian woodland habitat such that the habitat is no longer suitable for ringtail, removal of trees could result in direct loss of an active den and potential injury or mortality of ringtail kits. This would be a **potentially significant** impact.

Mitigation Measures

Mitigation Measure 3.7-2i: Conduct Focused Surveys for Ringtail Dens and Implement Avoidance Measures

- To minimize the potential for loss of ringtail and active ringtail dens, tree removal within the valley oak riparian woodland habitat on the project site shall be conducted outside of the ringtail breeding season (not well defined, but likely approximately March 1 to July 31), if feasible.
- Within seven days before initiation of tree removal within the valley oak riparian woodland habitat during the ringtail breeding season, a qualified biologist with familiarity with ringtail shall conduct a focused survey for potential ringtail dens (e.g., hollow trees, snags, rock crevices) within the trees planned for removal. The qualified biologist shall identify sightings of individual ringtails, as well as potential dens.
- If individuals or potential or occupied dens are not found, the qualified biologist shall submit a report summarizing the results of the survey to the project applicant and the City of Roseville, and further mitigation shall not be required.
- If ringtails are identified or if potential dens are located in the trees planned for removal, an appropriate method, based on current professional standards, shall be used by the qualified wildlife biologist to confirm whether a ringtail is occupying the den. This may include use of remote field cameras, track plates, or hair snares. Other devices, such as a fiber optic scope, may be utilized to determine occupancy.
    - If no ringtail occupies the potential den, the tree may be removed.
    - If a den is found to be occupied by a ringtail, the tree may not be removed, and a no-disturbance buffer shall be established around the occupied den. The no-disturbance buffer shall include the den tree plus a suitable buffer as determined by the biologist in coordination with CDFW. Project activities in the no-disturbance buffer shall be avoided until the den is unoccupied as determined by the qualified wildlife biologist in coordination with CDFW.

Significance after Mitigation

Implementation of Mitigation Measure 3.7-2i would reduce potential impacts on ringtail to a **less-than-significant** level by requiring focused surveys for ringtail dens prior to tree removal in valley oak riparian woodland habitat and implementation of no-disturbance buffers around active dens in consultation with CDFW.

PALLID BAT AND WESTERN RED BAT

Large trees within the valley oak riparian woodland habitat and in small groves elsewhere on the project site may provide roost habitat suitable for pallid bat and western red bat (i.e., large cavities, foliage). Most project activities would occur within the agricultural land on the project site and would avoid Pleasant Grove Creek and associated valley oak riparian woodland habitat. However, construction of the bridge across Pleasant Grove Creek and encroachment by buildings and other development may result in disturbance of this habitat adjacent to Pleasant Grove Creek and potential removal of trees. Additionally, other large trees on the project site may be removed during construction of buildings. Removal of trees could result in disturbance, injury, or mortality of pallid bats and western red bats if roosts are present. This would be a **potentially significant** impact.

Mitigation Measures

Mitigation Measure 3.7-2j: Conduct Focused Bat Surveys and Implement Avoidance Measures

- Prior to tree removal activities, a qualified biologist with familiarity with bats and bat ecology and experienced in conducting bat surveys shall conduct surveys for bat roosts in large trees on the project site.

- If no evidence of bat roosts is found, the qualified biologist shall submit a report summarizing the results of the survey to the project applicant and the City of Roseville, and no further study will be required.
- If evidence of bat roosts is observed, the species and number of bats using the roost shall be determined. Bat detectors shall be used if deemed necessary to supplement survey efforts by the qualified biologist.
- A no-disturbance buffer of 250 feet shall be established around active pallid bat or western red bat roosts, and project construction activities shall not occur within this buffer until after the roosts are unoccupied as determined by a qualified biologist.
- If roosts of pallid bat or western red bat are determined to be present and must be removed, the bats shall be excluded from the roosting site before the tree is removed. A program addressing compensation, exclusion methods, and roost removal procedures shall be developed in consultation with CDFW before implementation. Exclusion efforts may be restricted during periods of sensitive activity (e.g., during hibernation or while females in maternity colonies are nursing young). The loss of each roost (if any) shall be replaced in consultation with CDFW and may require construction and installation of bat boxes suitable to the bat species and colony size excluded from the original roosting site. If determined necessary during consultation with CDFW, replacement roosts shall be implemented before bats are excluded from the original roost sites. Once the replacement roosts are constructed and it is confirmed that bats are not present in the original roost site by a qualified biologist, the roost tree may be removed.

Significance after Mitigation

Implementation of Mitigation Measure 3.7-2j would reduce potential impacts on pallid bat and western red bat to a **less-than-significant** level by requiring focused surveys for bat roosts, implementation of no-disturbance buffers around active special-status bat roosts, and consultation with CDFW if special-status bat roosts would be removed.

Impact 3.7-3: Result in Degradation or Loss of Riparian Habitat or Other Sensitive Natural Communities

Project implementation may include ground disturbance, vegetation removal, and direct removal of riparian habitat adjacent to Pleasant Grove Creek, Pleasant Grove Creek First North Tributary (University Creek), and wetlands identified on the project site, which could result in the degradation or loss of riparian and vernal pool habitat. This would be a **potentially significant** impact.

The project site contains approximately 8.7 acres of valley oak riparian woodland habitat associated with Pleasant Grove Creek and the Pleasant Grove Creek First North Tributary (University Creek). In addition to being riparian habitat, valley oak riparian forest and woodland is a CDFW-designated sensitive natural community. Most project activities would occur within the agricultural land on the project site and would avoid the valley oak riparian woodland habitat. However, construction of the bridge across Pleasant Grove Creek and encroachment by buildings and other development may result in removal or disturbance of riparian habitat adjacent to Pleasant Grove Creek. Additionally, proposed development directly south of the Pleasant Grove Creek and at the northernmost portion of the project site may include ground disturbance and vegetation removal, and may encroach into the valley oak riparian woodland habitat adjacent to both riverine features. Degradation (e.g., reduction of vegetation cover, trampling, alteration of root structure, anthropogenic noise and light, human trespass) or removal of the valley oak riparian woodland habitat on the project site would be a **potentially significant** impact.

Mitigation Measures

Mitigation Measure 3.7-3: Provide Stream Setbacks, Best Management Practices, and Compensate for Unavoidable Loss of Riparian Habitat

The project applicant shall implement the following protection measures prior to implementation of project activities (e.g., construction, staging) within 50 feet of valley oak riparian woodland habitat on the project site, including construction of the bridge over Pleasant Grove Creek:

- Setbacks shall be established around all valley oak riparian woodland habitat on the project site and shall be flagged or fenced with brightly visible construction flagging and/or fencing under the direction of the qualified biologist and no project activities (e.g., vegetation removal, ground disturbance, staging) shall occur within these areas. Setback distances shall be determined by a qualified biologist in consultation with the appropriate agency (e.g., CDFW), but will generally be a minimum of 50 feet. Foot traffic by personnel shall also be limited in these areas to prevent the introduction of invasive or weedy species or inadvertent crushing of plants and soil compaction. Periodic inspections during construction shall be conducted by a qualified biologist to maintain the integrity of exclusion fencing/flagging throughout the period of construction involving ground disturbance.
- If project implementation cannot avoid and thus may adversely affect the bed, bank, channel, or associated riparian habitat subject to CDFW jurisdiction under California Fish and Game Code Section 1602, the following measures shall apply.
    - A Streambed Alteration Notification shall be submitted to CDFW, pursuant to Section 1602 of the California Fish and Game Code. If proposed project activities are determined to be subject to CDFW jurisdiction, the project applicant shall abide by the measures to protect fish and wildlife resources required by any executed agreement prior to any vegetation removal or activity that may affect the resource. Measures to protect fish and wildlife resources shall include, at a minimum, a combination of the following mitigation.
    - The project applicant shall compensate for the loss of riparian habitat and habitat function and value of this habitat by:
        - restoring riparian habitat function and value within the project site;
        - restoring degraded riparian habitat outside of the project site;
        - purchasing riparian habitat credits at a CDFW-approved mitigation bank; or
        - preserving existing riparian habitat of equal or better value to the affected riparian habitat through a conservation easement at a sufficient ratio to offset the loss of riparian habitat function (at least 1:1).
    - The project applicant shall prepare and implement a Compensatory Mitigation Plan that will include the following:
        - For preserving existing riparian habitat outside of the project site in perpetuity, the Compensatory Mitigation Plan will include a summary of the proposed compensation lands (e.g., the number and type of credits, location of mitigation bank or easement), parties responsible for the long-term management of the land, and the legal and funding mechanism for long-term conservation (e.g., holder of conservation easement or fee title). The project applicant will provide evidence in the plan that the necessary mitigation has been implemented or that the project applicant has entered into a legal agreement to implement it and that compensatory habitat will be preserved in perpetuity.
        - For restoring or enhancing riparian habitat within the project site or outside of the project site, the Compensatory Mitigation Plan will include a description of the proposed habitat improvements, success criteria that demonstrate the performance standard of maintained habitat function has been met, legal and funding mechanisms, and parties responsible for long-term management and monitoring of the restored or enhanced habitat.
        - Compensatory mitigation may be satisfied through compliance with permit conditions, or other authorizations obtained by the project applicant (e.g., Lake and Streambed Alteration Agreement), if these requirements are equally or more effective than the mitigation identified above.
- Fencing and signage shall be installed between the development footprint and the riparian habitat associated with Pleasant Grove Creek and the Pleasant Grove Creek First North Tributary (University Creek) to discourage trespassing into stream and riparian habitat. Fencing design shall be at the discretion of the project applicant and may include permeable, symbolic fencing (e.g., post and cable).

- Future maintenance activities (i.e., activities to maintain functional and structural integrity) associated with the bridge crossing Pleasant Grove Creek would be subject to the City of Roseville's existing Streambed Alteration Agreement with CDFW for routine maintenance activities, which requires CDFW notification prior to implementation of maintenance activities, pre-activity surveys for special-status species, biological monitoring, limits to vegetation removal within and adjacent to waterways, and other avoidance measures to reduce impacts on natural resources.

Significance after Mitigation

Implementation of Mitigation Measure 3.7-3 would reduce potential impacts on valley oak riparian woodland habitat to a **less-than-significant** level by requiring implementation of avoidance measures, compensation for permanent loss of these to offset the loss with a minimum 1:1 ratio, potentially including a streambed alteration agreement with CDFW, and installation of fencing and signage to prevent trespassing into this habitat after project construction is completed.

Impact 3.7-4: Result in Degradation or Loss of State or Federally Protected Wetlands

Project implementation would include ground disturbance, vegetation removal, and direct removal of riparian habitat adjacent to Pleasant Grove Creek and wetlands previously identified in the off-site portion of the PUE which could result in inadvertent discharge of silt into Pleasant Grove Creek, the Pleasant Grove Creek Bypass Channel, the Pleasant Grove Creek First North Tributary (University Creek), and fill of the identified wetlands. Discharge of silt into these features may result in adverse effects on water quality in the creek, and fill of wetlands would remove or degrade these features which would be a **potentially significant** impact.

Aquatic habitat on the project site includes Pleasant Grove Creek, the Pleasant Grove Creek Bypass Channel, and the Pleasant Grove Creek First North Tributary (University Creek). These riverine features would likely be considered waters of the United States and waters of the state. Additionally, 14 wetlands with vegetation assemblages associated with vernal pools have been previously identified in the off-site portion of the PUE. Project implementation would include construction of a bridge over Pleasant Grove Creek and the Pleasant Grove Creek Bypass Channel.

Bridge construction would include installation of 24-inch diameter bridge supports within the Pleasant Grove Creek channel, within the Pleasant Grove Creek Bypass Channel, within the valley oak riparian habitat on the south side of Pleasant Grove Creek, and in other upland areas adjacent to Pleasant Grove Creek. Additional ground disturbance would occur on either side of Pleasant Grove Creek, including within the valley oak riparian habitat on the north side of Pleasant Grove Creek. Installation of bridge supports and ground disturbance adjacent to Pleasant Grove Creek and the Pleasant Grove Creek Bypass Channel during bridge construction could result in modification of the bed, bank, or channel of these features or discharge silt into these features, which could result in adverse effects on water quality. Ground disturbance associated with other construction activities near Pleasant Grove Creek, the Pleasant Grove Creek Bypass Channel, the Pleasant Grove Creek First North Tributary, and the identified wetlands in the PUE could also result in discharge of silt into the creek and fill of vernal pool habitats, which could result in adverse effects on water quality or removal of wetlands. Modifications to the bed, bank, or channel of Pleasant Grove Creek and the Pleasant Grove Bypass Channel, discharge of silt into these features or the Pleasant Grove Creek First North Tributary (University Creek), or fill of wetlands would be a **potentially significant** impact.

Mitigation Measures

Mitigation Measure 3.7-4a: Implement Mitigation Measures 3.7-2e and 3.7-3

The project applicant shall implement Mitigation Measures 3.7-2e and 3.7-3.

Mitigation Measure 3.7-4b: Identify State or Federally Protected Wetlands, Implement Avoidance Measures, and Obtain Permits for Unavoidable Impacts on Wetlands

The following measures shall be implemented prior to initiation of bridge construction activities:

- The project applicant shall retain a qualified biologist, hydrologist, or wetland ecologist to prepare a formal delineation of the boundaries of state or federally protected wetlands and other waters within the project site according to methods established in the USACE wetlands delineation manual (Environmental Laboratory 1987) and the Arid West regional supplement (USACE 2008). The qualified biologist shall also delineate the boundaries of wetlands that may not meet the definition of waters of the United States, but would qualify as waters of the state, according to the state wetland procedures (SWRCB 2019). This delineation report shall be submitted to USACE, and a preliminary jurisdictional determination shall be requested.
- Where state or federally protected wetlands can be avoided, the boundary of the delineated ordinary high-water mark shall be demarcated with high-visibility flagging, fencing, stakes, or clear, existing landscape demarcations (e.g., edge of a roadway). Project activities (e.g., ground disturbance, vegetation removal, staging) shall be prohibited within the established boundary. A qualified biologist shall periodically inspect the materials demarcating the buffer to confirm that they are intact and visible, and wetland impacts are being avoided.
- Authorization for fill of waters of the United States associated with bridge construction (e.g., constructing bridge support structures) and other project activities, including utility installation in the PUE shall be secured from USACE through the Section 404, Section 10, and Section 408 permitting processes, as well as through CVFPB. Any state or federally protected wetlands that would be affected by the project shall be replaced or restored on a no-net-loss basis in accordance with the applicable USACE mitigation guidelines in place at the time of construction. In association with the Section 404 permit (if applicable) and prior to the issuance of any grading permit, Section 401 Water Quality Certification from the Central Valley RWQCB shall be obtained. For any activity that may result in discharges of dredged or fill material to waters of the state that may not be covered by the 401 Water Quality Certification, Panattoni shall secure a permit from the Central Valley RWQCB and provide compensatory mitigation for permanent loss of any waters of the state in accordance with *State Wetland Definition and Procedures for Discharges of Dredged or Fill Material to Waters of the State* (California Water Boards 2019), such that the project would not result in a net loss of overall abundance, diversity, and condition of aquatic resources within the affected watershed based on a watershed assessment using an assessment method approved by the permitting authority (e.g., Central Valley RWQCB or California Water Resources Control Board).The project applicant shall comply with waste discharge requirements as described in Section 3.12, "Hydrology and Water Quality."
- The project applicant shall notify CDFW before commencing activity that may divert the natural flow or otherwise alter the bed, bank, or riparian corridor of any stream protected pursuant to Section 1602 of the Fish and Game Code. If project activities trigger the need for a Streambed Alteration Agreement, the proponent shall obtain an agreement from CDFW before the activity commences. The applicant shall conduct project construction activities in accordance with the agreement, including implementing reasonable measures in the agreement necessary to protect the fish and wildlife resources, when working within the bed or bank of waterways or in riparian habitats associated with those waterways. These measures may include but not be limited to demarcation of the construction area, biological monitoring, environmental awareness training for construction crews, and compensatory measures (e.g., restoration, long-term habitat management). Compensatory mitigation for impacts on state or federally protected wetlands, described in the prior bullet, may count towards compensation for loss of fish and wildlife resources protected pursuant to CDFW's jurisdiction pursuant to Section 1602 of the Fish and Game Code.
- The project applicant shall obtain a permit for the installation of utility infrastructure in the PUE, or shall obtain an amendment to existing Army Permit #200200666 which previously permitted work in the PUE. The new permit or amendment shall be obtained through USACE in coordination with USFWS and additional agencies as required. The project applicant shall adhere to all requirements of the new or amended permit, which may include the mitigation of any wetland habitat loss in the PUE through the purchase of equivalent wetland credits at an approved mitigation bank within the project's service area.

Significance after Mitigation

Implementation of Mitigation Measures 3.7-4a and 3.7-4b would reduce potential direct and indirect (i.e., downstream) impacts on Pleasant Grove Creek, the Pleasant Grove Creek Bypass Channel, the Pleasant Grove Creek First North Tributary (University Creek), and wetlands in the PUE to a **less-than-significant** level by requiring

protection measures to prevent discharge of silt into these features during construction of the bridge and other project features, implementation of avoidance measures for impacts on riparian habitat along Pleasant Grove Creek, delineation of wetlands on the project site, and permitting for unavoidable impacts.

Impact 3.7-5: Interfere with Wildlife Movement Corridors or Impede the Use of Wildlife Nurseries

Project implementation could result in permanent and temporary impacts on wildlife movement from construction of a bridge across Pleasant Grove Creek, including in-channel work and discharge of silt into Pleasant Grove Creek, and/or removal of egret or heron rookery trees, which would be a **potentially significant** impact.

The project site is included in a modeled ECA connecting natural landscape blocks to the north and south (Figure 3.7-3). The modeled ECA within the project site is considered "less permeable" than adjacent ECAs in uncultivated, vernal pool grassland complex habitats, meaning that the area may not function as a high-quality wildlife movement corridor for some wildlife species (Figure 3.7-3; Spencer et al. 2010). The undeveloped nature of the project site likely supports movement of wildlife; especially Pleasant Grove Creek and the valley oak riparian woodland habitat associated with the creek. While wildlife species likely move through the agricultural land on the project site, this land is considered lower quality wildlife habitat than Pleasant Grove Creek.

Project implementation would include construction of a bridge across Pleasant Grove Creek. Bridge construction would include installation of 24-inch diameter bridge supports within the Pleasant Grove Creek channel, within the Pleasant Grove Creek Bypass Channel, within the valley oak riparian habitat on the south side of Pleasant Grove Creek, and in other upland areas adjacent to Pleasant Grove Creek. Additional ground disturbance would occur on either side of Pleasant Grove Creek, including within the valley oak riparian habitat on the north side of Pleasant Grove Creek. Construction of the bridge and installation of the bridge supports would result in a new, permanent feature within Pleasant Grove Creek.

While bridge supports within the creek may impede or change the movement patterns of some wildlife species (e.g., fish, waterfowl), construction of the bridge would not constitute an impassible barrier to wildlife movement along Pleasant Grove Creek, eliminate the corridor, or cause the habitat to become isolated or unusable. Construction of the bridge may also result in temporary impacts on wildlife movement during construction, including in-channel work and discharge of silt into the creek, which could result in adverse effects on water quality. This would be a **potentially significant** impact.

Based on historic aerial imagery, rookeries likely associated with snowy egrets, great egrets, or black-crowned night herons are present in trees within the Al Johnson Wildlife Area approximately 0.17 miles west of the project site and may be present within trees in the valley oak riparian woodland habitat on the project site (Figure 3.7-1). Most project activities would occur within the agricultural land on the project site and would avoid the valley oak riparian woodland habitat. However, proposed development directly south of the Pleasant Grove Creek and at the northern most portion of the project site may encroach into the valley oak riparian woodland habitat on the project site, and construction of the bridge across Pleasant Grove Creek may result in disturbance of this habitat adjacent to Pleasant Grove Creek, or could result in removal of rookery trees. These activities could result in inadvertent disturbance to, injury, or mortality of birds in egret or night heron rookeries. If present, these rookeries could be disturbed due to the presence of equipment and personnel potentially leading to abandonment of the rookery. Active egret or night heron nests could be inadvertently removed and destroyed during vegetation and tree removal activities, if present, potentially resulting in the loss of eggs or chicks. This would be a **potentially significant** impact.

Mitigation Measures

Mitigation Measure 3.7-5a: Implement Mitigation Measures 3.7-2d, 3.7-2e, and 3.7-3

The project applicant shall implement Mitigation Measures 3.7-2d, 3.7-2e, and 3.7-3.

Mitigation Measure 3.7-5b: Utilize Wildlife-Friendly Building and Fencing Designs

In addition to lighting standards described in Chapter 2, "Project Description," the project applicant shall implement the following measures:

- Buildings and other permanent structures shall be designed to minimize impacts on wildlife, including disruption to wildlife movement, bird strikes, and wildlife entanglement.
  - Building design shall utilize guidelines regarding building height, materials, external lighting, and landscaping provided in the American Bird Conservancy's "Bird Friendly Building Design" (American Bird Conservancy 2015).
  - Fencing associated with new development shall utilize wildlife-friendly fencing design to minimize the risk of entanglement or impalement of wildlife. The fencing design shall meet, but not be limited to the following standards:
    - Minimize the chance of wildlife entanglement by avoiding barbed wire, loose or broken wires, or any material that could impale, snag, or entrap a leaping animal (e.g., wrought iron fencing with spikes).
    - Allow wildlife to jump over easily without injury. Typically, fences should be no more than 40 inches high on flat ground to allow adult deer to jump over. The determination of appropriate fence height will consider slope, as steep slopes are more difficult for wildlife to pass.
    - Allow smaller wildlife to pass under easily without injury or entrapment.

Significance after Mitigation

Implementation of Mitigation Measure 3.7-2d would reduce significant impacts on native wildlife nursery sites (i.e., egret or night heron rookeries) to a **less-than-significant** level by requiring focused surveys for nesting birds, implementation of avoidance buffers, and retention of rookery trees. Implementation of Mitigation Measures 3.7-2e and 3.7-3 would reduce potential direct and indirect (i.e., downstream) impacts on Pleasant Grove Creek, the Pleasant Grove Creek Bypass Channel, and the Pleasant Grove Creek First North Tributary (University Creek) to a **less-than-significant** level by requiring implementation of protection measures to reduce direct effects on special-status fish and to prevent discharge of silt into Pleasant Grove Creek during project construction (including construction of the bridge) and by requiring implementation of avoidance measures for impacts on riparian habitat along Pleasant Grove Creek. Implementation of Mitigation Measure 3.7-5b would reduce significant impacts on wildlife movement corridors to a **less-than-significant** level by requiring wildlife-friendly building, lighting, and fencing design to reduce disruption of wildlife movement and wildlife behavior adjacent to the project site.

Impact 3.7-6: Conflict with Local Policies and Ordinances

The Chapter 19.66 of the City of Roseville Municipal Code, "Tree Preservation," contains requirements for projects that would remove protected trees. Implementation of the project would result in the direct removal or disturbance of trees that may be considered protected under the City of Roseville Municipal Code. This impact would be **potentially significant.**

Project implementation would involve removal of trees that may qualify as protected trees (see the discussion of the City of Roseville Municipal Code in Section 3.7.1, "Regulatory Setting"). In accordance with tree preservation requirements under the City of Roseville Municipal Code, the project applicant obtained an arborist report, and a qualified arborist determined that a total of 324 protected trees are present on the project site (California Tree and Landscape Consulting, Inc. 2021). During project construction, protected trees may be removed from small, isolated groves on the project site and from the valley oak riparian woodland habitat adjacent to Pleasant Grove Creek. Removal of or disturbance of protected trees would conflict with tree preservation requirements in the City of Roseville Municipal Code. This impact would be **potentially significant**.

Mitigation Measures

Mitigation 3.7-6: Remove and Replace Protected Trees Consistent with the Chapter 19.66 of the City of Roseville Municipal Code, "Tree Preservation"

- Prior to the start of construction activities (i.e., ground disturbance, tree removal, staging), the project applicant shall submit an application for a Tree Permit to the City of Roseville as part of the land use permit and/or subdivision application for the discretionary project. The application shall include the arborist report and a site plan map with information as deemed necessary by the City Planning Manager. The site plan map shall include physical characteristics of the project (e.g., property lines, existing and proposed buildings and structures, existing and proposed grades), tree locations, and the location of the protected zone of each protected tree.
- The number, location, species, health, and sizes of all protected trees to be removed, relocated, or replaced shall be identified. This information shall also be provided on a map/design drawing to be included in the project plans.
- Protected trees that would be retained on a project site would be subject to tree preservation measures as outlined in the code, including protective fencing, signing, and modified ground disturbance activities (e.g., trenching with hand tools).
- Protected trees that would be removed would be subject to mitigation. The project applicant shall mitigate for loss of protected trees using one of the following four methods, as approved by the City Planning Manager: replacement of trees, relocation of trees, revegetation, or in-lieu mitigation fees.
- The City Planning Manager may allow removal of a protected tree which has been certified by an arborist to be a dead tree without any replacement or mitigation requirements.

Significance after Mitigation

Implementation of Mitigation Measure 3.7-6 would reduce potential impacts related to conflicts with the City of Roseville Municipal Code to a **less-than-significant** level by requiring a Tree Permit from the City of Roseville, implementation of tree preservation measures for protected trees that would be retained on the project site, and compensatory mitigation for removal of protected trees.

3.8 CULTURAL RESOURCES

This section evaluates the potential impacts of the project on known and unknown cultural resources. Impacts associated with Tribal cultural resources are discussed in Section 3.15, "Tribal Cultural Resources."

Cultural resources include districts, sites, buildings, structures, or objects generally older than 50 years and considered to be important to a culture, subculture, or community for scientific, traditional, religious, or other reasons. They include prehistoric (e.g., precontact) resources and historic-period (e.g., historic-era) resources. Archaeological resources are locations where human activity has measurably altered the earth or left deposits of precontact or historic-era physical remains (e.g., stone tools, bottles, former roads, house foundations). Historical (or built environment) resources include standing buildings (e.g., houses, barns, outbuildings, cabins) and intact structures (e.g., dams, bridges, roads, districts), or landscapes. A cultural landscape is defined as a geographic area (including both cultural and natural resources and the wildlife therein), associated with a historic event, activity, or person or exhibiting other cultural or aesthetic values.

No comment letters regarding cultural resources were received in response to the notice of preparation (see Appendix A). Comments associated with Tribal cultural resources are addressed in Section 3.15, "Tribal Cultural Resources."

3.8.1 Regulatory Setting

FEDERAL

National Register of Historic Places

The National Register of Historic Places (NRHP) is the nation's master inventory of known historic properties. It is administered by the National Park Service and includes listings of buildings, structures, sites, objects, and districts that possess historic, architectural, engineering, archaeological, or cultural significance at the national, state, or local level.

The formal criteria (36 Code of Federal Regulations [CFR] 60.4) for determining NRHP eligibility are as follows:

1. The property is at least 50 years old (however, properties under 50 years of age that are of exceptional importance or are contributors to a district can also be included in the NRHP);
2. It retains integrity of location, design, setting, materials, workmanship, feeling, and associations; and
3. It possesses at least one of the following characteristics:

   Criterion A Is associated with events that have made a significant contribution to the broad patterns of history (events).

   Criterion B Is associated with the lives of persons significant in the past (persons).

   Criterion C Embodies the distinctive characteristics of a type, period, or method of construction, or represents the work of a master, or possesses high artistic values, or represents a significant, distinguishable entity whose components may lack individual distinction (architecture).

   Criterion D Has yielded, or may be likely to yield, information important in prehistory or history (information potential).

For a property to retain and convey historic integrity it must possess most of the seven aspects of integrity: location, design, setting, materials, workmanship, feeling, and association. Location is the place where the historic property was constructed or the place where a historic event occurred. Integrity of location refers to whether the property has been moved since its construction. Design is the combination of elements that create the form, plan, space, structure, and style of a property. Setting is the physical environment of a historic property that illustrates the character of the place. Materials are the physical elements that were combined or deposited during a particular period of time and in

a particular pattern or configuration to form a historic property. Workmanship is the physical evidence of the crafts of a particular culture or people during any given period in history or prehistory. Feeling is a property's expression of the aesthetic or historic sense of a particular period of time. This is an intangible quality evoked by physical features that reflect a sense of a past time and place. Association is the direct link between the important historic event or person and a historic property. Continuation of historic use and occupation help maintain integrity of association.

Listing in the NRHP does not entail specific protection or assistance for a property but it does guarantee consideration in planning for federal or federally assisted projects, eligibility for federal tax benefits, and qualification for federal historic preservation assistance. Additionally, project effects on properties listed in the NRHP must be evaluated under CEQA.

The National Register Bulletin series was developed to assist evaluators in the application of NRHP criteria. For example, National Register Bulletin #36 provides guidance in the evaluation of archaeological site significance. If a property cannot be placed within a particular theme or time period, and thereby lacks "focus," it will be unlikely to possess characteristics that would make it eligible for listing in the NRHP. Evaluation standards for linear features (such as roads, trails, fence lines, railroads, ditches, and flumes) are considered in terms of four related criteria that account for specific elements that define engineering and construction methods of linear features: (1) size and length, (2) presence of distinctive engineering features and associated properties, (3) structural integrity, and (4) setting. The highest probability for NRHP eligibility exists in the intact, longer segments, where multiple criteria coincide.

STATE

California Register of Historical Resources

All properties in California that are listed in or formally determined eligible for listing in the NRHP are also listed in the California Register of Historical Resources (CRHR). The CRHR is a listing of State of California resources that are significant in the context of California's history. It is a Statewide program with a scope and with criteria for inclusion similar to those used for the NRHP. In addition, properties designated under municipal or county ordinances are also eligible for listing in the CRHR.

A historical resource must be significant at the local, state, or national level under one or more of the criteria defined in the California Code of Regulations Title 15, Chapter 11.5, Section 4850 to be included in the CRHR. The CRHR criteria are tied to CEQA because any resource that meets the criteria below is considered a significant historical resource under CEQA. As noted above, all resources listed in or formally determined eligible for listing in the NRHP are automatically listed in the CRHR.

The CRHR uses four evaluation criteria:

Criterion 1. Is associated with events that have made a significant contribution to the broad patterns of local or regional history, or the cultural heritage of California or the United States.

Criterion 2. Is associated with the lives of persons important to local, California, or national history.

Criterion 3. Embodies the distinctive characteristics of a type, period, region, or method of construction; represents the work of a master; or possesses high artistic values.

Criterion 4. Has yielded, or has the potential to yield, information important to the prehistory or history of the local area, California or the nation.

Similar to the NRHP, a historical resource must meet one of the above criteria and retain integrity to be listed in the CRHR. The CRHR uses the same seven aspects of integrity used by the NRHP.

California Environmental Quality Act

CEQA requires public agencies to consider the effects of their actions on "historical resources," and "unique archaeological resources." Pursuant to Public Resources Code (PRC) Section 21084.1, a "project that may cause a substantial adverse change in the significance of an historical resource is a project that may have a significant effect

on the environment." Section 21083.2 requires agencies to determine whether projects would have effects on unique archaeological resources.

Historical Resources

"Historical resource" is a term with a defined statutory meaning (PRC Section 21084.1; State CEQA Guidelines Sections 15064.5[a] and [b]). Under State CEQA Guidelines Section 15064.5(a), historical resources include the following:

1) A resource listed in, or determined to be eligible by the State Historical Resources Commission for listing in, the CRHR (PRC Section 5024.1).

2) A resource included in a local register of historical resources, as defined in PRC Section 5020.1(k) or identified as significant in a historical resource survey meeting the requirements of PRC Section 5024.1(g), will be presumed to be historically or culturally significant. Public agencies must treat any such resource as significant unless the preponderance of evidence demonstrates that it is not historically or culturally significant.

3) Any object, building, structure, site, area, place, record, or manuscript that a lead agency determines to be historically significant or significant in the architectural, engineering, scientific, economic, agricultural, educational, social, political, military, or cultural annals of California may be considered to be a historical resource, provided the lead agency's determination is supported by substantial evidence in light of the whole record. Generally, a resource will be considered by the lead agency to be historically significant if the resource meets the criteria for listing in the CRHR (PRC Section 5024.1).

4) The fact that a resource is not listed in or determined to be eligible for listing in the CRHR, not included in a local register of historical resources (pursuant to PRC Section 5020.1[k]), or identified in a historical resources survey (meeting the criteria in PRC Section 5024.1[g]) does not preclude a lead agency from determining that the resource may be a historical resource as defined in PRC Sections 5020.1(j) or 5024.1.

Unique Archaeological Resources

CEQA also requires lead agencies to consider whether projects will affect unique archaeological resources. PRC Section 21083.2(g) states that "unique archaeological resource" means an archaeological artifact, object, or site about which it can be clearly demonstrated that, without merely adding to the current body of knowledge, there is a high probability that it meets one or more of the following criteria:

1. Contains information needed to answer important scientific research questions and that there is a demonstrable public interest in that information.

2. Has a special and particular quality such as being the oldest of its type or the best available example of its type.

3. Is directly associated with a scientifically recognized important prehistoric or historic event or person.

Public Resources Code Section 21083.2

Treatment options under PRC Section 21083.2(b) to mitigate impacts to archaeological resources include activities that preserve such resources in place in an undisturbed state. PRC Section 21083.2 states:

(a) As part of the determination made pursuant to Section 21080.1, the lead agency shall determine whether the project may have a significant effect on archaeological resources. If the lead agency determines that the project may have a significant effect on unique archaeological resources, the environmental impact report shall address the issue of those resources. An environmental impact report, if otherwise necessary, shall not address the issue of nonunique archaeological resources. A negative declaration shall be issued with respect to a project if, but for the issue of nonunique archaeological resources, the negative declaration would be otherwise issued.

(b) If it can be demonstrated that a project will cause damage to a unique archaeological resource, the lead agency may require reasonable efforts to be made to permit any or all of these resources to be preserved in place or left in an undisturbed state. Examples of that treatment, in no order of preference, may include, but are not limited to, any of the following:

(1) Planning construction to avoid archaeological sites.

(2) Deeding archaeological sites into permanent conservation easements.

(3) Capping or covering archaeological sites with a layer of soil before building on the sites.

(4) Planning parks, greenspace, or other open space to incorporate archaeological sites.

(c) To the extent that unique archaeological resources are not preserved in place or not left in an undisturbed state, mitigation measures shall be required as provided in this subdivision.

(d) Excavation as mitigation shall be restricted to those parts of the unique archaeological resource that would be damaged or destroyed by the project.

(e) In no event shall the amount paid by a project applicant for mitigation measures required pursuant to subdivision (c) exceed the following amounts:

(1) An amount equal to one-half of 1 percent of the projected cost of the project for mitigation measures undertaken within the site boundaries of a commercial or industrial project.

(2) An amount equal to three-fourths of 1 percent of the projected cost of the project for mitigation measures undertaken within the site boundaries of a housing project consisting of a single unit.

(3) If a housing project consists of more than a single unit, an amount equal to three-fourths of 1 percent of the projected cost of the project for mitigation measures undertaken within the site boundaries of the project for the first unit plus the sum of the following:

(A) Two hundred dollars ($200) per unit for any of the next 99 units.

(B) One hundred fifty dollars ($150) per unit for any of the next 400 units.

(C) One hundred dollars ($100) per unit in excess of 500 units.

(f) Unless special or unusual circumstances warrant an exception, the field excavation phase of an approved mitigation plan shall be completed within 90 days after final approval necessary to implement the physical development of the project or, if a phased project, in connection with the phased portion to which the specific mitigation measures are applicable. However, the project applicant may extend that period if he or she so elects.

Nothing in this section shall nullify protections for Indian cemeteries under any other provision of law.

California Native American Historical, Cultural, and Sacred Sites Act

The California Native American Historical, Cultural, and Sacred Sites Act (PRC Section 5097.9) applies to both State and private lands. The act requires, upon discovery of human remains, that construction or excavation activity cease and that the county coroner be notified. If the remains are those of a Native American, the coroner must notify the Native American Heritage Commission (NAHC), which notifies and has the authority to designate the most likely descendant (MLD) of the deceased. The act stipulates the procedures the descendants may follow for treating or disposing of the remains and associated grave goods.

Health and Safety Code, Section 7050.5

Section 7050.5 of the Health and Safety Code requires that construction or excavation be stopped in the vicinity of discovered human remains until the coroner conducts an inquiry and can determine whether the remains are those of a Native American. If they are determined to be those of a Native American, the coroner must contact NAHC.

Public Resources Code, Section 5097

PRC Section 5097 specifies the procedures to be followed if human remains are unexpectedly discovered on nonfederal land. The disposition of Native American burials falls within the jurisdiction of NAHC. Section 5097.5(a) of the code states:

> A person shall not knowingly and willfully excavate upon, or remove, destroy, injure, or deface, any historic or prehistoric ruins, burial grounds, archaeological or vertebrate paleontological site, including fossilized footprints, inscriptions made by human agency, rock art, or any other archaeological, paleontological or historical feature, situated on public lands, except with the express permission of the public agency having jurisdiction over the lands.

LOCAL

City of Roseville 2035 General Plan

The City of Roseville 2035 General Plan (City of Roseville 2020) lists the following policies related to archaeological, historic, cultural, and Tribal cultural resources that may be applicable to the project.

- **Policy OS4.1** Consult with local Native American Tribes that are traditionally and culturally affiliated with resources that could be affected by City plans or projects, identify areas that may be of cultural or tribal cultural significance, and determine appropriate treatment for the areas.
- **Policy OS4.2** When items of historical, cultural, or archaeological significance are discovered within the City, a qualified archaeologist or historian shall be called to evaluate the find and to recommend proper action.
- **Policy OS4.4** The City shall coordinate with the appropriate federal, state, local agencies, and Native American Most Likely Descendant (MLD) Tribes upon discovery of artifacts. The City shall offer the Maidu Museum & Historic Site as a temporary housing location for artifacts that are discovered and subsequently determined to be "removable."

3.8.2 Environmental Setting

The following information is from the *Cultural Resources Assessment Report for the Roseville Industrial Park Project* (Ascent 2022).

REGIONAL PRECONTACT HISTORY

A tripartite classification system for cultural change in California's Sacramento River Valley has been standard since the 1930s. This system has recently been adjusted based on modern calibration curves for radiocarbon dates. Radiocarbon dating is a crucial technique in archaeology for determining the age of organic materials up to approximately 50,000 years old. It relies on the radioactive decay of carbon-14 (^{14}C), a naturally occurring isotope present in all living organisms (plants and animals). By measuring the remaining ^{14}C in a sample, archaeologists can estimate the time since the organism died.

The following classification system has been defined for the pre-contact period: Paleo-Indian (13,500–10,550 calibrated [cal] before present [BP], Lower Archaic (10,550–7550 cal BP), Middle Archaic (7550–2550 cal BP), Upper Archaic (2550–900 cal BP), and Emergent or Late Prehistoric Period (900–200 cal BP).

Subsequent to the Paleo-Indian and Lower Archaic periods, the cultural framework is further divided into three regionally based "patterns." Specific to the project area, there are three regionally based patterns. These are the Windmiller, Berkeley, and Augustine patterns. The patterns mark distinct changes in artifact types, subsistence practices, and settlement patterns, which began circa 7550 cal BP and lasted until European contact in the mid-1800s. They were initially identified at three archaeological sites: the Windmiller site near the Cosumnes River in Sacramento County; the West Berkeley site on the east side of the San Francisco Bay in Alameda County; and the Augustine site in the Sacramento–San Joaquin Delta. In general, the patterns conform to three temporal divisions: Middle Archaic Period/Windmiller Pattern, Upper Archaic Period/Berkeley Pattern, Late Prehistoric Period/Augustine Pattern.

Paleo-Indian and Lower Archaic Periods (13,500–7550 cal BP)

There is little evidence of the Paleo-Indian and Lower Archaic periods in the Central Valley. Recent geoarchaeological studies have found that large segments of the Late Pleistocene landscape throughout the California lowlands have been buried or removed by periodic episodes of deposition and erosion. Periods of climate change and associated alluvial deposition occurred at the end of the Pleistocene (approximately 11,000 cal BP) and at the beginning of the early Middle Holocene (approximately 7550 cal BP). Earlier studies had also estimated that Paleo-Indian and Lower Archaic sites along the lower stretch of the Sacramento River and San Joaquin River drainage systems had been buried by Holocene alluvium up to 33 feet thick that was deposited during the last 5,000 to 6,000 years. The formation of the Sacramento–San Joaquin Delta began during the early Middle Holocene. After approximately 3,000 cal BP during the Late Holocene, there were renewed episodes of alluvial fan and floodplain deposition.

The archaeological evidence that is available for the Paleo-Indian Period is primarily defined by basally thinned, fluted projectile points. These points are morphologically similar to well-dated Clovis points found elsewhere in North America. In the Central Valley, fluted points have been recovered from remnant features of the Pleistocene landscape at only three archaeological localities, the Woolfsen Mound in Merced County; Tracey Lake in San Joaquin County; and Tulare Lake basin in Kings County.

Middle Archaic Period/Windmiller Pattern (7550–2550 cal BP)

Archaeological sites dating to the first 3,000 years of the Middle Archaic are relatively scarce in the Sacramento River Valley, mainly due to natural geomorphic processes. On the valley floor, sites are more common after 4550 cal. BP. The archaeological record in the valley and foothills indicates the subsistence system during this period included a wide range of natural resources (e.g., plants, small and large mammals, fish, and waterfowl) indicating people followed a seasonal foraging strategy. Some researchers suggest populations may have occupied lower elevations during the winter and moved to higher elevations in the summer. Others suggest there was increasing residential stability along Central Valley river corridors during the Middle Archaic.

Excavations at Windmiller Pattern sites have yielded abundant remains of terrestrial fauna (deer, tule elk, pronghorn, and rabbits) and fish (sturgeon, salmon, and smaller fishes). Projectile points with triangular blades and contracting stems are common at Windmiller Pattern sites. A variety of fishing implements such as angling hooks, composite bone hooks, spears, and baked clay artifacts, which may have been used as net or line sinkers, are also relatively common. The points are classified within the Sierra Contracting Stem and Houx Contracting Stem series. The presence of milling implements (grinding slabs, handstones, and mortar fragments) indicate that acorns or seeds were an important part of the Middle Archaic diet.

The presence of numerous exotic trade goods within Middle Archaic assemblages indicate that populations were already part of a complex regional trade network. Obsidian sources include eastern Sierra sources (e.g., Bodie Hills, Casa Diablo, Coso, and Mount Hicks), North Coast Range (e.g., Napa Valley and Borax Lake), and southern Cascades (e.g., Tuscan). Olivella shell beads make their first appearance in the study area during the Early Period, indicating trade with Southern California coastal groups. Lastly, burial complexes with large populations and elaborate grave offerings indicate extended residential occupancy.

Upper Archaic Period/Berkeley Pattern (2550-900 cal BP)

The Upper Archaic is characterized by a shift over a 1,000-year period to the more specialized, adaptive Berkeley Pattern. Excavated archaeological sites dating to the Upper Archaic indicate an increase in mortar and pestle groundstone technology. This change is supported by dated palaeobotanical remains and a decrease in slab milling stones and handstones. Archaeologists generally agree mortars and pestles are better suited to crushing and grinding acorns, while milling slabs and handstones may have been used primarily for grinding wild grass grains and seeds. New types of shell beads, charmstones, bone tools, and ceremonial blades are additional evidence of the more specialized technology present during this period.

The artifact assemblage in Berkeley Pattern sites demonstrates that populations continued to exploit a variety of plant and animal resources from different environmental zones, including grassland, riparian, and freshwater marsh settings. Deposits of this temporal period have a characteristic well-developed brown midden containing hearth features, fire-fractured rock, storage pits, and house floors. These features indicate that Upper Archaic sites were intensively occupied by large populations.

Berkeley Pattern artifact assemblages are also characterized by split, saddle, and saucer shaped Olivella shell beads, Haliotis ornaments, and a variety of bone tool types. Charmstones are fishtail and asymmetrical spindle-shaped. Mortuary patterns are characterized by flexed burials in variable orientations and a paucity of grave goods. Some cremations have also been recorded in Middle Period cemeteries. Inhumations (human burials) are sometimes accompanied by animal bones and animal-only burials have also been recorded. Obsidian from the North Coast Ranges and the east side of the Sierra Nevada Range indicate a slight shift in trade patterns away from more northernly sources.

Emergent Period/Augustine Pattern (900-200 cal BP)

The archaeological record for the Emergent or Late Precontact Period shows an increase in the number of archaeological sites associated with the Augustine Pattern in the Sacramento River Valley, as well as an increase in the number and diversity of artifacts. The Emergent Period was shaped by a number of cultural innovations, such as the bow and arrow and intricate fishing technology, as well as an elaborate social and ceremonial organization. Cultural patterns typical of the Emergent Period appear to be reflected in the cultural traditions known from historic-era period Native American groups.

Faunal and botanical remains recovered at Emergent Period archaeological sites indicate occupants relied on a diverse assortment of mammals, fish, and plant, including acorns and pine nuts. Hopper mortars, shaped mortars, and pestles are among the new technologies that appear during this time period. Small, Gunther barbed series projectile points have been found at sites dating to the early part of the period, while Desert-side notched points appear later in the period. The Stockton serrated arrow point also appears in archaeological assemblages dating to this period and in some parts of the lower Sacramento River Valley Cosumnes Brownware ceramics are present. The appearance of ceramics during this period is likely a direct improvement on the prior baked clay industry. Complex fishing instruments appear, such as the serrated fish harpoons, composite bone hooks, and the toggle harpoon.

During the Emergent Period, villages were located along major waterways with smaller settlements found in outlying areas. Settlements on natural levees and high spots in floodplains were common. House floors or other structural remains have been preserved at some sites dating to this period. The increase in sedentism and population growth led to the development of social stratification, with an elaborate social and ceremonial organization. Examples of items associated with rituals and ceremonials include flanged tubular pipes, incised patterned bird bone tubes and whistles, and baked clay effigies representing animals and humans. Mortuary practices changed to include flexed burials (fetal position), cremations with grave goods and offerings, and pre-interment burning in a burial pit. Currency, in the form of clamshell disk beads, also developed during the later part of the period together with extensive exchange networks that included the Pacific Northwest and southern California.

HISTORIC SETTING

Historic land use around Pleasant Grove Creek within the project site has changed little in the last 160 years. The earliest Euro-American use of the project area occurred in late 1840s, when argonauts entered the area searching for placer gold. That played out quickly and as early as 1854, small-scale ranching began. Around this same time, a man named Lee acquired 10,500 acres of land through government script and settled on Pleasant Grove Creek. In 1856, he sold his parcel to Stephen A. Boutwell, who began to acquire other land near the California and Oregon Railroad (now Southern Pacific). Boutwell and his partner, William Dunlap, used their land for a sheep ranch, combining their holdings with those of a new partner, James W. Kaseberg, in 1864. During the 1870s, as many as 30,000 head of sheep were sheared on the ranch each year. The Boutwell, Dunlap, and Kasberg ranch was also home of the first thoroughbred and trotting horses raised in California.

Another important early farming family in the area was the Fiddyments. The Fiddyment family has a long history in the Roseville area and their ranch borders the project site on the east side. Elizabeth Jane Fiddyment came to the Sacramento area from Illinois in 1854, a widow with a four-year-old son, Walter Frederick Fiddyment. Upon arriving in the Elk Grove area in southern Sacramento County, she met and married a local farmer and stock-raiser, George Hill. The new family moved to the Pleasant Grove District in Roseville in 1856 to live and work with her sister's family on their farming operation. Around this time, Elizabeth's brother-in-law repaid a debt to her with a parcel of land, the first of what would eventually become extensive land holdings.

In 1879, Elizabeth's son, Walter, left his mother's home when he married Ella Bond. Walter bought 80 acres in the Pleasant Grove District, the first of 240 acres he eventually owned in the area. When the soil and natural irrigation proved too poor for farming, Walter turned to raising horses and mules, which also proved unprofitable. He then turned to raising cattle and sheep. Walter's son Russell even tried a turkey farm on the ranch in the 1920s. In the 1970s, the family added a pistachio orchard to their endeavors. Today, the family continues to raise cattle and grow pistachios near Pleasant Grove Creek.

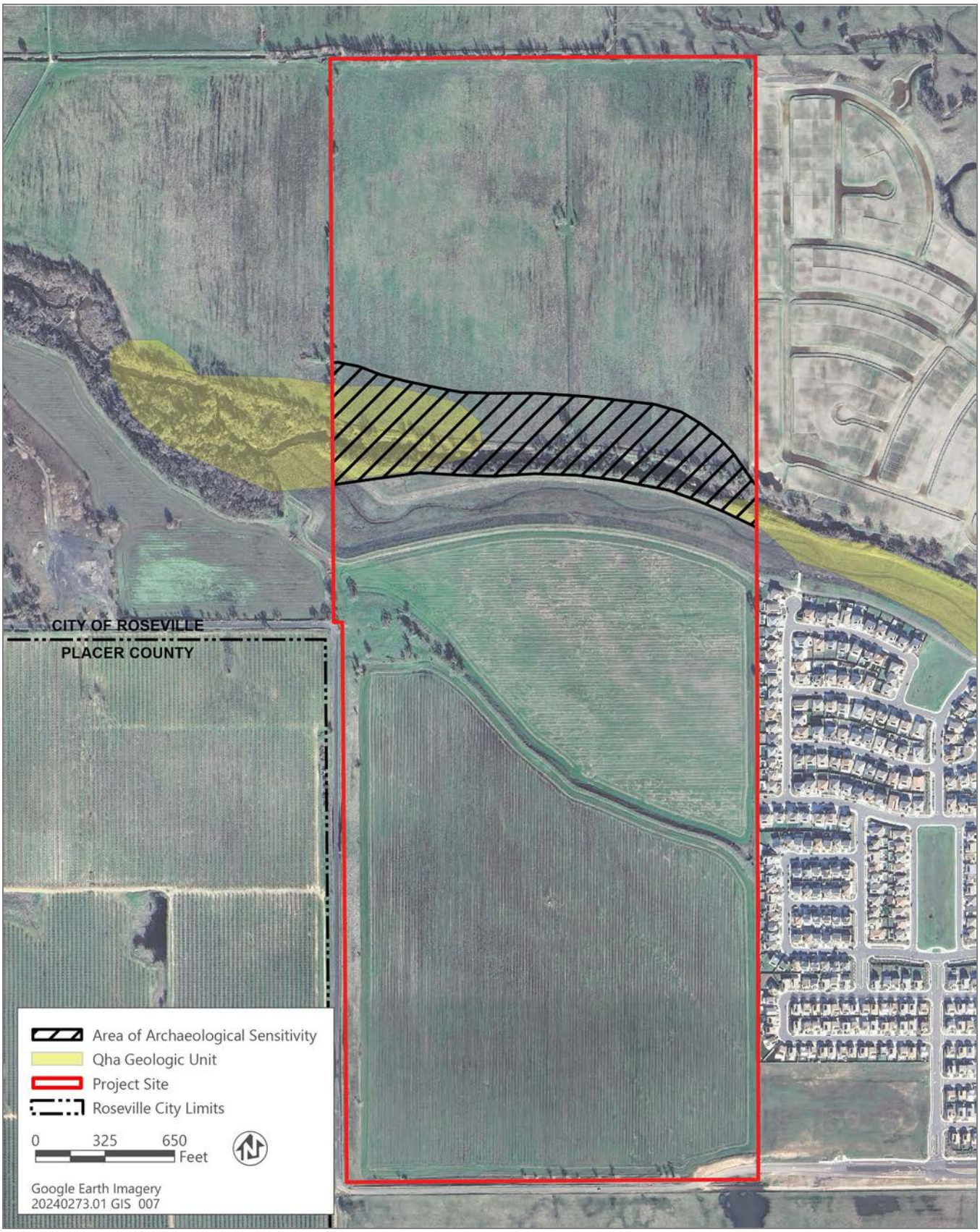
In the mid-1970s, the land in and around the project site began to be re-contoured to accommodate rice cultivation on both sides of Pleasant Grove Creek. Rice cultivation continued up until sometime after 2002 and, in some places, is still ongoing. After that, most of the land was converted to irrigated pasture and a retention basin was excavated just south of Pleasant Grove Creek. Today, the land is still used for agriculture (including rice cultivation) and cattle grazing.

ARCHAEOLOGICAL SENSITIVITY

Three geologic units are present in the project site: the Turlock Lake Formation, the Riverbank Formation, and Holocene alluvium. A preliminary geotechnical study of the project site (Gularte & Associates 2021) found that alluvial silty sands comprise approximately the upper 6 to 13 feet of the project site. Below 13 feet, the project site is underlain with very stiff to hard silt and silty clay with minor beds of very dense silty sand down to approximately 50 feet. North of Pleasant Grove Creek, the soils are composed of interbedded stiff to hard silt, sandy silt, and silty clay with minor beds of very dense silty sand.

In 2008, a comprehensive geoarchaeological study was prepared for the California Department of Transportation (Caltrans), District 3, which includes Placer County (Meyer and Rosenthal 2008). The study found that due to the mid-Pleistocene age of the Turlock Lake Formation (450,000 to 600,000 years ago) and the Riverbank Formation (150,000 to 450,000 years ago), the presence of buried archaeological deposits in these formations is extremely unlikely. Conversely, the potential for buried deposits in Holocene alluvium is considered moderate to high depending on the exact age of the deposit. The Caltrans study concluded that the Sacramento River Valley in general has moderate potential for buried sites associated with latest Holocene geological units (Qha). These Holocene soils are typically associated with sites dating to the Upper Archaic and Emergent periods.

Therefore, because the Riverbank and Turlock Lake formation comprise approximately 90 percent of the project site, the majority of the project site has very low sensitivity for buried archaeological deposits. The exception to this is the areas at the west and east ends of the segment of Pleasant Grove Creek (Figure 3.8-1) and under the 13 feet of fill on the north bank of the creek. Although the south bank is composed of the same fill as the north bank, the south area was disturbed past the 13 feet of fill when it was reconfigured into a retention basin. Therefore, the south area of fill has low potential for intact archaeological deposits; the south bank of Pleasant Grove Creek remains sensitive. Figure 3.8-1 depicts the area of archaeological sensitivity within the project site. These areas should be considered to have a moderate sensitivity for buried archaeological deposits.



Source: Data based on information provided by Gularte & Associates Geotechnical Consultants in 2021; adapted by Ascent in 2025.

Figure 3.8-1 Area of Potential Buried Resource Sensitivity

RECORDS SEARCH AND SURVEY

On November 17, 2022, a search of records concerning the project site and a one-quarter-mile radius was conducted at the North Central Information Center (NCIC), at California State University, Sacramento (PLA-22-118). In addition, on September 25, 2025, an additional records search request was conducted, to include the off-site utility corridor, at the NCIC (PLA-25-73). The following information was reviewed as part of the records search:

- site records of previously recorded cultural resources,
- previous cultural studies,
- NRHP and CRHR listings,
- the California Historic Resources Inventory,
- Built Environment Resource Directory for Placer County, and
- Historical Maps (USGS Topographic and GLO Plat maps).

The records search revealed no previously recorded resources within the project site or within a one-quarter-mile radius. The search also found that one previous investigation included the entirety of the project site, four previous investigations included only a portion of the project site, and six investigations have occurred within one-quarter-mile.

Survey

Field work for the project was conducted on July 6 and 7, 2021 by Ascent cultural resources staff. Overall, the survey found no presence of anthropogenic soils (i.e., midden), hearth features, or concentrations of shell, bone, or lithic materials that would have indicated the presence of a pre-contact indigenous archaeological deposit. Similarly, no concentrations of glass, metal, or ceramic that would have indicated the presence of a historic-age archaeological deposit were observed. No buildings were present and no built environment structures or objects which appeared to be 45 years or older were observed; all irrigation and watering features were of modern plastic, metal, and concrete typical for the documented agricultural and grazing use of the property.

Only two isolated archaeological objects were recorded as a result of the survey: a handstone and a concrete pad. Isolates are defined as one or two artifacts occurring by themselves and not associated with an archaeological site. Because they have no historical context, isolates are generally not eligible for listing in CRHR or NRHP and, therefore, were not evaluated for significance and not discussed further in this EIR.

Due to the age of the previous survey effort conducted by Ascent, Peak and Associates conducted supplementary surveys in October 2024 and September 2025 (Peak and Associates 2025). The October 2024 survey resulted in the 6382 Philip Road levees being recorded as a built environment feature. The September 2025 survey was conducted for the off-site utility corridor proposed along Phillip Road and Blue Oaks Boulevard. No new archaeological sites or built environment features were identified during the September 2025 pedestrian survey.

6382 Phillip Road Levees

The bulk of the levees on the property are north of the creek. There are levees along the property boundaries north of the creek and a north-south levee that divides the northern area into two unequal pieces, the west larger than the east. These average about 2 feet high. The north bank creek levee is higher and includes the only water control feature noted in the system. This is a welded steel pipe allowing water to drain from the eastern field into the creek.

The south bank levee is similar to the north, but it has been reinforced with a plastic construction material. An overflow channel from the creek has developed just south of the levee. It starts off the property to the west, so the landowner could not block the flow. Therefore, a new levee was built to control the overflow water. It parallels the main creek channel about 250 feet to the south.

The use of levees for controlling water is common throughout California and many other locations nationwide. The presence of the levees on this property for floodwater management associated with agriculture is in no way

distinctive and does not confer importance to the features. Many better examples exist elsewhere in conjunction with the development of California agriculture (Criterion A/1).

There was no correlation between landowners with the construction of the levees (Criterion B/2). Without a single creator identified, there is no association with persons significant in the past. The levees are simple features, likely constructed on an ad hoc basis, with no formal plan (Criterion C/3). No additional information valuable for local history can be derived from further study of the levees (Criterion D/4).

Therefore, the 6382 Phillip Road levees were recommended not eligible for the NRHP and CRHR.

3.8.3 Environmental Impacts and Mitigation Measures

METHODOLOGY

The impact analysis for archaeological and historical resources is based on the findings and recommendations of the *Cultural Resources Assessment Report for the Roseville Industrial Park Project* (Ascent 2022) and *Determination of Eligibility and Effect for the 6382 Phillip Road Project, City of Roseville, California* (Peak and Associates 2025). The analysis is also informed by the provisions and requirements of federal, state, and local laws and regulations that apply to cultural resources.

PRC Section 21083.2(g) defines a "unique archaeological resource" as an archaeological artifact, object, or site about which it can be clearly demonstrated that, without merely adding to the current body of knowledge, there is a high probability that it meets one or more of the following CRHR-related criteria: (1) that it contains information needed to answer important scientific research questions and that there is a demonstrable public interest in that information; (2) that it as a special and particular quality, such as being the oldest of its type or the best available example of its type; or (3) that it is directly associated with a scientifically recognized important precontact or historic-era event or person. An impact on a resource that is not unique is not a significant environmental impact under CEQA (State CEQA Guidelines Section 15064.5[c][4]). If an archaeological resource qualifies as a resource under CRHR criteria, then the resource is treated as a unique archaeological resource for the purposes of CEQA.

For the purposes of the impact discussion, "historical resource" is used to describe built-environment historic-period resources. Archaeological resources (both precontact and historic-era), which may qualify as "historical resources" pursuant to CEQA, are analyzed separately from built-environment historical resources.

THRESHOLDS OF SIGNIFICANCE

Thresholds of significance are based on Appendix G of the State CEQA Guidelines. The project would cause a significant impact related to cultural resources if it would:

- cause a substantial adverse change in the significance of a historical resource pursuant to Section 15064.5 of the State CEQA Guidelines;
- cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5 of the State CEQA Guidelines; or
- disturb any human remains, including those interred outside of dedicated cemeteries.

ISSUES NOT DISCUSSED FURTHER

As described above, no historical resources were identified on the project site. The records search revealed no previously recorded historical resources within the project site. However, a built environment feature, 6382 Phillip Road levees, were recorded and recommended as not eligible for the CRHR and NRHP (Peak and Associates 2025). As a result, these 6382 Phillip Road levees are not considered significant resources for the purposes of CEQA. Therefore, project construction and operation would have no impact on historical resources. This issue is not analyzed further.

ENVIRONMENTAL IMPACTS AND MITIGATION MEASURES

Impact 3.8-1: Cause a Substantial Adverse Change in the Significance of Unique Archaeological Resources

Results of the records searches and pedestrian surveys did not result in the identification of archaeological resources within the project site. However, project-related ground-disturbing activities, including off-site roadway and utility improvements, could result in discovery or damage of yet undiscovered archaeological resources as defined in State CEQA Guidelines Section 15064.5 or PRC Section 21083.2(g). This would be a **potentially significant** impact.

The NCIC records searches revealed that no precontact or historic-era archaeological sites have been previously documented within the project site or within a one-quarter-mile radius. The pedestrian surveys found no anthropogenic soils (i.e., midden), above ground features, or concentrations of shell, bone, or lithic materials that would have indicated the presence of a pre-contact indigenous archaeological deposit. Additionally, no unique archaeological resources as defined in PRC Section 21083.2(g) or archaeological resources as defined in State CEQA Guidelines Section 15064.5 were identified during the surveys.

As discussed previously, because the Riverbank and Turlock Lake formation comprise approximately 90 percent of the project site, the majority of the site has very low sensitivity for buried archaeological deposits. The exception to this is the areas at the west and east ends of the segment of Pleasant Grove Creek (Figure 3.8-1) and below the 13 feet of fill on the north bank of the creek. These areas have a moderate sensitivity for buried archaeological deposits. For these reasons, there is potential for ground disturbance during project construction in this area to encounter previously undiscovered or unrecorded archaeological sites and materials. These activities could damage or destroy previously undiscovered archaeological resources. This would be a **potentially significant** impact.

Mitigation Measures

Mitigation Measure 3.8-1a: Develop and Implement a Worker Environmental Awareness Program

The City of Roseville shall retain a qualified professional archaeologist meeting the Secretary of the Interior's Professional Qualification Standards for archaeologists to prepare a worker environmental awareness training. Prior to the start of any ground disturbing construction activities, a qualified archaeologist shall develop a construction worker awareness brochure for all construction personnel. The brochure will be developed in coordination with representatives from Native American tribes culturally affiliated with the project area. The topics to be addressed in the Worker Environmental Awareness Program will include, at a minimum:

- types of archaeological and Tribal cultural resources expected in the project area;
- what to do if a worker encounters a possible resource;
- what to do if a worker encounters bones or possible bones; and
- penalties for removing or intentionally disturbing archaeological and Tribal cultural resources, such as those identified in the Archeological Resources Protection Act.

Mitigation Measure 3.8-1b: Halt Ground Disturbance Upon Discovery of Subsurface Archaeological Features

In the event that any subsurface archaeological features or deposits, including locally darkened soil ("midden") and concentrations of charcoal, flaked stone, glass, metal, or ceramic, are discovered during construction, all ground-disturbing activity within 100 feet of the find shall be halted and a qualified professional archaeologist shall be retained to assess the significance of the find. If the qualified archaeologist determines the archaeological material to be Native American in nature, the applicant shall contact the appropriate Native American tribe for their input on the preferred treatment of the find (consistent with Mitigation Measure 3.15-1b). If the find is determined to be significant (i.e., because it is determined to constitute a unique archaeological resource), the archaeologist shall develop, and the applicant shall implement, appropriate procedures to protect the integrity of the resource and ensure that no

additional resources are affected. Procedures could include but would not necessarily be limited to preservation in place, archival research, subsurface testing, or contiguous block unit excavation and data recovery.

Significance after Mitigation

Implementation of Mitigation Measures 3.8-1a and 3.8-1b would reduce impacts associated with archaeological resources to a **less-than-significant** level because they would require the performance of professionally accepted and legally compliant procedures for the discovery and protection of previously undocumented significant archaeological resources.

Impact 3.8-2: Disturb Human Remains

Based on documentary research, no evidence suggests that any precontact or historic-era marked or un-marked human interments are present within or in the immediate vicinity of the project site. However, ground-disturbing construction activities could uncover previously unknown human remains. This would be a **potentially significant** impact.

Based on documentary research, no evidence suggests that any precontact or historic-era marked or un-marked human interments are present within or in the immediate vicinity of the project site. However, the location of grave sites and Native American remains can occur outside of identified cemeteries or burial sites. Therefore, there is a possibility that unmarked, previously unknown Native American or other graves could be present within the project site and could be uncovered by project-related construction activities. This would be a **potentially significant** impact.

Mitigation Measures

Mitigation Measure 3.8-2: Halt Ground Disturbance Upon Discovery of Human Remains

Should any amount of bone or human remains be encountered during any subsurface development activities, work shall be suspended within 100 feet of the find, and the City of Roseville shall be immediately notified. At that time, the City shall coordinate any necessary investigation of the site with qualified archaeologists as needed to assess the resource and provide proper management recommendations. Possible management recommendations for important resources could include resource avoidance or data recovery excavations. Pursuant to section 5097.98 of the State Public Resources Code, and section 7050.5 of the State Health and Safety Code, in the event of the discovery of human remains, the County Coroner shall be immediately notified. If the remains are determined to be Native American, guidelines of the Native American Heritage Commission shall be adhered to in the treatment and disposition of the remains.

Significance after Mitigation

Implementation of Mitigation Measures 3.8-2 would reduce impacts associated with human remains to a **less-than-significant** level because work would be required to be suspended if human remains are encountered during any subsurface development and the project would comply with the appropriate laws and regulations.

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3.9 HAZARDOUS MATERIALS, WILDFIRE, AND OTHER HAZARDS

This section describes the potential impacts of the proposed Phillip Road Project related to hazardous materials. This section also evaluates the effects of the project on wildfire and wildfire-related risks and other hazards, including proximity to airports and potential obstruction of an emergency response plan. Service levels by fire personnel and other emergency responders are addressed in Section 3.10, "Public Services and Recreation." The evaluation provided in this section is based on review of available documents, the Phase I environmental site assessment (ESA), including a data search of various agency lists, and the Limited Phase II Site Investigation completed for the project site by ATC Group Services (ATC) (ATC 2021a, 2021b). The ATC reports are provided in Appendix E.

For purposes of this section, the term "hazardous materials" refers to both hazardous substances and hazardous wastes. A "hazardous material" is defined in the Code of Federal Regulations (CFR) as "a substance or material that … is capable of posing an unreasonable risk to health, safety, and property when transported in commerce" (49 CFR 171.8). California Health and Safety Code Section 25501 defines a hazardous material as follows:

> "Hazardous material" means any material that, because of its quantity, concentration, physical, or chemical characteristics, poses a significant present or potential hazard to human health and safety or to the environment if released into the workplace or the environment. "Hazardous materials" include, but are not limited to, hazardous substances, hazardous waste, and any material which a handler or the administering agency has a reasonable basis for believing that it would be injurious to the health and safety of persons or harmful to the environment if released into the workplace or the environment.

"Hazardous wastes" are defined in California Health and Safety Code Section 25141(b) as wastes that:

> … because of their quantity, concentration, or physical, chemical, or infectious characteristics, [may either] cause, or significantly contribute to an increase in mortality or an increase in serious illness [or] pose a substantial present or potential hazard to human health or the environment when improperly treated, stored, transported, disposed of, or otherwise managed.

Several comment letters regarding hazards and hazardous materials and wildfire were received in response to the notice of preparation (see Appendix A). The California Department of Toxic Substances Control (DTSC) recommended that the City address the potential presence of contaminants of concern (COCs) and pesticides and organochlorine pesticides (OCPs) on the project site, as well as perform soil sampling and testing for imported soil and fill material to assess whether COCs meet DTSC's screening levels. These comments are addressed in this section. Additionally, one commenter requested that the City restrict on-site uses to biosafety level 1 or 2. This comment is addressed in this section and in Chapter 2, "Project Description," which states that proposed land uses could include laboratories, but these would not exceed biosafety level 2 and that biosafety level 3 and 4 uses would not be permitted.

3.9.1 Regulatory Setting

FEDERAL

Management of Hazardous Materials

Various federal laws address the proper handling, use, storage, and disposal of hazardous materials, as well as requiring measures to prevent or mitigate injury to health or the environment if such materials are accidentally released. The US Environmental Protection Agency (EPA) is the agency primarily responsible for enforcement and implementation of federal laws and regulations pertaining to hazardous materials. Applicable federal regulations pertaining to hazardous materials are primarily contained in CFR Titles 29, 40, and 49. Hazardous materials, as defined in the Code of Federal Regulations, are listed in 49 CFR 172.101. Management of hazardous materials is governed by the following laws.

- The Toxic Substances Control Act of 1976 (15 US Code [USC] Section 2601 et seq.) regulates the manufacturing, inventory, and disposition of industrial chemicals, including hazardous materials. Section 403 of the Toxic Substances Control Act establishes standards for lead-based paint hazards in paint, dust, and soil.
- The Resource Conservation and Recovery Act of 1976 (42 USC 6901 et seq.) is the law under which EPA regulates hazardous waste from the time the waste is generated until its final disposal ("cradle to grave").
- The Comprehensive Environmental Response, Compensation, and Liability Act of 1980 (also called the Superfund Act or CERCLA) (42 USC 9601 et seq.) gives EPA authority to seek out parties responsible for releases of hazardous substances and ensure their cooperation in site remediation.
- The Superfund Amendments and Reauthorization Act of 1986 (Public Law 99-499; USC Title 42, Chapter 116), also known as SARA Title III or the Emergency Planning and Community Right-to-Know Act of 1986 (EPCRA), imposes hazardous materials planning requirements to help protect local communities in the event of accidental release.
- The Spill Prevention, Control, and Countermeasure (SPCC) rule includes requirements for oil spill prevention, preparedness, and response to prevent oil discharges to navigable waters and adjoining shorelines. The rule requires specific facilities to prepare, amend, and implement SPCC Plans. The SPCC rule is part of the Oil Pollution Prevention regulation, which also includes the Facility Response Plan rule.

Transport of Hazardous Materials

The US Department of Transportation regulates transport of hazardous materials between states and is responsible for protecting the public from dangers associated with such transport. The federal hazardous materials transportation law, 49 USC 5101 et seq. (formerly the Hazardous Materials Transportation Act 49 USC 1801 et seq.) is the basic statute regulating transport of hazardous materials in the United States. Hazardous materials transport regulations are enforced by the Federal Highway Administration, the US Coast Guard, the Federal Railroad Administration, and the Federal Aviation Administration.

Worker Safety

The federal Occupational Safety and Health Administration (OSHA) is the agency responsible for assuring worker safety in the handling and use of chemicals identified in the Occupational Safety and Health Act of 1970 (Public Law 91-596, 9 USC 651 et seq.). OSHA has adopted numerous regulations pertaining to worker safety, contained in CFR Title 29. These regulations set standards for safe workplaces and work practices, including standards relating to the handling of hazardous materials and those required for excavation and trenching.

Laboratory Biosafety Levels

Biosafety in Microbiological and Biomedical Laboratories is a foundational guidance document jointly published by the Centers for Disease Control and Prevention (CDC) and the National Institutes of Health (NIH) that outlines best practices for safely handling biological agents in laboratory settings (CDC and NIH 2020). First released in 1984 and now in its sixth edition, the *Biosafety in Microbiological and Biomedical Laboratories* is not a regulatory document, but it serves as an authoritative reference for biosafety protocols across the US. Its core principle is protocol-driven risk assessment, recognizing that no single set of rules can cover all laboratory scenarios. The document defines the four biosafety levels (BSL-1 to BSL-4), provides agent summary statements, and includes updated appendices on topics such as inactivation verification, laboratory sustainability, and large-scale biosafety.

The four primary biosafety levels for laboratories consist of combinations of facility design features and safety equipment (primary and secondary barriers), facility practices and procedures, and personal protective equipment. The four biosafety levels are summarized below (CDC and NIH 2020: 68-69).

Biosafety Level 1: Basic Level

- Biological Agents: Not known to consistently cause disease in healthy adults. These agents are considered to have a low risk for people with normal immune systems (e.g., *E. coli* non-pathogenic strains).
- Standard Practices: Standard microbiological practices.

- Safety Equipment: No special equipment; work is done on open bench tops.
- Facility Requirements: Basic lab with a sink and door.

Biosafety Level 2: Moderate Risk

- Biological Agents: Pose moderate hazards. These are agents that can cause human disease, but the diseases are typically not serious and are usually treatable or preventable (e.g., *Staphylococcus aureus*, *Salmonella*).
- Standard Practices: Limited access, biohazard warning signs, sharps precautions.
- Safety Equipment: Biosafety cabinets (Class I or II) for procedures that may cause aerosols.
- Facility Requirements: Autoclave available, eyewash station, self-closing doors.

Biosafety Level 3: High Risk

- Biological Agents: Can cause serious or potentially lethal disease via inhalation. These are infectious agents that can cause severe illness or death, especially if not treated promptly or properly (e.g., *Mycobacterium tuberculosis*, SARS-CoV-2).
- Standard Practices: Controlled access, decontamination of all waste and lab clothing.
- Safety Equipment: Biosafety cabinets (Class II or III), respiratory protection as needed.
- Facility Requirements: Negative airflow, sealed windows, double-door entry.

Biosafety Level 4: Extreme Risk

- Biological Agents: Dangerous and exotic pathogens with high risk of aerosol-transmitted infections and no known treatments (e.g., Ebola, Marburg viruses).
- Standard Practices: Strict protocols, personnel must change clothes before entering and shower upon exiting.
- Safety Equipment: Full-body, air-supplied suits or Class III biosafety cabinets.
- Facility Requirements: Isolated building or lab, dedicated air supply and waste management systems.

As described in Chapter 2, "Project Description," proposed land uses that would be developed on the project site could include laboratories, but these would not exceed biosafety level 2; biosafety level 3 and 4 uses would not be permitted.

STATE

Management of Hazardous Materials

In California, both federal and state community right-to-know laws are coordinated through the Governor's Office of Emergency Services. The federal law, SARA Title III or EPCRA, described above, encourages and supports emergency planning efforts at the state and local levels and to provide local governments and the public with information about potential chemical hazards in their communities. Because of the community right-to-know laws, information is collected from facilities that handle (e.g., produce, use, store) hazardous materials above certain quantities. The provisions of EPCRA apply to four major categories:

- emergency planning,
- emergency release notification,
- reporting of hazardous chemical storage, and
- inventory of toxic chemical releases.

The corresponding state law is Chapter 6.95 of the California Health and Safety Code (Hazardous Materials Release Response Plans and Inventory). Under this law, qualifying businesses are required to prepare a Hazardous Materials Business Plan, which would include hazardous materials and hazardous waste management procedures and emergency response procedures, including emergency spill cleanup supplies and equipment. At such time as the

applicant begins to use hazardous materials at levels that reach applicable state and/or federal thresholds, the plan is submitted to the administering agency.

DTSC, a division of the California Environmental Protection Agency, has primary regulatory responsibility over hazardous materials in California, working in conjunction with EPA to enforce and implement hazardous materials laws and regulations. As required by Section 65962.5 of the California Government Code, DTSC maintains a hazardous waste and substances site list for the State, known as the Cortese List. Individual regional water quality control boards (RWQCBs) are the lead agencies responsible for identifying, monitoring, and cleaning up leaking underground storage tanks (USTs). The Central Valley RWQCB has jurisdiction over the project site.

Transport of Hazardous Materials and Hazardous Materials Emergency Response Plan

The State of California has adopted US Department of Transportation regulations for the movement of hazardous materials originating within the state and passing through the state; state regulations are contained in 26 California Code of Regulations (CCR). State agencies with primary responsibility for enforcing state regulations and responding to hazardous materials transportation emergencies are the California Highway Patrol and the California Department of Transportation (Caltrans). Together, these agencies determine container types used and license hazardous waste haulers to transport hazardous waste on public roads.

California has developed an emergency response plan to coordinate emergency services provided by federal, state, and local governments and private agencies. Response to hazardous materials incidents is one part of the plan. The plan is managed by the Governor's Office of Emergency Services, which coordinates the responses of other agencies in the project vicinity.

Management of Construction Activities

Through the Porter-Cologne Water Quality Act and the National Pollution Discharge Elimination System (NPDES) program, RWQCBs have the authority to require proper management of hazardous materials during project construction. For a detailed description of the Porter-Cologne Water Quality Act, the NPDES program, and the role of the Central Valley RWQCB, see Section 3.12, "Hydrology and Water Quality."

The State Water Board adopted the statewide NPDES General Permit in August 1999. The state requires that projects disturbing more than one acre of land during construction file a Notice of Intent with the RWQCB to be covered under this permit. Construction activities subject to the General Permit include clearing, grading, stockpiling, and excavation. Dischargers are required to eliminate or reduce non-stormwater discharges to storm sewer systems and other waters. A stormwater pollution prevention plan (SWPPP) must be developed and implemented for each site covered by the permit. The SWPPP must include best management plans (BMPs) designed to prevent construction pollutants from contacting stormwater and keep products of erosion from moving off-site into receiving waters throughout the construction and life of the project; the BMPs must address source control and, if necessary, pollutant control.

Worker Safety

The California Occupational Safety and Health Administration (Cal/OSHA) assumes primary responsibility for developing and enforcing workplace safety regulations within the state. Cal/OSHA standards are typically more stringent than federal OSHA regulations and are presented in Title 8 of the CCR. Cal/OSHA conducts onsite evaluations and issues notices of violation to enforce necessary improvements to health and safety practices.

Title 8 of the CCR also includes regulations that provide for worker safety when blasting and explosives are utilized during construction activities. These regulations identify licensing, safety, storage, and transportation requirements related to the use of explosives in construction.

California Department of Forestry and Fire Protection

The California Department of Forestry and Fire Protection (CAL FIRE) is dedicated to the fire protection and stewardship of over 31 million acres of the state's privately-owned wildlands. Public Resource Code (PRC) Sections 4125-4137 establish that CAL FIRE has the primary financial responsibility of preventing and suppressing fires in the State Responsibility Area (SRA). PRC Section 4290 states that CAL FIRE also has responsibility for enforcement of Fire

Safe Standards including road standards for fire equipment access; standards for signs identifying streets, roads, and buildings; minimum private water supply reserves for emergency fire use; fuel breaks and greenbelts. PRC Section 4291 gives CAL FIRE the authority to enforce 100 feet of defensible space around all buildings and structures on non-federal SRA lands, or non-federal forest-covered lands, brush-covered lands, grass-covered lands, or any land that is covered with flammable material.

Additionally, CAL FIRE is responsible for a broad range of programs that guide forest policy and planning within California, such as the *CAL FIRE Strategic Plan 2024*, discussed below, and for implementing the Fire and Resource Assessment Program (FRAP). FRAP assesses the amount and extent of California's forests and rangelands, analyzes their conditions, and identifies alternative management and policy guidelines. Fire Hazard Severity Zones (FHSZs) for community planning are developed under FRAP and identify areas with very high fire hazards in both the SRA and local responsibility area (LRA).

2024 Strategic Fire Plan for California

The *2024 Strategic Fire Plan for California* lays out central goals for reducing and preventing the impacts of fire in the state (CAL FIRE 2024). The goals are meant to establish, through local, state, federal, and private partnerships, a natural environment that is more resilient and human-made assets that are more resistant to the occurrence and effects of wildland fire.

Public Resources Code

PRC Section 4427 includes fire safety statutes that restrict the use of equipment that may produce a spark, flame, or fire; require the use of spark arrestors on construction equipment with internal combustion engines; specify requirements for the safe use of gasoline-powered tools in fire hazard areas; and specify fire suppression equipment that must be provided on site for various types of work in fire-prone areas.

California Fire Code

The California Fire Code (Title 24, Part 9, California Code of Regulations [CFC]) establishes minimum requirements to safeguard public health from hazards of fire, explosion, or dangerous conditions in new and existing buildings, structures, and premises, and to provide safety and assistance to fire fighters and emergency responders during emergency situations. The CFC specifies fire resistant ratings for building materials and finishes, installation of sprinklers, use and storage of hazardous or flammable materials, and means of egress. Many local jurisdictions have adopted the CFC as part of their local codes.

Emergency Response and Evacuation Plans

The State of California Emergency Plan was adopted on October 1, 2017 and describes how state government mobilizes and responds to emergencies and disasters in coordination with partners in all levels of government, the private sector, non-profits, and community-based organizations. The Plan also works in conjunction with the California Emergency Services Act and outlines a robust program of emergency preparedness, response, recovery, and mitigation for all hazards, both natural and human-caused. All local governments with a certified disaster council are required to develop their own emergency operations plan for their jurisdiction that meet state and federal requirements. Local emergency operations plans contain specific emergency planning considerations, such as evacuation and transportation, sheltering, hazard specific planning, regional planning, public-private partnerships, and recovery planning (California Governor's OES 2017). As of the writing of this document, the 2024 State Emergency Plan is being developed and is currently undergoing public review. See the website for additional information (https://www.caloes.ca.gov/office-of-the-director/operations/planning-preparedness-prevention/planning-preparedness/2024-state-emergency-plan/).

LOCAL

City of Roseville General Plan

The Safety Element of the City of Roseville General Plan (City of Roseville 2020) contains the following policies that may be applicable to the project:

- **Policy SAFE 4.1:** Continue to pursue and promote fire prevention programs and standards.
- **Policy SAFE 4.2:** Continue to follow service level response times, as listed in the City's Standards of Cover document.
- **Policy SAFE 4.4:** Provide a comprehensive emergency medical services program to deliver basic and advanced life support services.
- **Policy SAFE 4.5:** Provide highly trained personnel to ensure effective suppression of fires and safety for firefighters.
- **Policy SAFE 4.7:** Phase the timing of the construction of fire stations to be available to serve the surrounding service area.
- **Policy SAFE 4.8:** Continually update the Roseville Emergency Operations Plan and ensure that participants are prepared to efficiently carry out assigned functions.

City of Roseville 2025 Design and Construction Standards

Section 8 of the Roseville design standards require a minimum flow of water for fire protection in accordance with the California Fire Code, as adopted by the Roseville Fire Department. For single-family detached houses, water mains must provide a flow of 1,500 gallons per minute. The required fire flow for multi-family, commercial, business, industrial, and school areas is determined on a case-by-case basis by the Roseville Fire Department, but may not exceed 4,000 gallons per minute, provided the buildings are fully sprinklered. For buildings that are not sprinklered, project applicants must contact the Roseville Fire Department.

Fire hydrants shall be placed at street intersections wherever possible. Fire hydrants and blow-offs not located at intersections shall be installed on property lines between lots. Fire hydrants and blow-offs shall have a maximum spacing of 500 feet measured along the street frontage in residential areas and a maximum spacing of 350 feet in all other areas. Hydrants shall be required within a cul-de-sac or dead-end street measuring more than 250 feet as measured from the curb return of the intersecting street and the end of the bulb or street.

Sections 5, 6, and 7 of the Roseville design standards contain requirements that are intended to provide safe access to property and on streets throughout the City for motorists and emergency vehicles including driveways, turn lanes, streets, and traffic lights.

Roseville Emergency Operations Plan and Multi-Hazard Mitigation Plan

The City of Roseville's Emergency Operations Plan (City of Roseville 2025a) describes organizational and operational responsibilities in the event of an emergency, including hazardous materials emergencies and clean up and de-contamination procedures. The Emergency Operations Plan is an extension of the City's Multi-Hazard Mitigation Plan and follows nationally adopted Incident Command System guidelines.

The City's *Multi-Hazard Mitigation Plan: 2023 Update*, adopted in November 2023, was developed to evaluate hazards within the City and identifies planning tools, policy changes, programs, projects, and other activities that can mitigate the impacts of hazards (City of Roseville 2023). Through mutual aid agreements, the Roseville Fire Department can also request services from the Placer County, City of Sacramento, and Sacramento Metropolitan Fire District Hazardous Materials Response Teams in the event of a large-scale incident. The Roseville Fire Department also assists the California Highway Patrol (CHP), OES, and other responding agencies as requested, in the event of a hazardous materials spill on State Route 65 or Interstate 80.

City of Roseville Fire Department

Fire suppression services for the City of Roseville, including the project site, are provided by local fire stations operated by the Roseville Fire Department. The City of Roseville Fire Department has a Fire & Life Safety Division that manages a comprehensive inspection program that includes annual fire inspections, Certified Unified Protection Agency (CUPA) inspections, and construction inspections.

Roseville Fire Department's CUPA permitting responsibilities include the following:

- Any business or institution handling hazardous materials or wastes above reporting thresholds will be required to submit a Hazardous Materials Business Plan in the California Environmental Reporting System and obtain CUPA approval prior to operation; and
- Any future proposal to use substances regulated by the California Accidental Release at or above threshold quantities would require Risk Management Plan review and approval by the City's CUPA.

3.9.2 Environmental Setting

HAZARDS AND HAZARDOUS MATERIALS

Phase I ESA and Limited Phase II Site Investigation

A Phase I ESA for the Phillip Road Project at 6382 Phillip Road (the project site) in Roseville, California, was conducted by ATC (ATC 2021a). The purpose of the Phase I ESA was to identify evidence or indications of "recognized environmental conditions" (REC) as defined by the American Society for Testing and Materials' (ASTM) *Designation E 1527-13: Standard Practice for Environmental Site Assessments: Phase I Environmental Site Assessment Process*. Section 1.1.1 of ASTM Designation E 1527-13 defines a REC as "the presence or likely presence of any hazardous substances or petroleum products in, on, or at a property: (1) due to any release to the environment; (2) under conditions indicative of a release to the environment; or (3) under conditions that pose a material threat of a future release to the environment" (ATC 2021a).

The Phase I ESA included a query of federal, state, and local hazardous materials databases by Environmental Data Resources; a review of information available on GeoTracker and DTSC's EnviroStor (http://www.envirostor.dtsc.ca.gov/public/) online database; Placer County Environmental Health Department records; City of Roseville Fire Department records; an evaluation of the historical use of the site; a site reconnaissance visit to the project site; and an interview for information regarding past and present use of the project site and the potential for impacts related to the use, storage, or disposal of hazardous substances or petroleum on the project site (ATC 2021a).

No evidence of hazardous materials or hazardous wastes was observed within the project site. ATC observed small areas of non-hazardous trash/debris along the south and east borders of the project site and two agricultural water wells within the project site. One water well, located close to the southern edge of the project site did not appear to be in use and had a metal lid welded to the casing. The second water well was located along the eastern edge of the site and appeared to be active. The presence of two agricultural water wells on the property does not represent a REC based on the nature of the wells. However, the Phase I ESA states that based on the historical agricultural use of the property as an orchard from approximately 1937 to at least 1947, pesticides and/or herbicides may have been used on the property and near-surface soils may have at one time contained these compounds. The orchard on the east side represents a REC. Review of aerial photographs did not identify any other past uses indicating other potential RECs at the project site or the surrounding properties (ATC 2021a).

As part of the Phase I ESA, ATC also conducted a Tier 1 vapor encroachment screen in accordance with ASTM E2600-15 *Standard Guide for Vapor Encroachment Screening on Property Involved in Real Estate Transactions* for potential vapor encroachment conditions (VECs). A VEC is the presence or likely presence of vapors of chemicals of concern in the property's vadose zone (i.e., the zone between the land surface and water table where moisture content is less than saturation level). VECs are typically caused by the release of vapors from contaminated soil or groundwater either on or near the property. Reported releases were not identified; therefore, ATC did not identify any VECs within the project site.

Based on information collected from the Phase I ESA, ATC recommended (1) decommissioning the two water wells prior to redevelopment, according to the appropriate City of Roseville and Placer County well regulations, and (2) performing shallow soil sampling in the former orchard area.

Consistent with the recommendations of the Phase I ESA, ATC prepared a Limited Phase II Site Investigation (ATC 2021b) to evaluate potential environmental impacts to shallow soil from the historical orchards and potential impacts from application of herbicides and pesticides at in the eastern portion of the project site. ATC conducted soil sampling of a 2-acre area on the east side of the project site, just south of Pleasant Grove Creek that was depicted as part of an orchard on aerial photographs dated 1937 and 1947. The composited soil samples were analyzed for organochlorine pesticides by EPA Method 8081A, organophosphorus pesticides by EPA method 8141A, chlorinated herbicides by EPA Method 8151A, and arsenic and lead by EPA Method 6010B. No pesticides were detected in any of the soil samples (ATC 2021b).

Arsenic and lead were detected above the respective reporting limits in all four soil samples; however, arsenic and lead were detected in concentrations generally consistent with background levels for these naturally occurring elements. While a site-specific background concentration of arsenic for the project area has not been established, as measured by the US Geological Survey, arsenic background levels in California soils that are not impacted by anthropogenic sources range from 0.3 to 69 milligram/kilogram (mg/kg) with a mean of 6.6 mg/kg. The overall range of arsenic across the state is between 0.6 and 11.0 mg/kg (ATC 2021b). The overall range of lead across the state is between 12.4 and 97.1 mg/kg with a mean of 23.9 mg/kg. Given that the arsenic concentrations at the project site range from 2.6 mg/kg to 3.7 mg/kg and the lead concentrations range from 3.5 mg/kg to 6.3 mg/kg, the levels of both arsenic and lead at the project site are well within background levels and, therefore, no further investigation was recommended (ATC 2021b).

Schools

The nearest school to the project site is Orchard Ranch Elementary School, which is 0.63 miles south of the site. Orchard Ranch Elementary School serves transitional kindergarten through 5th grade. Additionally, a new school is proposed to be located in the Amoruso Ranch Specific Plan area, approximately 0.6 miles northeast of the project site.

Airports

The nearest airport is Lincoln Regional Airport, which is approximately 7 miles northeast of the project site in the City of Lincoln. The Lincoln Regional Airport is a public airport. The project site is not within an airport land use plan area.

WILDFIRE

Wildfire Behavior and Controlling Factors

Wildfire behavior is a product of several variables, primarily climate, vegetation, topography, and human influences that intermix to produce local and regional fire regimes that affect how, when, and where fires burn. The fire regime in any area is defined by several factors, including fire frequency, intensity, severity, and area burned. Each of these are important for an understanding of how the variables that affect fire behavior produce fire risks. Fire frequency refers to the number of fires that occur in a given area over a given period of time; fire intensity refers to the speed at which fire travels and the heat that it produces; fire severity involves the extent to which ecosystems and existing conditions are affected or changed by a fire; and area burned is the size of the area burned by wildfire.

Human influence on wildfire is broad and can be substantial. It includes direct influences such as the ignition and suppression of fires, and indirect influences such as through alterations in land use patterns that support modified vegetative regimes and increased development in the Wildland-Urban Interface.

Wildfires are a significant threat in California, particularly in recent years as the landscape responds to climate change and decades of fire suppression. As climate change persists, it is anticipated to produce increasing temperatures and drier conditions that would generate abundant dry fuels. All wildfires (those initiated by both natural and manmade sources) tend to be larger under drier atmospheric conditions and when fed by drier fuel sources (Balch et al. 2017).

Additionally, climate change has led to exacerbation of wildfire conditions during a longer period of the year as the spring season has warmed—driving an earlier spring snowmelt, and as winter precipitation has decreased overall (Westerling et al. 2006). Further, wildfire activity is closely related to temperature and drought conditions, and in recent decades, increasing drought frequency and warming temperatures have led to an increase in wildfire activity (Westerling et al. 2006; Schoennagel et al. 2017). In particular, the western US, including California, has seen increases in wildfire activity in terms of area burned, number of large fires, and fire season length (Westerling et al. 2006; Abatzoglou and Williams 2016).

Wildfire Environment within the City of Roseville

As discussed in Section 3.9.1, "Regulatory Setting," CAL FIRE maintains FHSZ maps for the LRA and SRA. These areas are mapped based on fuels, terrain, weather, and other relevant factors. The closest SRA to the city of Roseville is located east and northeast of the cities of Rocklin and Loomis, respectively (Figure 3.9-1). The closest areas designated as "Very High" FHSZs within the SRA are located in El Dorado County and Auburn, which are 16 and 22 miles from the project site, respectively (CAL FIRE 2025).

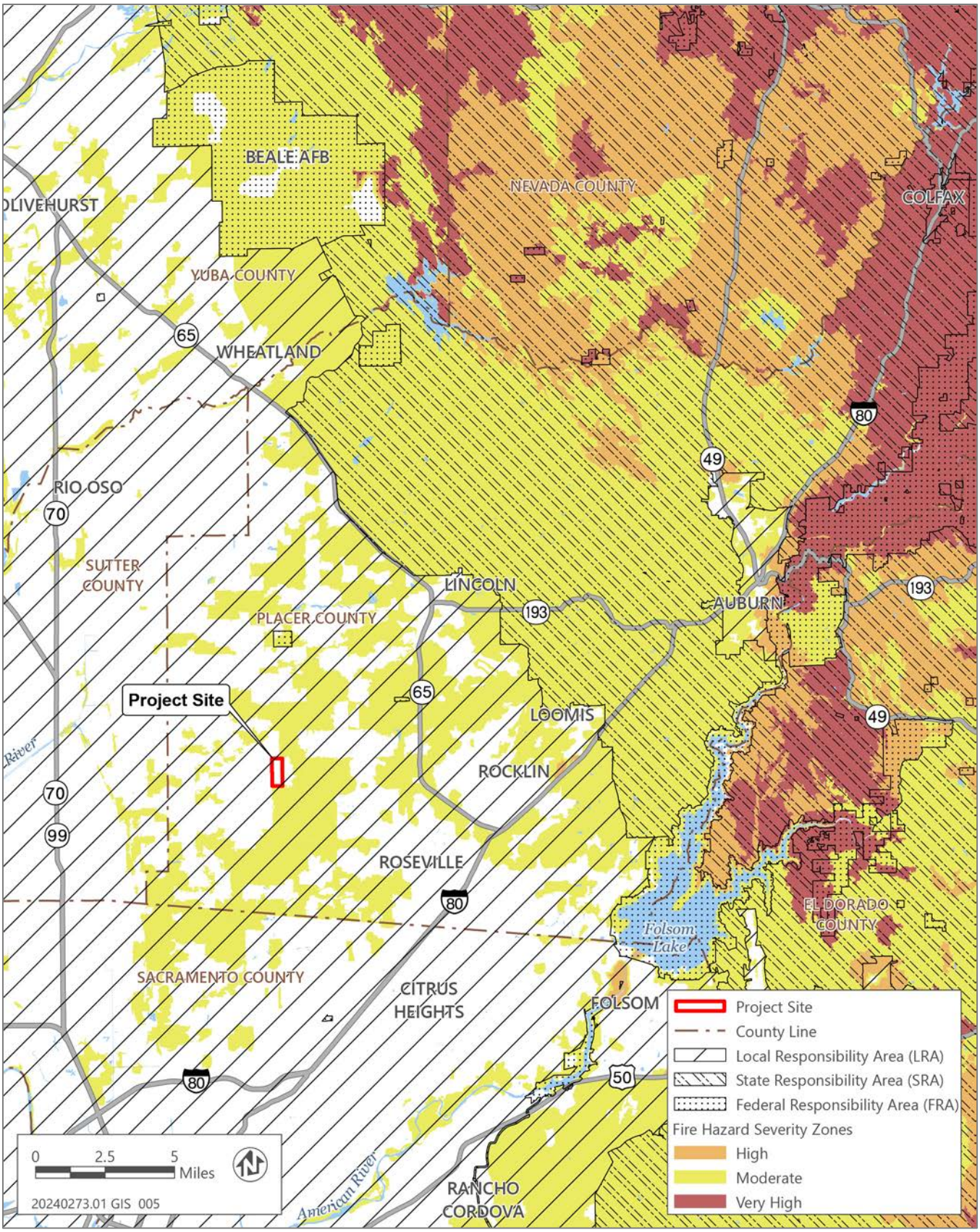
According to the *City of Roseville General Plan* (2020), and consistent with the FHSZ map database available from CAL FIRE, the city is designated as LRA and there are no "Very High" FHSZ within the city (CAL FIRE 2025). The closest area designated as "Very High" FHSZ within the LRA is located south of Baseline Road, over 4 miles south of the project site (Figure 3.9-2).

Wildfire Environment at the Project Site

The project site is undeveloped and/or grazing land. The project site is predominantly flat with low hills due to previous grading and agricultural operations. Pleasant Grove Creek traverses the property in an east–west direction, bisecting the site into north and south parcels. The project site is within the LRA, and, as shown in Figure 3.9-2, portions of the project site are located within a moderate FHSZ. The majority of the project site is designated as "Non Wildland" (City of Roseville 2025b). Evidence of a recent (2021) fire immediately west of the project site was identified during a site visit conducted by Ascent in 2021. The fire appeared to have started near the entrance of the Al Johnson Wildlife Area and burned east toward the project site. However, the fire stopped at Pleasant Grove Creek, and the project site was not directly affected. Additionally, during a fall 2025 site visit, City staff observed evidence of a grass fire that occurred in August 2025, originating south of the project site and crossing Phillip Road onto the project site. City fire personnel responded to the incident and extinguished the fire.

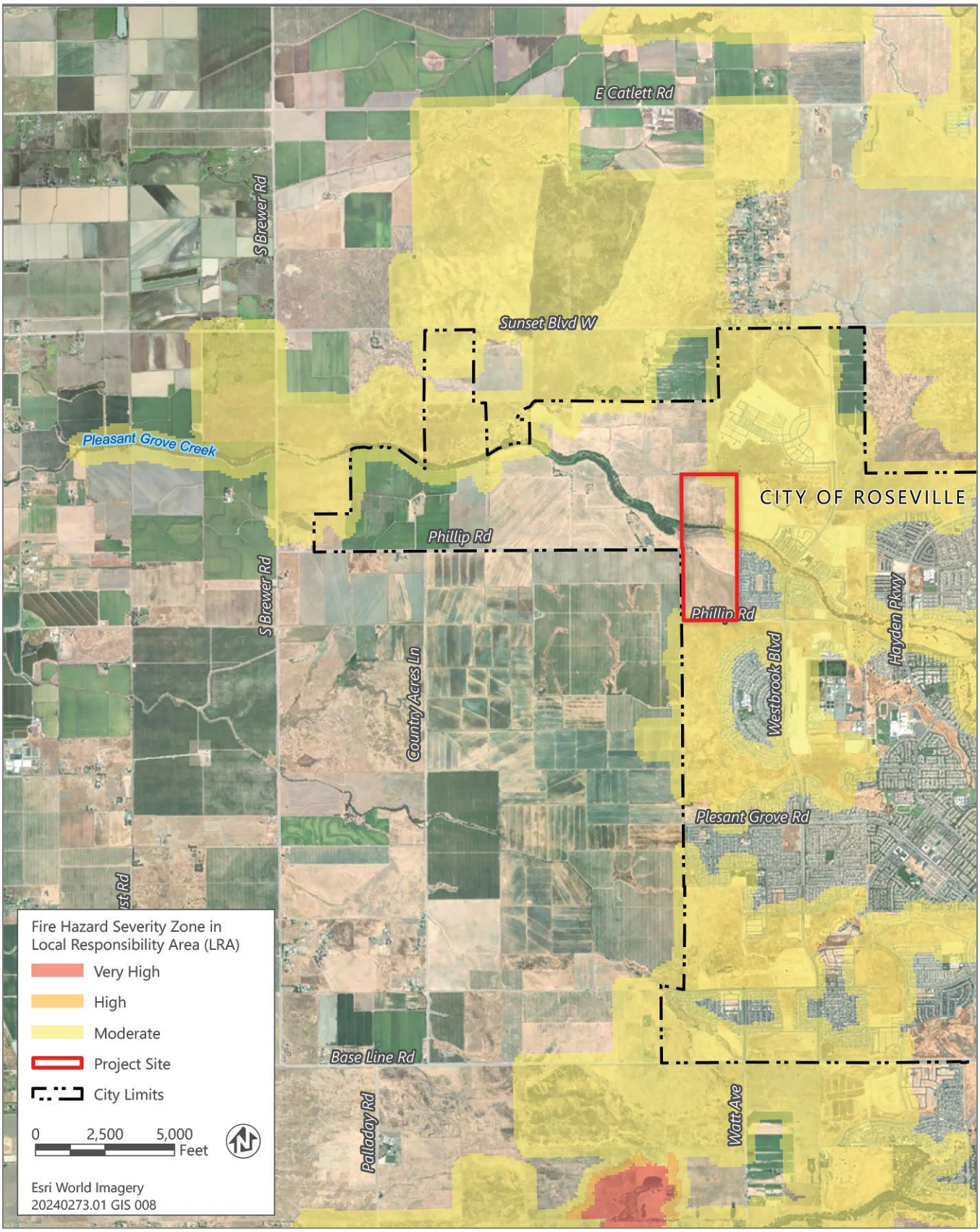
The project site is within Roseville Fire Department Fire District 9 and is served by Fire Station #9 located approximately 1.3 miles southeast of the project site at 2451 Hayden Parkway (City of Roseville 2025c). Additionally, a new fire station has been approved and will be located in the Amoruso Ranch Specific Plan area, approximately 0.8 miles northeast of the project site.

No emergency response/evacuation plan currently exists for the project site; however, the City of Roseville Emergency Operations Plan (City of Roseville 2011) covers emergency response within the city, including the project site.



Source: Data downloaded from CAL FIRE in 2025; adapted by Ascent in 2025.

Figure 3.9-1 Fire Hazard Severity Zones within the SRA



Source: Data downloaded from CAL FIRE in 2025; adapted by Ascent in 2025.

Figure 3.9-2 Fire Hazard Severity Zones within the LRA

3.9.3 Environmental Impacts and Mitigation Measures

METHODOLOGY

Hazards and Hazardous Materials

The following reports and data sources document potential hazardous conditions at the project site and were reviewed for this analysis:

- available literature, including documents published by federal, state, and local agencies;
- applicable elements from the *City of Roseville General Plan*;
- Phase I Environmental Site Assessment for the project, prepared by ATC (2021a); refer to Appendix E; and
- Limited Phase II Site Investigation for the project, prepared by ATC (2021b); refer to Appendix E.
- Project construction and operation were evaluated together with the hazardous materials information gathered from these sources to determine whether any risks to public health and safety or other conflicts would occur.

Wildfire

The analysis of environmental impacts on wildfire risk focuses on the potential for new or increased project-related risks associated with wildfire, including impairment of an emergency response plan, exposing people or structures to uncontrolled fire, and post-fire risks such as slope instability or debris-flows. Information used in this section was obtained from the *City of Roseville General Plan*, CAL FIRE's FHSZ map database, relevant fire and emergency-related plans, scientific journals, and relevant reports.

THRESHOLDS OF SIGNIFICANCE

Thresholds of significance are based on Appendix G of the State CEQA Guidelines. The project would cause a significant impact related to hazards and hazardous materials if it would:

- create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials;
- create a significant hazard to the public or the environment through reasonably foreseeable upset and/or accident conditions involving the release of hazardous materials into the environment;
- emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school;
- be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment;
- for a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard or excessive noise for people residing or working in the project area; or
- impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan.

The project would cause a significant impact related to wildfire if the project is located in or near SRAs or lands classified as Very High FSHZs and would do any of the following:

- due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to, pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire;

- require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment; or
- expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes.

ISSUES NOT DISCUSSED FURTHER

The school nearest to the project site is Orchard Ranch Elementary School, which is 0.63 miles south of the site. Additionally, a new school is proposed to be located in the Amoruso Ranch Specific Plan area, approximately 0.6 miles northeast of the project site. Because there are no schools within 0.25 miles of the site and the project would not emit hazardous materials, this issue is not discussed further in this Draft EIR.

The project site is not on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 (Cortese List) (ATC 2021a). Therefore, this issue is not discussed further in this Draft EIR.

The nearest airport is Lincoln Regional Airport, which is approximately 7 miles northeast of the project site in the city of Lincoln. The project site is not within an airport land use plan area or within 2 miles of a public airport or public use airport, or within the vicinity of a private airstrip. Implementing the project would not result in an aviation-related safety hazard for people residing or working in the project area. Therefore, this issue is not discussed further in this Draft EIR.

The project site is not located within an SRA or a FHSZ. The closest SRA to the city of Roseville is located east and northeast of the cities of Rocklin and Loomis, respectively. The closest areas designated as "Very High" FHSZs within the SRA are located in the cities of El Dorado County and Auburn, which are 16 and 22 miles from the project site, respectively (CAL FIRE 2025). The flat topography of the project site and its proximity to water do not exacerbate wildfire risk. Because the location and topography of the project do not exacerbate wildfire risk, factors such as slope and prevailing wind would not further exacerbate the wildfire risk because the risk is already minimal; therefore, the potential to expose project residents or workers to pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire due to slope, prevailing winds, and other factors, or exacerbate wildfire risks is not discussed further. In addition, due to the relatively flat character of the site, the potential for the project to expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes is not discussed further.

ENVIRONMENTAL IMPACTS AND MITIGATION MEASURES

Impact 3.9-1: Storage, Use, Disposal, Transport, or Upset of Hazardous Materials

Construction of the proposed project would involve the storage, use, and transport of hazardous materials at the project site. Handling of hazardous materials would be required to comply with local, state, and federal regulations. Operation of the project may also require storage, use, and transport of hazardous materials. Although the types and amounts of hazardous materials needed for operation of the project are not yet known, residents and businesses that would store or use hazardous materials would be required to comply with laws and regulations intended to reduce potential impacts to residents, workers, and the environment associated with routine transport or accidental release of hazardous materials. This impact would be **less than significant**.

Project construction would involve the temporary storage, use, and transport of hazardous materials (e.g., fuels, lubricants, paint, solvents, cleaners). Use of hazardous materials during construction would be in small quantities and would be temporary. Transportation of hazardous materials on area roadways is regulated by the CHP and Caltrans, whereas use of these materials is regulated by DTSC, as outlined in 22 CCR. The project applicant and its contractors would also be required to use, store, and transport hazardous materials in compliance with local, state, and federal regulations during construction.

Operation of the project would involve residential, medical, retail, innovation, parks, and open space uses that may require the storage, use, and transport of larger quantities of hazardous materials in the long-term. It should be noted, however, that the special area overlay (described in Chapter 2, "Project Description") would prohibit hazardous materials handling as a primary use, although there are other allowable land uses that would likely include hazardous materials use/storage as an ancillary use. As described in Chapter 2, "Project Description," proposed land uses that would be developed on the project site could include laboratories, but these would not exceed biosafety level 2; biosafety level 3 and 4 uses would not be permitted.

While the residential, medical, retail, innovation, parks, and open space uses that could be developed as a result of the proposed project are not expected to introduce any unusual hazardous materials to the area, some typical hazardous materials would be used in varying amounts during operation of the proposed development. Materials would consist mostly of typical household-type cleaning products and maintenance products. Additionally, grounds and landscape maintenance within the project site could utilize a wide variety of commercial products formulated with hazardous materials (including fuels, cleaners and degreasers, solvents, paints, lubricants, adhesives, sealers, and pesticides/herbicides).

Any storage or use of hazardous materials during project operation would be required to comply with appropriate regulatory agency standards such as CFR Titles 29, 40, and 49, and Chapter 6.95 of the California Health and Safety Code designed to avoid releases of hazardous materials. Examples of these requirements include preparation and implementation of a spill prevention, control, and countermeasures plan and a hazardous materials business plan. In addition, the project would be required to comply with the Roseville Fire Department's CUPA permitting responsibilities, which include the following:

- Any business or institution handling hazardous materials or wastes above reporting thresholds will be required to submit a Hazardous Materials Business Plan in the California Environmental Reporting System and obtain CUPA approval prior to operation; and
- Any future proposal to use substances regulated by the California Accidental Release at or above threshold quantities would require Risk Management Plan review and approval by the City's CUPA.

Although the specific businesses and activities and associated types and amounts of hazardous materials to be used on-site are not yet known, residents and businesses that would store or use hazardous materials would be required to comply with laws and regulations intended to reduce potential impacts to residents, workers, and the environment associated with routine transport or accidental release of hazardous materials. Therefore, this impact would be **less than significant**.

Mitigation Measures

No mitigation is required.

Impact 3.9-2: Impair an Adopted Emergency Response Plan or Emergency Evacuation Plan

The City of Roseville maintains an Emergency Operations Plan (City of Roseville 2025a) that serves as the official emergency plan for the city. As part of project operation, adequate emergency access routes to and from the development area would be established and emergency response would not be impaired. However, construction activities associated with the project could result in temporary lane closures, increased traffic, and other roadway conditions that could interfere with or slow down emergency vehicle access and services. Therefore, this impact would be **potentially significant**.

The City of Roseville manages emergencies including in the project area and maintains an Emergency Operations Plan that describes how the City would manage emergency incident or disaster mitigation, preparedness, response, and restoration related to fire and rescue. The Emergency Operations Plan includes an emergency alert and notification process, guidelines to ensure fire and dispatch centers are adequately equipped, and law enforcement coordination for evacuation and rescue procedures.

In the long-term, the project would result in 1,550–1,650 residents and 910–980 employees working on-site that would increase the use of Blue Oaks Boulevard and other area roadways. Multiple emergency response resources are in place to address emergencies within the City, including the Roseville Fire Department, Roseville Police Department, and mutual aid resources from other fire and law enforcement agencies. If there is an incident, evacuation of the project site would be at the discretion of the Incident Commander, who may keep everyone on-site in a safe refuge area, have people shelter in place, or call for an evacuation depending on the conditions of the emergency. These multiple emergency response resources would adequately allow for the evacuation of the project site with emergency alert notifications, rapid dispatch and emergency response, and law enforcement coordination to implement evacuation operations. Further, adequate emergency access routes to and from the development area would be established as required by state and local regulations, and with input and approval from the Roseville Fire Department.

However, construction activities would involve truck traffic that could result in temporary lane closures, increased traffic, and other roadway conditions that could interfere with or slow down emergency vehicle access and services. Therefore, this impact would be **potentially significant**.

Mitigation Measures

Mitigation Measure 3.9-2: Provide Adequate Emergency Access in Case of Temporary Lane Closures During Construction

If temporary lane closures are required during project construction, the applicant shall notify the City of Roseville Police and Fire Departments. The applicant shall provide for temporary traffic controls as appropriate during construction activities to facilitate traffic flow and to permit the movement of emergency vehicles. Temporary traffic controls could include measures such as signage, physical barriers and channelizing devices, reduced speed limit, detours, and flaggers. Throughout project construction, emergency vehicle access shall be maintained in compliance with the City's emergency vehicle access standards.

Significance after Mitigation

Implementation of this mitigation measure would reduce potential impacts to emergency access to a **less-than-significant** level because emergency access would be maintained, and lane closures would be coordinated with emergency service providers.

Impact 3.9-3: Exacerbate Wildfire Risk as a Result of Installation of Infrastructure

Construction within the project site would include construction of buildings and associated infrastructure to support residential, medical, retail, innovation, parks, and open space uses. The project would also require installation and maintenance of infrastructure including an electrical substation, extension of nearby electrical infrastructure, and improvements along Blue Oaks Boulevard and Phillip Road. Infrastructure would be installed in compliance with state and local regulations; however, there would still be the potential for wildfire ignition during construction. This impact would be **potentially significant**.

Construction within the project site would include construction of buildings, an electrical substation, and associated infrastructure to support residential, medical, retail, innovation, parks, and open space uses. Short-term construction would include installation of Stormwater Pollution Prevention Plan best management practices; clearing and grubing; mass grading and soil stabilization; installation of footings, slab, wall panels, roof structure; installation of mechanical, electrical, and plumbing infrastructure and building envelope and finishes; installation of underground wet and dry utilities, hardscape/paving, and irrigation and landscaping. These construction activities would introduce new temporary sources of ignition in the form of worker commute vehicles and use of heavy construction equipment. Use of motorized equipment can contribute to increased wildfire ignition risk through various mechanisms including sparks resulting from metal equipment contacting rocks or other hard material, vehicle catalytic converters becoming hot and contacting vegetation under the vehicle, and faulty equipment catching fire during operation.

The project would also require installation and maintenance of infrastructure including an electrical substation, extension of nearby electrical infrastructure, and improvements along Blue Oaks Boulevard and Phillip Road. The electrical substation

property would be 225 feet by 175 feet. Although substation design is not completed yet, the substation would likely be steel structures, approximately 40 feet tall with 70 feet tall steel poles and associated electrical equipment.

The project site and surrounding area are not within an SRA or a "Very High" FHSZ. The closest SRA to the city of Roseville is located east and northeast of the cities of Rocklin and Loomis, respectively. The closest areas designated as "Very High" FHSZs within the SRA are located in the cities of El Dorado County and Auburn, which are 16 and 22 miles from the project site, respectively (CAL FIRE 2025). All construction of new infrastructure would be subject to City Fire Code Requirements, which includes safety measures to minimize the threat of fire. Title 24 of the CCR sets forth the minimum development standards for emergency access, fuel modification, setback, signage, and water supply, which help minimize fire risk. Moreover, utilities would primarily be installed underground although some limited utility infrastructure would be installed overhead (i.e., electrical lines to substation), and the electrical substation would be installed in a combination of paved and crushed-rock covered area. Further, development would be constructed and maintained in compliance with state and local regulations for fire protection, including the use of fire-resistant building materials, fire-resistant landscaping, defensible space, adequate water supply, and emergency access. Therefore, installation and maintenance of infrastructure would not exacerbate wildfire risk.

Although the project would not exacerbate wildfire risk in the long-term, there would still be an increased potential for wildfire ignition during construction. This impact would be **potentially significant**.

Mitigation Measures

Mitigation Measure 3.9-3a: Prepare and Implement a Fire Risk Management Plan

A fire risk management plan shall be prepared prior to the start of construction by the contractor. The plan shall describe the potential for fires to occur as a result of project construction, describe fire response procedures and protocols for staff, and contain measures necessary to minimize fire risks, including at a minimum those listed in Mitigation Measure 3.9-3b. The plan shall be prepared in consultation with the City of Roseville Fire Department; City approval of the plans will be required prior to initiating construction activities.

Mitigation Measure 3.9-3b: Implement Fire Prevention Measures during Construction

During all construction activities, the contractor shall implement, at a minimum, the following fire risk reduction measures:

- Maintain all areas clear of vegetation and other flammable materials for at least a 50-foot-radius of any welding or grinding operations, or the use of an open flame;
- Spray nearby vegetation with water, if not already cleared, using a water truck or other suitable equipment, prior to any welding or grinding operations or the use of an open flame;
- All equipment, gasoline-powered hand tools, and construction and maintenance vehicles shall be equipped with spark arresters;
- Equip all construction and maintenance vehicles entering the project site, including welding trucks or rigs, with minimal fire suppression equipment (e.g., ax, bucket, 5-pound fire extinguisher, shovels);
- Maintain at least one half-full water truck or water tanker at each work site during all periods of work and for 1 hour after all work has ceased for the day;
- Clearly mark and maintain fire-suppression materials and equipment adjacent to all areas of work including staging areas; and
- Use a dedicated fire watch during all welding activities within existing operational stations.

Significance after Mitigation

With the implementation of Mitigation Measures 3.9-3a and 3.9-3b and adherence to all applicable regulations, potential impacts associated with wildfires during construction of the project would be **less than significant** because a fire risk management plan and fire prevention measures plan would be prepared and implemented.

3.10 PUBLIC SERVICES AND RECREATION

This section provides an overview of existing public services in the City of Roseville and evaluates the potential for implementation of the proposed Phillip Road Project to affect availability, service level, and/or capacity of public services, including fire protection services, police protection services, public schools, parks, and libraries, and, if such an effect is determined to occur, whether new or expanded facilities would be required that could result in a potentially significant impact to the environment. Other publicly provided utility services, such as water and wastewater treatment, stormwater management, electricity, and natural gas services, are addressed in Section 3.11, "Utilities and Service Systems."

Additionally, this section describes the existing recreational facilities in the City of Roseville and evaluates the potential impacts of the project on these facilities. This section also evaluates the adequacy of the recreational facilities included as part of the project in meeting the demand generated by the proposed development.

Several comment letters regarding public services and recreation were received in response to the notice of preparation (see Appendix A). The letters, from members of the public, expressed concerns related to the provision of parks and recreational areas, bicycle and pedestrian paths, and schools. These comments are addressed in this section and impacts related to bicycle and pedestrian paths are addressed in Section 3.3, "Transportation and Circulation."

3.10.1 Regulatory Setting

FEDERAL

No federal plans, policies, regulations, or laws related to public services and recreation are applicable to the project.

STATE

California Fire Code

The California Fire Code, which incorporates by adoption the International Fire Code, contains regulations relating to construction, maintenance, and use of buildings. Topics addressed in the California Fire Code include fire department access, fire hydrants, automatic sprinkler systems, fire alarm systems, fire and explosion hazards safety, hazardous materials storage and use, provisions intended to protect and assist fire responders, industrial processes, and many other general and specialized fire-safety requirements for new and existing buildings and the surrounding premises. The California Fire Code contains specialized technical regulations related to fire and life safety.

California Health and Safety Code

State fire regulations are set forth in Sections 13000 et seq. of the California Health and Safety Code. This includes regulations for building standards (as also set forth in the California Building Code), fire protection and notification systems, fire protection devices such as extinguishers and smoke alarms, high-rise building and childcare facility standards, and fire suppression training.

California Occupational Safety and Health Administration

In accordance with California Code of Regulations, Title 8 Sections 1270 "Fire Prevention" and 6773 "Fire Protection and Fire Equipment," the California Occupational Safety and Health Administration has established minimum standards for fire suppression and emergency medical services. The standards include guidelines on the handling of highly combustible materials, fire hose sizing requirements, restrictions on the use of compressed air, access roads, and the testing, maintenance and use of all firefighting and emergency medical equipment.

State School Funding

California Education Code Section 17620 authorizes school districts to levy a fee, charge, dedication, or other requirement against any development project for the construction or reconstruction of school facilities, provided that the district can show justification for levying of fees. California Government Code Section 65995 limits the fee to be collected to the statutory fee unless a school district conducts a School Facility Needs Assessment (California Government Code Section 65995.6) and meets certain conditions.

Senate Bill (SB) 50 (Chapter 407, Statutes of 1998) instituted a school facility program by which school districts can apply for state construction and modernization funds. This legislation imposed limitations on the power of cities and counties to require mitigation of school facilities impacts as a condition of approving new development. It also provided the authority for school districts to levy fees at three different levels:

- **Level I fees** are the current statutory fees allowed under Education Code Section 17620. As mentioned above, this code section authorizes school districts to levy a fee against residential and commercial construction to fund school construction or reconstruction. These fees are adjusted every 2 years in accordance with the statewide cost index for Class B construction as determined by the State Allocation Board.
- **Level II developer fees** are outlined in Government Code Section 65995.5. This code section allows a school district to impose a higher fee on residential construction if certain conditions are met. These conditions include having a substantial percentage of students on multitrack year-round scheduling, having an assumed debt equal to 15–30 percent of the district's bonding capacity (the percentage is based on revenue sources for repayment), having at least 20 percent of the district's teaching stations housed in relocatable classrooms, and having placed a local bond on the ballot in the past 4 years that received at least 50% plus one of the votes cast. A facility needs assessment must demonstrate that the need for new school facilities for unhoused pupils is attributable to projected enrollment growth from the construction of new residential units over the next 5 years.
- **Level III developer fees** are outlined in Government Code Section 65995.7. This code section authorizes a school district that has been approved to collect Level II fees to collect a higher fee on residential construction if state funding becomes unavailable. This fee is equal to twice the amount of Level II fees. However, if a district eventually receives state funding, this excess fee may be reimbursed to the developers or subtracted from the amount of state funding.

The Quimby Act

The Quimby Act (California Government Code Section 66477) preserves open space and parkland in urbanizing areas of the state by authorizing local governments to establish ordinances requiring developers of new subdivisions to dedicate land for parks, pay an in-lieu fee, or perform a combination of the two. The Quimby Act requires a city or county to adopt standards for recreational facilities in its general plan recreation element if it is to adopt a parkland dedication/fee ordinance.

The City of Roseville has an adopted standard of nine acres of parkland per 1,000 residents and defines "parkland" to include public developed parks, recreational open space, and joint-use, park-school facilities. The nine-acre standard is further divided into three acres of developed neighborhood parks per 1,000 residents, three acres of citywide parks per 1,000 residents, and three acres of open space per 1,000 residents.

LOCAL

City of Roseville General Plan

The *City of Roseville General Plan* (City of Roseville 2020a) contains the following policies that may be applicable to the project:

Fire Protection

- **Policy SAFE4.2:** Continue to follow service level response times, as listed in the City's Standards of Cover document.

- **Policy SAFE4.4:** Provide a comprehensive emergency medical services program to deliver basic and advanced life support services.
- **Policy SAFE4.5:** Provide highly trained personnel to ensure effective suppression of fires and safety for firefighters.
- **Policy SAFE4.7:** Phase the timing of the construction of fire stations to be available to serve the surrounding service area.

Police Services

- **Policy SAFE3.1:** Provide a high level of visible patrol services within the City.
- **Policy SAFE3.2:** Respond to both emergency and routine calls for service in a timely manner consistent with department policy.
- **Policy SAFE3.7**: Design parks that are conducive to surveillance by adjoining residents, security services, and police.
- **Policy SAFE3.8:** Work with other city departments to review public and private development plans, ensuring that crime prevention is addressed.
- **Policy SAFE3.9:** Coordinate with patrol officers in patrolling parks, open space and trails, and continue coordination with other law enforcement agencies.

Schools

- **Policy PF3.2:** Financing for new school facilities should be identified and secured before new development is approved, where feasible.

Public Library System

- **Policy PF2.4:** Provide branch libraries to serve population increments of approximately 40,000. The City shall give priority to the construction of new libraries in communities that are deficient in library services.

Parks and Recreation

- **Policy PR1.1:** The City shall ensure the provision of nine acres of parkland per 1,000 residents, but may waive parkland acreage and fee requirements in targeted reinvestment areas, such as along mixed-use corridors in the Infill Area and the Downtown and Riverside Gateway Specific Plan Areas.
- **Policy PR1.2**: Retain flexibility in applying parkland standards, in terms of size, facilities, and service areas, so that existing and future needs can be met.
- **Policy PR1.3**: The City may consider open space lands that provide active and/or passive recreational value to residents as counting towards the parkland standards.
- **Policy PR1.4**: The City will consider payment of in-lieu fees for both development and parkland as an alternative to dedication of land in order to achieve the parkland standard.
- **Policy PR1.11:** Plan for safe and secure parks and recreation areas.
- **Policy PR1.12**: Require that parks and recreational facilities be phased or fully completed so as to be available as adjacent residential uses are developed.
- **Policy PR1.14:** Ensure that adequate funding is provided for initial development and ongoing maintenance and operation of new public parks, recreation facilities, open space, paseos, and greenways.

City of Roseville 2025 Design and Construction Standards

Section 8 of the Roseville design standards require a minimum flow of water for fire protection in accordance with the California Fire Code, as adopted by the Roseville Fire Department. For single-family detached houses, water mains must provide a flow of 1,500 gallons per minute (gpm). The required fire flow for multi-family, commercial, business, industrial, and school district areas is determined on a case-by-case basis by the Roseville Fire Department, but may not exceed 4,000 gpm, provided the buildings are fully sprinklered. For buildings that are not sprinklered, project applicants must contact the Roseville Fire Department.

Fire hydrants shall be placed at street intersections wherever possible. Fire hydrants and blow-offs not located at intersections shall be installed on property lines between lots. Fire hydrants and blow-offs shall have a maximum spacing of 500 feet measured along the street frontage in residential areas and a maximum spacing of 350 feet in all other areas. Hydrants shall be required within a cul-de-sac or dead-end street measuring more than 250 feet as measured from the curb return of the intersecting street and the end of the bulb or street.

Sections 5, 6, and 7 of the Roseville design standards contain requirements that are intended to provide safe access to property and on streets throughout the City for motorists and emergency vehicles, including driveways, turn lanes, streets, and traffic lights.

City of Roseville Municipal Code

Chapter 4.37, "Neighborhood Park Fee," of Municipal Code Title 4 is intended to implement the general plan by assuring that adequate neighborhood and school/parks and recreation facilities are financed and provided to serve the city. The fee varies in amount depending on the neighborhood (and corresponding population) in which the park is located. This fee increases annually each July 1 based on the inflation rate for construction costs from the previous year. It is collected from all new residential units. Based on neighborhoods, this fee is intended to provide sufficient funds to develop neighborhood parks within a specific plan area.

Chapter 4.38, "Citywide Park Fee," of Title 4 ensures compliance with the applicable zoning ordinance and general plan requirements for the city-wide park and recreation infrastructure funding. This fee is collected from all new residential dwelling units within the City limits and is adjusted each July 1 based on the inflation rate for construction costs from the previous year. The Citywide Park Fee is allocated for large-scale active recreation facilities intended to serve the entire City, typically located within identified citywide parks.

In-lieu (of land) fees are applied to projects that have a shortfall of dedicated parkland (neighborhood, citywide, or open space). Construction cost indexes are applied to these projects and the funds can be used to offset costs in the applicable type of parkland for which the fee is assessed.

Chapter 4.52, "Public Facilities Fee," of Title 4 is intended to provide funds for capital projects, necessary to maintain service required by the general plan within existing service areas and existing portions of the city which are developed or for which land use has already been granted, and to ensure compliance with the applicable zoning ordinance and general plan requirements for the facilities funding. Fees are imposed on new residential development, commercial, industrial, and business/professional development in accordance with Sections 4.52.050 to 4.52.090 of Chapter 4.52.

Roseville Fire Department Standards of Cover

The Roseville Fire Department's Standards of Cover report establishes both baseline emergency response and benchmark performance measures (Roseville Fire Department 2020). Baseline measures reflect historical performance and benchmarks are Total Response Time (TRT) goals. TRT is measured in two ways: first-arriving unit and effective response force (ERF) (i.e., total number of personnel necessary to address the emergency situation). TRT is composed of call processing time, turnout time, and travel time. The Roseville Fire Department observes the 90th percentile of performance as opposed to the average response time (i.e., 50th percentile in a normally distributed set of data). This depicts more efficiently what is done the majority of the time as opposed to what is done approximately half the time. Based on the City of Roseville's adopted General Plan, comprehensive risk assessment that included historical data sets, fiscal resources, and input from community stakeholders, the Standards of Cover report establishes the following three primary benchmark performance measures in terms of deployment and emergency response:

- First Unit –Total Response Time – EMS Calls for Service = **7 Minutes at 90th Percentile**
- First Unit –Total Response Time – Fire, Hazardous Material and Technical Rescue Calls for Service = **8 Minutes at 90th Percentile**
- Effective Response Force – Fire Calls for Service = **11 Minutes and 30 Seconds at 90th Percentile**

Emergency medical services (EMS) 90th percentile performance benchmarks are 7 minutes for the first-arriving unit and 10 minutes and 30 seconds for the ERF. Fire suppression, hazardous materials, and technical rescue benchmarks

have been set at 8 minutes for the first-arriving unit and 11 minutes and 30 seconds for the ERF. Baseline performance measures for EMS are 8 minutes and 12 seconds for the first-arriving unit, and there were not enough ERF incidents requiring a complete ERF to determine an accurate total response time. Baseline performance measures for fire suppression are 9 minutes and 36 seconds for the first-arriving unit, 14 minutes and 6 seconds for an initial moderate fire ERF, and 22 minutes and 30 seconds for a high ERF. Baseline performance measures for hazardous materials first-arriving unit are 9 minutes and 30 seconds, and ERF is 16 minutes and 48 seconds. Baseline performance measures for technical rescue are 9 minutes and 48 seconds for the first-arriving unit and ERF is 19 minutes and 30 seconds. (Roseville Fire Department 2020)

City Ordinance 2434 (School Facilities Mitigation Plan)

To ensure adequate funding for new school facilities the City Council adopted Ordinance 2434 (School Facilities Mitigation Plan) in February 1991. This ordinance encourages the payment of fees, participation in a Mello-Roos Community Facilities District, and school facility mitigation plans for new development proposed within overcrowded districts. With the enactment of SB 50, Ordinance 2434 cannot be made mandatory, but can be negotiated as part of the development agreement process. With voluntary participation by applicants, however, the funding sources encouraged by Ordinance 2434 may be greater than the state-mandated fees. These mitigation fees vary depending upon the school district.

If the applicant chooses to submit a mitigation plan, the plan must explain how the project developer would participate in financing additional interim and permanent school facilities needed to serve the applicant's residential development project. The mitigation plan is reviewed by the school districts(s) in which the project is located. The district(s) may approve, disapprove, or modify the mitigation plan based upon the funding and facilities needs identified in the construction schedule or plan by each district.

City of Roseville Parks, Recreation & Libraries Strategic Master Plan

The City of Roseville Parks, Recreation & Libraries (PRL) Strategic Master Plan provides recommendations to facilitate the successful operation, maintenance, and development of Roseville's parks, open space, amenities, facilities, programs, libraries, museum, and services (City of Roseville 2022).

City of Roseville Open Space Preserve Overarching Management Plan

The City of Roseville Open Space Preserve Overarching Management Plan (OSPOMP), last updated in 2021, provides a City-wide approach to open space management, maintenance, and monitoring (City of Roseville 2021). The OSPOMP applies to all City-designated open space currently owned and managed by the City or that will be managed by the City following dedication as outlined in an approved Development Agreement.

The project site does not currently contain any designated open space preserve or general open space; however, open space preserve areas are located to the north, east, and south of the project site.

3.10.2 Environmental Setting

Public services are currently provided to the project site primarily by the City of Roseville, as noted in Table 3.10-1.

Table 3.10-1 Public Services Providers in the City of Roseville

Service	Providers
Fire and Police Protection	City of Roseville
Schools	Roseville City School District, Roseville Joint Union High School District, Eureka Union School District, Dry Creek Joint Elementary School District, and Center Joint Unified School District
Parks and Recreation	City of Roseville
Libraries	City of Roseville

Source: City of Roseville 2020a.

FIRE PROTECTION

The Roseville Fire Department provides fire protection, fire suppression, emergency medical services, and hazardous materials management within the City. The Roseville Fire Department employs approximately 119 personnel and operates eight fire stations within the city limits (City of Roseville 2020a: VIII-21). The Roseville Fire Department also provides fire code enforcement, fire safety inspections, plan review, hazardous materials enforcement and inspections, hazard abatement, public information, and public education activities, emergency preparedness, and other services. Additionally, the City maintains mutual and automatic aid agreements with the Placer County Fire Department, the South Placer Fire Protection District, the Rocklin Fire Department, and the Sacramento Metropolitan Fire District.

The project site is located within District 9, which is served by Fire Station #9 (2451 Hayden Parkway). Future Fire Station #11 would be located to the northeast of the project site (in the Amoruso Ranch Specific Plan area).

Each of Roseville's eight fire stations houses a fire engine, a Captain that supervises the assigned personnel, an Engineer that drives the truck and operates the fire pump, and a Firefighter-paramedic that performs firefighting and life-saving skills (Roseville Fire Department n.d.). Additionally, two of the fire stations also house a fire truck, containing a variety of specialized tools and ladders. Several of the fire stations also have smaller wildland fire engines, which are designed to operate off-road to fight wildland fires.

The Roseville Fire Department's benchmark response time is 8 minutes, 90 percent of the time (Roseville Fire Department 2020). As shown in Table 3.14-2, most response times were under nine minutes for an emergency call in 2020. In 2023, the Roseville Fire Department responded to over 19,647 calls for service with 90 percent of responses within nine minutes and 12 seconds (City of Roseville 2024a: D-59).

Table 3.10-2 Roseville Fire Department Response Times

Response Time Goal	2022 Actuals	2023 Actuals	2024 Estimate	2025 Estimate
Total response time (call to arrival) for 90% of the total emergency hazardous materials incidents	12:18	12:38	12:48	08:00
Total response time (call to arrival) for 90% of the total emergency technical rescue incidents	10:31	10:45	09:50	08:00
Total response time (call to arrival) for 90% of the total emergency fire incidents	09:22	08:35	09:59	08:00
Total response time (call to arrival) for 90% of the total emergency medical incidents	09:08	09:20	09:14	07:00

Source: City of Roseville 2024a: D-60.

The California Department of Forestry and Fire Protection (CAL FIRE) has established a fire hazard severity classification system to assess the potential for wildland fires. The City's Planning Area is designated by CAL FIRE as a Local Responsibility Area, and there are no Very High Fire Hazard Severity Zones. For a discussion of the project's potential effects on wildfire and wildfire-related risks, see Section 3.9, "Hazards and Hazardous Materials." Nevertheless, the Roseville Fire Department reviews proposed development that includes open space or is located adjacent to open spaces to ensure appropriate fire safety provisions are included.

An important requirement for fire suppression is adequate fire flow, which is the amount of water, expressed in gallons per minute (gpm), available to control a given fire and the length of time this flow is available. The total fire flow needed to extinguish a structural fire is based on a variety of factors, including building design, internal square footage, construction materials, dominant use, height, number of floors, and distance to adjacent buildings. Minimum requirements for available fire flow at a given building are dependent on standards set in the California Fire Code. According to the City of Roseville General Plan, Roseville's supply and availability of water for firefighting needs is sufficient to serve the demands of buildout of the General Plan, which includes the project site (City of Roseville 2020a: VIII-21).

POLICE PROTECTION

The Roseville Police Department provides primary law and traffic enforcement services within Roseville. Police headquarters are located at 1051 Junction Boulevard. The Roseville Police Department is responsible for patrol duty within the city limits, including parks and open space areas, responding to and investigating crimes and other calls for service, providing animal control services, and ensuring traffic safety (City of Roseville 2020a: VIII-19).

The Roseville Police Department staffs and houses its own communications center, which is the 911 public safety answering point for the City (City of Roseville 2020a: VIII-19). The communications center dispatches for Roseville Police and Fire.

The Roseville Police Department supports 226 full time equivalent positions, including 155 sworn officers and 71 professional personnel (Roseville Police Department 2024). The Police Department's Fiscal Year 2024-2025 budget provides funding to support 228 positions (City of Roseville 2024a: D-54). Funding for law enforcement services primarily comes from the City's General Fund.

The City has not adopted a police-to-population ratio; rather, the police department sets a response goal of 3 minutes or less for 90 percent of emergency calls (City of Roseville 2020b).

SCHOOLS

The project site is located within the boundaries of the Roseville City School District and the Roseville Joint Union High School District.

The Roseville City School District consists of 15 elementary schools (grades K–5) and four middle schools (grades 6–8). Enrollment for the 2023–2024 school year for the Roseville City School District was 12,004 students (California Department of Education 2023).

The Roseville Joint Union High School District currently operates three comprehensive high schools, a continuation school, adult school, and an independent study school within the city limits; one comprehensive high school within unincorporated Placer County; and one comprehensive high school within unincorporated Sacramento County. Enrollment for the 2023–2024 school year for the entire Roseville Joint Union High School District was 12,626 students (California Department of Education 2023).

According to the City of Roseville General Plan EIR, multiple new schools are planned in the above school districts and several schools are currently under construction or will be constructed in the next few years (City of Roseville 2020b: 4.11-9).

LIBRARIES

The City's library system provides facilities and services for people within the city as well as Placer, Sacramento, and Sutter Counties. There are currently a total of three libraries within the city, serving approximately 163,000 residents, as well as residents of adjacent communities. The Downtown Library is located at 225 Taylor Street in downtown Roseville adjacent to the Civic Center. The Maidu Library is located in Maidu Regional Park in southeast Roseville. The Martha Riley Community Library is located at 1501 Pleasant Grove Boulevard within Mahany Park. The Martha Riley Community Library is the closest library to the project site, approximately 5 miles to the southeast.

PARKS AND RECREATION

Roseville's parks and recreation facilities are operated by the PRL Department. In 2016, the City had 1,043 acres of parkland (City of Roseville 2020b: 4.11-10). The City has an adopted standard of nine acres of parkland per 1,000 residents and defines "parkland" to include public developed parks, recreational open space, and joint-use park-school facilities. The nine-acre standard is further divided into six acres of developed parks per 1,000 residents and three acres of open space per 1,000 residents.

Recreational facilities in the vicinity of the project site include Campus Oaks Park (580 Roseville Parkway), Astill Family Park (1401 Grand Junction Way), and Sierra Crossing Park (4251 Brookstone Drive) to the southwest and Kay Sakamoto Park (8160 Challis Circle) and Riego Creek Park (2800 N. Hayden Parkway) to the east (City of Roseville 2024b). Additionally, Lower Bank Park on Lemonade Drive in the Creekview Specific Plan area and Rockholm Park in Sierra Vista have recently been completed. In addition to traditional parklands, the City also provides open space lands, other green space, multi-use paths, and other recreational facilities such as golf courses and swimming pools.

The Al Johnson Wildlife Area is located to the northwest of the project site and is part of site planned to accommodate the City's stormwater Regional Retention facility (known as the Pleasant Grove Stormwater Retention Basin) and potential recreation uses.

A series of multi-use paths for cyclists, pedestrians, and non-motorized vehicles are provided throughout Roseville. Multi-use paths are located to the south of the project site within the West Roseville Specific Plan area and are currently under construction to the west of the project site within the Creekview Specific Plan area (City of Roseville 2024b).

3.10.3 Environmental Impacts and Mitigation Measures

METHODOLOGY

Evaluation of potential public service impacts was based on a review of documents pertaining to the project, including the *City of Roseville General Plan* (City of Roseville 2020a), *City of Roseville 2035 General Plan Update Final Environmental Impact Report* (City of Roseville 2020b), and consultation with appropriate public service providers. Impacts on public services and recreation that would result from the project were identified by comparing existing service capacity and facilities against future demand associated with project implementation.

Additionally, the following analysis assesses the environmental effects of the project with respect to the existing recreation uses in the project area. This analysis is based on review of existing documents, policies, ordinances, and other regulations pertinent to recreation.

THRESHOLDS OF SIGNIFICANCE

Thresholds of significance are based on Appendix G of the State CEQA Guidelines. The project would cause a significant impact related to public services if it would:

- result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, or the need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, to maintain acceptable service ratios, response times, or other performance objectives for any of the public services:
  - fire protection,
  - police protection,
  - schools,
  - parks, and
  - other public facilities.

Additionally, the project would cause a significant impact related to recreation if it would:

- increase the use of existing neighborhood and regional/citywide parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated, or
- include recreational facilities or require the construction or expansion of recreational facilities that might have an adverse physical effect on the environment.

ISSUES NOT DISCUSSED FURTHER

All potential public services and recreation issues identified in the above thresholds are evaluated below.

ENVIRONMENTAL IMPACTS AND MITIGATION MEASURES

Impact 3.10-1: Result in the Need for New or Expanded Fire Service Facilities

Project development could result in an increased demand for fire protection services. However, because the project would be required to adhere to all applicable standards and fire codes, would contribute funding for fire protection services, and would not adversely affect existing fire response and performance, implementation of the project would not necessitate the construction of new or expanded fire service facilities within the City of Roseville. Therefore, this impact would be **less than significant**.

The project site is located within the Roseville Fire Department's service area. The project would be required to be designed and operated according to applicable federal, state, and local requirements, which include provisions for smoke detectors, sprinklers, building and emergency access, and hydrant sizing, pressure, and siting.

Project development has the potential to adversely affect the ability of the Roseville Fire Department to adequately respond to fire emergencies. The project would add 664 new residences (which would provide housing for 1,550–1,650 residents) and jobs for 910–980 employees. Implementation of the project would not create a substantial demand on fire protection resources and would not interfere with existing services. As part of the City's development review process, the City will ensure that existing fire protection services and facilities are adequate to serve the project once construction is complete. Fire services are a general fund department funded primarily by sales tax and property tax revenue. As part of project operation, sales tax and property tax revenue generated by the project would help fund existing and future fire protection needs. Additionally, the Development Agreement for the project will include a requirement for the applicant to pay into a Community Facilities District (CFD), which provides funding for fire protection and other public services. Compliance with existing codes, regulations, funding agreements, and facilities plans would ensure that fire protection services are adequate. The Roseville Fire Department reviewed the project application, and did not indicate that the CFD would not meet their needs.

Additionally, according to the City of Roseville General Plan EIR, future Fire Station #11 is planned to be located in the Amoruso Ranch Specific Plan area, to the northeast of the project site (City of Roseville 2020b: 4.11-3). This new fire station would be expected to be funded through development fees (including from this project) as well as funding from other sources. While the new fire station is planned to better serve the west Roseville area, implementation of the project would not require construction of new or expanded facilities.

The project would adhere to all applicable requirements related to fire protection, would generate sales tax revenue used to fund general fund departments such as the Fire Department, is within the Fire Department's existing service area, and, most importantly, and would not require the need for new or expanded facilities. Therefore, impacts related to fire protection would be **less than significant**.

Mitigation Measures

No mitigation is required.

Impact 3.10-2: Result in the Need for New or Expanded Police Facilities

Project development could result in an increased demand for law enforcement services; however, the project would generate sales tax and property tax revenue used to fund general fund departments such as the Police Department and the project would not result in an increased need for new or expanded police facilities. Therefore, this impact would be **less than significant**.

As described above, the project is located within the city limits of Roseville and is served by the City of Roseville Police Department. The project includes development of mixed-use development on undeveloped grazing land in

the northwest corner of Roseville. Similar to fire protection, project development could adversely affect the ability of the Roseville Police Department to adequately respond to emergencies. The project would add 664 new residences (which would provide housing for 1,550–1,650 residents) and jobs for 910–980 employees.

Police services are a general fund department funded primarily by sales tax and property tax revenue. As part of project operation, sales tax and property tax revenue generated by the project would help fund existing and future law enforcement needs. Additionally, the Development Agreement for the project will include a requirement for the applicant to pay into a CFD, which provides funding for police protection and other public services. Compliance with existing codes, regulations, funding agreements, and facilities plans would ensure that police protection services are adequate. The Roseville Police Department reviewed the project application, and did not indicate that the CFD would not meet their needs.

The Roseville Police Department currently supports 226 full time equivalent positions, including 155 sworn officers and 71 professional personnel (Roseville Police Department 2024). The Police Department's Fiscal Year 2024-2025 budget provides funding to support 228 positions (City of Roseville 2024a: D-54). The funding for future positions would expand the Police Department's current staffing to better serve the City, including the project, but would not result in the construction of new or expanded facilities that could generate significant environmental impacts. Additionally, the City will be beginning a police station expansion in 2026 that will allow the Roseville Police Department to continue to meet and improve current levels of service and increase staffing as needed to serve growth contemplated in the General Plan, which includes the project. Because the project would generate sales tax and property tax revenue used to fund general fund departments such as the Police Department and the project would not result in an increased need for new or expanded facilities, impacts related to police protection would be **less than significant**.

Mitigation Measures

No mitigation is required.

Impact 3.10-3: Result in the Need for New or Expanded Schools

The project would add an estimated 1,550–1,650 new residents to Roseville, resulting in an increased student population. The proposed increase in new students from the project would result in an increased demand on existing school facilities and may require new or expanded school facilities. The impacts of construction and operation of school facilities have been analyzed in the General Plan EIR and in the specific plan EIRs in which new schools are proposed. Future facility construction plans would be subject to project-level CEQA analysis and mitigation, if necessary. Additionally, school impact fees would be collected in accordance with SB 50 to ensure the development of adequate school facilities, and the California Legislature has declared that payment of the State-mandated school impact fee is deemed to be full and adequate mitigation under CEQA (California Government Code Section 65996). Therefore, this impact would be **less than significant**

Development of the project would add an estimated 1,550–1,650 new residents to Roseville, which would increase the local student population. Based upon the City's growth projections, the General Plan EIR identified that the Roseville City School District will require six additional elementary schools and one additional middle school in the West Roseville, Creekview, and Amoruso Ranch Specific Plan areas to meet growth demands associated with the current General Plan land use allocation (City of Roseville 2020b). Locations for these facilities have been identified in the West Roseville, Creekview, and Amoruso Ranch Specific Plans. (Note: the proposed school for the Amoruso Ranch Specific Plan area is no longer proposed by the School District.)

The construction of these new school facilities could have adverse effects on the physical environment, which were analyzed at a programmatic level in the EIRs prepared for those specific plans. Future school projects would be subject to project-level CEQA analysis and mitigation, if necessary. New development would pay the State-mandated school impact fees that are levied at the time of development in accordance with SB 50. Furthermore, project applicants for future development consistent with the General Plan may enter into voluntary mutual benefit impact fee agreements to further mitigate school impacts in accordance with City Ordinance 2434. Developer fees may be used to finance new schools and equipment and to reconstruct existing facilities to maintain adequate housing for all students.

In accordance with SB 50, payment of school fees constitutes mitigation related to school impacts. Government Code Section 65995(h) states that the payment or satisfaction of a fee, charge, or other requirement levied or imposed under Section 17620 of the Education Code is deemed to be full and complete mitigation of the impact for the planning, use, development, or provision of adequate school facilities. Therefore, impacts would be **less than significant**.

Mitigation Measures

No mitigation is required.

Impact 3.10-4: Result in the Need for New or Expanded Library Facilities

The project would result in 1,550–1,650 new residents within the project site and may increase demand for library services. The project would increase demand on an already overburdened library system, but would not meet the criteria to build a new library. However, the project applicant would be required to pay the necessary development impact fees to the CFD, the project would generate sales tax and property tax revenue used to fund public services such as the City's library system. Therefore, this impact would be **less than significant**.

The project would be served by the City's library system, which provides facilities and services for people within the city as well as Placer, Sacramento, and Sutter Counties. The Downtown Library is located at 225 Taylor Street in downtown Roseville adjacent to the Civic Center. The Maidu Library is located in Maidu Regional Park in southeast Roseville. The Martha Riley Community Library is located at 1501 Pleasant Grove Boulevard within Mahany Park, approximately 5 miles southeast of the project site.

The project would result in 1,550–1,650 new residents within the project site and may increase demand for library services. The project would increase demand on an already overburdened library system, but would not meet the criteria to build a new library. However, the project applicant would be required to pay the necessary development impact fees to the City's Public Facilities Fee Program the project would generate sales tax and property tax revenue used to fund public services such as the City's library system.

The project applicant would be required to pay the necessary development impact fees to the Public Facilities Fee Program, which is responsible for funding fire, police, and other City services. Additionally, library services are funded primarily by sales tax and property tax revenue. As part of project operation, sales tax and property tax revenue generated by the project would help fund existing and future library needs. Because the project would be required to pay the necessary development impact fees to the Public Facilities Fee Program and would generate sales tax and property tax revenue used to fund library services, this would ensure that the project's individual impact on libraries would be **less than significant**.

Mitigation Measures

No mitigation is required.

Impact 3.10-5: Result in the Need for New or Expanded Parks and/or Recreation Facilities and Potential for Accelerated or Substantial Deterioration of Existing Parks and Recreation Facilities from Increased Use

The project includes the development of new residences on the project site, which would add new population and increase demand for new and existing parks and recreation facilities. This additional population would be likely to use existing park facilities potentially resulting in the accelerated physical deterioration of existing facilities. Additionally, the project includes 4.9 acres of developed parkland and 13.6 acres of open space, in addition to 1.3 acres of bike trails on the project site, the construction of which could result in adverse impacts. However, the impacts of construction and operation of these park, open space, and bike facilities are analyzed throughout this EIR and mitigation measures are provided where necessary to reduce or avoid impacts. Therefore, this impact would be **less than significant**.

The City has defined park lands to include public developed parks, recreational open space, and joint-use park-school facilities. The City has an adopted standard of nine acres of park land per 1,000 residents, which has historically

been met through the dedication of parkland as a part of development. As of 2025, the City has 1,037.44 acres of developed parkland, or a ratio of 6.74 acres of developed parkland per 1,000 residents.

Table 3.10-3 presents the parkland calculations for the project. The table identifies the amount of parkland that the project is required to provide to meet the Quimby Act and the City's General Plan standards, the amount of parkland proposed to be developed, and the difference between the two. On the basis of the City's General Plan standards of 9 acres of parkland (3 acres of developed neighborhood parks, 3 acres of citywide parks, and 3 acres of open space) per 1,000 residents, the project would require 4.65–4.9 acres each of developed neighborhood parks, citywide parks, and open space. The project would include 4.9 acres of developed neighborhood parkland and 13.8 acres of open space, in addition to 1 acre of bike trails. Thus, the project would meet the requirements for developed neighborhood parkland and open space, but would not meet the requirements for citywide parks.

Table 3.10-3 Parkland Calculations

	Standard	Requirement	Project Calculations	Difference
Dwelling Units	—	—	664	—
Population	—	—	1,550–1,650	—
Developed Neighborhood Parks	3 acres/1,000 people	4.65–4.95 acres	4.9 acres	- 0.05 to + 0.25 acres
Citywide Parks	3 acres/1,000 people	4.65–4.95 acres	0	- 4.65–4.95 acres
Open Space	3 acres/1,000 people	4.65–4.95 acres	13.8 acres	+ 8.85–9.15 acres
Subtotal Parks	*9 acres/1,000 people*	*13.95–14.85 acres*	*18.7 acres*	—
Bike Trails	—	—	1 acre	—
Total Parks + Bike Trails	—	—	19.7 acres	—

Note: Sizes and locations of parks subject to City review and approval.

Source: Compiled by Ascent in 2025.

Because the project would not provide the required acreage of dedicated citywide parks, in-lieu (of land) fees would be applied to the project to address this shortfall of dedicated parkland. As described in the regulatory setting under "City of Roseville Municipal Code," construction cost indexes would be applied to the project and the funds would be used by the City to offset the costs of constructing new citywide parks.

Construction and operation of parks and recreation facilities could result in physical impacts on the environment, including construction noise, generation of fugitive dust, and increased traffic. The physical impacts on the environment associated with providing recreation facilities are addressed throughout this EIR, including in Section 3.3, "Transportation and Circulation"; Section 3.4, "Air Quality"; Section 3.6, "Noise and Vibration"; Section 3.12, "Hydrology and Water Quality"; and Section 3.13, "Aesthetics"; and mitigation measures are provided where necessary to reduce or avoid impacts. Therefore, this impact would be **less than significant**.

Mitigation Measures

No mitigation is required.

3.11 UTILITIES AND SERVICE SYSTEMS

This section evaluates the availability of existing utility and infrastructure systems (i.e., water, wastewater, recycled water, energy, natural gas, and solid waste) to serve the proposed project and the impact of the project on these systems. The project's demand for these public utilities and available supplies are also evaluated. Potential effects related to stormwater and drainage are addressed in Section 3.12, "Hydrology and Water Quality," and potential effects related to increased demand for electricity and natural gas are addressed in Section 3.14, "Energy."

The analysis provided in this section is based on the following documents, which are provided in Appendix F:

- *Roseville Industrial Park Project Water Supply Assessment* (West Yost 2022) and *Amendment to the Roseville Industrial Park Project Water Supply Assessment to support the Proposed Phillip Road Project* (West Yost 2025) (Appendix F1);
- *Phillip Road Site Potable Water Master Plan* (Laugenour and Meikle 2025a) (Appendix F2);
- *Phillip Road Site Recycled Water Master Plan* (Laugenour and Meikle 2025b) (Appendix F3);
- *Phillip Road Site Wastewater Master Plan* (Laugenour and Meikle 2026) (Appendix F4); and
- *Phillip Road Site Water Conservation Plan* (Laugenour and Meikle 2025c) (Appendix F5).

One comment related to utilities and service systems was received in response to the notice of preparation (see Appendix A); these comments are addressed within this section, in Section 3.12, "Hydrology and Water Quality," and in Chapter 4, "Cumulative Impacts." Specifically, Placer County recommended that the EIR evaluate the feasibility and benefits of utilizing recycled water and, if the project would utilize groundwater for potable water, that the EIR provide sufficient information to evaluate the project's risks to groundwater quality or quantity, including any potential undesirable results that would interfere with sustainable management of the basin and/or affect beneficial users and uses of groundwater. Further, the County recommended that the EIR's analysis of sewer and recycled water should include impacts on approved and future projects in the area, including the Regional University Specific Plan and the Roseville Environmental Utilities Operations Center Project.

3.11.1 Regulatory Setting

DOMESTIC WATER/RECYCLED WATER

Federal

Safe Drinking Water Act

As mandated by the Safe Drinking Water Act (Public Law 93-523), passed in 1974, the Environmental Protection Agency (EPA) regulates contaminants of concern to domestic water supply. Such contaminants are defined as those that pose a public health threat or that alter the aesthetic acceptability of the water. These types of contaminants are regulated by EPA primary and secondary Maximum Contaminant Levels (MCLs). MCLs and the process for setting these standards are reviewed every 3 years. Amendments to the Safe Drinking Water Act enacted in 1986 established an accelerated schedule for setting drinking water MCLs. EPA has delegated responsibility for California's drinking water program to the State Water Resources Control Board Division of Drinking Water (SWRCB-DDW). SWRCB-DDW is accountable to EPA for program implementation and for adoption of standards and regulations that are at least as stringent as those developed by EPA.

State

Urban Water Management Plan

In 1983, the California Legislature enacted the Urban Water Management Planning Act (UWMPA) (California Water Code Sections 10610–10656). The UWMPA states that every urban water supplier that provides water to 3,000 or more customers, or that provides more than 3,000 acre-feet (af) of water annually, should make every effort to ensure the appropriate level of reliability in its water service sufficient to meet the needs of its various categories of customers during normal, dry, and multiple dry years. This effort includes the adoption of an Urban Water Management Plan (UWMP) by every urban-water supplier and an update of the plan every 5 years on or before December 31, of every year ending in a five or zero. The UWMPA has been amended several times since 1983 with the most recent amendment occurring with Senate Bill (SB) 318 in 2004. The UWMPA and SB 610, described below, are interrelated; the UWMP is typically relied upon to meet the requirements for SB 610.

The City of Roseville 2020 UWMP, adopted in June 2021, is based on the City's 2035 General Plan and is described in more detail below (City of Roseville 2022). The City is currently preparing an update to the 2020 UWMP.

Senate Bill 610

SB 610 was adopted in 2001 and reflects the growing awareness of the need to incorporate water supply and demand analysis at the earliest possible stage in the land use planning process.

The Public Resources Code Section 21151.9 requires that a water supply assessment (WSA) be prepared for proposed projects as defined in the statute to ensure that long term water supplies are sufficient to meet the project's demands in normal, single dry, and multiple dry years for a period of 20 years. Preparation of a WSA is required if a proposed action meets the statutory definition of a "project," which includes at least one of the following (California Water Code Section 20912[a]):

- a proposed residential development of more than 500 dwelling units;
- a proposed shopping center or business establishment employing more than 1,000 persons or having more than 500,000 square feet of floor space;
- a proposed commercial office building employing more than 1,000 persons or having more than 250,000 square feet of floor space;
- a proposed industrial, manufacturing, or processing plant, or industrial park planned to house more than 1,000 persons, occupying more than 40 acres of land, or having more than 650,000 square feet of floor area; or
- a mixed-use project that includes one or more of the projects specified in the above bullets.

These same requirements are also set forth in CEQA Guidelines Section 15155. Completion of a WSA requires collection of proposed water supply data and information relevant to the project in question, an evaluation of existing/current use, a projection of anticipated demand sufficient to serve the project for a period of at least 20 years, delineation of proposed water supply sources, and an evaluation of water supply sufficiency under single year and multiple year drought conditions.

In April 2022, a WSA (herein, "2022 WSA") was prepared to evaluate the availability of water supplies to serve the Roseville Industrial Park Project (herein, "previously proposed project"), which was previously planned for development at the project site. The proposed land uses for the previously proposed project consisted of light manufacturing, warehouse and distribution uses, and a potential electrical substation. The proposed land uses for the currently proposed project include residential, retail, medical offices, and innovation center uses, as well as parks, open space, and trails. Accordingly, an amendment to the 2022 WSA was prepared in December 2025 to provide updated water demand projections for the project as currently proposed (herein, "2025 WSA Amendment"). The 2025 WSA Amendment also considers updated water supply availability information that became available subsequent to the release of the City of Roseville 2020 UWMP and the 2022 WSA. Both WSAs are provided in Appendix F.

California Safe Drinking Water Act

The SWRCB-DDW is responsible for implementing the federal Safe Drinking Water Act (SDWA) and its updates, as well as California statutes and regulations related to drinking water. State primary and secondary drinking-water standards are promulgated in California Code of Regulations Title 22, Sections 64431–64501.

The California Safe Drinking Water Act (CA SDWA) was passed in 1976 to build on and strengthen the federal SDWA. The CA SDWA authorizes SWRCB-DDW to protect the public from contaminants in drinking water by establishing MCLs that are at least as stringent as those developed by EPA, as required by the federal SDWA.

Sustainable Groundwater Management Act of 2014

The Sustainable Groundwater Management Act of 2014 (SGMA) became law on January 1, 2015, and applies to all groundwater basins in the state (California Water Code [CWC] Section 10720.3). (The SGMA comprises three separate bills: SB 1168, SB 1319, and Assembly Bill [AB] 1739. All three were signed into law by the governor on September 16, 2014.) By enacting the SGMA, the legislature intended to provide local agencies with the authority and the technical and financial assistance necessary to sustainably manage groundwater within their jurisdiction (CWC Section 10720.1).

Pursuant to the SGMA, any local agency that has water supply, water management, or land use responsibilities within a groundwater basin may elect to be a "groundwater sustainability agency" for that basin (CWC Section 10723). West Placer Groundwater Sustainability Agency (WPGSA) consists of the cities of Roseville and Lincoln, Placer County Water Agency (PCWA), Nevada Irrigation District, and Placer County. The WPGSA is one of a group of five GSAs formed within the North American Subbasin that consist of the West Placer, Sacramento, South Sutter Water District, Sutter County, and Reclamation District 1001 GSAs.

The SGMA also requires DWR to categorize each groundwater basin in the state as high, medium, low, or very low priority (CWC Sections 10720.7, 10722.4). On December 15, 2014, DWR announced its official "initial prioritization" of the state's groundwater basins for purposes of complying with the SGMA, and this priority list became effective on January 1, 2015 (DWR n.d.). DWR has ranked the North American Subbasin as "high priority." The Groundwater Sustainability Plan for the North American Subbasin has been submitted to DWR for review, and the public comment period closed on April 16, 2022 (RD 1001 GSA et al. 2021).

Department of Public Health

California Department of Public Health regulations require that recycled water must be conveyed in a totally separate distribution system from the potable water supply. The City's Environmental Utilities Department is responsible for implementing a cross-connection program to ensure that future potable services are not accidentally connected to the recycled water system. Additionally, a public information program (including signage) is in place to notify the public of the use and location of recycled water application.

Regional Water Quality Control Board - Recycled Water Master Reclamation Permit

The recycled water distribution system operates under a Master Water Reclamation Permit (Order No. 97-147) issued by the Regional Water Quality Control Board (RWQCB). This permit contains specific prohibitions on the use of recycled water by the City and places stringent water quality and treatment and disinfection standards on the City's recycled water.

Local

City of Roseville General Plan

The Public Facilities Element of the *City of Roseville General Plan* (2020a) contains the following water policies that may be applicable to the project:

Water System

- **Policy PF6.1:** Secure and maintain sufficient and diverse sources of water to meet the needs of the existing community and planned growth.

- **Policy PF6.2:** Provide sufficient water treatment capacity and infrastructure to meet projected water demand through buildout of the General Plan.
- **Policy PF6.5:** New development shall pay a fair share of the cost for adequate water supply, treatment and distribution, including extension of water mains, easement acquisitions, treatment plant expansions, water storage, groundwater wells, pumping expansions, and dry year reliability.
- **Policy PF6.6:** Design the City's water system to maintain a minimum water pressure of 50 pounds per square inch, while providing adequate water to meet fire demands in the system.
- **Policy PF6.10:** Develop and implement water efficiency standards and measures as necessary elements of the water system.
- **Policy PF6.11:** Continue the management and expansion of the groundwater and aquifer storage and recovery program to increase resiliency and reliability of water supply during all supply conditions.

Recycled Water Systems

- **Policy PF7.1:** Expand recycled water distribution system to deliver and meet estimated irrigation demands.

City of Roseville Urban Water Management Plan

The City prepared and adopted a 2020 UWMP. This plan was prepared to comply with the UWMPA of the California Water Code (described above). UWMPs must be developed by urban water providers supplying more than 3,000 customers or supplying more than 3,000 acre-feet (af) of water annually and submitted to DWR every 5 years. The UWMP describes the availability of water and discusses water use, recycled water use, and water conservation (City of Roseville 2022).

City of Roseville Municipal Code

Section 14 of the City's Municipal Code contains regulations associated with water rates, conservation, and water waste prohibitions. Chapter 14.17 of the City's Municipal Code contains regulations pertaining to recycled water use. It is the policy of the City of Roseville that where the use of recycled water is feasible, appropriate, and acceptable to all applicable regulatory agencies, the City will require an owner or customer to use recycled water in lieu of potable water where appropriate. The Recycled Water Division of the Environmental Utilities Department manages recycled water use in the City of Roseville.

City of Roseville Improvement Standards

Section 8 of the City's Improvement Standards (Water System Design) provides criteria for the design of domestic water systems. Compliance with these standards ensures water delivery facilities are properly sized to distribute water to any new customers that would be created as a result of implementing the proposed project.

Section 14 of the City's Improvement Standards (Recycled Water Infrastructure Design) provides criteria for design of recycled water systems. Compliance with these standards reduces impacts related to recycled water distribution by ensuring that these systems are properly sized for anticipated demands.

City of Roseville Water Conservation Ordinance

In 1991, the City developed and adopted the Roseville Water Conservation and Drought Mitigation Ordinance as documented in the City's Municipal Code Chapter 14.09. Under this ordinance, the City has authority to declare water shortage conditions and implement drought-related mitigation measures. In February 2008, the City of Roseville adopted Ordinance 4629, which added Sections 14.09.200 through 14.09-220 and amended Sections 14.09-020 through 14.09.090 of the Roseville Municipal Code regarding water conservation. The purpose of this ordinance is to ensure compliance with all federal, state, and local requirements relating to water conservation and drought mitigation. Ordinance 4629 provides an approach to conservation that reflects there are now more water customers billed on metered rates, which creates additional tools to achieve conservation.

City of Roseville Landscape Ordinance

In 2006, the State enacted legislation requiring DWR to update the State Model Water Efficient Landscape Ordinance. The updated model ordinance contains several new landscape and irrigation design requirements aimed at reducing water waste in landscape irrigation. All local land use agencies are required to adopt the model ordinance or develop an ordinance that is at least as effective by January 2010. The City of Roseville adopted an Ordinance tailored to meet the City's needs that is based on, and is at least as effective as, the model ordinance. The new Water Efficient Landscape Ordinance has been incorporated into the City's Zoning Ordinance as Chapter 19.67 and supersedes the City's 1993 Water Efficient Landscape Requirements document.

WASTEWATER

Federal

Clean Water Act

The Clean Water Act (CWA) employs a variety of regulatory and non-regulatory tools to reduce direct pollutant discharges into waterways, finance municipal wastewater treatment facilities, and manage polluted runoff. Those portions of the CWA that relate to wastewater discharges are discussed below.

National Pollutant Discharge Elimination System

The National Pollutant Discharge Elimination System (NPDES) permit program was established under the CWA to regulate municipal and industrial discharges to surface waters of the United States. NPDES permit regulations have been established for broad categories of discharges including point source waste discharges and nonpoint sources (nonpoint source discharges are further discussed in Section 3.12, "Hydrology and Water Quality"). Each NPDES permit identifies limits on allowable concentrations and mass loadings of pollutants contained in the discharge. Sections 401 and 402 of the CWA contain general requirements regarding NPDES permits. Section 307 of the CWA describes the factors that EPA must consider in setting effluent limits for priority pollutants.

NPDES permits cover various industrial and municipal discharges, including discharges from storm sewer systems in larger cities, stormwater generated by industrial activity, runoff from construction sites disturbing more than 1 acre, and mining operations. Point source dischargers must obtain a discharge permit from the proper authority (usually a state, sometimes EPA, a tribe, or a territory). So-called "indirect" point source dischargers are not required to obtain NPDES permits. "Indirect" dischargers send their wastewater into a public sewer system, which carries it to the municipal sewage treatment plant, through which it passes before entering any surface water. Examples of "indirect" dischargers include septic systems, agricultural drainage systems, groundwater injection wells, leaking underground storage tanks, stormwater infiltration basins, and land application of wastewater or sludge.

State

NPDES Permit for the Pleasant Grove Wastewater Treatment Plant

In June 2025, the Central Valley RWQCB determined that the Pleasant Grove Wastewater Treatment Plant (PGWWTP) is eligible for coverage under the Municipal General Order. The PGWWTP discharge is assigned Municipal General Order Enrollee No. R5-2023-0025-006 under NPDES Permit CAG585001, which became effective on October 1, 2025. PGWWTP treats wastewater from its service area before discharging it to Pleasant Grove Creek. This is an NPDES self-monitoring permit that outlines performance standards for the effluent into Pleasant Grove Creek. This is normally updated every 5 years. A new permit must be issued in the event of a major change or expansion of the facility.

Local

City of Roseville General Plan

The Public Facilities Element of the *City of Roseville General Plan* (2020a) contains the following wastewater policies that may be applicable to the project:

- **Policy PF7.3:** Ensure that wastewater treatment capacity is available for planned development and intensification and that wastewater generation is minimized.

City of Roseville Municipal Code

Section 14 of the City's Municipal Code contains requirements associated with sewer use, sewer rates and charges, and industrial wastewater. Chapters 14.12 and 14.26 prohibit discharge to a sanitary sewer of any pollutant or wastewater that would interfere with the operation or performance of the City's wastewater collection or treatment facilities.

City of Roseville Improvement Standards

Section 9 of the City's Improvement Standards (Sanitary Sewer Design) contains criteria for design of sewer systems. Compliance with these standards is intended to reduce environmental impacts related to wastewater conveyance by ensuring that wastewater collection and conveyance facilities are properly sized to convey generated flows.

SOLID WASTE

Federal

Resource Conservation and Recovery Act

The Resource Conservation and Recovery Act (RCRA) was enacted in 1976, codified under Title 42 of the US Code Section 6901 et seq. RCRA is overseen by the EPA and serves as the primary regulation governing disposal of solid and hazardous waste in the United States.

State

California Building Standards Code (Title 24)

Where a local jurisdiction has not adopted a more stringent construction and demolition (C&D) ordinance, construction activities are required to implement Section 5.408 of the California Green Building Standards Code (CALGreen Code). Under Section 5.408, and in accordance with amendments to SB 1374 (2002), effective January 1, 2017, a minimum of 65 percent of nonhazardous C&D waste must be recycled and/or salvaged for reuse. Applicable projects are required to prepare and implement a construction waste management plan, which is submitted to the local jurisdiction before building permits are issued. Applicable projects include all newly constructed residential buildings or structures, existing residential buildings or structures with additions/alterations, all newly constructed nonresidential buildings or structures, existing nonresidential buildings with additions of 1,000 or more square feet, and existing nonresidential alterations when permit valuation or estimated construction cost of alteration is $200,000 or more.

California Integrated Waste Management Act (1989)

To minimize the amount of solid waste that must be disposed of in landfills, the State Legislature passed the California Integrated Waste Management Act of 1989 (AB 939), effective January 1990. According to AB 939, all cities and counties were required to divert 25 percent of all solid waste from landfill facilities by January 1, 1995, and 50 percent by January 1, 2000. Solid waste plans are required to explain how each city's AB 939 plan will be integrated with the county plan. In order of priority, the plans must promote source reduction, recycling and composting, and environmentally safe transformation and land disposal.

In 2011, AB 341 modified the California Integrated Waste Management Act, established a statewide recycling goal of 75 percent, and directed CalRecycle to develop and adopt regulations for mandatory commercial recycling. The resulting Mandatory Commercial Recycling Regulation requires that on and after July 1, 2012, certain businesses that generate 4 cubic yards or more of commercial solid waste per week shall arrange for recycling services. To comply with this requirement, businesses may either separate recyclables and self-haul them or subscribe to a recycling service that includes mixed waste processing.

AB 1826 (Chapter 727, Statutes of 2014; Mandatory Commercial Organics Recycling) requires businesses that generate a specified amount of organic waste per week to arrange for recycling services for that waste, requires jurisdictions to implement recycling programs to divert organic waste from businesses subject to the law, and requires periodic reporting to CalRecycle by jurisdictions on their progress in implementing the program. Organic waste includes food waste, green waste, landscape and pruning waste, nonhazardous wood waste, and food-soiled paper waste. Effective April 1, 2016, businesses that generate 8 cubic yards of organic waste per week shall arrange for organic waste recycling services. Effective January 1, 2017, businesses that generate 4 cubic yards of organic waste per week shall arrange for organic waste recycling services.

Local

City of Roseville General Plan

The Public Facilities Element of the *City of Roseville General Plan* (2020a) contains the following solid waste policies that may be applicable to the project:

- **Policy PF8.2:** Comply with the source reduction and recycling standards by reducing the projected quantity of solid waste disposed at the regional landfill.
- **Policy PF8.3:** Require a waste characterization profile for proposed large-scale commercial and industrial development projects.

City of Roseville Code of Ordinances

Section 9 of the City's Municipal Code contains requirements associated with waste collection, waste collection rates, and organic waste generator requirements. Chapter 9.12.120 prohibits the accumulation of solid waste, organic waste, or garbage.

3.11.2 Environmental Setting

Public utilities for the project site are provided by the City of Roseville, as discussed in detail below.

WATER SUPPLY

The City of Roseville Environmental Utilities is responsible for water services within the city limits, including the project site, with the exception of a few small areas of the city that are served by PCWA, San Juan Water District, and Citrus Heights Water District. The City provides drinking water from surface water and groundwater resources. Surface water is provided through contracts with PCWA, and the US Bureau of Reclamation (USBR). Surface water from the American River is diverted at the Folsom Lake Pumping Plant located at Folsom Dam. The City has a diversion capacity of 150 cubic feet per second (cfs) or 96 million gallons per day (mgd) at Folsom Dam. Untreated water supplies received at Folsom Lake Pumping Plant are conveyed by gravity or pumped by USBR depending on lake level through two parallel pipelines (84-inch and 72-inch). The common facilities split and thereafter raw water is conveyed through parallel pipelines—a 60-inch diameter pipeline and a 48-inch diameter pipeline—to the City's Barton Road Water Treatment Plant (WTP), which has a treatment capacity of 100 mgd (City of Roseville 2022: 3-1). Additionally, the City has 17 intertie facilities with neighboring agencies through which water supplies may be transferred under normal water year conditions as well as emergency or drought conditions (City of Roseville 2022: 6-1).

Water supplies for the City also include groundwater from the North American Subbasin of the Sacramento Valley Groundwater Basin (City of Roseville 2022: 6-3). The City currently owns and maintains seven groundwater wells. six of the seven wells are capable of aquifer storage and recovery whereby treated water is injected into the underlying aquifer for later extraction and use. Surface water and groundwater resources are also described in detail in Section 3.12, "Hydrology and Water Quality."

Normal Years

The City has relied on river water for its primary source of water supply since 1971 and diverts water under four contracts for untreated surface water. The four untreated surface water contract entitlements for American River supply a total of 66,000 acre-feet per year (afy). The City's purchased surface water supply is subject to reductions pursuant to the Water Forum Agreement (WFA), which provides the framework for how water resources, including surface water and groundwater supplies, would be used in the region through the year 2030. The City along with several other Sacramento-area water suppliers are signatory to the January 2000 WFA. The WFA includes limitations on City surface water diversions from the American River under various hydrologic conditions (Table 3.11-1) (City of Roseville 2022).

In addition, groundwater is available in all year types and recycled water is used within the city for nonpotable uses. Table 3.11-1 shows the City's schedule of authorized water supply over the next approximately 20 years, as projected in the 2020 UWMP.

Table 3.11-1 Normal Year Available Water Supplies in Acre-Feet per Year

Water Source	2025	2030	2035	2040	2045
US Bureau of Reclamation	32,000	32,000	32,000	32,000	32,000
Placer County Water Agency[1]	30,000	30,000	30,000	30,000	30,000
San Juan Water District[1]	4,000	4,000	4,000	4,000	4,000
Water Forum Limitation[2]	-7,100	-7,100	-7,100	-7,100	-7,100
Placer County Water Agency (Future)	0	0	3,360	3,360	3,360
Groundwater	1,560	2,720	3,350	3,350	3,350
Total (Potable Water Only)	**60,460**	**61,620**	**65,610**	**65,610**	**65,610**
Recycled Water	4,022	4,435	4,933	4,933	4,933
Total (Potable and Recycled Water)	**64,482**	**66,055**	**70,5543**	**70,543**	**70,543**

Notes:

[1] In 2023, the City collaborated with Placer County Water Agency to update its water supply agreement. Notably, the City's previous water supply agreement with the San Juan Water District was consolidated into the Placer County Water Agency contract. Overall, the water supply quantities in the amended agreement remain generally consistent with those projected in the 2020 UWMP.

[2] The Water Forum Agreement limits the City's maximum surface water diversion to 58,900 acre-feet per year (afy) in normal/wet years, even if there are no curtailments on the City's total contract amounts of 66,000 afy.

Sources: City of Roseville 2022: DWR Table 6-9; West Yost 2025.

Dry Years

The City's purchased surface water supply is subject to reductions during dry years (seasonal and climatic shortages) pursuant to the WFA, the USBR Operations Criteria and Plan (OCAP), and the Central Valley Project Municipal and Industrial Water Shortage Policy. The City's USBR contracted amount is assumed to be reduced by 75 percent in single dry years and the 5th year of a 5-year drought. Central Valley Project allocations can be affected by:

- Forecasted reservoir inflows and Central Valley hydrologic water supply;
- Current amounts of storage in upstream reservoirs and in San Luis Reservoir;
- Projected water demands in the Sacramento Valley;
- Instream and Delta regulatory requirements;
- Annual management of Section 3406(b)(2 of the Central Valley Project Improvement Act resources (related to fish and wildlife); and/or
- Efficient use of Central Valley Project and State Water Project export capacity through Joint Point of Diversion flexibility.

Table 3.11-2 shows the City's available water supplies during a single drought year and in year 5 of a 5-year drought, as projected in the 2020 UWMP. It is important to note that during the drier and driest years, the City has an agreement with PCWA to release an additional 20,000 afy of water down the American River on the City's behalf through re-operation of PCWA's American River Middle Fork Project (MFP). This 20,000 afy of water is not part of the City's contracted supply of 66,000 afy (City of Roseville 2022).

Table 3.11-2 Single Dry Year and Year 5 of Multiple Dry Years Water Supplies in Acre-Feet per Year

Water Source	2025	2030	2035	2040	2045
US Bureau of Reclamation[1]	8,000	8,000	8,000	8,000	8,000
Placer County Water Agency[2]	30,000	30,000	30,000	30,000	30,000
San Juan Water District[2]	0	0	0	0	0
Water Forum Limitation[3]	0	0	0	0	0
Placer County Water Agency (Future)	0	0	3,360	3,360	3,360
Groundwater	7,920	12,570	14,431	14,431	14,431
Total (Potable Water Only)	**45,920**	**50,570**	**55,791**	**55,791**	**55,791**
Recycled Water	4,022	4,435	4,933	4,933	4,933
Total (Potable and Recycled Water)	**49,942**	**55,005**	**60,724**	**60,724**	**60,724**

Notes:

[1] The City's 2020 UWMP assumed that water deliveries to the City from the US Bureau of Reclamation would be reduced by 75 percent during a single dry year and in the fifth year of a five-year drought. This assumption reflected the actual curtailment the City experienced in 2015. However, in 2022, the City's US Bureau of Reclamation allocation was reduced by 100 percent, resulting in a zero allotment. With this curtailment, the projected supply shortage during a single dry year or the 5th year of an extended drought would increase to approximately 16.4 percent. Under these conditions, the City may need to implement Stage 2 of its Water Shortage Contingency Plan to reduce demand to levels that can be met with available supplies.

[2] In 2023, the City collaborated with Placer County Water Agency to update its water supply agreement. Notably, the City's previous water supply agreement with the San Juan Water District was consolidated into the Placer County Water Agency contract. Overall, the water supply quantities in the amended agreement remain generally consistent with those projected in the 2020 UWMP.

[3] The Water Forum Agreement limits the City's maximum surface water diversion to 58,900 acre-feet per year (afy) in normal/wet years, even if there are no curtailments on the City's total contract amounts of 66,000 afy.

Sources: City of Roseville 2022: COR Table 7-D; West Yost 2025.

Groundwater Supply

Groundwater is available for use as part of the City's water supply portfolio in all year types including normal, single dry, or multiple dry year scenarios (Tables 3.11-1 and 3.11-2). Importantly, groundwater will be a critical resource in future drought years as it supplements increasingly vulnerable surface water supplies. Beginning in 2018, the City began to regularly operate existing groundwater infrastructure. In 2019 and 2020, the City was able to store excess surface water using the aquifer storage and recovery production wells to inject water into the aquifer (City of Roseville 2022).

The City continues to advance projects aimed at strengthening water supply availability and reliability and other long-term projects to increase water resiliency in dry and drought years. These efforts include enhancements to the City's groundwater infrastructure. Since completing the 2020 UWMP, the City has constructed two additional groundwater wells and incorporated aquifer storage and recovery capabilities into existing wells. The City now operates seven groundwater wells, six equipped with aquifer storage and recovery functionality, and plans to add four more wells by 2035. This expanded groundwater capacity aligns with the assumptions outlined in the 2020 UWMP (West Yost 2025).

Recycled Water

In addition to surface and groundwater supplies, the City operates a recycled water system and program. Current uses of recycled water within the City include irrigation of landscapes and golf courses, industrial cooling for the

Roseville Energy Park, and construction uses such as dust control and soil compaction; recycled water is also conveyed outside the City's service area for golf course and landscape irrigation.

As of 2025, recycled water demand peaks in July, leaving a small surplus of available supply. For the City to reliably serve significant additional recycled water demand during the irrigation season, improvements to operational storage, distribution system, and booster station capacity expansion would be required.

Water Supply Reliability

In the City's 2020 UWMP, projected water demands were calculated by applying the City's current land-used based unit water demand factors to land uses in the City's various specific plans at buildout. As shown in Table 3.11-3, buildout of all specific plans is assumed to occur in 2035 with a total potable and recycled water demand of 62,546 afy and remains constant through 2045. In normal years, water supplies exceed projected water demand through 2045. In single and multiple dry years, projected water demand exceeds water supplies between 1,820 afy in 2025 and 2,340 afy in 2035 through 2045. However, projected demands shown in dry years are conservative and do not assume any water conservation.

The City currently has a Water Shortage Contingency Plan (WSCP) in place, as described in Appendix K of the City's 2020 UWMP. The City assumed in its 2020 UWMP that water demand in single dry or multiple dry years would be equal to normal year water demand. This is a conservative assumption as additional water conservation would likely occur in the event of a drought or another water supply shortage or emergency due to the implementation of additional water conservation measures outlined in the City's WSCP and Chapter 14.09 of the City's Municipal Code. The City's WSCP and Municipal Code include a five-stage plan describing specific actions to reduce water demand by up to 10 percent under a Stage 1 drought, 20 percent under a Stage 2 drought, 30 percent under a Stage 3 drought, 40 percent under a Stage 4 drought, and up to and greater than 50 percent under a Stage 5 drought (City of Roseville 2022). Currently, the City has a target of reducing water use by about 10 percent by 2030 in accordance with California's "Making Conservation a California Way of Life" regulation (City of Roseville 2024).

Table 3.11-3 City of Roseville Planned Annual Water Supply and Demand in Acre-Feet per Year

	2025	2030	2035	2040	2045
Surface water supply	58,900	58,900	62,260	62,260	62,260
Groundwater supply	1,560	2,720	3,350	3,350	3,350
Recycled water supply	4,022	4,435	4,933	4,933	4,933
Total water supply (normal years)	**64,482**	**66,055**	**70,543**	**70,543**	**70,543**
Water demand[1]	51,589	56,990	62,547	62,547	62,547
Surplus (+)/Deficit (-) (normal years)	**+12,893**	**+9,065**	**+7,996**	**+7,996**	**+7,996**
Total water supply (single dry year or multiple dry years)	**49,942**	**55,005**	**60,723**	**60,723**	**60,723**
Water demand[1]	51,589	56,990	62,547	62,547	62,547
Surplus (+)/Deficit (-) (single dry year or multiple dry years)	**-1,647**	**-1,985**	**-1,824**	**-1,824**	**-1,824**

Notes:

[1] Includes existing and planned residential, commercial and industrial, institutional/governmental, landscaping, groundwater recharge, and system losses. Does not include projected water demand associated with the proposed project.

Source: City of Roseville 2022: DWR Tables 4-3, 6-9, 7-2, and 7-3.

WASTEWATER

The City of Roseville, the South Placer Municipal Utility District, and Placer County are regional partners in the South Placer Wastewater Authority (SPWA), a joint powers authority (JPA). The SPWA was created in 2000 to oversee policy for funding regional wastewater infrastructure. The City owns and operates two regional wastewater treatment

facilities on behalf of the regional partners. These treatment facilities are the Dry Creek Wastewater Treatment Plant (DCWWTP) and the PGWWTP. Wastewater from the project site would be treated at the PGWWTP. The City's wastewater collection system includes both gravity wastewater pipelines and lift stations with associated force mains.

Pleasant Grove Wastewater Treatment Plant

The PGWWTP provides tertiary-level treatment through the process of screening, grit removal, extended aeration, secondary clarification, filtration, and ultraviolet disinfection. The plant provides a biological process that achieves full nitrification and de-nitrification and produces recycled water that meets Title 22 regulations. The PGWWTP was originally designed to treat 12 mgd average dry weather flow; however, due to high organic loading from water conservation and other factors, the PGWWTP's effective treatment capacity decreased to approximately 9.5 mgd (City of Roseville 2016). The anticipated growth within the SPWA service area necessitated an expansion of PGWWTP's treatment capacity. Based on growth projections in the SPWA service area, average dry weather flows were projected to exceed 9 mgd around 2025 and be equal to or exceed the PGWWTP's treatment capacity of 9.5 mgd by 2027 (City of Roseville 2017). As a result, the treatment capacity of the PGWWTP was expanded to meet its original 12 mgd design capacity in 2023. The PGWWTP expansion project increased the organic treatment capacity of the plant by adding primary clarification, sludge thickening, and anaerobic digestion to the treatment process. Increasing the organic treatment capacity of the existing PGWWTP from 9.5 mgd to its original design capacity of 12 mgd average dry weather flow will accommodate the anticipated wastewater treatment demands through approximately 2040 (City of Roseville 2017).

ELECTRICITY AND NATURAL GAS

Roseville Electric provides electrical service to customers within the City limits. The City's utility obtains power from a variety of sources. In 2024, Roseville Electric consisted of 31 percent renewable energy, which consisted of solar, wind, hydroelectric, geothermal, and biomass (Roseville Electric 2025). The nearest point of connection to the project site is an existing 12 kilovolt (kV) line located near Blue Oaks Boulevard. The Pacific Gas and Electric Company (PG&E) is the natural gas service provider for the City. PG&E's underground transmission pipelines are located throughout City rights-of-way to serve existing development. Expansion of electrical and natural gas facilities would be required to serve the proposed project.

TELECOMMUNICATIONS

Telecommunication (e.g., phone and internet) facilities are provided through aboveground and underground infrastructure facilities along roads throughout the City. Telecommunications service in the City are provided by a variety of service providers, including by AT&T, Xfinity (Comcast), T-Mobile Home Internet, and Verizon.

SOLID WASTE

Solid waste generated in the city of Roseville is collected and hauled by the City and delivered to the Western Regional Sanitary Landfill, operated by the Western Placer Waste Management Authority (WPWMA) for processing and disposal. The WPWMA is a Joint Powers Authority comprised of the cities of Roseville, Rocklin, and Lincoln and Placer County. The Western Regional Sanitary Landfill is a Class II/III municipal solid waste (non-hazardous) landfill and is permitted to accept 1,900 tons of solid waste per day and 624 vehicles per day. The facility, which opened in 1995, receives, separates, processes, and markets recyclable materials removed from delivered solid waste. In addition to the landfill, the facility includes a public waste and recyclables drop-off area, a compost area, a C&D processing area, the Material Recovery Facility (MRF), and a household hazardous waste collection area. Most solid waste collected from the city of Roseville is delivered to the MRF for processing. The landfill has a total capacity of 36.4 million cubic yards. The maximum permitted throughput at Western Regional Sanitary Landfill is 1,900 tons per day (CalRecycle 2025). As of June 30, 2017, the landfill had a remaining disposal capacity of approximately 24.5 million cubic yards. Based on projected waste disposal, which assumes a 2 percent average annual increase in municipal solid waste, the landfill is currently estimated to reach the end of its life in 2058 (City of Roseville 2020b). Expansion of the landfill to extend its operational life an

additional 43 to 52 years was evaluated in an EIR (WPWMA 2021; State Clearinghouse No. 2019039087). This expansion, which was approved in December 2022, would expand the permitted capacity of the landfill to between 45.1 and 50.2 million cubic yards (WPWMA 2021).

3.11.3 Environmental Impacts and Mitigation Measures

ANALYSIS METHODOLOGY

CEQA Guidelines Section 15155 requires preparation of a WSA when a project is of sufficient size to be defined as a "water-demand project." The analysis of water supply is based on information included in the 2022 WSA (West Yost 2022) and 2025 WSA Amendment (West Yost 2025). Analysis of wastewater treatment, wastewater conveyance, and potable water conveyance is based on information included in the *Phillip Road Site Potable Water Master Plan* (Laugenour and Meikle 2025a), *Phillip Road Site Recycled Water Master Plan* (Laugenour and Meikle 2025b), *Phillip Road Site Wastewater Master Plan* (Laugenour and Meikle 2026), and *Phillip Road Site Water Conservation Plan* (Laugenour and Meikle 2025c).

Impacts associated with electricity and natural gas could occur if the project would require or result in the construction of new or expanded electricity and natural gas facilities, the construction of which could cause significant environmental effects. Impacts on electrical infrastructure and natural gas infrastructure were addressed by evaluating connection points near the project site and examining updates to nearby infrastructure required to adequately serve the project site. Telecommunications facilities are typically co-located with electrical infrastructure; thus, potential effects related to the relocation of construction of electrical (or telecommunications) infrastructure are evaluated together. Additionally, see Section 3.14, "Energy," for analysis of the project impacts related to energy.

Solid waste disposal demands that would result from the project are based on solid waste generation rates in the 2035 General Plan EIR (City of Roseville 2020b). When possible, a quantitative comparison was used to determine impacts of the project on future demands.

THRESHOLDS OF SIGNIFICANCE

Thresholds of significance are based on Appendix G of the State CEQA Guidelines. The project would have a significant impact related to utilities and service systems if it would:

- require or result in the relocation or construction of new or expanded water, or wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects;
- have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry, and multiple dry years;
- result in a determination by the wastewater treatment provider that serves or may serve the project that it has adequate capacity to serve the project's projected demand, in addition to the provider's existing commitments;
- generate solid waste in excess of State or local standards or in excess of the capacity of local infrastructure;
- negatively impact the provision of solid waste services or impair the attainment of solid waste reduction goals; or
- comply with federal, state, and local management and reduction statutes and regulations related to solid waste.

ISSUES NOT DISCUSSED FURTHER

As noted above, project effects related to increased demand for electricity and natural gas for construction and operations are also evaluated in Section 3.14, "Energy." Potential effects related to stormwater and drainage are addressed in Section 3.12, "Hydrology and Water Quality."

ENVIRONMENTAL IMPACTS AND MITIGATION MEASURES

Impact 3.11-1: New or Expanded Utility Infrastructure or Determination of Inadequate Capacity

The project would develop a currently vacant site into a mixed-use development, which would require the extension of nearby potable water, recycled water, wastewater, stormwater, and electrical infrastructure onto the project site. All project-related utility infrastructure extensions and hookups would occur within the disturbance area of the project site, within existing roadways (i.e., Blue Oaks Boulevard, Phillip Road, and Westbrook Boulevard), and within a public utility easement located in City-designated open space along the south side of Blue Oaks Boulevard. The environmental effects of these utility infrastructure extensions and hookups have been analyzed in this EIR and mitigation measures have been identified, where necessary, that would reduce or avoid most impacts to a less-than-significant level. No additional utility infrastructure beyond what was described and evaluated in this EIR would be required to serve the project. Therefore, the impact would be **less than significant**.

The project site is a vacant parcel, and existing utility infrastructure would be extended onto the project site to serve the proposed project from existing, nearby connections, as detailed below. The project also includes the development of a new electrical substation on the project site.

Water Supply

Water supply would be provided to the project site by the City of Roseville Environmental Utilities. The City manages a water distribution system comprised of distribution and transmission mains, storage facilities, pump stations, interties, pressure reducing stations, groundwater facilities, and the Barton Road WTP. The City's water is sourced from surface water and groundwater from the North American Subbasin. The City has a diversion capacity of 150 cfs or 96 mgd at Folsom Dam. From the pump station, raw water is conveyed through parallel pipelines to the Barton Road WTP. Barton Road WTP has a treatment of up to 100 mgd. The project would require construction of new and expanded potable water and recycled water infrastructure. (City of Roseville 2022)

As discussed further under Impact 3.11-2, the potable water demand for the proposed project is estimated to be 368 afy (West Yost 2025). The project would require utility infrastructure extensions to serve potable water to the project, including three transmission line connections. An up to 36-inch pipe would replace or run parallel to the existing 12-inch pipe in Blue Oaks Boulevard. The second connection would be located at the west end of Grasscreek Drive, at the project's eastern property line where an existing 12-inch main was constructed as part of the adjacent Creekview subdivision. The third connection would be in the future Benchmark Drive, when the project begins development of north Pleasant Grove Creek. The low-density residential subdivisions would have a network of 8-inch and 12-inch water mains in the street and the high-density residential development would have a 12-inch loop through the site, in accordance with the City of Roseville Design Standards (Laugenour and Meikle 2025a). All of the potable water infrastructure would be constructed within the disturbance area of the project site or within existing roadways. Impacts associated with construction of new or extended potable water infrastructure are analyzed throughout this EIR.

As discussed further under Impact 3.11-2, the recycled water demand for the proposed project is estimated to be 634 afy, consisting of approximately 96 afy for landscape irrigation and 538 afy for the data center cooling system (if a data center is developed). As demonstrated under Impact 3.11-2, the City's future recycled water supplies are projected to be sufficient to meet anticipated recycled water demands, including those associated with the proposed project. However, the applicant would be required to construct recycled water infrastructure before recycled water can be supplied to the project (Laugenour and Meikle 2025b).

As detailed in Chapter 2, "Project Description," at buildout, the project would involve installation of a new 12-inch recycled water main within Blue Oaks Boulevard that would connect to the existing 24-inch recycled water main at Westbrook Boulevard. The new 12-inch recycled water main would continue along Blue Oaks Boulevard to Street A. The recycled water main size in Street A would be a 10-inch recycled water main at the Blue Oaks Boulevard intersection, then reduced to an 8-inch recycled water main, and then finally a 6-inch recycled water main as it travels north to serve the project site. Additionally, a new 6-inch recycled water main would be installed on the proposed bridge that traverses Pleasant Grove Creek and Pleasant Grove Creek Bypass Channel, to provide service to the

northern portion of the project site. The proposed recycled water pipes have been sized to accommodate the recycled water demand for the project (Laugenour and Meikle 2025b). Impacts associated with construction of recycled water infrastructure proposed within the disturbance area of the project site or within existing roadways are analyzed throughout this EIR.

Based on the above discussion, all project-related potable and recycled water infrastructure would be constructed within the project disturbance area or existing roadways, and the potential impacts of installing this infrastructure have been evaluated in this EIR. No additional potable or recycled water infrastructure beyond what was described and evaluated in this EIR would be required to serve the project.

Wastewater

Wastewater service would be provided to the project site by the City of Roseville Environmental Utilities. The new wastewater infrastructure would carry wastewater from the site to a lift station located south of the Pleasant Grove Creek Bypass Channel and then to the PGWWTP. Dual force mains would be constructed from the lift station along Blue Oaks Boulevard and Westbrook Boulevard to pump flows to a new manhole on the west side of Westbrook Boulevard. A new sewer manhole will be constructed on the west side of Westbrook Boulevard and a gravity pipe will then convey flows to a new sewer manhole in Westbrook Boulevard to connect to the existing 21-inch sewer pipe. The wastewater pipelines have been sized with adequate capacity to serve the project (Laugenour and Meikle 2026). All of the wastewater infrastructure would be within the disturbance area of the project site or within existing roadways. Impacts associated with construction of new or extended utility infrastructure are analyzed throughout this EIR.

PGWWTP was expanded to increase its average flow capacity to 12 mgd. The project is projected to generate approximately 0.4 mgd average dry weather flow of wastewater (Laugenour and Meikle 2026). The project's wastewater output would be approximately 3 percent of the remaining daily average capacity of the PGWWTP. Therefore, the project is not anticipated to strain the wastewater treatment system such that it would require the construction of new or expanded wastewater infrastructure.

Electricity, Natural Gas, and Telecommunications

The project would require the construction of new and expanded electrical and natural gas infrastructure. As detailed in Chapter 2, "Project Description," at buildout, the project is anticipated to need 49 megavolt-ampere (MVA) of power. Roseville Electric has determined that there are 5 MVA of power available for the project. The initial 5 MVA of power requires the extension of two existing 12 kV underground lines. The additional 44 MVA would be provided by a new electrical substation. The substation would be 225 feet by 175 feet. Although substation design is not completed yet, the substation would likely consist of steel structures, approximately 40 feet tall with 70-feet tall steel poles. Two 70-foot-tall double-circuit, single pole construction, overhead 60 kV line extensions will be installed within a public utility easement located in City-designated open space along the south side of Blue Oaks Boulevard. The overhead 60 kV line extensions would begin at the southeast corner of Westbrook Boulevard, extend along the south side of Blue Oaks Boulevard, and connect to the project site on the commercial side of the substation. The proposed location of the substation and proposed alignment for the power lines is shown on Figure 2-9 in Chapter 2, "Project Description."

Physical environmental impacts associated with construction and operation of the new electrical substation and associated infrastructure are evaluated throughout this EIR and mitigation measures are identified, where necessary, that would avoid or reduce most impacts to a less-than-significant level. Thus, project implementation would not result in significant environmental effects associated with the relocation or construction of new or expanded electrical infrastructure.

Summary

The project would develop a currently vacant site into a mixed-use development, which would require extending the surrounding utility infrastructure onto the project site. All project-related utility infrastructure extensions and hookups would occur within the disturbance area of the project site, within existing roadways (i.e., Blue Oaks Boulevard, Phillip Road, and Westbrook Boulevard), and within a public utility easement located in City-designated open space along the south side of Blue Oaks Boulevard. The environmental effects of these utility infrastructure extensions and hookups have been analyzed in this EIR and mitigation measures have been identified, where necessary, that would reduce or avoid most impacts to a less-than-significant level. No additional utility infrastructure beyond what was described and evaluated in this EIR would be required to serve the project. Therefore, the impact would be **less than significant**.

Mitigation Measures

No mitigation is required.

Impact 3.11-2: Adequacy of Water Supplies

The projected water supplies in normal years would exceed water demands for the City, including the proposed project. In single dry and multiple dry years, there would be a deficit in projected water supplies. However, the City will implement the provisions of its WSCP to reduce water demand and make up the supply deficit in the event of any water shortages. Therefore, with implementation of water conservation measures, the City is expected to have adequate water supplies to serve the project in addition to the City's projected water demand in the 2020 UWMP during normal, dry, and multiple dry years. In addition, in 2023, the City and PCWA amended their longstanding water agreement to allow the City additional water supplies to address future needs of newly planned development areas, infill areas, and accessory dwelling units to meet the requirements of the State's Regional Housing Needs Assessment. The impact would be **less than significant**.

As described above in Section, 3.11.2, "Environmental Setting," the 2020 UWMP is a long-term water resource planning document used by the City to ensure there is enough water to meet both existing and future demands in normal, dry, and multiple dry years. The City's 2020 UWMP projects potable water demand through 2035 by applying the City's current land-use based unit water demand factors to land uses in the city's various specific plans at buildout. At the time the 2020 UWMP was prepared, the proposed project was not considered in the City's water demand projections.

As discussed in Section 3.11.1, "Regulatory Setting," a 2022 WSA was prepared to evaluate the availability of water supplies to serve the Roseville Industrial Park Project, which was previously planned for development at the project site. An amendment to the 2022 WSA was prepared in December 2025 to provide updated water demand projections for the project as currently proposed. The 2025 WSA Amendment also considers updated water supply availability information that became available subsequent to the release of the City of Roseville 2020 UWMP and the 2022 WSA. The following analysis considers whether sufficient water supplies are available to serve the proposed project and reasonably foreseeable future development during normal, dry, and multiple dry years, relying on the findings of the 2022 WSA and 2025 WSA Amendment.

2022 WSA Findings for the Previously Proposed Project

The previously proposed project was estimated to have approximately 1,938 employees and up to 15 industrial buildings totaling approximately 2,415,000 square feet. The land uses that were assumed for the previously proposed project were light manufacturing, warehouse and distribution uses, and a potential electrical substation. The total water demand for the previously proposed project was estimated to be 561 afy, including 518 afy of potable water and 43 afy of recycled water (West Yost 2022).

Because the previously proposed project was not included in the City's 2020 UWMP, the 2022 WSA recalculated supply and demand comparisons for normal, single dry, and multiple dry years to include the projected water demand for the project (Table 3.11-4). According to the City's 2020 UWMP and the technical analysis provided in the 2022 WSA, no water supply shortages were projected during normal water years through 2045. In single dry years, supply shortages of up to 3.7 percent were projected, and in multiple dry years, shortages ranging from 0.3 percent to 8.6 percent were projected in the fourth and fifth years of an extended drought.

Table 3.11-4 Summary of City of Roseville + Roseville Industrial Park Project Water Supply and Demand Comparison

Year Type	2025	2030	2035	2040	2045
Normal Year					
Total water supply	64,496	66,084	70,586	70,586	70,586
City water demand	51,589	56,990	62,546	62,546	62,546

Year Type	2025	2030	2035	2040	2045
Roseville Industrial Park Project water demand	187	374	561	561	561
Surplus (+)/Deficit (-)	**+12,720**	**+8,720**	**+7,479**	**+7,479**	**+7,479**
Percent Shortfall	--	--	--	--	--
Single Dry Year					
Total water supply	49,956	55,034	60,767	60,767	60,767
City water demand	51,589	56,990	62,546	62,546	62,546
Roseville Industrial Park Project water demand	187	374	561	561	561
Surplus (+)/Deficit (-)	**-1,820**	**-2,330**	**-2,340**	**-2,340**	**-2,340**
Percent Shortfall	**3.5%**	**4.1%**	**3.7%**	**3.7%**	**3.7%**
Multiple Dry Year 1					
Total water supply	64,496	66,084	70,586	70,586	70,586
City water demand	51,589	56,990	62,546	62,546	62,546
Roseville Industrial Park Project water demand	187	374	561	561	561
Surplus (+)/Deficit (-)	**+12,720**	**+8,720**	**+7,479**	**+7,479**	**+7,479**
Percent Shortfall	--	--	--	--	--
Multiple Dry Year 2					
Total water supply	59,596	61,184	65,686	65,686	65,686
City water demand	51,589	56,990	62,546	62,546	62,546
Roseville Industrial Park Project water demand	187	374	561	561	561
Surplus (+)/Deficit (-)	**+7,820**	**+3,820**	**+2,579**	**+2,579**	**+2,579**
Percent Shortfall	--	--	--	--	--
Multiple Dry Year 3					
Total water supply	59,596	61,184	65,686	65,686	65,686
City water demand	51,589	56,990	62,546	62,546	62,546
Roseville Industrial Park Project water demand	187	374	561	561	561
Surplus (+)/Deficit (-)	**+7,820**	**+3,820**	**+2,579**	**+2,579**	**+2,579**
Percent Shortfall	--	--	--	--	--
Multiple Dry Year 4					
Total water supply	51,596	53,184	57,686	57,686	57,686
City water demand	51,589	56,990	62,546	62,546	62,546
Roseville Industrial Park Project water demand	187	374	561	561	561
Surplus (+)/Deficit (-)	**-180**	**-4,180**	**-5,421**	**-5,421**	**-5,421**
Percent Shortfall	**0.3%**	**7.3%**	**8.6%**	**8.6%**	**8.6%**
Multiple Dry Year 5					
Total water supply	49,956	55,034	60,767	60,767	60,767

Year Type	2025	2030	2035	2040	2045
City water demand	51,589	56,990	62,546	62,546	62,546
Roseville Industrial Park Project water demand	187	374	561	561	561
Surplus (+)/Deficit (-)	**-1,820**	**-2,330**	**-2,340**	**-2,340**	**-2,340**
Percent Shortfall	**3.5%**	**4.1%**	**3.7%**	**3.7%**	**3.7%**

Source: West Yost 2022: Tables 5-3, 7-2, and 7-3.

The City has established several mechanisms for ensuring sufficient water supplies during normal conditions and periods of water shortage, including contingency planning, water conservation measures, and agreements for additional water. The City will implement the provisions of its WSCP, described above in Section 3.11.2, "Environmental Setting," to reduce water demand and make up the supply deficit in the event of any water shortages. During water shortages, all City water customers would be subject to WSCP water use restrictions. As noted above, the City's WSCP and Municipal Code include a five-stage plan describing specific actions to reduce water demand by up to 10 percent under a Stage 1 drought, 20 percent under a Stage 2 drought, 30 percent under a Stage 3 drought, 40 percent under a Stage 4 drought, and up to and greater than 50 percent under a Stage 5 drought (City of Roseville 2022). In addition, the City has a target of reducing water use by about 10 percent by 2030 in accordance with California's "Making Conservation a California Way of Life" regulatory framework (City of Roseville 2024). To further enhance water supply reliability, in 2023, the City and PCWA amended their longstanding water agreement to allow the City to purchase additional water supplies to address future needs of newly planned development areas, infill areas, and accessory dwelling units to meet the requirements of the State's Regional Housing Needs Assessment.

2025 WSA Amendment Findings for the Proposed Project

The proposed project includes residential, retail, medical offices, and innovation center uses, as well as parks, open space, and trails. For the purposes of the 2025 WSA Amendment, the proposed land uses are characterized as community commercial, light industrial, and public land uses. The total water demand for the proposed project is estimated to be 1,002 afy, consisting of 368 afy of potable water demand and 634 afy of recycled water demand (West Yost 2025).

Table 3.11-5 shows the projected annual water demand for each proposed land use, totaling approximately 518 afy; however, the potable water demand is 368 afy when subtracting the amount of irrigation water that would be supplied by recycled water rather than potable water (97 afy) and the amount of water that would be conserved with implementation of water conservation measures, such as reducing the turf area and utilizing smart controllers for water irrigation (54 afy). All irrigation for the proposed project, except the medium density residential, would use the recycled water system.

Table 3.11-5 Summary of Projected Water Demands for the Proposed Project

Location	Land Use	Dwelling Units (DU)	Water Demand Area (ac)	Average Day Unit Water Demand Factor[1]	Average Day Demand (gpd)[2]	Annual Demand (afy)	Recycled Water Demand (afy)[3]
LL1	Community Commercial	--	4.139	2,598 gpd/ac	10.753	12.0	4.5
LL2	Community Commercial	--	3.774	2,598 gpd/ac	9,805	11.0	4.1
LL3	Light Industrial	--	9.180	2,598 gpd/ac	23,850	26.7	10.0
LL4	Public Quasi Public	--	1.033	1,780 gpd/ac	1,839	2.1	1.9
LL5	Light Industrial	--	8.173	2,598 gpd/ac	21,233	23.8	546.6
LL6	Light Industrial	--	7.588	2,598 gpd/ac	19,714	22.1	8.2

Location	Land Use	Dwelling Units (DU)	Water Demand Area (ac)	Average Day Unit Water Demand Factor[1]	Average Day Demand (gpd)[2]	Annual Demand (afy)	Recycled Water Demand (afy)[3]
LL7	Light Industrial	--	7.252	2,598 gpd/ac	18,841	21.1	7.9
LL8	Light Industrial	--	7.508	2,598 gpd/ac	19,506	21.9	8.2
LL9	Light Industrial	--	7.494	2,598 gpd/ac	19,469	21.8	8.1
LL10	Light Industrial	--	8.949	2,598 gpd/ac	23,250	26.0	9.7
LL11	Public Quasi Public	--	0.396	1,780 gpd/ac	705	0.8	0.7
LL12	Low-Medium Density Residential (>6 to 8 du/ac)	162	25.598	430 gpd/du	69,660	78.0	0.0
LL13	Low-Medium Density Residential (>6 to 8 du/ac)	156	23.604	430 gpd/du	67,080	75.1	0.0
LL14	Park	--	3.010	2,988 gpd/ac	8,994	10.1	9.8
LL15	High Density Residential (>16 du/ac)	135	5.859	177 gpd/du	23,895	26.8	8.5
LL16	Open Space	--	13.878	--	--	--	0.0
LL17	Low Density Residential (>3.5 to 5 du/ac)	105	24.257	600 gpd/du	63,000	70.6	0.0
LL18	Park	--	1.904	2,988 gpd/ac	5,689	6.4	6.2
LL19	Low-Medium Density Residential (>5 to 6 du/ac	106	20.714	521 gpd/du	55,226	61.9	0.0
LL20	Open Space	--	1.026	--	--	--	0.0
Total	--	664	185.336	--	462,508	518.1	634.4

Notes: ac = acre; afy = acre-feet per year; du = dwelling unit; gpd = gallon per day

[1] The average day unit water demand factors for each land use category are found in Section 8-6 of the City of Roseville Design Standards (City of Roseville 2025).

[2] The average day demand is equal to the water demand area multiplied by the average day unit water demand factor.

[3] The recycled water annual demand is found in Table 5 of the Phillip Road Site Potable Master Plan (Laugenour and Meikle 2025a)

Source: Laugenour and Meikle 2025a: Table 2

As shown in Table 3.11-6, the water demand for the proposed project reflects a 150 afy decrease in potable water demand and a 591 afy increase in recycled water demand from what was projected for the previously proposed project. As discussed in Section 2.4.2, "Proposed Land Use Designation," data centers are one of the "specialized industrial" uses that would either be conditionally or principally permitted under the project. If a data center is developed, its cooling system is anticipated to have a water demand of 538 afy, which is planned to be met completely with recycled water. The landscape irrigation demand for the proposed project is anticipated to be 96 afy,

which is also expected to be served by the City's recycled water system. Recycled water demands would be served from the potable water system in the interim until the necessary recycled water system infrastructure is operational.

Table 3.11-6 Summary of Projected Water Demands

	Roseville Industrial Park Project (Previously Proposed Project)	Proposed Project	Change
Potable Water Demand	518 afy	368 afy	-150 afy
Recycled Water Demand	43 afy	634 afy[1]	+590 afy
Total Water Demand	**561 afy**	**1,002 afy**	**+441 afy**

Notes:

[1] The recycled water demand shown includes 97 afy for irrigation demand and 537 afy for the data center. Per the Phillip Road Recycled Water Master Plan (Laugenour and Meikle 2025b), the irrigation demand would be reduced to 38 afy with conservation, including turf area reduction and installation of smart controllers.

Source: West Yost 2025.

Because the proposed project would have a lower potable water demand (368 afy) than the previously proposed project (518 afy), the findings in the 2022 WSA remain valid and indicate that sufficient potable water supplies are available to meet projected demands under normal water year conditions through 2045 (West Yost 2025). The City's WSCP would continue to apply in the event of shortages during single dry years or extended drought conditions. As noted in Section 3.11.2, "Environmental Setting," the City's WSCP and Municipal Code include a five-stage plan describing specific actions to reduce water demand by up to 10 percent under a Stage 1 drought, 20 percent under a Stage 2 drought, 30 percent under a Stage 3 drought, 40 percent under a Stage 4 drought, and up to and greater than 50 percent under a Stage 5 drought (City of Roseville 2022). If the WSCP is implemented, the proposed project would be subject to the same water use restrictions as other customers.

The proposed project would have a higher recycled water demand (634 afy) than the previously proposed project (43 afy). The recycled water demand would not affect potable water supply reliability. However, as noted under Impact 3.11-1, the applicant would be required to construct recycled water infrastructure before recycled water can be supplied to the project, which would consist of recycled water mains that are sized to accommodate the recycled water demand for the project (refer to Impact 3.11-1 for a description of the required recycled water infrastructure) (Laugenour and Meikle 2025b).

As shown in Table 3.11-7, the proposed project would generate an average dry weather flow of 0.173 mgd, which is equivalent to 194 afy. The City has committed to supply recycled water for irrigation equivalent to 69 percent of the average dry weather flow generated by the project, which is 134 afy. Therefore, there would be sufficient recycled water to meet the irrigation recycled water demand of approximately 96 afy (Laugenour and Meikle 2025b).

Table 3.11-7 Summary of Available Recycled Water Supply and Irrigation Demand for the Proposed Project

Location	Sewer Location	Recycled Water Supply (adwf) (mgd)[1]	Annual Recycled Water Supply (afy)	Adjusted Supply – 69% (afy)	Recycled Water Demand (afy)	Recycled Water Demand after Landscape Area Reduction (afy)[2]	Recycled Water Demand After Turf Area Reduction (afy)[3]	Recycled Water Demand After Smart Controllers (afy)[4]	Recycled Water Demand After Conservation (afy)	Difference (afy)
LL1	Building A	0.0033	3.7	2.6	4.5	4.5	2.9	2.3	2.3	0.2
LL2	Building B	0.0033	3.7	2.6	4.1	4.1	2.7	2.1	2.1	0.4
LL3	Building C	0.0078	8.7	6.0	10.0	6.6	4.3	3.5	3.5	2.6
LL4	Substation	0.0007	0.8	0.5	1.9	1.9	1.2	1.0	1.0	-0.4
LL5	Building D	0.0069	7.7	5.3	8.9	5.9	3.8	3.1	3.1	2.3

Location	Sewer Location	Recycled Water Supply (adwf) (mgd)[1]	Annual Recycled Water Supply (afy)	Adjusted Supply – 69% (afy)	Recycled Water Demand (afy)	Recycled Water Demand after Landscape Area Reduction (afy)[2]	Recycled Water Demand After Turf Area Reduction (afy)[3]	Recycled Water Demand After Smart Controllers (afy)[4]	Recycled Water Demand After Conservation (afy)	Difference (afy)
LL6	Building E	0.0064	7.2	4.9	8.2	5.5	3.6	2.9	2.9	2.1
LL7	Building F	0.0062	6.9	4.8	7.9	5.3	3.4	2.7	2.7	2.1
LL8	Building G	0.0064	7.2	4.9	8.2	5.4	3.5	2.8	2.8	2.1
LL9	Building H	0.0064	7.2	4.9	8.1	5.4	3.5	2.8	2.8	2.1
LL10	Building I	0.0076	8.5	5.9	9.7	6.5	4.2	3.4	3.4	2.5
LL11	SS Lift Station	0.0003	0.3	0.2	0.7	0.7	0.5	0.4	0.4	-0.1
LL12	Village 1	0.03	33.6	23.2	--	--	--	--	--	23.2
LL13	Village 2	0.03	33.6	23.2	--	--	--	--	--	23.2
LL14	Park	--	--	--	9.8	9.8	6.4	5.1	5.1	-5.1
LL15	Res-Multi	0.0176	19.7	13.6	8.5	5.7	3.7	3.0	3.0	10.6
LL16	Creek	--	--	--	--	--	--	--	--	--
LL17	Village 3	0.02	22.4	15.5	--	--	--	--	--	15.5
LL18	Park North	--	--	--	6.2	6.2	4.0	3.2	3.2	-3.2
LL19	Village 4	0.02	22.4	15.5	0.0	--	--	--	--	15.5
LL20	Bike Trail	--	--	--	--	--	--	--	--	--
Total	--	0.173	193.7	133.6	96.6	73.6	47.8	38.3	38.3	95.4

Notes: adwf = average dry weather flow; afy = acre-feet per year; mgd = million gallons per day

[1] The recycled water supply is the wastewater generated by the proposed project's land uses.

[2] Irrigated surface area factor reduced from 30 to 20 percent for light industrial and 40 to 27 percent for high-density residential.

[3] A turf area reduction of 50 percent in irrigated surface area results in a 35 percent reduction in irrigation demand.

[4] Smart controllers reduce irrigation amounts by an estimated 20 percent.

Source: Laugenour and Meikle 2025b: Table 8.

As shown in Table 3.11-8, the proposed irrigation demand exceeds the recycled water supplied by the wastewater systems of the proposed project for five months (i.e., May through September). Therefore, water conservation measures (i.e., reducing the turf area and utilizing smart controllers for water irrigation) have been incorporated into the project to reduce water demand (Laugenour and Meikle 2025b).

Table 3.11-8 Comparison of Recycled Water Demand and Supply

Month	Recycled Water Supply (acre-feet)	Recycled Water Demand Before Conservation (acre-feet)	Surplus/Deficit Supply Before Conservation (acre-feet)	Supplemental Demand Required Before Conservation?	Recycled Water Demand After Conservation (acre-feet)	Surplus/Deficit Supply After Conservation (acre-feet)	Supplemental Demand Required After Conservation?
January	11.1	0	+11.1	No	0	+11.1	No
February	11.1	0	+11.1	No	0	+11.1	No
March	11.1	1.1	+10.0	No	0.4	+10.7	No
April	11.1	7.2	+3.9	No	2.9	+8.2	No
May	11.1	12.8	-1.7	Yes	5.1	+6.0	No
June	11.1	17.9	-6.8	Yes	7.1	+4.0	No
July	11.1	20.6	-9.5	Yes	8.1	+3.0	No
August	11.1	17.9	-6.8	Yes	7.1	+4.0	No
September	11.1	12.8	-1.7	Yes	5.1	+6.0	No
October	11.1	6.4	+4.7	No	2.5	+8.6	No
November	11.1	0	+11.1	No	0	+11.1	No
December	11.1	0	+11.1	No	0	+11.1	No
Total	133.2	96.6	37.0	--	38.3	95.3	--

Source: Laugenour and Meikle 2025b: Tables 10 and 11.

The proposed project includes an option for a data center, which would require a cooling system that utilizes recycled water. If a data center is constructed, the cooling system is anticipated to produce a waste of 33 percent of the recycled water demand. The 33 percent waste would be conveyed by the sewer system from the project site and returned to the recycled water supply. The monthly recycled water demand for the data center is estimated to be 44.8 acre-feet per month, which exceeds the recycled water supply generated by the proposed project (equivalent to approximately 11.1 acre-feet per month, as shown in Table 3.11-8). However, the City has a surplus of available recycled water supply that would be available to meet this demand. As noted above, the applicant would be required to construct recycled water infrastructure before recycled water can be supplied to the project (Laugenour and Meikle 2025b).

Based on the above discussion, and as documented in the 2022 WSA and 2025 WSA Amendment, the City would have sufficient water supplies to serve the proposed project in addition to the City's projected water demand in the 2020 UWMP during normal, dry, and multiple dry years. Therefore, the impact would be **less than significant**.

Mitigation Measures

No mitigation is required.

Impact 3.11-3: Landfill Capacity and Compliance with Solid Waste Regulations

The project's anticipated solid waste production of 7.5-8 tons per day would comprise approximately 0.4 percent of the Western Regional Sanitary Landfill's remaining daily capacity. Given the project's small contribution to the landfill's remaining capacity, it is not anticipated that the project would generate solid waste in excess of the capacity of local infrastructure. Additionally, the project would comply with all applicable federal, state, and local management and reduction statutes related to solid waste, including the state Integrated Waste Management Act and the solid waste policies of the City of Roseville General Plan. For these reasons, the project would have a **less-than-significant** impact on generating solid waste in excess of state or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals.

At full buildout, the proposed project is expected to result in 910-980 new employees and 1,550–1,650 residents. Assuming a solid waste generation rate of 8.2 pounds per day (ppd) per employee consistent with the 2035 General Plan EIR (City of Roseville 2020b), the project would generate approximately 7,462-8,036 ppd or 3.7-4 tons per day of solid waste. Assuming a solid waste generation rate of 4.8 pounds ppd per resident consistent with the 2035 General Plan EIR (City of Roseville 2020b), the project would generate approximately 7,440–7,920 ppd or 3.7-4 tpd of solid waste. Altogether, the project is anticipated to generate approximately 14,902–15,956 ppd or 7.5-8 tpd. Solid waste collection at the project site would be provided by the City, which provides both solid waste and recycling services within the City limits. As described above in Section 3.11.2, "Environmental Setting," the closest landfill to the project site is the Western Regional Sanitary Landfill, which has a remaining capacity of 24.5 million cubic yards and a maximum permitted throughput of 1,900 tons per day (City of Roseville 2020b). As of 2018, the average weekday tonnage accepted at the Western Regional Sanitary Landfill was 822 tpd (WPWMA 2021). The maximum permitted throughput at Western Regional Sanitary Landfill is 1,900 tpd (CalRecycle 2025). Therefore, the project's anticipated solid waste production of 7.5-8 tons per day would comprise approximately 0.4 percent of the remaining daily capacity for the Western Regional Sanitary Landfill. Given the project's small contribution to the Western Regional Sanitary Landfill's remaining daily capacity, it is not anticipated that the project would generate solid waste in excess of the capacity of local infrastructure.

Additionally, the project would comply with all applicable federal, state, and local management and reduction statutes related to solid waste, including the state Integrated Waste Management Act and the solid waste policies of the City of Roseville General Plan. As detailed in Section 3.11.1, "Regulatory Setting," the Integrated Waste Management Act requires businesses that generate 4 cubic yards or more of commercial solid waste per week to arrange for recycling services. The project would have recycling services provided by the City, and the Western Regional Sanitary Landfill is a mixed waste processing facility. The City provides organic waste services that the project would use during operation. Given that the City provides both organic waste and recycling services and these services would be provided to the project, the project would comply with the Integrated Waste Management Act. Additionally, the City's General Plan has a policy of ensuring compliance with state law (Policy PF8.2).

Solid waste generated by the project would be a small percent of the remaining daily capacity of the Western Regional Sanitary Landfill. In addition, the project would be in compliance with applicable state solid waste regulations and would therefore also comply with General Plan Policy PF8.2. The project would have a **less-than-significant** impact because it would not generate solid waste in excess of state or local standards, or in excess of the capacity of local infrastructure, and would not otherwise impair the attainment of solid waste reduction goals.

Mitigation Measures

No mitigation is required.

3.12 HYDROLOGY AND WATER QUALITY

This section identifies the regulatory context and policies related to hydrology and water quality, describes the existing hydrologic conditions at the project site, and evaluates potential hydrology, drainage, and receiving water-quality impacts of the proposed project. Potential effects related to water supply and sewer/wastewater facilities are addressed in Section 3.11, "Utilities and Service Systems."

Several comment letters regarding hydrology and water quality were received in response to the notice of preparation (see Appendix A). The Central Valley Regional Water Quality Control Board (RWQCB) expressed concerns about the regulatory context that would apply to the project. Placer County recommended that the EIR evaluate potential impacts related to groundwater recharge as a result of increased impervious surfaces, feasibility and benefits of implementing bioretention swales or other features, feasibility and benefits of utilizing recycled water, and potential impacts related to groundwater quality and quantity. Additionally, comments were received from members of the public regarding potential impacts related to Folsom Dam failure, potential flood hazards, capacity of the modified retention system, and infrastructure and downstream effects. These comments are addressed in this section.

3.12.1 Regulatory Setting

FEDERAL

Clean Water Act

The US Environmental Protection Agency (EPA) is the lead federal agency responsible for water quality management. The Clean Water Act (CWA) is the primary federal law that governs and authorizes water quality control activities by EPA as well as the states. Various elements of the CWA address water quality. These are discussed below.

CWA Water Quality Criteria/Standards

Pursuant to federal law, EPA has published water quality regulations under Title 40 of the Code of Federal Regulations. Section 303 of the CWA requires states to adopt water quality standards for all surface waters of the United States. As defined by CWA, water quality standards consist of designated beneficial uses of the water body in question and criteria that protect the designated uses. Section 304(a) requires EPA to publish advisory water quality criteria that accurately reflect the latest scientific knowledge on the kind and extent of all effects on the environment and health and welfare that may be expected from the presence of pollutants in water. Where multiple uses exist, water quality standards must protect the most sensitive use. As described in the discussion of state regulations below, the State Water Resources Control Board (SWRCB) and its nine regional water quality control boards (RWQCBs) have designated authority in California to identify beneficial uses and adopt applicable water quality objectives.

CWA Section 303(d) Impaired Waters List

Under Section 303(d) of the CWA, states are required to develop lists of water bodies that do not attain water quality objectives after implementation of required levels of treatment by point source dischargers (municipalities and industries). Section 303(d) requires that the state develop a total maximum daily load (TMDL) for each of the listed pollutants. The TMDL is the amount of the pollutant that the water body can receive and still comply with water quality objectives. The TMDL is also a plan to reduce loading of a specific pollutant from various sources to achieve compliance with water quality objectives. In California, implementation of TMDLs is achieved through water quality control plans, known as Basin Plans, of the state RWQCBs. See the discussion of state plans, policies, regulations, and laws below.

National Pollutant Discharge Elimination System

The National Pollutant Discharge Elimination System (NPDES) permit program was established in the CWA to regulate municipal and industrial discharges to surface waters of the United States. NPDES permit regulations have been established for broad categories of discharges including point source waste discharges and nonpoint source stormwater

runoff. Each NPDES permit identifies limits on allowable concentrations and mass emissions of pollutants contained in the discharge. Sections 401 and 402 of the CWA contain general requirements regarding NPDES permits.

"Nonpoint source" pollution originates over a wide area rather than from a definable point. Nonpoint source pollution often enters receiving water in the form of surface runoff and is not conveyed by way of pipelines or discrete conveyances. Two types of nonpoint source discharges are controlled by the NPDES program: discharges caused by general construction activities and the general quality of stormwater in municipal stormwater systems. The goal of the NPDES nonpoint source regulations is to improve the quality of stormwater discharged to receiving waters to the maximum extent practicable. The RWQCBs in California are responsible for implementing the NPDES permit system (see the discussion of state plans, policies, regulations, and laws below).

National Flood Insurance Act

The Federal Emergency Management Agency (FEMA) is tasked with responding to, planning for, recovering from, and mitigating against disasters. The Federal Insurance and Mitigation Administration within FEMA is responsible for administering the National Flood Insurance Program (NFIP) and administering programs that aid with mitigating future damages from natural hazards.

FEMA prepares Flood Insurance Rate Maps (FIRMs) that delineate the regulatory floodplain to assist local governments with the land use planning and floodplain management decisions needed to meet the requirements of NFIP. Floodplains are divided into flood hazard areas, which are areas designated according to their potential for flooding, as delineated on FIRMs. Special Flood Hazard Areas are the areas identified as having a 1 percent chance of flooding in each year (otherwise known as the 100-year flood). In general, the NFIP mandates that development is not to proceed within the regulatory 100-year floodplain if the development is expected to increase flood elevation by 1 foot or more.

STATE

California Porter-Cologne Act

California's primary statute governing water quality and water pollution issues with respect to both surface waters and groundwater is the Porter-Cologne Water Quality Control Act of 1970 (Porter-Cologne Act). The Porter-Cologne Act grants the SWRCB and each of the nine RWQCBs power to protect water quality and is the primary vehicle for implementation of California's responsibilities under the CWA. The applicable RWQCB for the proposed project is the Central Valley RWQCB. The SWRCB and the Central Valley RWQCB have the authority and responsibility to adopt plans and policies, regulate discharges to surface and groundwater, regulate waste disposal sites, and require cleanup of discharges of hazardous materials and other pollutants. The Porter-Cologne Act also establishes reporting requirements for unintended discharges of any hazardous substances, sewage, or oil or petroleum products.

Under the Porter-Cologne Act, each RWQCB must formulate and adopt a water quality control plan (known as a "Basin Plan") for its region. The Basin Plan for the Central Valley region includes a comprehensive list of waterbodies within the region and detailed language about the components of applicable Water Quality Objectives (WQOs). The Basin Plan recognizes natural water quality, existing and potential beneficial uses, and water quality problems associated with human activities throughout the Sacramento and San Joaquin River Basins. Through the Basin Plan, the Central Valley RWQCB executes its regulatory authority to enforce the implementation of TMDLs, and to ensure compliance with surface WQOs. The Basin Plan includes both narrative, and numerical WQOs designed to provide protection for all designated and potential beneficial uses in all its principal streams and tributaries. Applicable beneficial uses include municipal and domestic water supply, irrigation, non-contact and contact water recreation, groundwater recharge, freshwater replenishment, hydroelectric power generation, and preservation and enhancement of wildlife, fish, and other aquatic resources.

The Central Valley RWQCB also administers the adoption of waste discharge requirements, manages groundwater quality, and adopts projects within its boundaries under the NPDES General Permit for Stormwater Discharges Associated with Construction and Land Disturbance Activities (General Permit).

NPDES General Permit

The SWRCB adopted the statewide NPDES General Permit in August 1999. The state requires that projects disturbing more than 1 acre of land during construction file a Notice of Intent with the RWQCB to be covered under the permit. Construction activities subject to the General Permit include clearing, grading, stockpiling, and excavation. Dischargers are required to eliminate or reduce non stormwater discharges to storm sewer systems and other waters. A stormwater pollution prevention plan (SWPPP) must be developed and implemented for each site covered by the permit. The SWPPP must include best management practices (BMPs) designed to prevent construction pollutants from contacting stormwater and keep products of erosion from moving off-site into receiving waters throughout the construction and life of the project; the BMPs must address source control and, if necessary, pollutant control.

NPDES Stormwater Permit for Discharges from Small Municipal Separate Storm Sewer Systems

The Municipal Stormwater Permitting Program regulates stormwater discharges from municipal separate storm sewer systems (MS4s). Stormwater is runoff from rain or snow melt that runs off surfaces such as rooftops, paved streets, highways, or parking lots and can carry with it pollutants such as oil, pesticides, herbicides, sediment, trash, bacteria, and metals. The runoff can then drain directly into a local stream, lake, or bay. Often, the runoff drains into storm drains that eventually drain untreated into a local waterbody.

As a Phase II community, the City is currently required to operate under an NPDES Municipal Stormwater Permit administered by the state. The City's Stormwater Management Plan was adopted and approved by the RWQCB, and the City received a Phase II Stormwater Permit in 2004. The SWRCB is currently updating the General Phase II permit requirements, which are expected to be more in line with the current Phase I requirements. Upon the adoption of the updated General Phase II Permit by the state, the City will update its Stormwater Permit to comply with the new requirements.

California Water Code

The California Water Code is enforced by the California Department of Water Resources (DWR). The mission of DWR is "to manage the water resources of California in cooperation with other agencies, to benefit the state's people, and to protect, restore, and enhance the natural and human environments." DWR is responsible for promoting California's general welfare by ensuring beneficial water use and development statewide.

Groundwater Management

Groundwater Management is outlined in the California Water Code (CWC), Division 6, Part 2.75, Chapters 1-5, Sections 10750 through 10755.4. The Groundwater Management Act was first introduced in 1992 as Assembly Bill (AB) 3030 and has since been modified by Senate Bill (SB) 1938 in 2002, AB 359 in 2011, and the Sustainable Groundwater Management Act (SB 1168, SB 1319, and AB 1739) in 2014. The intent of the Acts is to encourage local agencies to work cooperatively to manage groundwater resources within their jurisdictions and to provide a methodology for developing a Groundwater Management Plan.

The Sustainable Groundwater Management Act of 2014 (SGMA) became law on January 1, 2015 and applies to all groundwater basins in the state (CWC Section 10720.3). By enacting the SGMA, the legislature intended to provide local agencies with the authority and the technical and financial assistance necessary to sustainably manage groundwater within their jurisdiction (CWC Section 10720.1).

Pursuant to the SGMA, any local agency that has water supply, water management, or land use responsibilities within a groundwater basin may elect to be a "groundwater sustainability agency" for that basin (CWC Section 10723). West Placer Groundwater Sustainability Agency (WPGSA) consists of the cities of Roseville and Lincoln, Placer County Water Agency, Nevada Irrigation District, and Placer County. The WPGSA is one of a group of five GSAs formed within the North American Subbasin that consist of the West Placer, Sacramento, South Sutter Water District, Sutter County, and Recreation District 1001 GSAs.

The SGMA also requires DWR to categorize each groundwater basin in the state as high, medium, low, or very low priority to ensure the sustainability of groundwater resources (CWC Sections 10720.7, 10722.4). On December 15, 2014, DWR announced its official "initial prioritization" of the state's groundwater basins for purposes of complying

with the SGMA, and this priority list became effective on January 1, 2015 (DWR 2022a). DWR has ranked the North American Subbasin as "high priority." The Groundwater Sustainability Plan for the North American Subbasin was published in 2021 (RD 1001 et al. 2021).

Central Valley Flood Protection Act

The Central Valley Flood Protection Act of 2008 establishes the 200-year flood event as the minimum level of protection for urban and urbanizing areas. As part of the state's FloodSAFE program, those urban and urbanizing areas protected by flood control project levees must receive protection from the 200-year flood event level by 2025. DWR and Central Valley Flood Protection Board (CVFPB) collaborated with local governments and planning agencies to prepare the 2012 Central Valley Flood Protection Plan (CVFPP), which the CVFPB adopted on June 29, 2012. The Central Valley Flood Protection Act calls for updates to the CVFPP every five years. The 2022 CVFPP Update, adopted in December 2022, serves as California's strategic and financial blueprint to improve flood risk management in the Central Valley and focuses on flood system climate resiliency; accountability and adaptation through performance tracking; and strategic alignment with other state water management planning efforts (DWR 2022b).

The CVFPB authority and procedures are derived from the California Water Code and Title 23 of the California Code of Regulations (CCR). These regulations provide guidance when determining if a permit is needed for any project that may encroach upon, improve, alter or affect adopted plans of flood control (including federal/State flood control systems, regulated streams and designated floodways under CVFPB's jurisdiction). An encroachment permit is required for any proposed work that is located:

- between or in the vicinity of any Federal Project Levees within a State Plan of Flood Control;
- within 100-foot proximity of a non-leveed Regulated Stream listed in California Code of Regulations, Title 23, Waters, Division 1, Article 8, Table 8.1;
- within a Designated Floodway that has been adopted by the CVFPB; or
- within a Sacramento San Joaquin Drainage District (SSJDD) Easement.

The project is not located in the vicinity of any Federal Project Levees. Pleasant Grove Creek, which flows through the project site, is identified in Table 8-1 of Title 23 as a Regulated Stream. The CVFPB has not adopted Pleasant Grove Creek as a Designated Floodway and the project site is not located within a SSJDD easement. However, because the project includes activities within 100 feet of Pleasant Grove Creek (which is a Regulated Stream), including a new bridge across the creek, an encroachment permit from the CVFPB would be required for bridge construction.

LOCAL

City of Roseville General Plan

The Open Space and Conservation and Safety Elements of the *City of Roseville General Plan* (2020a) contain the following policies that may be applicable to the project:

- **Policy OS3.1:** Utilize cost-effective urban run-off controls, including Best Management Practices, such as low impact development and naturalized stormwater management features, to reduce the rate of stormwater runoff and limit urban pollutants from entering the watercourses.
- **Policy OS3.2:** Implement erosion control and topsoil conservation measures to limit sediments within watercourses.
- **Policy OS3.3:** Ensure a buffer area between waterways and urban development to protect water quality and riparian areas.
- **Policy SAFE2.1:** Continue to regulate, through land use, zoning, and other restrictions, all uses and development in areas subject to potential flooding and require new development to comply with the State Plan of Flood Control requirements.

- **Policy SAFE2.5:** Minimize the potential for flood damage to public and emergency facilities, utilities, roadways, and other infrastructure.
- **Policy SAFE2.6:** Require new developments to evaluate potential flood hazards, and provide mitigation to ensure that the cumulative rate of peak run-off is maintained at pre-development levels.
- **Policy SAFE2.9:** Where feasible, maintain natural stream courses and adjacent habitat and combine flood control, recreation, water quality, and open space functions

Placer County Flood Control and Water Conservation District

The Placer County Flood Control and Water Conservation District (PCFCWCD) was established by SB 1312, effective August 23, 1984. The PCFCWCD develops regional strategies for flood control management. In 1990, the PCFCWCD published the Stormwater Management Manual (SWMM) that contains specifications and policies for the design of storm drain facilities. The SWMM criteria are referenced in Section 10 of the City's Improvement Standards.

City of Roseville Improvement Standards

Section 10 of the City's Improvement Standards establish requirements for stormwater drainage systems in the City of Roseville to ensure public safety, prevent flooding, and protect water quality (City of Roseville 2025).

City of Roseville Stormwater Management Program

The City's Stormwater Management Program (SWMP) contains policies, activities, and strategies that comprise the City's minimum control measures and BMPs that address NPDES requirements for the Phase II Stormwater Permit. The six minimum control measures required under the NPDES permit are public outreach, public involvement, illicit discharge detection and elimination, construction site runoff, new development and redevelopment, and municipal operations. Some specific control measures described in the SWMP include storm drain labeling, development of a storm sewer system map, establishing a stormwater ordinance, site inspections to identify illicit connections and non-stormwater discharges to the storm sewer, and structural controls (such as detention ponds, vegetative areas, and runoff pretreatment) and non-structural controls (such as alternative construction methods, site design, and zoning) (City of Roseville 2004).

The City adopted the "Urban Stormwater Quality Management and Discharge Control Ordinance" in 2006 to establish a regulatory framework to implement construction and post-construction stormwater controls and regulate illicit discharges and connections to the City's stormwater conveyance system from both residential and business sources. The City has adopted the *Stormwater Quality BMP Guidance Manual for Construction* (City of Roseville 2011) and the *West Placer Storm Water Quality Design Manual* (Placer County 2022). The City has the authority during plan checks and site inspections to enforce the SWMP. Additionally, prior to final approval, the owner of any stormwater control structure is required to submit an operations and maintenance manual and a proposed maintenance schedule.

Grading Ordinance

Section 16.20.040 of the Roseville Municipal Code regulates stockpiling and grading and addresses conditions under which permits and grading plans are required. Section 16.20.070 identifies grading plan performance standards. Both Minor and Major grading plans are required by the City. A Major grading plan is required for any project that would result in the placement of fill in a channel or tributary that carries flow of 200 cubic feet/second or more during a 10-year storm event. Major grading plans must be reviewed and approved by the Planning Commission. All grading plans must comply with the following criteria:

A. Fill or cut slopes with a height exceeding five feet shall not exceed a slope of 4:1.

B. When grading around native oak trees:

    1. Cut or fill slopes exceeding two feet in height shall not be permitted within a distance of 1.5 times the radius of the tree's protected zone,

    2. the grade shall not be raised or lowered around more than 50 percent of the protected zone, and

3. the grading shall not change the drainage pattern within a distance of 1.5 times the radius of the tree's protected zone.

Section 16.20.020 requires that all grading be performed in accordance with either City Improvement Standards or Chapter 16 of the Zoning Ordinance, whichever is more restrictive. A project applicant must have an Improvement and/or Grading Plan along with a site-specific SWPPP prior to the start of grading activities. Slopes or banks along creek channels must be designed with proper slope protection to prevent soil erosion and channel-bank undercutting.

Improvements associated with the project would be exempt from the grading ordinance, which states in the Grading Plan Exemptions subsection that a grading plan is not required for:

1. Grading authorized as a condition of a separate discretionary approval involving, but not limited to, a subdivision map, conditional use permit, design review permit or a tree permit.

Flood Damage Prevention Ordinance

Section 9.80 of the Roseville Municipal Code is the Flood Damage Prevention ordinance. Land uses and development within the City's regulatory floodplain are restricted to protect residents and structures from risks associated with flooding. Railroads, streets, bridges, utility transmission lines, pipelines, and other similar uses of a primarily open space nature may be permitted in the floodplain with the approval of a flood encroachment permit. All uses permitted within the floodplain must comply with Section 19.80.040 of the municipal code that prohibits any development from increasing peak flows; adversely affecting the stream channel, increasing flood heights, or having an adverse effect on a proposed use. An adverse effect on base flood elevations occurs when the cumulative effect of the proposed development will increase the base flood elevations by one-tenth of one foot or more at any point outside of the property controlled by the developer (Section 9.80.040). Within the floodway, all new development is prohibited unless a certified professional engineer certifies that the encroachment will not result in any increase in flood levels (Section 9.80.210). In addition, the following conditions apply:

- Any fill placed in the floodplain must be shown to serve some beneficial purpose, must be limited to the minimum amount necessary to meet its purpose, and any fill or excavation must be protected against erosion by rip-rap, vegetative cover, or bulkheading.
- Storage or processing of materials that are buoyant, flammable, toxic, explosive, or could be injurious to animal or plant life in time of flooding is prohibited. Storage of other materials may be allowed if it will not be damaged by floods and is readily removable from the area within the time available after flood warning. All materials stored in the floodplain must be anchored or be readily removable during flood season.
- The City Council may grant a variance from these ordinances for a project, taking into consideration public safety, project engineering, and the public service provided by the project (Section 9.80.310).

3.12.2 Environmental Setting

HYDROLOGY AND DRAINAGE

Regional Hydrology

The Pleasant Grove Creek watershed totals approximately 30,000 acres with several tributaries, including South Branch Pleasant Grove Creek, Kaseburg Creek, Coyote Creek, and University Creek. The watershed's tributaries were historically dry or very nearly dry in the summer months but are now mostly perennial due to urban development and rice farming. Pleasant Grove Creek receives the treated effluent from the City of Roseville's Pleasant Grove Wastewater Treatment Plant (City of Roseville 2020b).

Pleasant Grove Creek discharges into the Pleasant Grove Creek Canal west of the project site in Sutter County, which flows into the Natomas Cross Canal and then into the Sacramento River near Verona. The Natomas Cross Canal watershed is within the Sacramento River Basin. The Sacramento River Basin covers approximately 26,500 square

miles and is bounded by the Sierra Nevada to the east, the Coast Ranges to the west, the Cascade Range and Trinity Mountains to the north, and the Delta-Central Sierra area to the south. The average runoff from the Basin is estimated to be 21.3 million acre-feet per year (City of Roseville 2020b).

The Basin Plan designates the following beneficial uses for the Sacramento River: municipal and domestic supply, agricultural irrigation, contact and non-contact recreation, warm and cold freshwater habitat, warm and cold migration, warm and cold spawning, wildlife habitat, and navigation (Central Valley RWQCB 2019). Applying the Central Valley RWQCB's "tributary rule," the beneficial uses of any specifically identified water body generally also apply to all its tributaries.

Local Hydrology

Pleasant Grove Creek and the Pleasant Grove Creek Bypass Channel traverse the project site in an east–west direction, bisecting the site into a north and south parcel. Previous farming activities at the project site have modified the original hydrology/drainage of the site over 70+ years. The north and south parcels of the project site drain toward Pleasant Grove Creek and the Pleasant Grove Creek bypass channel, respectively. The southern portion of the site was used more recently for flood control purposes (a constructed channel). Of the 241-acre project site, 16 acres comprise the Pleasant Grove Creek Floodplain and a retention basin bypass channel.

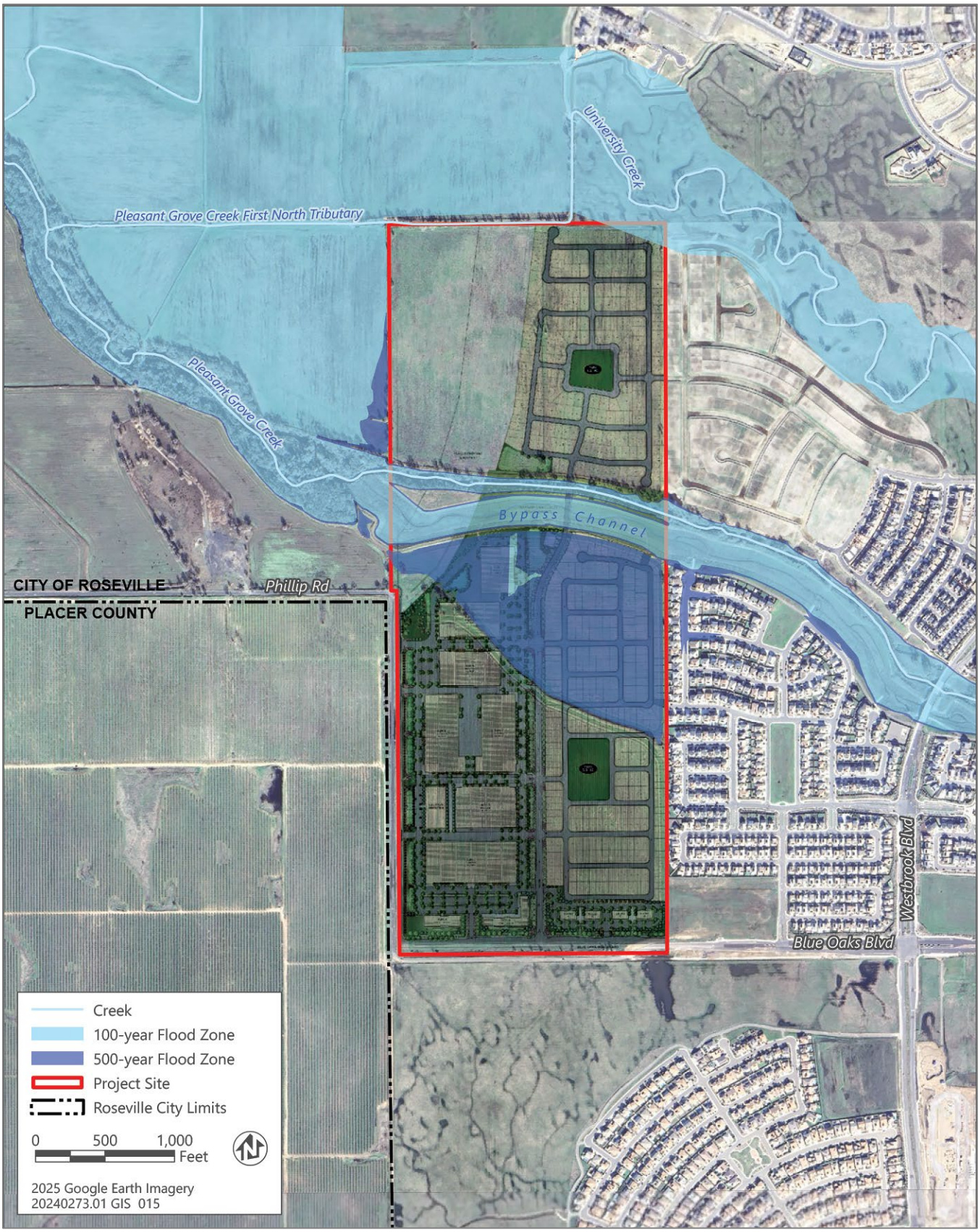
Additionally, a channelized, intermittent tributary to Pleasant Grove Creek, known as Pleasant Grove Creek First North Tributary (University Creek), extends east to west along the northern boundary of the project site.

Flood Conditions

The Pleasant Grove Creek and Pleasant Grove Creek Bypass Channel are covered by a FEMA Zone AE special flood hazard area, as shown on the currently effective FIRM panel 06061C0920H Letter of Map Revision (20-09-0505P), dated November 23, 2020. The Zone AE of the creek and bypass channel is also designated as a Regulatory Floodway within the project site. On the south overbank area of the bypass channel, a relatively small area of Zone AE has been designated. A small area of the northeast corner of the project site lies within a Zone A special flood hazard area of a small creek (University Creek). The 100-year and 500-year flood zones as they relate to the project site and the surrounding area are shown in Figure 3.12-1.

SB 5 (2007) enacted the Central Valley Flood Protection Act of 2008 to provide additional protection for urban areas within the 200-year floodplain (0.5 percent annual exceedance probability) that meet five specific locational criteria: within the Sacramento-San Joaquin Valley, within an urban area of more than 10,000 people, within a FEMA flood hazard zone, within an area of potential flood depth exceeding 3 feet, and in a watershed of more than 10 square miles. Within the City, the SB 5 requirements apply to Pleasant Grove Creek (the mainstem and the North Branch) (City of Roseville 2020b).

Placer County and the cities of Roseville, Rocklin, Lincoln, and Auburn participated in the *Auburn Ravine, Coon, and Pleasant Grove Creeks Flood Mitigation* (PCFCWCD 1993) to address concerns related to flooding related to regional development. The study found that the unmitigated peak flow increases would have the potential to increase flows in the Natomas Cross Canal by less than 3.6 inches along tributary streams, and increased runoff volumes would have the potential to increase flooding by approximately 1.2 inches in the ponding area upstream of the Natomas Cross Canal (PCFCWCD 1993). While shallow, these increases would inundate several hundred additional acres in Sutter County during a major flood. The study recommended a combination of regional and local detention and retention basins, adoption of a regional floodplain management plan, and adoption of grading ordinances and policies to remediate ongoing and prevent future flood hazards. Subsequently, the City has established a fee program to construct a regional retention basin to address the increase in runoff from development within the city.



Source: Data downloaded from FEMA in 2025; adapted by Ascent in 2025.

Figure 3.12-1 Flood Zones

The project site is part of the City-owned property known as Reason Farms, which totals approximately 1,700 acres. The City purchased the property in 2003 for the retention basin project. The project was originally known as the Reason Farms Retention Basin Facility and was later renamed to the Pleasant Grove Stormwater Retention Basin Facility. The City is the project proponent for that facility, which was preliminarily designed and had an approved EIR, but was never constructed. The EIR (State Clearinghouse [SCH] # 2002072084) for the retention facility was certified in 2003. As of the writing of this EIR, the City is in the process of designing the retention basin, and preparation of a Subsequent EIR is underway; public release of the Draft EIR is planned for fall 2026. The project site is in an area that is no longer needed for the retention basin project (which would be located within the 1,700-acre Al Johnson Wildlife Area [formerly part of Reason Farms] to the west of the project site). The preferred alternative for the retention basin project has not been selected as of the writing of this EIR. The volume stored by the project is expected to total between 2,070 af and 3,330 af, within storage areas in a south basin, north basin, and in-channel storage. The northern basin site includes a proposed earthen embankment which would run parallel to and south of University Creek and tie-in to high ground within the Phillip Road Project site's northern boundary. The City is currently collecting drainage impact fees from new development projects to fund construction of this project, which will be constructed as funds are made available, estimated in 2028.

Groundwater Hydrology

The City of Roseville is located within the approximately 350,000-acre North American River groundwater subbasin, which is a groundwater basin that extends beneath western Placer County, southern Sutter County, and northern Sacramento County, and is a subbasin of the broader Sacramento Groundwater Basin (DWR 2006). The subbasin is bounded by the Bear River on the north, the Feather and Sacramento Rivers on the west, the American River on the south, and a north/south line extending from the Bear River to Folsom Lake that passes about 2 miles east of the City of Lincoln. DWR estimates that the storage capacity of the North American subbasin is approximately 4.9 million af and is not in overdraft (City of Roseville 2020b).

The North American subbasin hydrogeology is characterized by an upper groundwater system and a lower groundwater system. The upper groundwater system exists in the deep Quaternary alluvial deposits. The lower groundwater system is largely confined and exhibits recharge characteristics that indicate that it is somewhat hydraulically isolated from the upper system. Water-bearing features in the upper system are generally limited to loose unconsolidated sediments, with water flowing intermittently. The vadose zone is relatively deep and becoming deeper over time due to groundwater withdrawal for agricultural use (DWR 2006).

Under natural conditions, groundwater recharge results from infiltration of precipitation (rain and snow). The rate and quantity of water reaching the aquifer depends on factors that include the amount and duration of precipitation, soil type, vertical permeability, clay content, slope, land cover, and the presence of a cemented hardpan or bedrock. Most soils can be categorized into hydrologic soil groups based on runoff-producing characteristics. Soils containing hardpan occupy more than half of the valley on the east side of the Sacramento River and these hardpans severely restrict downward movement of water.

The project site is located within the Central Area of the North American subbasin. Currently the groundwater levels are between 0 and 15 feet below ground surface near the American and Bear Rivers. Over time, groundwater levels have risen in response to decreased groundwater use but levels still vary in response to climatic conditions when surface water availability decreases and groundwater pumping increases. Groundwater levels declined noticeably during the 2012 to 2016 drought but began to recover following the end of that drought. However, they have not generally fully recovered to pre-drought levels (RD 1001 et al. 2021).

The City is a member of the WPGSA, which is the Groundwater Sustainability Agency tasked with complying with the SGMA in Roseville. Currently, the City operates six groundwater well facilities. As part of the City's groundwater program, it has invested in Aquifer Storage and Recovery, which provides the capability to supplement the groundwater basin through direct injection of drinking water into the groundwater basin that can be later recovered for drinking water use during dry periods (City of Roseville 2020a).

Stormwater Drainage

The City manages the stormwater infrastructure and flows within the city. In the city, the stormwater drainage system consists of surface runoff to streets, subsurface storm drainage pipelines, canals, and retention basins. As noted above, the Pleasant Grove Stormwater Retention Basin Project is located within a 1,700-acre parcel to the west of the project site and would mitigate increased volumetric runoff from Roseville's existing and future development within the watershed. There are no existing stormwater drainage facilities on the project site.

WATER QUALITY

Surface Water Quality

Treated tertiary effluent from the City's Pleasant Grove Wastewater Treatment Plant is discharged directly to Pleasant Grove Creek southeast of the project site. In accordance with state requirements, surface water quality samples are collected on a weekly basis and analyzed for a variety of constituents to ensure that the discharge does not adversely affect water quality in Pleasant Grove Creek or the Sacramento River (City of Roseville 2020b).

Pleasant Grove Creek is a 303(d) listed waterbody for pyrethroids, dissolved oxygen, toxicity, cypermethrin, and bifenthrin (SWRCB 2021).

Groundwater Quality

Nitrate concentrations in the Central Area of the North American subbasin are typically below the maximum contaminant levels for drinking water; however, nitrate concentrations are trending upward in most of the subbasin. Elevated iron and manganese levels may also be encountered in the Central Area. In the WPGSA area, total dissolved solid levels are generally stable or decreasing. Groundwater wells in the project vicinity had slightly elevated levels of arsenic, but low levels of nitrate, total dissolved solids, boron, iron, and manganese (RD 1001 et al. 2021).

3.12.3 Environmental Impacts and Mitigation Measures

METHODOLOGY

Evaluation of potential hydrologic and water quality impacts is based on a review of existing documents and studies that address water resources in the vicinity of the project. Information obtained from these sources was reviewed and summarized to describe existing conditions and to identify potential environmental effects, based on the standards of significance presented in this section. This analysis incorporates the findings of the *Phillip Road Site Potable Water Master Plan* (Laugenour and Meikle 2025a). The analysis also incorporates the findings of the *Preliminary Drainage Study for the Phillip Road Site* (Laugenour and Meikle 2025b). Both of these reports are included in Appendix E. In determining the level of significance, the analysis assumes that the project would comply with relevant federal, state, and local laws, ordinances, and regulations.

THRESHOLDS OF SIGNIFICANCE

Thresholds of significance are based on Appendix G of the State CEQA Guidelines. The project would have a significant impact related to hydrology and water quality if it would:

- violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality;
- substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin;
- substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner that would

- result in substantial erosion or siltation on- or off-site;
- result in flooding on-site or off-site;
- create or contribute runoff water that would exceed the capacity of existing or planned stormwater- drainage systems or provide substantial additional sources of polluted runoff;
- impede or redirect flood flows

- result in flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation; or
- conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan.

ISSUES NOT DISCUSSED FURTHER

The project site is located inland with no large water bodies located in the vicinity, and there is no known history of mud flow in the vicinity. The project would not subject people or structures to a significant risk of inundation from sea level rise, tsunami, seiche, or mudflow. Therefore, there would be no impact, and this issue is not discussed further.

ENVIRONMENTAL IMPACTS AND MITIGATION MEASURES

Impact 3.12-1: Violate Water Quality Standards or Waste Discharge Requirements, Otherwise Degrade Water Quality, or Interfere with Implementation of a Water Quality Control Plan

Project construction activities such as grading, excavation, trenching, and spoil pile storage could result in erosion and sedimentation, and discharge of other nonpoint source pollutants. In addition, operation of the proposed mixed-use development has the potential to generate polluted runoff associated with storage of chemicals and vehicle/equipment leaks. To avoid or minimize the potential for adverse construction- and operation-related effects on water quality, the project applicant would be required to develop and implement a SWPPP and BMPs and comply with the City's Urban Stormwater Quality Management and Discharge Control Ordinance, West Placer Storm Water Quality Design Manual, PCFCWCD's Stormwater Management Manual, and Section 16.20.040 of the Roseville Municipal Code that include measures to control, prevent, remove, or reduce pollution. Therefore, short- and long-term impacts on surface and groundwater quality would be **less than significant**.

Short-Term Construction Impacts

All earth-disturbing activities during construction would be subject to the NPDES. The NPDES Permit Program, administered by the Central Valley RWQCB, helps to control pollution in stormwater by regulating sources of pollution at construction sites that would result in the discharge of pollutants into stormwater and downstream receiving waters during both construction and operational activities. As required by the NPDES, the project would be required to obtain coverage under the General Permit for discharges associated with construction activity (Construction General Permit Order 2022-0057-DWQ). The NPDES General Permit identifies limits on discharge, monitoring and reporting requirements, and other provisions to ensure that the discharge does not adversely affect water quality or human health. Construction activities subject to the NPDES General Permit include clearing, grading, and other ground-disturbing activities such as stockpiling or excavation. The NPDES General Permit requires development and implementation of a SWPPP and BMPs such as maintaining or creating drainages to convey and direct surface runoff away from bare areas, and installing physical barriers such as berms, silt fencing, wattles, straw bales, and gabions. Because the project applicant would be required to comply with the provisions of the NPDES General Permit, including preparation of a SWPPP and implementation of all identified BMPs, short-term construction impacts associated with water quality standards and waste discharge requirements would be minimized.

A bridge would be also constructed across Pleasant Grove Creek and Pleasant Grove Creek Bypass Channel to connect the north and south parcels. Bridge construction would include installation of 24-inch diameter bridge supports within the Pleasant Grove Creek channel and the Pleasant Grove Creek Bypass Channel. Permitting would be required for

construction of the bridge as the abutments and a pier would be located within the Pleasant Grove Creek and adjacent Pleasant Grove Creek Bypass Channel. As noted above, the bridge would be needed to connect the north and south parcels; therefore, bridge construction would not occur until development of the north parcel occurs.

In addition, the project would be required to comply with the City's Urban Stormwater Quality Management and Discharge Control Ordinance including implementing measures from the Stormwater BMP Guidance Manual for Construction and the West Placer Storm Water Quality Design Manual (Placer County 2022). The City has the authority during plan checks and site inspections to enforce the City's SWMP.

Long-Term Operational Impacts

The project includes development of a mix of uses, including residential, medical, retail, innovation, parks, and open space, on land that is currently undeveloped. This development would result in an increase of new impervious surfaces and a permanent bridge over Pleasant Grove Creek and Pleasant Grove Creek Bypass Channel. The project also has the potential to generate polluted runoff associated with storage of chemicals and vehicle/equipment leaks. However, the project would be designed to minimize impacts to water quality including providing landscape setbacks that would serve as a buffer along streets and Pleasant Grove Creek.

The City operates under an NPDES Municipal Stormwater Permit administered by the state. The City's Stormwater Management Plan was adopted and approved by the Central Valley RWQCB and the City received a Phase II Stormwater Permit in 2004. The waste discharge requirements contained in the NPDES Municipal Stormwater Permit have been designed to be consistent with the water quality standards and goals established in the Central Valley RWQCB's Basin Plan. In compliance with City's Urban Stormwater Quality Management and Discharge Control Ordinance including implementing measures from the Stormwater BMP Guidance Manual for Construction, PCFCWCD's Stormwater Management Manual, and the West Placer Storm Water Quality Design Manual, potential long-term water quality impacts from the project would be minimized.

The project would include implementation of design measures, including stormwater detention basins described in Chapter 2, "Project Description," to minimize impacts to Pleasant Grove Creek and Pleasant Grove Creek Bypass Channel by limiting runoff from the site and managing it in a manner that is consistent with applicable regulations and historic discharge levels. Additionally, the project would be required to comply with the City's Phase II Stormwater Permit, Urban Stormwater Quality Management and Discharge Control Ordinance, West Placer Storm Water Quality Design Manual, and Section 16.20.040 of the Roseville Municipal Code that include measures to control, prevent, remove, or reduce pollution. Thus, short- and long-term impacts on surface and groundwater quality would be **less than significant**.

Mitigation Measures

No mitigation is required.

Impact 3.12-2: Substantially Decrease Groundwater Supplies, Interfere with Groundwater Recharge, or Interfere with Implementation of a Sustainable Groundwater Management Plan

The proposed project would not directly use groundwater as a water supply source and no wells are proposed as part of the project. However, the project would receive its water supply from the City of Roseville Environmental Utilities, which relies on surface water and groundwater supplies. The project site is undeveloped land and implementation of the project would add additional impervious surface to the site; however, only 176 acres are being considered for development, which would account for less than 0.1 percent of the surface area of the North American River subbasin. Therefore, the project would not substantially decrease groundwater levels nor interfere with groundwater recharge. This impact would be **less than significant**.

The project would receive its water supply from the City of Roseville Environmental Utilities via a the potable water system transmission lines designed to serve the project, extended from surrounding development. The project would connect to this existing infrastructure via the project's main transmission line at three locations. The first connection is at the intersection of Blue Oaks Boulevard and Westbrook Drive, where a new 24-inch pipe which will either replace

or run parallel to the existing 12-inch pipe in Blue Oaks Boulevard and a new 16-inch pipe continuing north on Phillip Road. The second connection is at the west end of Grasscreek Drive. The third connection will be in the future at Benchmark Drive, when the project begins to develop north of Pleasant Grove Creek. The project is anticipated to require 368 acre-feet per year (afy) of potable water and 575 afy of recycled water, resulting in a total water demand for the project of 943 afy (Laugenour and Meikle 2025a). The proposed project would not directly use groundwater as a water supply source and no wells are proposed as part of the project.

The City relies on surface and groundwater supplies. Groundwater makes up approximately 6 percent of the City's total water supply and is available for use as part of the City's water supply portfolio in all year types including normal, single dry, or multiple dry year scenarios (see Section 3.11, "Utilities and Service Systems," for a detailed discussion of water supplies). However, the City's groundwater wells are primarily used for backup water supply and to improve water supply reliability during drought and emergency conditions. As part of the City's groundwater program, it has invested in Aquifer Storage and Recovery, which provides the capability to supplement the groundwater basin through direct injection of drinking water into the groundwater basin that can be later recovered for drinking water use during dry periods (City of Roseville 2020a). Implementation of the project is not expected to substantially deplete groundwater supplies or interfere with sustainable management of the groundwater basin.

The project site is currently undeveloped land and approximately 176 acres of the project site are being considered for development. Implementation of the project would add additional impervious surface to the site. However, the proposed drainage system, further discussed below (Impact 3.12-3), would allow for drainage to Pleasant Grove Creek and a retention basin bypass channel would continue to allow for infiltration. The addition of 176 acres of development on the project site would add additional impervious surfaces to the site; however, this would account for less than 0.1 percent of the surface area of the North American River subbasin; therefore, this addition of impervious surfaces would not substantially impede groundwater recharge. Impacts related to groundwater levels and recharge would be **less than significant**.

Mitigation Measures

No mitigation is required.

Impact 3.12-3: Substantially Alter the Existing Drainage Pattern of the Site Resulting in Substantial Flooding, Additional Sources of Polluted Runoff, or Exceedance of Existing Stormwater Infrastructure Capacity

Development of the project site and the addition of impervious surfaces would alter the existing drainage rate and pattern of the site. This would result in increased runoff. In addition, portions of the project site are designated as 100-year floodplain and 500-year floodplain for Pleasant Grove Creek. A bridge would be also constructed across Pleasant Grove Creek and the Pleasant Grove Creek Bypass Channel, which would result in a permanent structure within the FEMA regulatory floodway that could affect drainage. As a result, proposed development of the site could increase the potential for flooding. The project would be required to comply with the City's Stormwater Quality Design Manual and PCFCWCD's Stormwater Management Manual that require stormwater drainage facilities be designed with adequate capacity for stormwater flows from the project site. Additionally, the project applicant would contribute funding toward construction of the Pleasant Grove Stormwater Retention Basin Project, which is a planned, regional stormwater retention facility that has been designed to accommodate the City's stormwater needs, including stormwater from the project site. The project would also be required to obtain a Letter of Map Revision from FEMA and the bridge would be designed and maintained such that it would not impede floodflows within Pleasant Grove Creek or Pleasant Grove Creek Bypass Channel. Notwithstanding implementation of these measures, this impact would be **potentially significant** because development of the project site could increase the potential for flooding and exceedance of stormwater drainage systems.

The volume and rate of stormwater runoff generated from an area is affected by development through conversion of vegetated or pervious surfaces to impervious surfaces and by the development of drainage systems that connect these impervious surfaces to streams or other water bodies. In this way, development can increase the rate of runoff

and eliminate storage, detention, and infiltration that would naturally occur along drainage paths. As water runs off the land surface, it can become concentrated, overwhelming existing storm drain systems, causing flooding in lower watershed areas.

The project would require the addition of impervious surfaces with the proposed buildings and paved parking lots, which would increase runoff and could increase the potential for flooding. In addition, there is an isolated, relatively small portion of 100-year floodplain on the southern overbank area of the bypass channel within the project site and the southern overbank area of the bypass is designated as 500-year floodplain (Figure 3.12-1). A bridge would be also constructed across Pleasant Grove Creek and Pleasant Grove Creek Bypass Channel to connect the northern and southern portions of the project site, which would result in a permanent structure within the FEMA regulatory floodway that could affect drainage of these waterways.

Plans for drainage facilities would be designed and facilities would be constructed in conformance with the City's Stormwater Quality Design Manual, PCFCWCD's Stormwater Management Manual, and other permit criteria applicable at the time of development and would provide flood protection up to the 100-year storm event. BMPs for the southern and northern residential areas would include disconnected impervious surfaces that would drain to pervious areas first for runoff reduction. The southern residential area would also include a BMP, a vegetated swale, at the outfall of its storm drain system, and the northern residential area would also include a BMP, a bioretention facility, at the outfall of its storm drain system. The Innovation Center area BMPs would include on-site bioretention facilities. The Blue Oaks Boulevard extension BMPs would include bioretention facilities within the public right-of-way. The Phillip Road BMP would include a vegetated swale at the outfall of its storm drain system. The drainage system design would be developed to have adequate capacity to serve flows from the project site, minimize future maintenance, and ensure proper flow of storm water within the constructed storm drains. Furthermore, all disturbance associated with construction of the stormwater drainage facilities would occur within the disturbance area of the project.

As described in the *Preliminary Drainage Study for the Phillip Road Site* (Laugenour and Meikle 2025b), runoff would generally drain towards Pleasant Grove Creek and the Pleasant Grove Creek Bypass Channel, on both the north and south sides of the creek and bypass channel. Imperviousness in the project area would increase, which would increase runoff. Storm drain systems would convey runoff and discharge it to the creek and bypass channel. The drainage system would include post-construction stormwater quality measures, including bioretention and vegetated swales. Cross drainage would be provided by a bridge over the creek and bypass channel.

For the residential areas north and south of the creek, runoff would be conveyed to the creek by storm drains within the roadways/public rights-of-way, with each system having an outlet discharging into the creek. The storm drains within the proposed collector road (Street "A" on the Tentative Map) down the middle of the southern area and the storm drain system of the Blue Oaks Boulevard extension would be connected to the southern residential storm drain system. The Innovation Center on the southern side of the creek would have a private storm drain system that would discharge into the creek and bypass channel at a separate outfall. The improvements to the west side of Phillip Road would include a storm drain system that would discharge to the creek at a separate outfall. (Laugenour and Meikle 2025b)

Post-construction stormwater quality of runoff would be managed using site design measures and treatment measures. In residential areas, roof runoff would be disconnected, that is, would drain over pervious land cover before reaching the storm drain system. Runoff from roadway pavement and other impervious areas in the residential areas, including Street "A" in the southern area, that would drain directly to the storm drain system would be treated by end-of-pipe treatments, vegetated swales, at the storm drain outlets. Phillip Road (west of the project site) would also be treated by an end-of-pipe treatment, a vegetated swale. Runoff from the remaining area, the Innovation Center and Blue Oaks Boulevard, would be routed to bioretention facilities for treatment. Higher flows bypassing bioretention would enter the storm drain systems (that discharge to the creek, as described above). (Laugenour and Meikle 2025b)

In addition, the project applicant would be required to contribute toward construction of the Pleasant Grove Stormwater Retention Basin Project through payment of the Pleasant Grove Watershed Mitigation Fee, which will cover the retention requirements of the project. As described in Chapter 2, "Project Description," payment of this fee

would be required as part of the Development Agreement as well as the conditions of project approval. This planned, regional stormwater retention facility would be located within the Pleasant Grove watershed, at the City's Reason Farms site located immediately west of the project site and has been designed to mitigate increased volumetric runoff from the City's developments within the watershed, including runoff volume from the project site. The Pleasant Grove Stormwater Retention Basin Project is an ongoing, unapproved project in the City's Capital Improvement Program. As of May 31, 2025, the City has spent $14.8 million purchasing land, conducting environmental work, preparing alternative designs, and preparing studies regarding expected operations and maintenance costs (Anderson, pers. comm., 2025). As of June 2025, field studies including geotechnical, biological, cultural, and land survey are 80 percent complete and the alternative designs are approximately 30 percent complete. The Notice of Preparation (SCH #2024100114) was filed in October 2024, and the Draft EIR is expected to be released to the public in fall 2026. The City intends to construct the Pleasant Grove Stormwater Retention Basin Project in the next five years (Anderson, pers. comm., 2025).

The deck for the bridge across Pleasant Grove Creek and Pleasant Grove Bypass Channel would be approximately 2 feet thick, with a clearance of 3 feet from the 200-year water surface elevation to the bottom of the bridge deck. Bridge construction would include installation of 24-inch diameter bridge supports within the Pleasant Grove Creek and the Pleasant Grove Creek Bypass Channel. Permitting would be required for construction of the bridge as the abutments and piers would be located within these waterways. The bridge would be designed and maintained such that it would not impede flood flows within Pleasant Grove Creek or Pleasant Grove Creek Bypass Channel.

Because the project would place fill within portions of the FEMA-designated floodplain on the southern overbank area of the bypass channel, the project applicant has secured a Conditional Letter of Map Revision Based on Fill (CLOMR-F), which was approved by FEMA on October 26, 2023. As demonstrated by the approved CLOMR-F, FEMA confirmed that the proposed fill would remove that area from the floodplain. Following project construction, as-built plans would be submitted to FEMA in a Letter of Map Revision Based on Fill (LOMR-F), which would officially remove the floodplain in the development area south of the Pleasant Grove Creek Bypass Channel. It should be noted that FEMA currently has a moratorium on LOMR-F's with no end date cited, while FEMA revises their USFWS review protocol. However, the project has an approved CLOMR-F from FEMA, which allows the project applicant to construct the project. Once constructed, owners of buildings in the removed area may have to pay flood insurance until FEMA approves the LOMR-F.

For the creek and bypass channel, a separate application is required because the proposed bridge structure is proposed within the FEMA regulatory floodway, which is a special flood zone regulated by the NFIP. This analysis is required to demonstrate that there would be no increase in base flood elevations upstream or downstream of the project site as a result of project construction. Similar to the southern portion of the project site, the project applicant must demonstrate the project's ability to achieve the FEMA requirements. A no-rise certificate would be required to be obtained to show that the base flood elevations (BFEs) in the creek/bypass channel are not increased. The project would be designed such that building floors are elevated at least two feet above the BFEs, and all electrical, heating, ventilation ductworks, plumbing, and air conditioning equipment and other service facilities are similarly elevated above the BFE.

A small part of the project on the north lies with the City's local regulatory floodplain of University Creek. The City may realign University Creek as part of the planned Pleasant Grove Stormwater Retention Basin Facility project; however, the Retention Basin Facility project is still in the design phase. If this realignment has not occurred by the time of the development of the northern residential area or an alternative plan is selected, the grading/building design would need to account for this floodplain. The lot layout and grading would be adjusted to keep construction out of the local regulatory floodplain. (Laugenour and Meikle 2025b)

Notwithstanding implementation of these measures, implementation of the project would alter the drainage pattern of the project site such that substantial flooding or exceedance of stormwater drainage systems could occur. Therefore, this impact would be **potentially significant**.

Mitigation Measures

Mitigation Measure 3.12-3: Reduce Flood Hazards

The following measures, identified in the Preliminary Drainage Study prepared for the project (Laugenour and Meikle 2025b), would be implemented to reduce potential flood hazards:

- The City may realign University Creek as part of the planned Pleasant Grove Stormwater Retention Basin Facility project.
- If this realignment has not occurred by the time of development of the northern residential area, the project applicant shall revise the proposed grading/building design to account for this floodplain. Specifically, the project applicant shall adjust the lot layout and grading to keep construction out of the local regulatory floodplain, while not generating any new or substantially more severe significant impacts.
- In addition, to offset increased runoff volumes from the project site, the project applicant shall purchase retention credits in the planned Pleasant Grove Stormwater Retention Basin Facility project that would be implemented in the City of Roseville, which the City calculated as 29 acre-feet.

Significance after Mitigation

With the implementation of Mitigation Measure 3.12-3, potential impacts associated with flooding would be **less than significant** because the City may realign University Creek, and, if University Creek is not realigned, the project's proposed grading/building design would be revised to account for this floodplain, while not generating any new or substantially more severe significant impacts. Additionally, the project's increased runoff volumes would be offset through the purchase of retention credits in the planned Pleasant Grove Stormwater Retention Basin Facility project.

3.13 AESTHETICS

This section describes the existing visual conditions, meaning the physical features that make up the visible landscape, near the project site and evaluates the potential changes to those conditions that would occur due to project implementation. The effects of the project on the visual environment are generally defined in terms of the project's physical characteristics and potential visibility, the extent to which the project's presence would change the perceived visual character and quality of the environment, and the expected level of sensitivity that the viewing public may have where the project would alter existing views.

No comment letters regarding aesthetics were received in response to the notice of preparation (see Appendix A).

3.13.1 Regulatory Setting

FEDERAL

No federal plans, policies, regulations, or laws related to aesthetics are applicable to the project.

STATE

California Energy Code and Green Building Regulations

The California Energy Code and Green Building Regulations (CALGreen) require that all luminaires[1] must meet the mandated BUG (Backlight/Uplight/Glare) ratings according to their designated lighting zone unless otherwise exempt; lighting for sports and athletic fields is exempt. All outdoor luminaires that emit 6,200 lumens or greater must comply with BUG requirements contained in Section 5.106.8 of the CALGreen Code (Title 24, Part 11).

The BUG ratings assume that the light emitted from the luminaire is providing useful illuminance on the task surfaces rather than scattering the light in areas where the light is not needed or intended, such as toward the sky. The BUG ratings also increase visibility because high amounts of light shining directly into observer's eyes are reduced, thus decreasing glare. Additionally, light pollution into neighbors' properties is reduced. The BUG requirements vary by outdoor lighting zones.

California Scenic Highway Program

California's Scenic Highway Program was created by the California Legislature in 1963 and is managed by the California Department of Transportation (Caltrans). The goal of this program is to preserve and protect scenic highway corridors from changes that would affect the aesthetic value of the land adjacent to highways. A highway may be designated "scenic" depending on how much of the natural landscape travelers can see, the scenic quality of the landscape, and the extent to which development intrudes on travelers' enjoyment of the view. The nearest designated highway is State Route 160, located approximately 23 miles southwest of the project site (Caltrans 2025).

Nighttime Sky – Title 24 Outdoor Lighting Standards

The Nighttime Sky- Title 24 Outdoor Lighting Standards were created in 2005 by the California Energy Commission to regulate energy efficiency of all outdoor lighting for residential and nonresidential development. The standards reduce the adverse effects of outdoor lighting and improve overall quality by providing guidance for lighting characteristics such as maximum power and brightness, shielding, and sensor controls to turn lighting on and off.

[1] A luminaire is a complete lighting unit, comprised of light source (lamp or lamps), together with the parts that distribute the light, position and protect the lamps, and connect the lamps to the power supply.

LOCAL

City of Roseville General Plan

The *City of Roseville 2035 General Plan* (City of Roseville 2020) includes the following relevant policies that pertain to aesthetic resources:

Community Form: General

- **Policy LU1.1:** Ensure high-quality development in new and existing development areas, as defined through specific plans, the development review process, and the Community Design Guidelines.

Community Design

- **Policy LU7.1:** Through the design review process, apply design standards that promote the use of high quality building materials, architectural and site designs, landscaping signage, and amenities.
- **Policy LU7.2:** Continue to develop and apply design standards that result in efficient site and building designs, pedestrian friendly projects that stimulate the use of alternative modes of transportation, and the establishment of a functional relationship between adjacent developments.
- **Policy LU7.3:** Encourage designs that strike a balance between the incorporation of aesthetic and development requirements, and the economic considerations associated with development.
- **Policy LU7.4:** Promote flexibility in the design review process to achieve design objectives, and encourage projects with innovative, unique and creative architectural style and design.
- **Policy LU7.6:** Encourage project designs that place a high priority and value on open space, and the preservation, enhancement and incorporation of natural resources and other features including consideration of topography, vegetation, wetlands, and water courses.
- **Policy LU7.8:** The location and preservation of native oak trees and oak woodlands shall be a primary factor in determining site design, building location, grading, construction and landscaping, and in establishing the character of projects through their use as a unifying element in both new and existing development.
- **Policy LU7.9:** Control artificial lighting to avoid spill-over lighting onto adjacent properties. Use anti-reflective architectural materials and coatings to prevent glare.

Growth Management – New Growth Areas

- **Policy LU9.9:** Development proposed on the western edge of the City shall provide a distinctive open space transition to create a physical and visual buffer between the City and County that ensures that the identity and uniqueness of the City and County will be maintained.

Community Design Guidelines

Community Design Guidelines for the City of Roseville were adopted in 1995 to create consistency in the quality of new development. The Community Design Guidelines promote design principles that encourage diversity, balance aesthetic and functional considerations, and attempt to integrate the natural and built environments. The Design Committee, Planning Commission, and City Council use the Community Design Guidelines in the design review process for projects requiring discretionary approval, and by City staff for discretionary projects that are approved by the Planning Manager (City of Roseville 2008). The Community Design Guidelines address the following topics:

- site planning and architectural design standards for new residential, commercial, and industrial development and modifications to existing buildings;
- landscaping and screening techniques to preserve and enhance the visual quality;
- signs for new development;
- landscaping and signage at entryways;

- streetscape improvements such as street trees, landscaped medians, and street furnishings; and
- lighting design and provisions to promote public safety and reduce glare and light spillover onto adjacent properties.

3.13.2 Environmental Setting

METHODOLOGY AND TERMINOLOGY

Identifying the project area's visual resources, character, and quality involves the following process:

- objectively identify visual features and resources of the landscape,
- assess the character and quality of the resources relative to overall regional visual character, and
- determine importance to people (or sensitivity) of views of visual resources in the landscape.

Visual quality is assessed through determining the degree of vividness, unity, and intactness of the view:

- **Vividness:** The extent to which the landscape is memorable, which is associated with the distinctiveness, diversity, and contrast of visual elements.
- **Intactness:** The integrity of visual order in the landscape and the extent to which the existing landscape is free from atypical visual intrusions (i.e., an element that appears out of place with the visual order).
- **Unity:** The extent to which visual intrusions are sensitive to and in visual harmony with the existing landscape.

REGIONAL SETTING

The northwest portion of the City of Roseville is generally regarded as a transitional zone between the flat, open terrain of the Central Valley to the west and the foothills of the Sierra Nevada Mountains to the east. Long-range views within the region include views of the Sierra Nevada, Sutter Buttes, and the Coast Range.

The 241-acre project site is located at 6382 Phillip Road in the northwest corner of the City of Roseville. The project site is currently owned by the City and is predominantly flat with some sparsely vegetated, low hills. Pleasant Grove Creek traverses the property in an east-west direction, bisecting the site into north and south sections. The project site is at the junction of agricultural land to the west, a planned retention basin site and nature preserve (Al Johnson Wildlife Area) to the northwest, and three specific plan areas (the Creekview Specific Plan area directly to the east, the West Roseville Specific Plan area to the south, and the Amoruso Ranch Specific Plan to the north). The visual setting and quality of these landscapes are described below and summarized in Table 3.13-1.

Table 3.13-1 Regional Visual Quality

Site Name	Vividness	Intactness	Unity
Agricultural land	Low to moderate	Moderate to high	Moderate to high
Al Johnson Wildlife Area	High	Moderate to high	Moderate to high
Pleasant Grove Creek	High	Moderate to high	Moderate to high
Creekview Specific Plan area	Low to moderate	Low to moderate	Moderate to high
West Roseville Specific Plan area	Low to moderate	Low to moderate	Moderate to high
Amoruso Ranch Specific Plan	Low to moderate	Low to moderate to high	Moderate to high

Source: Compiled by Ascent in 2025.

The surrounding agricultural land consists of row crops, grain crops, orchards, and grassland that support livestock grazing (City of Roseville 2020). Lands immediately west of the project site are in active agriculture production. The visual intactness and unity of the agricultural lands are both moderate to high due to the visual integrity and connectivity of the agricultural parcels. With the exception of roadways, the agricultural land to the west of the

project site is generally undisturbed by other land uses. The vividness of the agricultural lands is low to moderate due to the lack of striking and distinctive visual patterns in the landscape. The view within these agricultural lands is generally flat in topography and visually consistent with row crops, orchards, and grasslands, and no major landmarks or other visual features create a striking change in the landscape.

The Al Johnson Wildlife Area is located northwest of the site and is part of a 1,700-acre site planned to accommodate the City's future Pleasant Grove Stormwater Retention Basin (PGSRB) facility and potential future recreation uses. This nature preserve was previously used for agriculture and consists of leveled agricultural fields separated by earthen berms, many of which are also used as access roads for City staff. A gated entryway to the PGSRB site and nature preserve is marked with a rock sign, but the site is currently inaccessible to the public. Views within the PGSRB site have a moderate to high visual intactness and unity. The fields within the PGSRB site are contiguous with the surrounding agricultural land creating visual unity in the landscape as a whole. Furthermore, the amount of human-caused visual disturbances within the PGSRB site and preserve are minimal, which contributes to the moderate to high visual intactness of the preserve. With the exception of the built road that bisects the PGSRB site and preserve and the sign at the entrance, no other major visual disturbances are present. The vividness of the PGSRB site and preserve is high due to the variation in landscape from grassland to riparian along Pleasant Grove Creek. The change in habitat is marked by a change in vegetation, with scattered oaks comprising the main vegetation type within the grassland area which transitions into a variety of riparian plant species including willow at Pleasant Grove Creek. The habitat variation is a distinctive visual pattern that adds to the high vividness of the preserve.

Pleasant Grove Creek, a third order perennial stream, traverses the property in an east-west direction. The visual intactness and unity of Pleasant Grove Creek are moderate to high due to the stream creating visual unity with the surrounding Al Johnson Wildlife Area and agricultural lands. The vividness of Pleasant Grove Creek is high due to the variation in landscape from riparian along the creek's north and south banks and to grassland within the agricultural lands and Al Johnson Wildlife Area. Similar to the Al Johnson Wildlife Area, the change in habitat is marked by a change in vegetation, with a transition from the riparian plant species at the creek, to scattered oaks within the surrounding grassland areas. The habitat variation is a distinctive visual pattern that adds to the high vividness of the creek.

The Creekview Specific Plan area directly to the east of the project site currently consists of rolling grasslands and riparian vegetation along the Pleasant Grove Creek corridor. Housing is currently being constructed in the northern portion of the Creekview Specific Plan area. The West Roseville Specific Plan area to the south of the project site is a residential community with a mix of support and employment uses. A mixed-use village center is located in the center of the plan area, along with the Regional Sports Park to the east. The plan area visually defines the western edge of the City with an open space buffer that creates a visual transition between urban uses and uses in unincorporated Placer County. The overall design intent of the plan area is to highlight the recreational amenities provided and the historic land uses with architecture that incorporates traditional styles unique to the early history of the California region (City of Roseville 2004). The visual vividness of the Creekview and West Roseville Specific Plan areas are low to moderate. The number of striking or distinctive visual patterns in the landscape is generally low due the visual similarity of new development; the visual memorability to the landscape is also low for this reason. The visual intactness of the Creekview and West Roseville Specific Plan areas is also low to moderate. Both plan areas exist in transition zones at the City's urban border; therefore, the visual integrity of the human-built landscape is interrupted by the agricultural lands directly to the west. The visual unity of both plan areas is moderate to high and it should be noted that design guidelines have been and will continue to be implemented during development of these areas to ensure visual coherence and compositional harmony of the landscape considered as a whole. At buildout, the Creekview Specific Plan area will include 2,011 single and multi-family residential units, approximately 136 acres of Open Space, 15.7 acres of neighborhood parks, a 7-acre school site, 2.6 acres of utilities sites, and 19.3 acres for commercial development (City of Roseville 2021). The West Roseville Specific Plan area is built out.

The Amoruso Ranch Specific Plan to the north of the project site generally consists of predominately flat land with low hills. The majority of the Amoruso Ranch Specific Plan area is characterized by wide expanses of flat to rolling grasslands, which are currently being developed with housing and mixed uses. Minor drainages flow in a radial pattern from a slight rise in the northeast quadrant of the property. The vividness of the Amoruso Ranch Specific Plan area is low to moderate because the change in topography characterized by the rolling grasslands creates a distinct

visual pattern; however, the area is currently being developed with housing and mixed uses. The number of striking or distinctive visual patterns in the landscape is generally low due the visual similarity of new development; the visual memorability to the landscape is also low for this reason. The visual intactness of the Amoruso Ranch Specific Plan area is also low to moderate. The plan area exists in a transition zone at the City's urban border; therefore, the visual integrity of the human-built landscape is interrupted by the surrounding agricultural lands. The visual unity of the plan area is moderate to high and it should be noted that design guidelines have been and will continue to be implemented during development of this area to ensure visual coherence and compositional harmony of the landscape considered as a whole. At buildout, the Amoruso Ranch Specific Plan area will result in the development of a mix of uses, including 337 acres of low, medium, and high-density residential land developed with 2,827 dwelling units. The land use plan also includes three commercial parcels totaling 51 acres, a 9.6-acre elementary school site, seven neighborhood parks, and a 3-acre fire station/public facilities site. Approximately 135 acres of the site will be set aside as open space preserve (City of Roseville 2016).

LOCAL SETTING

Visual Character and Quality of the Project Site

Long-range views within the project site include portions of the Sierra Nevada to the east, and Mount Diablo and the Coast Range to the west. The project site is composed of undeveloped grazing land in the northwest corner of the City of Roseville. The land is predominantly flat with some sparsely vegetated, low hills. Annual grasslands, including remnant cultivated grain species and sparse, ruderal, nonnative plant species, cover the majority of the project site. Due to the annual species present on the project site, the views transition from green grasslands in the winter and spring to dry, golden-colored grasslands in the summer and fall. Pleasant Grove Creek traverses the property in an east–west direction, bisecting the site into a northern and southern section, and an irrigation ditch is present on the northern boundary of the project site. Valley oak riparian woodland habitat is present along the creek channels, creating a visually prominent landmark during the summer months, when the dark foliage of the oak trees contrasts starkly with the golden-colored grassland. A human-made flood channel is present in the southern half of the project site. The vegetation surrounding the flood channel is wetland-dominant and includes curly dock (*Rumex crispus*) and sedges (*Carex spp.*), creating a visual transition from the annual grassland vegetation that covers the majority of the project site. The only structures identified within the project site are two water wells, one located along the southern edge of the property and one along the eastern edge of the property.

The visual vividness of the landscape within the project site is moderate. While the majority of the project site is covered in annual grassland that is contiguous with close-by agricultural parcels, several unique visual patterns are present, including the vegetation transitions marked by Pleasant Grove Creek and the human-made flood channel. Given the annual nature of the grasslands, the landscape transitions into golden-covered fields in the summer and fall, but the vegetation associated with the creek and flood channel remains green, creating a distinctive change in the landscape. Pleasant Grove Creek and the human-made flood channel combine with the annual grassland landscape in striking visual patterns which add to the moderate visual vividness of the project site. The visual intactness and unity of the project site are also moderate. The rural, undeveloped landscape is generally free of encroaching human-made elements, as the only structures present are two water wells. The visual integrity and compositional harmony of the project site is moderate due to the transitioning habitat types of the creek and flood channel. The overall visual character of the project site is moderate based on the moderate vividness, intactness, and unity.

Viewer Sensitivity

Viewer sensitivity is a measure of public expectation or concern for changes to scenic quality. Numbers of viewers, viewer activity, view duration, distance from seen objects (i.e., foreground versus background), and special planning designations such as scenic routes are used to characterize viewer sensitivity.

Sensitive viewers are people located near the project site who may be affected by visual changes caused by the project. Sensitive viewers are described in terms of exposure to the project and level of sensitivity. Viewer exposure takes into account viewer location, the number of viewers, and duration and frequency of views.

Table 3.13-2 lists viewer groups that would be exposed to the project's visual changes; defines their geographic proximity to the project; qualitatively estimates the volume of viewers, duration of views, and frequency of views; and identifies the viewer sensitivity of each general viewer group. Visual sensitivity associated with views in a particular area is the combination of viewer sensitivity and viewer exposure.

Table 3.13-2 Sensitive Viewer Groups Near the Project Site

Viewer Group	Viewer Exposure				Viewer Sensitivity
	Area	Usage Volume	Duration of Views	Frequency of Views	
Residents	To the south of the project site within the West Roseville Specific Plan area, and to the east of the project site within the Creekview Specific Plan area	High	High	High	High
Motorists	Using roads adjacent to the project site including Blue Oaks Boulevard and Phillip Road	Moderate	Moderate	Moderate	Moderate

Source: Compiled by Ascent in 2025.

SCENIC ROADWAY

A scenic road is defined as a highway, road, drive, or street that provides opportunities for the enjoyment of natural and human-made scenic resources, in addition to its transportation function. Scenic roads direct views to areas of exceptional beauty, natural resources or landmarks, or historic or cultural interest. There are no officially designated state scenic highways, or eligible state scenic highways, located in the vicinity of the project site or the greater City of Roseville (Caltrans 2025).

SCENIC VISTA

Scenic vistas are generally considered to be locations from which the public can experience unique and exemplary high-quality views, including panoramic views of great breadth and depth, often from elevated vantage points. No designated scenic vistas are present in the project area or the greater City of Roseville (City of Roseville 2020).

NIGHTTIME LIGHT AND DAYTIME GLARE

No sources of light or glare are present on the undeveloped project site. Sources of nighttime light around the project site are minimal. Residential neighborhoods associated with the Creekview Specific Plan and West Roseville Specific Plan areas create some nighttime light that can be seen from the project site. Occasional glare occurs from vehicles accessing roads adjacent to the project site.

SHADOWS

The evaluation of shading and shadows in this Draft EIR is limited to daytime shadows cast by objects blocking sunlight. The angle of the sun, and hence the character of shadows, varies depending on the time of year and the time of day; however, in the Northern Hemisphere, the sun always arcs across the southern portion of the sky. During the winter, the sun is lower in the southern sky, casting longer shadows compared to other times of year. During the summer months, the sun is higher in the southern sky, resulting in shorter shadows. During the summer, the sun can be almost directly overhead at midday, resulting in almost no shadow being cast. During all seasons, as the sun rises in the east in the morning, shadows are cast to the west; at mid-day, the sun is at its highest point and shadows are their shortest, and cast to the north; and as the sun sets in the west in the afternoon/evening, shadows are cast to the east.

With the exception of the two water wells, no structures are present on the project site that create shadows. The trees surrounding Pleasant Grove Creek provide shade to the creek and shadows on the project site.

3.13.3 Environmental Impacts and Mitigation Measures

METHODOLOGY

This visual impact analysis is based on field observations, a review of site plans and aerial photographs, photographs of the project site, and computer simulations of the completed development. Simulations were created by VITAE, an architecture, planning, and design firm. The EIR team reviewed the simulations, including comparing them to the site plan, to ensure they were representative of the expected views of development on the site.

Assessment of impacts to aesthetics and visual resources is based on an objective evaluation of the proposed project's effects on the visual environment of the site and its surroundings. This includes consistency with local ordinances and policies adopted for visual integrity of the community, impacts on viewsheds and scenic areas identified as important or valuable to the community, and changes in visual character of the site as compared to existing conditions.

The analysis uses photo simulations of the proposed project for the four representative views of the project site. The location of the viewpoints used for simulations is shown in Figure 3.13-1. The existing conditions photographs paired with the simulations showing the proposed project are provided in Figures 3.13-2 through 3.13-5.

Photo locations for the simulations were selected in coordination with City staff to express representative viewpoints of the proposed project from a variety of locations. Photos to be used as the basis for the simulations were taken with the location recorded using maps, aerial photos, and GPS. VITAE then began post- processing of the site panoramic photos to include the architectural elements of the proposed project. VITAE created a digital elevation model based on geo-located site contour data, site aerial data, and site boundary data from the project applicant. Building models were created by VITAE from the architectural data for the proposed project buildings. Building modeling focused on footprints extruded out to given heights to form a building "shell," with minimal architectural detail.

As the overall model of the project site was developed, the building renderings were given "surfacing" such as color, building elements, and shading and shadow. Landscaping elements (e.g., trees, groundcover) were added consistent with landscaping plans provided by the applicant. The final simulations reflect a simulated rendering of the proposed project as it would be expected to be seen by an observer standing in the location where the source photo was taken. The simulations are based on full buildout of the project. Hardscape details such as parking lot lines, curbs, etc., are not included in the simulations, but instead, a general groundcover distinction between vegetation and paved areas is simulated. Trees are depicted after approximately 10 to 15 years of growth. The proposed power poles were also added to the simulations (they can be seen from Viewpoint 1) and would be up to 70 feet tall.

Visual Simulations

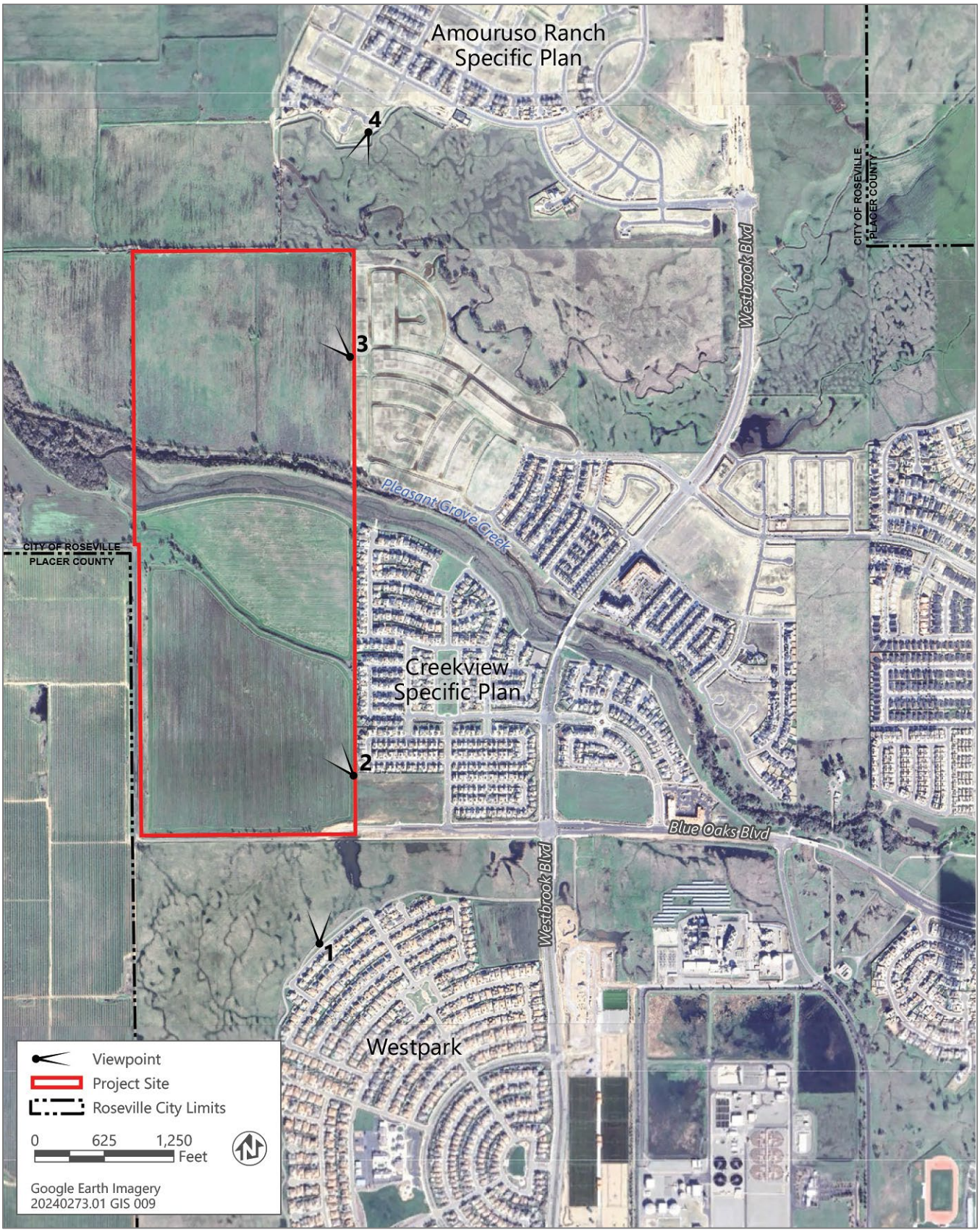
Visual simulations of four perspectives of the project site were created using site panoramic photos digitally edited to include the architectural elements of the proposed project. Modeling of proposed project buildings focuses on footprints extruded out to given heights to form a building "shell," with minimal architectural detail, to give perspective of the size of each building.

Representative Viewpoint Descriptions

The following is a description of viewpoints that provide representative views of the project site from nearby locations. The selected views include those typically seen by the public, as well as those from residential (or future residential) areas that would be seen most frequently by the residents in the area. The location of the viewpoints is shown in Figure 3.13-1, and photographs from these viewpoints are provided in Figures 3.13-2 through 3.13-5.

Viewpoint 1

Viewpoint 1 is taken from the northern portion of the developed segment of the Westpark Specific Plan area, as shown in Exhibit 3.13-2. Vividness from Viewpoint 1 is low. The landscape is largely composed of flat grassland with a metal fence, trail, and road in the foreground and some sparsely arranged trees in the background that surround Pleasant Grove Creek. The memorability and visual power of the landscape is low due to the lack of striking and distinctive visual patterns. Intactness from Viewpoint 1 is moderate.



Source: Provided by VITAE in 2025; adapted by Ascent in 2025.

Figure 3.13-1 Overview of Viewpoint Locations



Source: Provided by VITAE in 2025; adapted by Ascent in 2025.

Figure 3.13-2 Viewpoint 1 from the Westpark Specific Plan Area Looking North



Source: Provided by VITAE in 2025; adapted by Ascent in 2025.

Figure 3.13-3 Viewpoint 2 from the Creekview Specific Plan Area (within the HDR Area) Looking Northwest



Source: Provided by VITAE in 2025; adapted by Ascent in 2025.

Figure 3.13-4 Viewpoint 3 from North of Pleasant Grove Creek Looking Northwest



Source: Provided by VITAE in 2025; adapted by Ascent in 2025.

Figure 3.13-5 Viewpoint 4 from the Amoruso Ranch Specific Plan Area Looking South

The visual integrity of the landscape is fairly high due to the general lack of human-built elements. The grassland landscape is largely undisturbed with the exception of the human-built elements (fence, road, and trail) in the foreground. The unity is also moderate because of the visual coherence and compositional harmony of the landscape, which is similar to other agricultural and undeveloped portions of the City of Roseville. The grassland area is bounded by the metal fence, similar to other undeveloped areas in the region. Overall, the visual quality is moderately low. The visual character is a fairly unremarkable grassland, with little variation in the topography and other visual aspects.

Viewpoint 2

Viewpoint 2 is taken from the dirt road that extends parallel to the eastern boundary of the project site, facing the project site itself, as shown in Figure 3.13-3. Vividness from Viewpoint 2 is low. Similar to Viewpoint 1, the landscape is composed of flat grassland, with the dirt road in the foreground and trees in the background that surround Pleasant Grove Creek. The lack of striking and distinctive features, such as changes in topography or vegetation type, make the memorability and visual power of the landscape low. Intactness from Viewpoint 2 is high. The visual integrity of the landscape is high due to the lack of human-built elements. The grassland landscape is largely undisturbed with the exception of the dirt road in the foreground. The unity is also moderate because of the visual coherence and compositional harmony of the landscape, which is similar to other agricultural and undeveloped portions of the City of Roseville. The grassland area is bisected by the dirt road, common of agricultural/undeveloped areas in the region. Overall, the visual quality is moderately low. The visual character is a fairly unremarkable grassland, with little variation in the topography and other visual aspects.

Viewpoint 3

Viewpoint 3 is taken further north from the same dirt road as Viewpoint 2, on the northern side of Pleasant Grove Creek, facing the project site itself, as shown in Figure 3.13-4. Vividness from Viewpoint 3 is low. The landscape is composed of flat grassland, with the dirt road in the foreground and trees in the background that surround an agricultural ditch. The lack of striking and distinctive features, such as changes in topography or vegetation type, make the memorability and visual power of the landscape low. Intactness from Viewpoint 3 is high. The visual integrity of the landscape is high due to the lack of human-built elements. The grassland landscape is largely undisturbed with the exception of the dirt road in the foreground. The unity is also moderate because of the visual coherence and compositional harmony of the landscape, which is similar to other agricultural and undeveloped portions of the City of Roseville. The grassland area is bisected by the dirt road, common of agricultural/undeveloped areas in the region. Overall, the visual quality is moderately low. The visual character is a fairly unremarkable grassland, with little variation in the topography and other visual aspects.

Viewpoint 4

Viewpoint 4 is taken from the western portion of the Amoruso Ranch Specific Plan area facing the northern portion of the project site, as shown in Figure 3.13-5. The visual vividness from Viewpoint 4 is low to moderate. The landscape is largely composed of flat grassland; however, in the background are an array of trees associated with the minor drainages in the northeast quadrant of the plan area. The number and variation of trees in the background of the viewpoint increase the memorability of landscape. The intactness of Viewpoint 4 is high. No human-made elements are visible and the landscape is free from encroaching elements. The unity of Viewpoint 4 is moderate. The visual coherence and composition of the landscape considered as a whole is similar to other agricultural and undeveloped portions within the City. Overall, the visual quality is moderate. The visual character is a fairly unremarkable grassland, with little variation in the topography and other visual aspects; however, the presence of trees associated with the minor drainages which comprises a larger portion of the viewshed in comparison to the other three viewpoints increases the visual quality to some extent.

THRESHOLDS OF SIGNIFICANCE

Thresholds of significance are based on Appendix G of the State CEQA Guidelines. The project would cause a significant impact related to aesthetics if it would:

- have a substantial adverse effect on a scenic vista;
- damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway;
- in non-urbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings;
- in urbanized areas, conflict with applicable zoning and other regulations governing scenic quality; or
- create a new source of substantial light or glare which would adversely affect day or nighttime views in the area.

ISSUES NOT DISCUSSED FURTHER

Views of the project site and surrounding area are dominated by farmland, undeveloped grazing land, and residential development. There are no scenic vistas within the project site or visible from the project site. Further, as discussed above, the City has not identified or designated scenic vistas within the City. Therefore, the proposed development of the site would not adversely affect a scenic vista, and this issue is not discussed further.

No designated or eligible state scenic highways are in the vicinity of the project site, and the project site is not visible from any officially designated or eligible state or locally designated scenic highway. Further, the City of Roseville does not have any locally designated scenic highways. Thus, there would be no impact, and this issue is not discussed further.

ENVIRONMENTAL IMPACTS AND MITIGATION MEASURES

Impact 3.13-1: Substantially Degrade the Existing Visual Character or Quality of the Site or its Surroundings

Development of the project site would convert approximately 176 acres of currently undeveloped grazing land to mixed-use development. The proposed uses would include residential, retail, medical offices, and innovation center uses, as well as parks, open space, and trails. The introduction of the mixed-use development in an area that is currently undeveloped would change the existing visual character of the area. However, the proposed mixed-use development would be designed to be visually consistent with surrounding specific plan area development and other mixed-use development in Roseville, and proposed landscaping would soften the mixed-use character of the project site. Further, the project would be required to comply with General Plan policies related to community design and the City's Community Design Guidelines, which would ensure that the project would not substantially degrade the visual character of the project area. For these reasons, this impact would be **less than significant**.

The project site consists of undeveloped grazing land in northwest Roseville. The land is predominantly flat with some sparsely vegetated, low hills. Annual grasslands cover the majority of the project site. Pleasant Grove Creek traverses the property in an east–west direction, bisecting the site into a northern and southern portion, and an irrigation ditch is present on the northern boundary of the project site. Valley oak riparian woodland habitat is present along the creek channels. A human-made flood channel is present in the southern half of the project site. The vegetation surrounding the flood channel is wetland dominant and includes curly dock (*Rumex crispus*) and sedges (*Carex spp*.), creating a visual transition from the annual grassland vegetation that covers the majority of the project site. The only structures within the project site are two water wells, one located along the southern edge of the property and one along the eastern edge of the property.

Development of the project site would change the existing visual character of the area both temporarily during construction and permanently during operation of the proposed mixed-use development. These impacts are discussed below.

Short-term Construction Impacts

Construction activities would reduce the vividness, unity, and intactness of the project site's existing visual character by introducing encroaching human elements into the natural landscape. Construction equipment and materials would be present in the project area and visible to sensitive viewer groups, including motorists and residents. The type and quantity of equipment would fluctuate throughout construction but would generally include earthmoving equipment; concrete mix trucks and concrete pumps; a crane for erection of panels; semi-trucks and other trucks for deliveries; and a variety of crew trucks, excavators, boom lifts, scissor lifts, trenchers, generators, and personal autos. Building materials and equipment would be staged in various locations on the project site throughout the duration of construction and would vary as the phases are constructed. Therefore, it is anticipated that construction staging could occur in all four of the viewpoints described above in Section 3.13.2, "Environmental Setting." While construction activities would reduce the vividness, unity, and intactness of the project site's existing visual character, visual impacts from construction would be temporary and limited to the construction period. As described in Chapter 2, "Project Description," the project's residential component is anticipated to be developed in five phases, with backbone infrastructure construction beginning in 2027 and the first phase beginning in 2028, with each phase taking approximately one year. The full occupancy and the final phase of construction is expected to occur in 2033; however, actual phasing will depend on market demand and may vary. Dependent on market demand, the project's innovation and commercial component is anticipated to be developed in four phases, with backbone infrastructure construction beginning in 2027. The first innovation center phase could potentially start construction as early as 2029 and could be completed in 2032, which could overlap the second phase of residential construction. While the timing of future phases is dependent on market readiness and tenant demand, for the purposes of the EIR, the full buildout year is expected to be 2038. However, following completion of the residential and innovation and commercial phasing plans, construction activities would cease and the impact to visual resources would be temporary.

The project site is also adjacent to three specific plan areas with ongoing and future plans for development: the Creekview Specific Plan area to the east, the West Roseville Specific Plan area to the south, and the Amoruso Ranch Specific Plan to the north. Construction activities and their associated visual impacts within the project vicinity are common due to the surrounding development; therefore, the addition of the visual impacts associated with the project would be limited to the sensitive viewer groups who experience ongoing development in the vicinity.

Given that the visual impact from construction would be temporary and that construction is already occurring in the vicinity of the project (and is therefore part of the visual landscape), the project would not substantially degrade the visual character of the area during construction. This impact would be **less than significant**.

Long-term Operational Impacts

Located at the junction of agricultural land to the west, the PGSRB site and nature preserve (Al Johnson Wildlife Area) to the northwest, and three specific plan areas (the Creekview Specific Plan area to the east, the West Roseville Specific Plan area to the south, and the Amoruso Ranch Specific Plan to the north), the project site is surrounded by both developed and undeveloped land.

The project is envisioned to be a mixed-use development, supporting a mix of residential, retail, medical offices, and innovation center uses. The project would develop 529 single-family residential units, up to 135 multi-family residential units, 30,084 square feet (sf) of retail uses, 20,925 sf of medical offices, 1,011,032 sf of innovation center uses, parks, and open space along the Pleasant Grove Creek and Pleasant Grove Creek Bypass Channel. The southern portion of the project would include residential, retail, medical offices, innovation center uses, and a park. The northern portion would include residential uses and a park.

The maximum building height would be 44.8 feet, which would be associated with innovation buildings. The innovation and commercial buildings would be wood/steel framed and site cast concrete with embellishments of wood, cultured stone, metal, glass, aluminum window systems, and steel canopies. Residential buildings would likely incorporate a mixture of materials to provide a depth of texture and color, likely including plaster, cultured stone, wood, tile, and metal. Two parks are also proposed; a 3-acre park located in residential Village 2, and a 1.9-acre park located in residential Village 3. City of Roseville parks of this size typically include a picnic pavilion with a shade shelter, play equipment, and open turf with walking paths and perimeter planting areas. Trees would be placed

throughout the parks for shade and visual screening. Additionally, landscape setbacks would be provided around the perimeter of the innovation and commercial uses as a buffer along streets, Pleasant Grove Creek, and the residential uses. Landscaping would include primarily low water-use trees, shrubs, and ground cover.

The proposed electrical substation would be located in the southern portion of the project site, along Phillip Road. Although substation design is not completed yet, the substation would likely be steel structures, approximately 40 feet tall with 70 feet tall steel poles. The substation would be located sufficiently distant from residential areas such that it would not be visible from those areas (and there would be buildings in between the substation and residential areas to further shield views). The new substation is not shown in any of the figures because it would not be visible from any of the four viewpoints. Two 60 kilovolt (kV) single pole, double circuit overhead power lines (up to 70 feet tall) would be extended along the south side of Blue Oaks Boulevard, starting at the southeast corner of Westbrook Boulevard and through the project site on the commercial side to the new substation on Phillip Road (see Figure 2-9 in Chapter 2, "Project Description," for proposed off-site alignment). Figure 3.13-6 shows an example of what the new power poles may look like (note: two power lines would be installed as part of the project, while only one pole is shown in the photo).



Source: Provided the City of Roseville in 2026; adapted by Ascent in 2026.

Figure 3.13-6 Example of Existing 60kV Power Lines (Located on the North Side of Blue Oaks Boulevard from Woodcreek Oaks to Roughly Westpark Drive)

Simulated Viewpoint 1 represents the view residents living in the northern portion of the developed Westpark Specific Plan area would have of the project site. From this viewpoint, the project would be visible in the background, within the areas containing the scattered trees associated with Pleasant Grove Creek. The buildings would range in height from approximately 32 to just under 45 feet and would not be substantially taller than the existing trees—some of which are 40 to 50 feet tall—by Pleasant Grove Creek. As described above, the innovation and commercial buildings are proposed as wood/steel frame and site cast concrete with embellishments of wood, cultured stone, metal, glass, aluminum window systems, and steel canopies. The residential development, when designed, will likely incorporate a mixture of materials to provide a depth of texture and color; likely materials may include plaster, cultured stone, wood, tile, and metal. Use of these materials and finishes would help blend the new development with the surrounding environment. As noted above, overhead power lines would be extended along the south side of Blue Oaks Boulevard. These power lines would be substantially taller (approximately 70 feet tall) than proposed buildings and existing trees and vegetation; however, they would be similar in nature to typical power lines in the area. The overhead power lines would be visible along Blue Oaks Boulevard, but these would be visually consistent with the character of this roadway corridor and existing overhead lines, blending into the existing surrounding development, as shown in Figure 3.13-2. The overall change in visual character that residents living in the Westpark Specific Plan area would have of the project site would not be substantial given the visual elements of the proposed buildings and the development occurring in the vicinity associated with the aforementioned specific plan areas.

Simulated Viewpoints 2 and 3 represent views from the dirt road that runs parallel to the eastern boundary of the project site. Residents in the western portion of the Creekview Specific Plan would be the most common sensitive receptors from this perspective. The project would result in a substantial change from Viewpoints 2 and 3. The flat grassland and trees in the background that surround Pleasant Grove Creek would be replaced with the proposed residential buildings, landscaping, and fencing as shown in Figures 3.13-3 and 3.13-4. However, as described above, the visual character from Viewpoints 2 and 3 is fairly unremarkable with little variation in the topography and other visual aspects, and the visual quality is rated as moderately low. The proposed project features would not substantially degrade the existing quality of the area given the relatively low visual quality. Additionally, the residents in the Creekview Specific Plan would be privy to views of other development given that the specific plan proposes a 7-acre school site, 2.6 acres of utilities sites, and 19.3 acres for commercial development (City of Roseville 2021).

Simulated Viewpoint 4 represents a view from the western portion of the Amoruso Ranch Specific Plan area facing the northern portion of the project site. Residents in the Amoruso Ranch Specific Plan area would be the most common sensitive receptors from this perspective. From this viewpoint, the project would be visible in the background among the trees associated with minor drainages in the northeast quadrant of the Amoruso Ranch Specific Plan area. Similar to the visual changes from Viewpoint 1, the proposed buildings would not be substantially taller than the existing trees by Pleasant Grove Creek, and the buildings would incorporate materials to limit the visual disturbance with the surrounding environment. The project would not substantially degrade the visual character and views that residents in the Amoruso Ranch Specific Plan area would have of the project site given the visual elements of the proposed buildings and the development occurring in the vicinity associated with the aforementioned specific plan areas.

The PGSRB project site is located northwest of the site. As described in Section 3.13.2, "Environmental Setting," views within PGSRB site have a high vividness and moderate to high visual intactness and unity. Development of the project site could degrade the PGSRB site's visual quality by placing urban development adjacent to the PGSRB, especially because there would be an abrupt transition between open space and development. The City of Roseville General Plan includes Policy LU9.9, which states that development proposed on the western edge of the City shall provide a distinctive open space transition to create a physical and visual buffer between the City and County that ensures that the identity and uniqueness of the City and County will be maintained. The project has been designed to concentrate non-residential development in the southwestern portion of the project site, away from the PGSRB site and nature preserve. The northern portion of the project site, which is directly adjacent to the PGSRB site, would be developed with single-family residential buildings, coinciding with the surrounding residential development of the aforementioned specific plan areas that surround the PGSRB site. As described above, residential development in the area is already planned and, in some cases, under construction. Thus, urban development is already part of the visual

landscape in this area. Due to its distance from major thoroughfares and the generally flat terrain of the area, there are no public views of the and nature preserve that would be obstructed by the project.

As mentioned above in Section 3.13.2, "Environmental Setting," the visual character of the project site is moderate. While the majority of the project site is covered in annual grassland that is contiguous with close-by agricultural parcels, several unique visual patterns are present, including the vegetation transitions marked by Pleasant Grove Creek and the human-made flood channel. Pleasant Grove Creek and the human-made flood channel combine with the annual grassland landscape to create striking visual patterns, which adds to the moderate visual vividness of the project site. Additionally, the rural, undeveloped landscape is generally free of encroaching human-made elements, as the only structures present are two water wells. The proposed development would substantially alter the visual character of the project site from undeveloped grazing land to mixed-use development. However, the visual character of the project site is moderate, is similar to surrounding agricultural lands, and is generally not unique or distinctive relative to the visual character of the surrounding region, which is also dominated by agricultural land. Furthermore, the project would include landscaping (described above), which would soften the mixed-use character of the site and provide a buffer between the site and neighboring uses. In addition, given the project site's proximity to the three specific plan areas with varying plans of development from residential to commercial, the proposed residential, commercial, and innovative facilities would be designed to be visually consistent with surrounding development and other mixed-use development in Roseville.

Roseville General Plan policies and the City's Community Design Guidelines serve to promote the visual compatibility of developments through the application of community design standards. Specifically, Community Design Guidelines identify site planning and architectural design standards for new development, landscaping and screening techniques to preserve and enhance the visual quality, and lighting design and provisions to promote public safety and reduce glare and light spillover onto adjacent properties. The project would be required to comply with the General Plan policies and the City's Community Design Guidelines. For these reasons, operation of the project would not substantially degrade the visual character of the project site and its surroundings. This impact would be **less than significant**.

Mitigation Measures

No mitigation is required.

Impact 3.13-2: Conflict with Applicable Zoning and Other Regulations Governing Scenic Quality

The project would require a General Plan Amendment (GPA) and rezone to allow for a mix of land uses, including designation of the creek area as open space. However, the existing land use designation—Public/Quasi-Public—does not include designations governing scenic quality. Additionally, the new designations—Community Commercial (CC), Light Industrial (LI), Low-Density Residential (LDR), High-Density Residential (HDR)—do not include designations governing scenic quality. The new designation—Open Space (OS) along Pleasant Grove Creek—would allow for uses that are compatible with General Plan policies related to open space and scenic quality. Therefore, with the proposed GPA and rezone, the project would not conflict with a regulation governing scenic quality. This impact would be **less than significant**.

The project would develop the site into a mixed-use development, supporting residential, retail, medical offices, innovation centers, parks, open space, and trail uses. A GPA and rezone would be required to allow for the proposed mixed-use development of the site and a designation of the creek area as open space.

The proposed GPA and rezone would change the land use designation from Public/Quasi-Public, which primarily allows for municipal and governmental facilities, to Community Commercial (CC), Light Industrial (LI), Low-Density Residential (LDR), High-Density Residential (HDR), and Open Space (OS) along Pleasant Grove Creek. The Public/Quasi-Public district is applied to land intended for education, religious assembly, governmental offices, municipal corporation yards, water treatment plants, power generating facilities (including privately owned facilities), and other publicly owned facilities (City of Roseville 1996). No scenic regulations are associated with this designation. Community Commercial allows for retail stores and businesses selling a range of goods and services, including auto

sales and repair, and commercial childcare facilities. Light Industrial allows for uses such as research and development, warehousing, intensive commercial uses (e.g., auto body repair, landscaping material sales, retail, and wholesale lumberyards), and associated administrative offices. The Low- and High-Density Residential land use designations allow for a broad array of housing types with different densities as well as public parks, resource preservation and open space areas, landscape corridors, and other public utility easements (City of Roseville 1996). These designations do not contain regulations related to scenic quality. The Parks and Recreation designation would accommodate public parks and public and private recreation facilities.

The Open Space designation adjacent to Pleasant Grove Creek would allow for natural lands, passive recreation and minor recreation facilities, walking and bike trails, and resource interpretive facilities. As described above in Section 3.13.1, "Regulatory Setting," several aesthetic-related regulations associated with the open space designation are outlined in the City of Roseville General Plan, including Policy LU7.6, which encourages project designs that place a high priority and value on open space, and the preservation, enhancement and incorporation of natural resources and other features including consideration of topography, vegetation, wetlands, and water courses. The new open space designation adjacent to Pleasant Grove Creek would allow for natural lands, passive recreation and minor recreation facilities, walking and bike trails, and resource interpretive facilities. These uses are compatible with the General Plan policies related to open space and scenic quality. (See discussion under Impact 3.13-1 above for a discussion regarding the project's compatibility with General Plan Policy LU9.9 related to providing a distinctive open space transition to create a physical and visual buffer between the City and County.)

For these reasons, with the proposed GPA and rezone, the project would not conflict with a regulation governing scenic quality. This impact would be **less than significant**.

Mitigation Measures

No mitigation is required.

Impact 3.13-3: Create a New Source of Substantial Light or Glare That Would Adversely Affect Day or Nighttime Views in the Area

Project implementation would result in an incremental increase in the amount of light and glare on the project site, which would affect nighttime views in the area. However, the project would be required to adhere to the City's Community Design Guidelines, which require that lighting sources have cut off lenses and are located to avoid light spillage and glare on adjacent properties and in private spaces. Because the project would not create a new source of substantial light or glare that would adversely affect day or nighttime views in the area, this impact would be **less than significant**.

No sources of light or glare are present on the undeveloped project site. Sources of nighttime light around the project site are minimal. Residential neighborhoods associated with the West Roseville Specific Plan area create some nighttime light that can be seen from the project site. Occasional glare occurs from vehicles accessing roads adjacent to the project site. With the exception of the two water wells, no structures are present on the project site that create shadows. The trees surrounding Pleasant Grove Creek provide shade to the creek and shadows on the project site.

Development of the project site would result in an incremental increase in the amount of light and glare on the project site, which would affect nighttime views in the area both temporarily during construction and permanently during operation of the proposed mixed-use developments. These impacts are discussed below.

Short-term Construction Impacts

Glare would be introduced to the project area during construction from windshields of vehicles and construction equipment. These would be small sources of glare, would be at ground level, and would not adversely affect daytime views of the area. Additionally, construction activities would occur during daytime hours. Security lighting may be used on site at night and would represent a new source of lighting. As described in Section 2.5, "Project Construction," the residential component is anticipated to be developed in five phases, with construction of the backbone infrastructure beginning in 2027 and the final phase beginning 2032, with full occupancy projected to occur in 2033. The innovative

and commercial component is anticipated to be developed in four phases, with construction of the backbone infrastructure beginning in 2021. The timing of future phases will be determined based on market readiness and tenant demand, however, for purposes of the EIR, the full buildout year is expected to be 2038. Following completion of the components and their associated phases, construction activities would cease and the impact associated from glare and lighting would be temporary. Additionally, active construction associated with the surrounding specific plans is occurring directly adjacent to the project site, and this is expected to coincide with project construction. The surrounding construction would include glare/lighting during both the day and night; therefore, the project's increase to this lighting would be incremental. Given the temporary nature of construction and the surrounding development, project construction would have a **less-than-significant** impact related to light or glare.

Long-term Operational Impacts

The project would add metal and other reflective surfaces (e.g., glass) associated with the mixed-use development buildings and parked cars in parking lots. These buildings would also include exterior night lighting, including security lighting, parking lot lighting, and lighting of the electrical substation. The proposed innovative and commercial buildings are proposed wood/steel frame and site cast concrete with embellishments of wood, cultured stone, metal, glass, aluminum window systems, and steel canopies. Residential buildings would likely include materials consisting of plaster, cultured stone, wood, tile, and metal. Wood, cultured stone, and site cast concrete have no glare. Metal, aluminum window systems, and steel canopies are all matte finish and built specifically with no glare. Glass is the only reflective surface and would be used sparingly. The addition of reflective surfaces would increase daytime glare on the project site, which is currently void of light and glare sources. The project buildings would also include exterior nighttime lighting, including security lighting, parking lot lighting, and lighting of the electrical substation. The addition of nighttime lighting from the project could result in skyglow and light pollution if lights are cast in an upward direction.

To reduce the impact of glare and lighting from operation, a lighting plan has been prepared for the proposed innovation and commercial component of the project that conforms with the City's Community Design Guidelines (City of Roseville 2008). Lighting sources would have cut off lenses and would be located to avoid light spillage and glare on adjacent properties and in private spaces. The lighting plan would be reviewed and approved by the City prior to project implementation. Additionally, buildings would be required to comply with CALGreen Building Regulations, Title 24 Outdoor Lighting Standards, the City's Community Design Guidelines, and General Plan Policy LU7.9 to reduce lighting spillage and glare. While a lighting plan has not been prepared for the residential component of the project, compliance with the above stated regulations would aid in reducing lighting and glare impacts from the proposed residential buildings to the surrounding specific plan areas. Further, lighting and glare produced from residential buildings would be consistent and blend in with the residential communities associated with the surrounding specific plan areas. Thus, with implementation of the lighting plan and compliance with applicable and existing regulations, the project would have a **less-than-significant** impact related to light or glare.

Mitigation Measures

No mitigation is required.

3.14 ENERGY

This section was prepared pursuant to the State CEQA Guidelines Section 15126 and Appendix F of the State CEQA Guidelines, which require that EIRs include a discussion of the potential energy impacts of projects. The analysis considers whether the project would result in inefficient, wasteful, and unnecessary consumption of energy. Energy related to the project would include energy directly consumed for residential and nonresidential land uses. Transportation-related energy consumption would include the use of fuels and electricity to power cars, trucks, and public transportation. Energy would also be consumed by equipment and vehicles used during project construction and routine maintenance activities.

No comment letters regarding energy were received in response to the notice of preparation (see Appendix A).

3.14.1 Regulatory Setting

Energy conservation is embodied in many federal, state, and local statutes and policies. At the federal level, energy standards apply to numerous products (e.g., the US Environmental Protection Agency's [EPA] EnergyStar™ program) and transportation (e.g., fuel efficiency standards). At the state level, Title 24 of the California Code of Regulations (CCR) sets forth energy standards for buildings. Further, the state provides rebates/tax credits for installation of renewable energy systems and offers the Flex Your Power program that promotes conservation in multiple areas. At the local level, individual cities and counties establish policies in their general plans and climate action plans (CAPs) related to the energy efficiency of new development and land use planning and to the use of renewable energy sources.

FEDERAL

Energy Policy and Conservation Act, and CAFE Standards

The Energy Policy and Conservation Act of 1975 established nationwide fuel economy standards to conserve oil. Pursuant to this Act, the National Highway Traffic and Safety Administration (NHTSA), part of the US Department of Transportation (DOT), is responsible for revising existing fuel economy standards and establishing new vehicle economy standards.

The Corporate Average Fuel Economy (CAFE) program was established to determine vehicle manufacturer compliance with the government's fuel economy standards. Compliance with the CAFE standards is determined based on each manufacturer's average fuel economy for the portion of their vehicles produced for sale in the county. NHTSA and EPA set the CAFE standards to improve the average fuel economy and reduce fossil fuel consumption and associated greenhouse gas (GHG) emissions generated by cars and light-duty trucks. The most recent update was in 2024, and the CAFE standards were finalized for model years (MYs) 2027 through 2031. The final rule establishes standards that require an industry-wide fleet average of approximately 49 miles per gallon (mpg) for passenger cars and light trucks. The final rule establishes standards that would require an industry-wide fleet average of approximately 50.4 mpg in MY 2031 for passenger cars and light trucks and an industry fleet-wide average for heavy-duty pickup trucks and vans (HDPUVs) of roughly 2.851 gallons per 100 miles in MY 2035. The final CAFE standards increase at a rate of 2 percent per year for passenger cars in MYs 2027–2031 and 2 percent per year for light trucks in MYs 2029–2031. The final HDPUV fuel efficiency standards increase at a rate of 10 percent per year in MYs 2030–2032 and 8 percent per year in MYs 2033–2035 (NHTSA 2024).

Energy Policy Act of 1992 and 2005

The Energy Policy Act of 1992 (EPAct) was passed to reduce the country's dependence on foreign petroleum and improve air quality. EPAct includes several parts intended to build an inventory of alternative fuel vehicles (AFVs) in large, centrally fueled fleets in metropolitan areas. EPAct requires certain federal, state, and local government and private fleets to purchase a percentage of light-duty AFVs capable of running on alternative fuels each year. In addition, financial incentives are also included in EPAct. Federal tax deductions are allowed for businesses and

individuals to cover the incremental cost of AFVs. States are also required by the act to consider a variety of incentive programs to help promote AFVs. The Energy Policy Act of 2005 provides renewed and expanded tax credits for electricity generated by qualified energy sources, such as landfill gas; provides bond financing, tax incentives, grants, and loan guarantees for clean renewable energy and rural community electrification; and establishes a federal purchase requirement for renewable energy.

Medium-and Heavy-Duty Vehicle Program

EPA and NHTSA set fuel efficiency and GHG standards for medium- and heavy-duty trucks. In 2011, EPA and NHTSA finalized a joint rule that established a national program to reduce GHG emissions and improve fuel economy for new medium- and heavy-duty engines and vehicles. This rule—called the Phase 1 standards—requires fuel efficiency standards for engines in model years (MYs) 2014 through 2018 (40 Code of Federal Regulations [CFR] Parts 85, 86, 1036, 1037, 1065, 1066, and 1068). In 2016, EPA and NHTSA adopted the Phase 2 standards, which require fuel efficiency standards for engines in MYs 2018 through 2027 (40 CFR Parts 9, 22, 85, 86, 600, 1033, 1036, 1037, 1039, 1042, 1043, 1065, 1066, and 1068) (EPA 2016).

Construction Equipment Emission Standards

The CFR established tiered emissions standards for construction equipment (i.e., nonroad diesel engines) to phase in cleaner-burning equipment that will reduce nitrogen oxides (NO_X) and particulate matter emissions from exhaust. After 2014, all construction equipment manufactured in the United States is required to meet the highest tier of emission standards, Tier 4. EPA oversees implementation of these regulations (CFR Chapter 40, Parts 1039, 1065, and 1068).

Public Law No. 119-15

On June 12, 2025, Public Law 119-15, enacting House Joint Resolution 87, was signed into law. The law utilized the Congressional Review Act to nullify EPA's rule that had granted California a waiver to enforce stricter emissions standards for heavy-duty vehicles under the Clean Air Act (CAA). The disapproved rule included programs such as the Advanced Clean Trucks regulation and zero-emission requirements for airport shuttles. Passed under the Congressional Review Act, the law prevents EPA from implementing or reissuing the same or similar rules without new congressional authorization. This effectively blocks California, and other states that follow its standards, from enforcing these specific vehicle emission and warranty regulations.

Public Law No. 119-16

In early May 2025, the US House of Representatives passed House Joint Resolution 88 under the Congressional Review Act, aiming to void EPA's December 2024 waiver under the CAA that allowed California to implement the Advanced Clean Cars (ACC II) regulation. ACC II includes a zero-emission vehicle (ZEV) mandate targeting 100 percent new light-duty ZEV sales by 2035. In late May 2025, the Senate followed suit, approving the resolution; the first ever occurrence that waivers under the CAA have been revoked from a Congressional Review Act. With both chambers' approval, the resolution was signed by the President on June 12, 2025, to formally rescind the State's ability to enforce the ACC II regulation. The implications of this federal resolution on the State's capability to enforce its independent fuel economy standards are uncertain at this time, as the California Attorney General filed a lawsuit against the federal government on June 12, 2025, to challenge House Joint Resolution 88. Whether this action is successful is unknown, as is the possibility that a federal judge will issue a stay to halt the implementation of the ACC II regulation during the legal process. Notably, the mobile source emissions calculations and estimates disclosed in this analysis do not account for this regulatory update as emissions factors have not been updated by the California Air Resources Board (CARB) at this time.

STATE

Warren-Alquist Act

The 1975 Warren-Alquist Act established the California Energy Resources Conservation and Development Commission, now known as the California Energy Commission (CEC). The Act established state policy to reduce wasteful,

uneconomical, and unnecessary uses of energy by employing a range of measures. The California Public Utilities Commission (CPUC) regulates privately-owned utilities in the energy, rail, telecommunications, and water fields.

State of California Energy Action Plan

CEC is responsible for preparing the State Energy Plan, which identifies emerging trends related to energy supply, demand, conservation, public health and safety, and the maintenance of a healthy economy. The first Energy Action Plan (EAP) emerged in 2003 from a crisis atmosphere in California's energy markets. The state's three major energy policy agencies (CEC, CPUC, and the Consumer Power and Conservation Financing Authority [established under deregulation and now defunct]) came together to develop one high-level, coherent approach to meeting California's electricity and natural gas needs. It was the first time that energy policy agencies formally collaborated to define a common vision and set of strategies to address California's future energy needs and emphasize the importance of the impacts of energy policy on the California environment. In the October 2005 Energy Action Plan II, CEC and CPUC updated their energy policy vision by adding some important dimensions to the policy areas included in the original EAP, such as the emerging importance of climate change, transportation-related energy issues and research and development activities. CEC adopted an update to the EAP II in February 2008 that supplements the earlier EAPs and examines the state's ongoing actions in the context of global climate change.

The current plan is the 2025 Building Energy Action Plan, which was released December 19, 2025. The 2025 Energy Action Plan presents a statewide, multiagency perspective on ways to achieve greater decarbonization of existing buildings through improved energy efficiency, electrification, and supporting strategies. The 2025 Energy Action Plan discusses 21 topics that present major issues to building decarbonization (CEC 2025)..

Assembly Bill 2076: Reducing Dependence on Petroleum

Pursuant to Assembly Bill (AB) 2076 (Chapter 936, Statutes of 2000), CEC and CARB prepared and adopted a joint agency report in 2003, *Reducing California's Petroleum Dependence*. Included in this report are recommendations to increase the use of alternative fuels to 20 percent of on-road transportation fuel use by 2020 and 30 percent by 2030, significantly increase the efficiency of motor vehicles, and reduce per capita vehicle miles traveled (VMT) (CEC 2003). Further, in response to the CEC's 2003 and 2005 *Integrated Energy Policy Reports*, Governor Davis directed CEC to take the lead in developing a long-term plan to increase alternative fuel use. A performance-based goal of AB 2076 was to reduce petroleum demand to 15 percent below 2003 demand by 2020 and maintain that level for the foreseeable future.

Integrated Energy Policy Report

Senate Bill (SB) 1389 (Chapter 568, Statutes of 2002) required the CEC to "conduct assessments and forecasts of all aspects of energy industry supply, production, transportation, delivery and distribution, demand, and prices. The Energy Commission shall use these assessments and forecasts to develop energy policies that conserve resources, protect the environment, ensure energy reliability, enhance the state's economy, and protect public health and safety" (Public Resources Code [PRC] Section 25301[a]). This work culminated in the Integrated Energy Policy Report (IEPR).

CEC adopts an IEPR every two years and an update every other year. The 2023 IEPR, the most recent IEPR, was adopted in February 2024. The 2023 IEPR summarizes California's priority energy issues, outlining strategies and recommendations to further the state's goal of ensuring reliable, affordable, and environmentally responsible energy sources. Energy topics covered in the report include progress toward statewide renewable energy targets and issues facing future renewable development; efforts to increase energy efficiency in existing and new buildings; progress by utilities in achieving energy efficiency targets and potential; improving coordination among the state's energy agencies; streamlining power plant licensing processes; results of preliminary forecasts of electricity, natural gas, and transportation fuel supply and demand; future energy infrastructure needs; the need for research and development efforts to statewide energy policies; and issues facing California's nuclear power plants (CEC 2024a).

Senate Bill 1078: California Renewables Portfolio Standard Program

SB 1078 (Sher 2002) established California's Renewables Portfolio Standard (RPS) for electricity supply. The program sets continuously escalating renewable energy procurement requirements for the state's load-serving entities.

Generation must be procured from RPS-certified facilities. SB 2 (1X) of 2011 obligated all California electricity providers to obtain at least 33 percent of their energy from renewable resources by 2020. The CPUC and CEC are jointly responsible for implementing the program. All electricity retail sellers had an interim target between compliance periods to serve at least 38.5 percent of their load with RPS-eligible resources by December 31, 2022. In general, retail sellers either met or exceeded the interim 38.5 percent target and are on track to achieve their compliance requirements. In 2018, SB 100 (Public Utilities Code Sections 399.11, 399.15, 399.30 and, Section 454.53) was signed into law, which again increases the RPS to 60 percent by 2030 and requires all the state's electricity to come from carbon-free resources by 2045.

SB 100 established a new RPS target of 50 percent by 2026, increases the RPS target in 2030 from 50 to 60 percent, and establishes a goal of 100 percent zero-carbon energy sources by 2045. SB 1020 superseded the goals of SB 100 by requiring that 90 percent of all retail sales of electricity to California end-use customers are procured from renewable energy and zero-carbon resources by December 31, 2035. The requirement increases to 95 percent by December 31, 2040, and to 100 percent by December 31, 2045. Under SB 1020, state agency facilities must use 100 percent renewable and zero-carbon energy resources by December 31, 2035.

Advanced Clean Fleets

CARB's 2022 Advanced Clean Fleets regulation was developed to reduce diesel particulate matter through the transition of medium- and heavy-duty trucks to become fully electric by 2045. In January 2025, California withdrew its request for a waiver and authorization for the addition of the Advanced Clean Fleets regulation to its emissions control program in anticipation of federal efforts to nullify or block its CAA waivers (CARB 2025a). CARB is not enforcing the existing portions of the Advanced Clean Fleets regulation that require a federal waiver or authorization, such as the portions of the Advanced Clean Fleet regulation that apply to high-priority and drayage fleets. However, not all elements of the Advanced Clean Fleets regulation require a federal waiver or authorization (CARB 2025b). State and local government fleets will still be required to be fully electric by 2045.

Climate Change Scoping Plan

The California legislature enacted AB 1279 in 2022, which establishes the policy of the state to achieve net zero emissions as soon as possible but no later than 2045; to maintain net negative GHG emissions thereafter; and to ensure that by no later than 2045, statewide anthropogenic GHG emissions are reduced by at least 85 percent below 1990 levels. CARB released the final *2022 Scoping Plan for Achieving Carbon Neutrality* (2022 Scoping Plan) on November 16, 2022, as directed by AB 1279 (CARB 2022). The 2022 Scoping Plan traces the pathway for the state to achieve the goals set forth in AB 1279 and includes several regulations, plans, and policies directed to reduce energy consumption, improve energy efficiency, and increase renewable energy resources within the state. CARB adopted the 2022 Scoping Plan on December 16, 2022.

California Energy Efficiency Action Plan

The *2021 California Building Decarbonization Assessment* is the initial report addressing the mandates codified in AB 3232 (Friedman, Chapter 373, Statutes of 2018). The report analyzes scenarios to reduce GHG emissions by at least 40 percent by 2030 and identifies several strategies that will lead to significant emission reductions related to electricity and natural gas use in buildings, as well as from refrigerants. The strategies include electrification, electricity generation decarbonization, energy efficiency, refrigerant leakage reduction, distributed energy resources, decarbonizing the gas system, and demand flexibility. The assessment shows that California can achieve significantly more than a 40 percent reduction by 2030 through these strategies.

California Building Energy Efficiency Standards (Title 24, Part 6)

California's energy consumption of new residential and nonresidential buildings is regulated by CCR Title 24, Part 6, Building Energy Efficiency Standards (California Energy Code). CEC updates the California Energy Code every three years with more stringent design requirements for reduced energy consumption, resulting in fewer GHG emissions. The 2022 California Energy Code went into effect on January 1, 2023. The 2022 California Energy Code advances the on-site energy generation progress started in the 2019 California Energy Code by encouraging electric heat pump technology and use, establishing electric-ready requirements when natural gas is installed, expanding solar

photovoltaic (PV) system and battery storage standards, and strengthening ventilation standards to improve indoor air quality. CEC estimates that the 2022 California Energy Code will save consumers $1.5 billion and reduce GHGs by 10 million metric tons of carbon dioxide-equivalent over the next 30 years (CEC 2021).

The 2025 Building Energy Efficiency Standards (2025 California Energy Code) were adopted on September 11, 2024, and will go into effect for commercial uses on January 1, 2026. The 2025 California Energy Code will not go into effect for residential uses until January 1, 2031. This was affected following the signing of AB 130 and AB 131 by the Governor on June 30, 2025, as part of the effort to address housing needs in the state. Regarding commercial buildings, the 2025 California Energy Code puts particular emphasis on encouraging efficient electric heat pump technology for space and water heating in newly constructed select nonresidential building types, replacing end-of-life rooftop heating, ventilation, and air-conditioning units of a specific size with high efficiency systems, establishing electric-ready requirements for commercial kitchens, updating solar and storage standards for buildings to make clean energy available for onsite use while minimizing exports to the electrical grid.

California Green Building Standards (Title 24, Part 11)

The California Green Building Standards Code, also known as the CALGreen Code, is a portion of the California Building Code developed by CEC that consists of both voluntary and mandatory requirements related to green building standards for statewide residential and non-residential construction. The voluntary provisions of the CALGreen Code often guide the adoption of local reach codes by incorporated cities and unincorporated counties. The current version is the 2022 CALGreen Code, which took effect on January 1, 2023. Compared to the 2019 CALGreen Code, the 2022 CALGreen Code strengthened sections pertaining to electric vehicle (EV) and bicycle parking, water efficiency and conservation, and material conservation and resource efficiency, among other sections of the CALGreen Code. The CALGreen Code sets design requirements equivalent to or more stringent than those of the California Energy Code for energy efficiency, water efficiency, waste diversion, and indoor air quality. These codes are adopted by local agencies that enforce building codes and are used as guidelines by state agencies for meeting the requirements of EO B-18-12.

The 2025 CALGreen Code was adopted on September 11, 2024, and goes into effect for commercial uses on January 1, 2026. Similar to the discussion of the 2025 California Energy Code above, the 2025 CALGreen Code will not go into effect for residential uses until January 1, 2031. This was affected following the signing of AB 130 and AB 131 by the Governor on June 30, 2025, as part of the effort to address housing needs in the state. Relative to the 2022 CALGreen Code, the 2025 version includes increased requirements for EV charging infrastructure (i.e., a higher percentage of parking spaces that must be equipped with EV chargers and more stringent requirements for the types of chargers that must be installed) in both residential and non-residential buildings. The 2025 CALGreen Code also includes required analysis of Embodied Carbon in Building Materials, which was not required under the 2022 CALGreen Code. Lastly, the 2025 CALGreen Code includes updates to energy efficiency standards aimed at further reducing energy consumption in buildings and promoting the use of renewable energy sources.

LOCAL

City of Roseville General Plan 2035

The City of Roseville General Plan 2035 contains several policies applicable to the project that address energy (City of Roseville 2020). Key provisions from the Air Quality and Climate Change Element are summarized below.

Air Quality and Climate Change Element Policies

- **Policy AQ1.11** Promote local purchase and use of electric vehicles through incentives and strategic expansion of charging infrastructure.
- **Policy AQ1.17** Conserve energy and reduce air pollutant emissions by encouraging energy efficient building designs and transportation systems and promoting energy efficiency retrofits of existing structures.

- **Policy AQ1.18** Promote building and transportation energy efficiency in new residential and commercial development by encouraging and incentivizing implementation measures early in the design and development process.
- **Policy AQ1.19** Encourage energy efficiency by identifying potential cost savings, resource, and health benefits.

General Plan Implementation Measures

Appendix A of the General Plan identifies the General Plan's implementation measures, which are proactive activities designed to implement General Plan policies. The following may apply to the project:

Development Review Process

Project review should address energy efficient building and site designs, as well as the proper storage, use, and disposal of hazardous materials.

Air Quality and Climate Change Mitigation Strategies - Land Use (Ongoing)

Encourage development to be located and designed to minimize greenhouse gas and air pollutant emissions and avoid exposure to substantial pollutant concentrations by doing the following:

- Provide for mixed-use and transit-supportive development that reduces the length and frequency of vehicle trips or reduces the need for vehicle trips by providing practical pedestrian, bicycle, and transit options.

City of Roseville Communitywide Sustainability Action Plan

The Roseville Communitywide Sustainability Action Plan (SAP) sets forth a comprehensive strategy to reduce GHG emissions and improve energy efficiency, as well as to promote economic growth based on clean technology and sustainable practices (City of Roseville 2010). While the 2035 General Plan includes goals and policies that guide the City's approach to addressing sustainability and climate change, the SAP serves as a more detailed strategy to implement the City's sustainability and climate change policies. The following are some of the energy measures suggested by the SAP that are relevant to the project.

Measure E-1.4

- Qualifying new commercial construction should strive to achieve ENERGY STAR performance criteria. This denotes that the building's estimated energy use is intended to be in the top 25% compared to similar buildings throughout the nation. Once the building is built and operating for at least one year, it may qualify to receive an ENERGY STAR plaque.
- For new commercial construction projects not qualifying for ENERGY STAR, building designs should strive for a 15% reduction in the overall energy budget over California Title 24 performance standards.

3.14.2 Environmental Setting

PHYSICAL SETTING

Energy Types and Sources

California relies on a regional power system composed of a diverse mix of natural gas, renewable, hydroelectric, and nuclear generation resources. One-third of energy commodities consumed in California are natural gas. In 2024, renewable resources, including hydroelectric power and small-scale solar power, supplied 57 percent of California's in-state electricity generation; natural gas fueled another 35 percent; and nuclear power provided almost all the rest (EIA 2025).

Alternative Fuels

A variety of alternative fuels are used to reduce demand for petroleum-based fuel. The use of these fuels is encouraged through various statewide regulations and plans (e.g., Low Carbon Fuel Standard, AB 32 Scoping Plan).

Conventional gasoline and diesel may be replaced (depending on the capability of the vehicle) with many transportation fuels, including biodiesel/renewable diesel, electricity, ethanol, and hydrogen.

California has a growing number of alternative fuel vehicles through the joint efforts of CEC, CARB, local air districts, federal government, transit agencies, utilities, and other public and private entities. As of July 2025, California contained nearly 70,490 stations with alternative fuels (AFDC 2025).

Commercial and Residential Energy Use

Commercial buildings represent just under one-fifth of US energy consumption, with office space, retail space, and educational facilities representing about half of commercial sector energy consumption. The commercial sector accounted for 8 percent of total energy in the US in 2023. In comparison, the residential sector accounted for approximately 7 percent of US energy consumption (EIA 2025).

Homes in the United States built between 2000 and 2005 used 14 percent less energy per square foot than homes built in the 1980s and 40 percent less energy per square foot than homes built before 1950. However, larger home sizes offset these efficiency improvements. Primary energy consumption in the residential sector totaled 9.5 quadrillion British thermal units (Btu) in 2020 (the latest year the US Energy Information Administration's (EIA's) Residential Energy Consumption Survey was completed) (EIA 2024). Energy consumption increased 4.4 percent from 2015 to 2020. (EIA 2024)

Energy Use for Transportation

In 2024, the transportation sector comprised the largest end-use sector of energy in the state totaling 42 percent, followed by the industrial sector totaling 22 percent, the residential sector at 17 percent, and the commercial sector at 17 percent (EIA 2025). CEC reported retail sales of 163 million gallons of gasoline and 18 million gallons of diesel in Placer County in 2023 (the most recent data available) (CEC 2024b).

Energy Use and Climate Change

Scientists and climatologists have produced evidence that the burning of fossil fuels by vehicles, power plants, industrial facilities, residences, and commercial facilities has led to an increase of the earth's temperature. For an analysis of greenhouse gas production and the project's impacts on climate change, refer to Section 3.4, "Greenhouse Gas Emissions."

Electrical and Natural Gas Infrastructure

Roseville Electric provides electrical service to customers within the City limits. The City's utility obtains power from a variety of sources. In 2023, Roseville Electric consisted of 29 percent renewable energy, which consisted of solar, wind, hydroelectric, geothermal, and biomass (Roseville Electric 2023). The project includes the construction of an electrical substation to provide power to the project. In addition, two 60-kilovolt (kV) overhead power lines would need to be extended along the south side of Blue Oaks Boulevards, starting at the southeast corner of Westbrook Boulevard and through the project site on the commercial side to the substation. The Pacific Gas and Electric Company (PG&E) is the natural gas provider for the city. PG&E underground transmission pipelines are located throughout City rights-of-way to serve existing development.

3.14.3 Impacts and Mitigation Measures

METHODOLOGY

Appendix F of the State CEQA Guidelines requires consideration of the energy implications of a project. CEQA requires mitigation measures to reduce "wasteful, inefficient and unnecessary" energy usage (PRC Section 21100, subdivision [b][3]). Neither the law nor the State CEQA Guidelines establish criteria that define wasteful, inefficient, or unnecessary use. Therefore, impacts related to energy are addressed qualitatively.

Levels of construction- and operation-related energy consumption by the project were estimated and measured in megawatt-hours of electricity, kilo-British thermal units (kBTU) of natural gas, gallons of gasoline, and gallons of diesel fuel. Energy consumption estimates for construction and operational activities were calculated using the proposed phasing of the project and proposed land use types and the California Emissions Estimator Model (CalEEMod) version 2022.1.1.30 computer program; fuel consumption rates were obtained from CARB's OFFROAD and EMission FACtors (EMFAC) model for Placer County and CARB's emission factors for the non-road tier 4 and standard diesel generators.

In compliance with PCAPCD Rule 225, Wood Burning Appliances, residential land uses were modeled without fireplaces and wood burning stoves. Additionally, residential land uses were modeled without natural gas. Although the project would use natural gas, natural gas would only be used to meet the operational needs of the non-residential land uses.

Two types of diesel generators would be included in the project: 15 3- megawatt Tier 4 generators with 4,000 horsepower (HP) each to provide power to the future potential data center and 12 emergency diesel generators for the commercial and retail buildings with 500 HP. Generator emissions were calculated using CalEEMod default emission factors (i.e., statewide average emissions factors and Tier) for 500 HP generators and CARB emission factors for Tier 4 off-road diesel generators (CARB 2020). Where project-specific information was not known, CalEEMod default values based on the project's location were used.

As described in Chapter 2, "Project Description," the actual tenants of the Innovation and Commercial zones are not known yet. Thus, for the purposes of this EIR analysis, higher intensity uses are assumed to evaluate the most conservative range of environmental impacts. For example, land use types were modeled based on allowable land uses from Tables 2-1 and 2-3 in Chapter 2, "Project Description." Where specific land uses were not available, the likely and conservative equivalents were used to estimate energy consumption. The innovation land uses were modeled as data centers, research and development medical facilities, and automobile repair shops; the medical offices were modeled as a medical office building; and the retail land use was modeled as a hardware store.

THRESHOLDS OF SIGNIFICANCE

Thresholds of significance are based on Appendix G of the State CEQA Guidelines. The project would cause a significant impact related to energy if it would:

- result in a potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy, or wasteful use of energy resources, during project construction or operation; or
- conflict with or obstruct a state or local plan for renewable energy or energy efficiency.

ISSUES NOT DISCUSSED FURTHER

All issues related to energy listed under the significance criteria above are addressed in this section.

ENVIRONMENTAL IMPACTS AND MITIGATION MEASURES

Impact 3.14-1: Wasteful, Inefficient, or Unnecessary Consumption of Energy, During Project Construction or Operation

Construction activities associated with the project would be temporary and would not increase long-term energy or fuel demand. Operational activities would increase the use of fuel (gasoline and diesel), electricity, and natural gas; however, the project would, at a minimum, comply with the energy efficiency requirements of applicable building codes (e.g., California Energy Code, CALGreen Code), which are updated regularly with increasingly stringent standards for energy conservation and efficiency. Although the project would use natural gas, it would only be used to meet the operational needs of an advanced manufacturer or other user and would not be utilized for heating, ventilation, and air conditioning (HVAC) systems. In addition, the project would not generate VMT above applicable City thresholds and, therefore, would not be considered inefficient from a transportation energy perspective. For these reasons, the project's use of energy would not be considered wasteful, inefficient, or unnecessary and this impact would be **less than significant**.

Construction

Energy would be required to construct, operate, and maintain construction equipment and to produce and transport construction materials associated with construction of the project. Project construction would occur in phases between 2027 and 2038, with backbone infrastructure occurring first to allow future subsequent development. An on-site electrical substation would be constructed to serve the site and off-site improvements would include a bus turnout along the southern frontage of the project site and the extension of Blue Oaks Boulevard, which would occur as needed to serve each phase of the proposed development. All project construction activities associated with full buildout were included in the total fuel estimates.

The one-time energy expenditure required to construct the physical buildings and infrastructure associated with the project would be nonrecoverable. Most energy consumption would result from operation of construction equipment and vehicle trips associated with commutes by construction workers and haul trucks supplying materials. As detailed in Section 2.5.2, "Construction Activities," for any given phase of construction, there would be a range of 75 to 125 construction workers for a given shift. For a conservative estimate, the modeling assumed that 125 construction workers would be onsite for a given shift. An estimate of fuel needed for construction activities associated with the project is provided in Table 3.14-1.

Table 3.14-1 Construction Energy Consumption

Fuel Type	Gallons
Diesel	438,433
Gasoline	78,669

Source: Calculations by Ascent in 2025.

Construction associated with all years of construction and all land uses associated with the project (i.e., residential and nonresidential) would consume a total of 438,433 gallons of diesel and 78,669 gallons of gasoline, as shown in Table 3.14-1. Although construction activities would require fuel and other energy sources, these energy needs would be temporary and would not increase long-term energy or fuel demand. In addition, to maximize their profitability, construction contractors strive to complete construction projects in an efficient manner to meet project schedules and minimize cost. Thus, only the necessary amount of fuel would be consumed to complete construction of the project. Furthermore, all construction equipment would be subject to applicable regulations relating to diesel equipment (see "Construction Equipment Emission Standards" above under Section 3.8.1, "Regulatory Setting"). These regulations phase in cleaner-burning equipment that would be more energy efficient. For these reasons, construction activities associated with the project would not result in wasteful, inefficient, or unnecessary energy consumption.

Operation

The project would, at a minimum, be built to meet the California Energy Code and CALGreen requirements in place at the time of development. All project buildings would be required to comply with the California Energy Code standards for building energy efficiency in place at the time of development. Nevertheless, implementation of the project would increase electricity and natural gas consumption relative to existing conditions. The project's residential component would provide housing for 1,550 to 1,650 residents at buildout in 2038. The residential component of the project would be designed to be all-electric, exceeding current building code requirements and furthering the objective of increasing the use of renewable energy in place of fossil fuel sources. Although the innovation and commercial uses would not be all-electric, natural gas would only be used to meet the operational needs of an advanced manufacturer or other user; it would not be utilized for HVAC heating. The current California Building Code requires solar panels for new residential land uses. For non-residential uses, while the building code does not require solar, future solar panel systems would be optional and feasibility/applicability would be determined at the time of each development application based on the specific land use proposed. As detailed in Section 3.14.3, "Methodology," the project would support a mix of residential, retail, medical offices, and innovation center uses. Allowable uses were used as proxies for the project modeling, as described above in the "Methodology" discussion. A summary of the estimated building energy usage at buildout is provided in Table 3.14-2.

Table 3.14-2 Operational Building Energy Consumption (at Buildout)

Land Use/Equipment	Electricity Consumption (MWh/year)	Natural Gas Consumption (kBTU/year)	Fuel Usage (Gallons Diesel)
Low-Density Residential	2,733	0	N/A
High-Density Residential	696	0	N/A
Medical Offices	438	604,084	N/A
Retail	262	259,493	N/A
Innovation	17,451	34,293,789	N/A
Back-up Generators[1]	894	0	40,415
Total	**22,474**	**35,157,366**	**40,415**

[1] Back-up generators were assumed to be diesel-powered; thus, diesel fuel consumption was estimated for all onsite generators for the project.

Notes: MWh/year = megawatt-hours per year; kBTU = British thermal unit.

Source: Calculations by Ascent in 2025.

In addition, implementation of Mitigation Measure 3.5-1a would require onsite solar PV systems and battery energy storage systems (BESS) and Mitigation Measure 3.5-1c would require the use of renewable natural gas. Implementation of these measures would promote the use of renewable energy sources and the reduction of fossil fuel as well as reduce reliance on the grid by promoting onsite energy (e.g., solar, BESS facility); thus, further enhancing the project's energy efficiency.

Mobile Sources

Mobile-source energy consumption, in the form of fossil fuel, is directly linked to the anticipated VMT associated with the project. That is, the more VMT generated, the more fuel consumption would be required. As stated in Section 3.3, "Transportation," the project's net effect on VMT would be 40,649 per year. The project's average VMT per service population of 14.24 would not exceed the City VMT threshold of 23.27 VMT per service population. Annual VMT associated with the project would result in additional fuel demand of 319,513 gallons of gasoline per year and 1,313,781 gallons of diesel per year as shown in Table 3.14-3.

Table 3.14-3 Transportation Energy Consumption

Fuel Type	Gallons/Year
Diesel	279,098
Gasoline	1,313,781

Notes: gallons/year = gallons per year.

Source: Calculations by Ascent in 2025.

Implementation of Mitigation Measure 3.4-3e would require non-residential project applicants to develop and implement a mandatory commute reduction program for employees. The program would require commute trip reduction marketing, an employee ridesharing program, and implementation of end-of-trip bicycle facilities. These measures would further reduce the project's transportation-related energy consumption.

Summary

The project would increase energy consumption for temporary construction activities related to vehicle use and material transport. However, construction activities would be temporary and would not increase long-term energy or fuel demand. In addition, construction activities would only consume the necessary amount of fuel and energy to complete work in an efficient and timely manner. Once operational, the project would increase transportation and building energy demand. However, as stated above, VMT associated with the project would not exceed the City VMT threshold of 23.27 VMT per service population and, thus, would not result in excessive or unnecessary fossil fuel consumption than if project-generated VMT were above the City's threshold.

According to Appendix F of the State CEQA Guidelines, the means to achieve the goal of conserving energy include decreasing overall per capita energy consumption, decreasing reliance on fossil fuels, and increasing reliance on renewable energy sources. As described above, the project would, at a minimum, comply with the energy efficiency requirements of applicable building codes (e.g., California Energy Code, CALGreen Code). These codes are updated regularly with increasingly stringent standards for energy conservation and efficiency. The residential component would include solar panels, as required by the current California Building Code. Although the project would use natural gas, it would only be used to meet the operational needs of an advanced manufacturer or other user and would not be utilized for HVAC systems. Therefore, this use of energy would not be considered wasteful, inefficient, or unnecessary. For these reasons, the project would not conflict with the goals of conserving energy as outlined in Appendix F of the State CEQA Guidelines. This impact would be **less than significant** because the project's use of energy would not be considered wasteful, inefficient, or unnecessary. The implementation of Mitigation Measures 3.4-3e, 3.5-1a, and 3.5-1c would further enhance the project's energy efficiency by requiring the implementation of an employee commute reduction program, promoting the increased use of renewable energy sources and reduction of fossil fuels, and reducing the reliance on the grid by promoting onsite energy generation.

Mitigation Measures

No mitigation is required.

Impact 3.14-2: Conflict with or Obstruct a State or Local Plan for Renewable Energy or Energy Efficiency

The project's residential component would include solar panels, as required by the current California Building Code. The utilization of alternative energy sources (e.g., solar panels) would result in an increase in renewable energy use, which would directly support the goals and strategies in the state's Energy Efficiency Action Plan and the City of Roseville General Plan. Construction and operation of project buildings in compliance with the California Energy Code would improve energy efficiency compared to buildings built to earlier iterations of the code. In addition, although natural gas is assumed to be included in the design and operation of nonresidential portions of the project, it would only be utilized in the case of an operational need for an advanced manufacturer or other user and would not be utilized for HVAC systems. The project would align with the priorities of local plans as well as the Energy Efficiency Action Plan, the 2022 Scoping Plan, the City of Roseville General Plan, and the Roseville Communitywide SAP. Therefore, the project would not conflict with or obstruct a State or local plan for renewable energy or energy efficiency, and this impact would be **less than significant**.

The relevant plans that pertain to the efficient use of energy are the Energy Efficiency Action Plan (CEC 2019), which focuses on energy efficiency and building decarbonization; the 2022 Scoping Plan (CARB 2022); the City of Roseville General Plan (City of Roseville 2020); and City of Roseville Communitywide SAP (City of Roseville 2010), which seeks to increase on-site renewable energy generation, exceed RPS requirements, increase energy efficiency, and provide alternative transportation and use alternative fuels to meet GHG reduction goals. The project would meet the

mandatory requirements of the CALGreen Code related to energy efficiency features, electric vehicle charging infrastructure requirements, and onsite solar energy generation. This would be consistent with City General Plan Policy AQ1.17, which encourages energy efficient building designs to conserve energy and City SAP Objective E-1, which aims to minimize non-renewable energy consumption and maximize renewable energy consumption.

Appendix D of the 2022 Scoping Plan identifies priority areas to reduce VMT, electrify the transportation sector, and decarbonize buildings. CARB provides project attributes associated with each that are intended as a guide to help local jurisdictions qualitatively identify projects that are consistent with the state's climate goals. The criteria of these priorities are primarily concerned with project design features that exceed the minimum requirements of the CALGreen Code (i.e., features such as renewable energy generation systems, EV chargers, and energy efficiency standards which meet the Tier 2 requirements of CALGreen). Projects that include all these key attributes would be consistent with the State climate goals; however, projects that incorporate some, but not all these attributes can also demonstrate consistency with the State climate goals. Consistent with the priorities identified in the 2022 Scoping Plan, the project includes EV capable parking facilities, onsite renewable energy, and limited natural gas infrastructure; which are all features that reduce fossil fuel use, increase renewable energy use, and increase overall energy efficiency through efficient design. These features would also align with the Energy Efficiency Action Plan, which strives to increase energy efficiency (CEC 2019). In addition, as detailed in Section 3.3, "Transportation," the project would have an average VMT per service population of 14.2, which is below the applicable threshold of 23.3 VMT per service population. Therefore, implementation of the project would not result in excessive or unnecessary fossil fuel consumption than if project-generated VMT were above the City's threshold. For these reasons, the project would not conflict with or obstruct a State or local plan for renewable energy or energy efficiency. This impact would be **less than significant.**

Mitigation Measures

No mitigation is required.

3.15 TRIBAL CULTURAL RESOURCES

This section evaluates the potential impacts of the project on known and unknown Tribal cultural resources. Tribal cultural resources, as defined by Assembly Bill (AB) 52, Statutes of 2014, in Public Resources Code (PRC) Section 21074, are sites, features, places, cultural landscapes, sacred places and objects, with cultural value to a tribe. A tribal cultural landscape is defined as a geographic area (including both cultural and natural resources and the wildlife therein), associated with a historic event, activity, or person or exhibiting other cultural or aesthetic values.

One comment letter regarding Tribal cultural resources was received in response to the notice of preparation (see Appendix A). The Native American Heritage Commission (NAHC) requested AB 52 and Senate Bill (SB) 18 compliance information; SB 18 is not a CEQA requirement and, therefore, is not discussed in this EIR. AB 52 compliance is described below. Additionally, one tribe, the United Auburn Indian Community (UAIC), responded during the AB 52 consultation, which concluded on November 14, 2025.

3.15.1 Regulatory Setting

FEDERAL

There are no federal regulations that apply to Tribal cultural resources.

STATE

California Register of Historical Resources

All properties in California that are listed in or formally determined eligible for listing in the National Register of Historic Places (NRHP) are also listed in the California Register of Historical Resources (CRHR); a definition of the NRHP is given in Section 3.8.1. The CRHR is a listing of State of California resources that are significant in the context of California's history. It is a Statewide program with a scope and with criteria for inclusion similar to those used for the NRHP. In addition, properties designated under municipal or county ordinances are also eligible for listing in the CRHR.

A historical resource must be significant at the local, state, or national level under one or more of the criteria defined in the California Code of Regulations Title 15, Chapter 11.5, Section 4850 to be included in the CRHR. The CRHR criteria are tied to CEQA because any resource that meets the criteria below is considered a significant historical resource under CEQA. As noted above, all resources listed in or formally determined eligible for listing in the NRHP are automatically listed in the CRHR.

The CRHR uses four evaluation criteria:

Criterion 1. Is associated with events that have made a significant contribution to the broad patterns of local or regional history, or the cultural heritage of California or the United States.

Criterion 2. Is associated with the lives of persons important to local, California, or national history.

Criterion 3. Embodies the distinctive characteristics of a type, period, region, or method of construction; represents the work of a master; or possesses high artistic values.

Criterion 4. Has yielded, or has the potential to yield, information important to the prehistory or history of the local area, California or the nation.

Similar to the NRHP, a historical resource must meet one of the above criteria and retain integrity to be listed in the CRHR. The CRHR uses the same seven aspects of integrity used by the NRHP.

California Environmental Quality Act

CEQA requires public agencies to consider the effects of their actions on "Tribal cultural resources." PRC Section 21084.2 establishes that "[a] project with an effect that may cause a substantial adverse change in the significance of a Tribal cultural resource is a project that may have a significant effect on the environment."

Tribal Cultural Resources

CEQA requires lead agencies to consider whether projects will affect Tribal cultural resources. PRC Section 21074 states:

a) "Tribal cultural resources" are either of the following:

   1) Sites, features, places, cultural landscapes, sacred places, and objects with cultural value to a California Native American tribe that are either of the following:

      A) Included or determined to be eligible for inclusion in the California Register of Historical Resources.

      B) Included in a local register of historical resources as defined in subdivision (k) of Section 5020.1.

   2) A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Section 5024.1. In applying the criteria set forth in subdivision (c) of Section 5024.1 for the purposes of this paragraph, the lead agency shall consider the significance of the resource to a California Native American tribe.

b) A cultural landscape that meets the criteria of subdivision (a) is a Tribal cultural resource to the extent that the landscape is geographically defined in terms of the size and scope of the landscape.

c) A historical resource described in Section 21084.1, a unique archaeological resource as defined in subdivision (g) of Section 21083.2, or a "nonunique archaeological resource" as defined in subdivision (h) of Section 21083.2 may also be a Tribal cultural resource if it conforms with the criteria of subdivision (a).

Public Resources Code Section 21080.3

AB 52, signed by the California Governor in September of 2014, established a new class of resources under CEQA: "Tribal cultural resources," defined in PRC Section 21074 (described above). Pursuant to PRC Sections 21080.3.1, 21080.3.2, and 21082.3, lead agencies undertaking CEQA review must, upon written request of a California Native American Tribe, begin consultation before the release of an EIR, negative declaration, or mitigated negative declaration.

PRC Section 21080.3.2 states:

> Within 14 days of determining that a project application is complete, or to undertake a project, the lead agency must provide formal notification, in writing, to the tribes that have requested notification of proposed projects in the lead agency's jurisdiction. If it wishes to engage in consultation on the project, the tribe must respond to the lead agency within 30 days of receipt of the formal notification. The lead agency must begin the consultation process with the tribes that have requested consultation within 30 days of receiving the request for consultation. Consultation concludes when either: 1) the parties agree to measures to mitigate or avoid a significant effect, if a significant effect exists, on a Tribal cultural resource, or 2) a party, acting in good faith and after reasonable effort, concludes that mutual agreement cannot be reached.

Health and Safety Code, Section 7050.5

Section 7050.5 of the Health and Safety Code requires that construction or excavation be stopped in the vicinity of discovered human remains until the coroner conducts an inquiry and can determine whether the remains are those of a Native American. If they are determined to be those of a Native American, the coroner must contact NAHC.

LOCAL

City of Roseville's 2035 General Plan

The City of Roseville existing General Plan (2035) includes the following policies related to Tribal cultural resources that may be applicable to the project:

- **Policy OS4.1** Consult with local Native American Tribes that are traditionally and culturally affiliated with resources that could be affected by City plans or projects, identify areas that may be of cultural or Tribal cultural significance, and determine appropriate treatment for the areas.
- **Policy OS4.2** When items of historical, cultural, or archaeological significance are discovered within the City, a qualified archaeologist or historian shall be called to evaluate the find and to recommend proper action.
- **Policy OS4.4** The City shall coordinate with the appropriate federal, state, local agencies, and Native American Most Likely Descendant (MLD) Tribes upon discovery of artifacts. The City shall offer the Maidu Museum & Historic Site as a temporary housing location for artifacts that are discovered and subsequently determined to be removable.

3.15.2 Environmental Setting

The following information is from the *Cultural Resources Assessment Report for the Roseville Industrial Park Project* (Ascent 2022).

ETHNOGRAPHY

The Native Americans who occupied the project area at the time of Euro-American contact (ca. 1850s) are known as the Nisenan, also referred to as the Southern Maidu. Several ethnographers have studied the Maidu people and generally agree that Nisenan territory included the drainages of the Bear, American, Yuba, and southern Feather rivers. Their permanent settlements were generally located on ridges separating parallel streams, either on crests, knolls, or terraces, part way up these ridges.

A typical village consisted of several conical houses covered with bark slabs. The nearest ethnographic village in relationship to the project was called *Pichiku*. The name *Pich-u-gut* is also given for a village site in Roseville. Many long-time residents of Roseville indicate that a village was in the vicinity of present-day Roseville Square off Douglas Boulevard. Also, a village site has been identified and preserved at Maidu Park in Roseville.

Nisenan territory offered abundant year-round food sources. Food gathering was based on seasonal ripening, but hunting, gathering, and fishing went on all year, with the greatest activity in late summer and early fall. They gathered many different staples, not depending on one crop.

Seasonal harvests were gathered for both communal and personal family use. Most activities and social behaviors such as status, sharing, trading, ceremonies, and disagreements were important adjuncts to the gathering and distribution of food. Extended families or whole villages of hill Nisenan would gather acorns. Men would hunt while women and children gathered the acorns knocked from the trees. Buckeye nuts, sugar and digger pine nuts, and hazelnuts were also gathered. Acorns were cracked on an acorn anvil and shelled. They were then ground into flour using a bedrock mortar (grinding rock) and a soaproot brush to control scattering the resulting flour. The flour was leached to remove the tannin then cooked in watertight baskets. Cooking was done with fire heated stones that were lifted with two sticks, dipped in water to clean them, and then dropped into the cooking basket. Enough soup and mush were usually prepared to last several days.

Roots were dug with a digging stick in the spring and summer and were eaten raw, steamed, baked, or dried and pounded in mortars and pressed into cakes to be stored for winter use. Wild onion (*chan*), sweet potato (*sí kum*), and "Indian potato" (*dúbus*) were the most desired. Wild carrot (*ba*) was used as medicine while wild garlic was used to wash the head and body.

Grasses, herbs, and rushes provided food and material for clothing and baskets. Clover (*Trifolium willdenovii*) was an important food for Nisenan people as it was the first fresh herb available after winter and its emergence set the timing of the Nisenan spring flower dance. Seeds were gathered using a seed beater and tray. They were then parched, steamed, dried, or made into mush. Many varieties of wild plums, native berries, grapes, and other native fruits were eaten. Manzanita berries were often traded to the valley or made into a cider-like drink.

Deer drives were common, with several villages participating and the best marksman doing the killing. The animals were often driven into a circle of fire then killed. Deer were also hunted using deadfalls, snares, and deerskin and antler decoys. Sometimes they were run down on soft ground or snow. Antelope were taken by surround, drives, and flag decoys while elk were usually killed along waterways on soft ground. The bear hunt was very ceremonial. Black bears were usually hunted in the winter. Lighted brands were often used to drive them from their dens. Grizzlies that lived on the valley floor were greatly feared and rarely hunted. Wildcats and California mountain lions were hunted for food and their skins. Rabbits and other small game were killed with blunted arrows and sticks. Traps, nets, snares, fire, and rodent hooks were also used. In the foothills and valley nets were made into a fence where driven rabbits were entangled and clubbed. Drives generally took place in the late spring. The man in charge of the drive divided the catch. Other small animals were often caught and killed, with exception to the coyote. Game meat was baked, roasted, or dried.

Weirs, traps, harpoons, nets, and gorge hooks, as well as tule balsas and log canoes were used in fishing. Fish were poisoned using turkey mullein and soaproot or driven into shallow water and caught by hand. Freshwater mussels were obtained in the larger rivers. On the lower courses, sturgeon and salmon were netted and speared. Whitefish, suckers, and trout were caught at higher elevations. Waterfalls were eel fishing (freshwater lamprey) stations; Salmon Falls, on the south fork of the American River was one such location.

Birds were taken with nets, arrows, snares, traps, and nooses. Owls, vultures, and condors were not killed. Bird skins and feathers were used for regalia, clothing, and decoration. Salt was acquired from springs near Lincoln, Cool, and Latrobe. It was also acquired from a plant with cabbage-like leaves gathered in the summer.

The Nisenan hunting and gathering cycle was altered drastically with the discovery of gold in Coloma in 1848. As miners poured into the Roseville and Auburn areas, the Native Americans were forced out of their winter villages, land was fenced, streams were silted, and food resources became increasingly difficult to procure. Despite this, many Nisenan continued to remain in their homeland, working for Euro-Americans in mines or on ranches. Within the project vicinity, some ranchers, such as the Kasebergs and Fiddyments, also allowed Maidu families to continue to collect acorns, tubers, and grasshoppers on the lands they now owned along Pleasant Grove Creek. Today, descendants of the Nisenan continue to strive to maintain kinship and cultural ties to their ancestral lands despite continual disruptions to time-honored lifeways.

CONTEMPORARY NATIVE AMERICAN SETTING

Defining Tribal cultural resources involves the knowledge and expertise of living California Native Americans. As the embodiment of a continuous connection between Tribal history and the landscape, they are uniquely qualified to act as the interpreters and stewards of their culture, including the ability to define the significance of the material remains and landscapes of their ancestor's lifeways. Today, many descendants of Valley Nisenan and Plains Miwok still reside on lands once inhabited by their ancestors or on lands set aside for Tribal communities by the federal government, which may or may not been traditionally inhabited by their ancestors.

Contemporary Californian Native American tribes with ancestral connections to the project site and to the Valley Nisenan and Plains Miwok heritage include UAIC, Shingle Springs Band of Miwok Indians (SSBMI), Ione Band of Miwok, and Wilton Rancheria. These tribes today maintain connection to their history and culture in a multitude of ways, including through ceremony, language and traditional knowledge instruction, community service, and Tribal governance. For example, a "Big Time" is typically celebrated every September to mark the start of autumn and acorn gathering time at Chaw'se Grinding Rock State Park in Pine Grove. This celebration includes serving traditional foods, traditional dancing, healing rituals, and worship in the roundhouse. Language and traditional skill classes are offered by most of the tribes, including by the SSBMI, which has a Traditional Ecological Knowledge department to assist

members with learning about respectful and traditional uses of plants and animals, and the UAIC, which has a Pre-K through 8th grade school where key aspects of Indian culture and critical thinking are taught to prepare Tribal members to face future challenges (Private School Review 2025; SSBMI 2025a). Tribal community service departments provide family support services to adults and children to promote the health and well-being of Tribal community members and their families as well as connection to their heritage. Common services offered by all tribes include Indian Child Welfare Act advocacy and intervention, housing assistance, health care assistance, elder programs, and grants and scholarships for higher education (Ione Band of Miwok Indians 2025; SSBMI 2025a; UAIC 2025; Wilton Rancheria 2025a). Governance on Tribal lands is typically outlined by tribally prepared constitutions, codes and/or ordinances, and are carried out by Tribal departments that are in turn typically overseen by the Tribal council. This includes the office of Tribal Historic Preservation Officer (THPO). Because tribes retain inherent sovereign powers over their members and territory, SSBMI and the Wilton Rancheria also have Tribal Courts that serve as culturally sensitive, independent judicial forums where Tribal cultural values are held at the forefront of dispute resolutions (SSBMI 2025b; Wilton Rancheria 2025b).

This knowledge of traditions and culture are conveyed through the expertise of the traditionally and culturally affiliated California Native American tribe during consultation with lead agencies, as required by AB 52. During the consultation process, Tribal cultural bearers can share information related to the project areas, such as: what event took/takes place here, and how is that event important to the Tribe; what artistic, professional, and/or ceremonial cultural tradition is represented by the resource; or how can this resource be used to teach others in the Tribe and convey Tribal values.

NATIVE AMERICAN TRIBAL CONSULTATION

Native American Consultation

On April 11, 2025, the City of Roseville sent AB 52 notification letters to the following tribal representatives:

- Nevada City Rancheria Nisenan Tribe, Richard Johnson, Chairman
- Tsi Akim Maidu, Don Ryberg, Chairperson
- Tsi Akim Maidu, Ben Cunningham-Summerfield, Cultural Adviser
- Tsi Akim Maidu, James Moon Jr., Tribal Member
- Tsi Akim Maidu, Richard Cunningham, Vice Chairman
- Tsi Akim Maidu, Ben Cunningham, Tribal Council
- United Auburn Indian Community, Josef Fore, Tribal Historic Preservation Officer
- Wilton Rancheria, Cultural Preservation Department
- Wilton Rancheria, Steven Hutchason, THPO
- Wilton Rancheria, Michelle St. Clair, Executive Director

The United Auburn Indian Community (UAIC) responded to the AB 52 notification letter on April 22, 2025 and requested formal consultation on the project. None of the other tribes responded to the AB 52 notification. Tribal surveys were later scheduled with City staff and UAIC on May 9, 2025, and October 1, 2025, to fully survey the site. On November 14, 2025, consultation with UAIC concluded. UAIC also provided mitigation measures for the City to incorporate into the EIR.

TRIBAL CULTURAL RESOURCES

Tribal cultural resources are defined in CEQA statute Section 21074 and may include:

- **Resource Collection Location:** This is a location where Native Americans have historically gone, and are known or believed to go today, to collect resources in accordance with traditional cultural rules of practice.

- **Spiritual Location:** This is a location where Native American religious practitioners have historically gone, and are known or believed to go today, to perform ceremonial activities in accordance with traditional cultural rules of practice.
- **Traditional Location:** This is a location associated with the traditional beliefs of a Native American group about its origins, its cultural history, or the nature of the world.
- **Cemetery:** A cemetery is a location that has been selected for human burial or interment. This also includes the soil.

Additionally, different types of Tribal cultural resources may also be archaeological resources; they include the following features:

- **Village Site:** Village sites are locations of continuous and concentrated habitation that typically have a large, well-developed cultural soil deposit. They may also contain burials, rock art, bedrock milling stations, or other features.
- **Burial Site:** A burial site or cemetery is a location where intentional human interments are found, either articulated or disarticulated. Burial soils and offerings are included as significant.
- **Milling Site:** This is a boulder or group of boulders or bedrock outcrops that contain at least one modified surface (mortar, slick, or metate) caused by the processing of food or other natural resources. Tribes still consider these as the "kitchens" of their ancestors.
- **Lithic Scatter:** A lithic scatter is a distribution of stone flakes and tool fragments reflecting purposeful modification of parent stone through percussion and/or pressure detachment.
- **Shell Middens:** Shell middens are locations with large amounts of marine shell that extend to an appreciable depth below ground surface.
- **Mounds:** These habitation and burial sites were constructed to be areas of high ground during seasonal flooding. Because they were maintained continuously for hundreds or thousands of years in a floodplain where soil was being seasonally deposited, these Mounds are often dozens of feet deep.
- **Rock Art:** Rock art consists of designs or design elements on rock surfaces created by surface applications (pictographs) or by etching (petroglyphs).
- **Rock Shelters:** These are natural caves or crevices in rock outcrops in which human use has left artifactual remains.
- **Cultural Objects:** Objects of cultural significance, such as hand stones or projectile points, that are not directly associated with a known cultural site.

RECORDS SEARCH, SURVEY, AND CONSULTATION

Records Search

As part of the Tribal inventory effort for this project, pertinent literature and historic maps were reviewed; a records search using UAIC's, as the only consulting Tribe under AB52 for this project Tribal Historic Information System (THRIS); and a pedestrian survey were conducted. The THRIS database used by UAIC incorporates information from the California Historic Resources Information System (CHRIS) and is accessed by the THPO Access Policy. The Policy allows THPO Tribes access to all the cultural resource data housed in the regional Information Centers. Also included in the THRIS database are UAIC's areas of oral history, ethnographic history, and places of cultural and religious significance, including UAIC Sacred Lands that are submitted to the NAHC. The THRIS resources shown in this region include previously recorded indigenous resources identified through the CHRIS North Central Information Center (NCIC) as well as historic resources and survey data.

Tribal Survey

On May 9, 2025, UAIC Representative Rene Guerrero and associates conducted a Tribal survey for the identification of Tribal cultural resources on the southern portion of the property, south of the creek. Surface visibility was good and there were no limitations to the survey. No resources or landscapes of cultural significance were identified. On

October 1, 2025, UAIC Representatives Luz Salazar, Rene Guerrero, and associates conducted an additional survey in the northern portion of the site (north of the creek) as well as along the open space parcel to the south, where the proposed power line easement will be located. Ground disturbance lead to an early termination of the survey in the northern portion; however, no resources or landscapes of cultural significance were identified.

Sacred Lands File Search

On September 25, 2025, a letter was sent to the NAHC requesting a search of the Sacred Lands File for the project area (Peak and Associates 2025). Negative results were returned on September 30, 2025 indicating that no cultural resources significant to local Native American tribes had been previously reported to the NAHC as being present on the project site or its immediate vicinity.

BURIED SITE SENSITIVITY

Three geologic units are present in the project site: the Turlock Lake Formation, the Riverbank Formation, and Holocene alluvium. A preliminary geotechnical study of the project site (Gularte & Associates 2021) found that alluvial silty sands comprise approximately the upper 6 to 13 feet of the project site. Below 13 feet, the project site is underlain with very stiff to hard silt and silty clay with minor beds of very dense silty sand down to approximately 50 feet. North of Pleasant Grove Creek, the soils are composed of interbedded stiff to hard silt, sandy silt, and silty clay with minor beds of very dense silty sand.

In 2008, a comprehensive geoarchaeological study was prepared for the California Department of Transportation (Caltrans), District 3, which includes Placer County (Meyer and Rosenthal 2008). The study found that due to the mid-Pleistocene age of the Turlock Lake Formation (450,000 to 600,000 years ago) and the Riverbank Formation (150,000 to 450,000 years ago), the presence of buried tribal cultural deposits in these formations is extremely unlikely. Conversely, the potential for buried tribal cultural deposits in Holocene alluvium is considered moderate to high depending on the exact age of the deposit. The Caltrans study concluded that the Sacramento River Valley in general has moderate potential for buried sites associated with latest Holocene geological units (Qha). These Holocene soils are typically associated with sites dating to the Upper Archaic and Emergent Periods.

Therefore, because the Riverbank and Turlock Lake formation comprise approximately 90 percent of the project site, the majority of the project site has very low sensitivity for buried tribal cultural deposits. The exception to this is the areas at the west and east ends of the segment of Pleasant Grove Creek (see Figure 3.8-1) and under the 13 feet of fill on the north bank of the creek. Although the south bank is composed of the same fill as the north bank, the south area was disturbed past the 13 feet of fill when it was reconfigured into a retention basin. Therefore, the south area of fill has low potential for intact tribal cultural deposits; the south bank of Pleasant Grove Creek remains sensitive. Figure 3.8-1, in Section 3.8, "Cultural Resources," depicts the area of buried resource sensitivity within the project site. These areas should be considered to have a moderate sensitivity for buried Tribal cultural deposits.

3.15.3 Environmental Impacts and Mitigation Measures

METHODOLOGY

Information related to Tribal cultural resources is based on findings reported in the NAHC Sacred Lands File database search and the results of Native American consultation under AB 52. The analysis is also informed by the provisions and requirements of state and local laws and regulations that apply to Tribal cultural resources.

PRC Section 21074 defines "Tribal cultural resources" as "sites, features, places, cultural landscapes, sacred places, and objects with cultural value to a California Native American [T]ribe" that are listed or determined eligible for listing in the CRHR, listed in a local register of historical resources, or otherwise determined by the lead agency to be a Tribal cultural resource.

For the purposes of this impact discussion, "historical resource" is used to describe historic-period, built-environment resources. Tribal cultural resources, which may qualify as "historical resources" pursuant to CEQA, are analyzed separately from built-environment historical resources.

THRESHOLDS OF SIGNIFICANCE

Thresholds of significance are based on Appendix G of the State CEQA Guidelines. The project would cause a significant impact related to Tribal cultural resources if it would:

- cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:
  - Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k), or
  - A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resources Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.

ISSUES NOT DISCUSSED FURTHER

All potential Tribal cultural resources issues identified in the above thresholds are evaluated below.

ENVIRONMENTAL IMPACTS AND MITIGATION MEASURES

Impact 3.15-1: Cause a Substantial Adverse Change in the Significance of a Tribal Cultural Resource

Tribal consultation under AB 52, the NCIC records search, and the NAHC sacred lands file search did not result in the identification of any Tribal cultural resources. However, excavation activities associated with project construction may disturb or destroy previously undiscovered significant subsurface Tribal cultural resources. This would be a **potentially significant** impact.

As described above, the City sent AB 52 notifications letters to ten tribal representatives. UAIC responded to the AB 52 notification letter. None of the other tribes responded to the AB 52 notification. The City consulted with UAIC and participated with UAIC in a Tribal survey for the identification of Tribal cultural resources on May 9, 2025, and October 1, 2025. On November 14, 2025, consultation with UAIC provided proposed mitigation measures to the City for the EIR, and consultation also concluded. No resources or landscapes of cultural significance were identified. In addition, neither the NAHC Sacred Land File search nor the NCIC record search indicated the presence of indigenous sites within the project site or within a one-half-mile radius. Therefore, no Tribal cultural resources as defined by PRC Section 21074 were identified within the project site.

However, as discussed previously, the areas at the west and east ends of the segment of Pleasant Grove Creek and below the 13 feet of fill on the north bank of the creek have a moderate sensitivity for buried cultural deposits, which could also be Tribal cultural resources. These areas are of Holocene age and represent locations Native Americans could have used in the past. For these reasons, there is potential for ground disturbance during project construction in this area to encounter previously undiscovered Tribal cultural resources. These activities could damage or destroy Tribal cultural resources, and this would be a **potentially significant** impact.

Mitigation Measures

Mitigation Measure 3.15-1a: Retain a Tribal Monitor for the Initial Ground Disturbance and Any Ground disturbance Near Pleasant Grove Creek

The City and their construction contractor shall comply with the following measure to assist with identification of TCRs at the earliest possible time during project-related earthmoving activities:

The City shall contact the UAIC THPO (thpo@auburnrancheria.com) at least 2 to 3 months prior to project ground-disturbing activities to retain the services of a UAIC Certified Tribal Monitor(s). The duration of the construction schedule and Tribal Monitoring shall be determined at this time.

A contracted UAIC Certified Tribal Monitor(s) shall monitor the initial ground disturbance in the project site, as well as for work within 200 meters (600 feet) of the Pleasant Grove Creek. If there are cultural finds, the UAIC THPO may require additional Tribal Monitoring.

Tribal Monitors or Tribal Representatives shall have the authority to direct that work be temporarily paused, diverted, or slowed within 100 feet of the immediate impact area if sites, cultural soils, or objects of potential significance are identified. The temporary pause/diversion shall be of an adequate duration for the Tribal Representative to examine the resource.

Appropriate treatment of TCRs or other cultural finds may include but is not limited to:

a. Recordation of the resource(s)

b. Avoidance and preservation of the resource(s)

c. Recovery and reburial of the resource(s) onsite or in a feasible off-site location in a designated area subject to no future disturbance. The location of the reburial shall be acceptable to the UAIC.

To track the implementation of this measure, the Tribal Monitor(s) shall document field-monitoring activities on a Tribal Monitor log.

The Tribal Monitor(s) shall wear the appropriate safety equipment while on the construction site.

The Tribal Monitor, in consultation with the UAIC THPO and the project proponent shall determine a mutual end or reduction to the on-site monitoring if/when construction activities have a low potential for impacting Tribal Cultural Resources.

In the event the Tribal Monitor does not report to the job site at the scheduled time after receiving 24 hour business day notice, construction activities may proceed without tribal monitoring. At no time, regardless of the presence or absence of a Tribal Monitor, shall suspected TCRs be mishandled or disrespected.

The City shall assist with resolution of disagreements between the contractor and the Tribe if such occurs on the project.

Mitigation Measure 3.15-1b: Unanticipated Discovery of Tribal Cultural Resources

During ground-disturbing construction activities, if any suspected TCRs or resources of cultural significance to UAIC, including but not limited to features, anthropogenic/cultural soils, cultural belongings or objects (artifacts), shell, bone, shaped stones or bone, or ash/charcoal deposits are discovered by any person during construction activities including ground disturbing activities, all work shall pause immediately within 100 feet of the find, or an agreed upon distance based on the project area and nature of the find. Work shall cease in and within the immediate vicinity of the find regardless of whether the construction is being actively monitored by a Tribal Monitor, cultural resources specialist, or professional archaeologist who meets the secretary of the Interior's professional qualifications.

A Tribal Representative and the City shall be immediately notified, and the Tribal Representative in coordination with the City shall determine if the find is a TCR (PRC Section 21074) and the Tribal Representative shall make recommendations for further evaluation and treatment as necessary.

The culturally affiliated Tribe shall consult with the City to (1) identify the boundaries of the new TCR and (2) if feasible, identify appropriate preservation in place and avoidance measures, including redesign or adjustments to the existing construction process, and long-term management, or (3) if avoidance is infeasible, a reburial location in proximity of the find where no future disturbance is anticipated. Permanent curation of TCRs will not take place unless approved in writing by the culturally affiliated Tribe.

The construction contractor(s) shall provide secure, on-site storage for culturally sensitive soils or objects that are components of TCRs that are found or recovered during construction. Only Tribal Representatives shall have access to the storage. Storage size shall be determined by the nature of the TCR and can range from a small lock box to a conex box (shipping container). A secure (locked), fenced area can also provide adequate on-site storage if larger amounts of material must be stored.

The construction contractor(s) and Lead Agency shall facilitate the respectful reburial of the culturally sensitive soils or objects. This includes providing a reburial location that is consistent with the Tribe's preferences, excavation of the reburial location, and assisting with the reburial, upon request.

Any discoveries shall be documented on a Department of Parks and Recreation (DPR) 523 form within 2 weeks of the discovery and submitted to the appropriate CHRIS center in a timely manner.

Work at the TCR discovery location shall not resume until authorization is granted by the Lead Agency in coordination with the culturally affiliated Tribe.

If articulated or disarticulated human remains, or human remains in any state of decomposition or skeletal completeness are discovered during construction activities, the City shall contact the Placer County Coroner. Upon determination by the County Coroner that the find is Native American in origin, the Native American Heritage Commission will assign the Most Likely Descendent who will work with the project proponent to define appropriate treatment and disposition of the burials.

Significance after Mitigation

Implementation of Mitigation Measures 3.15-1a and 3.15-1b would reduce impacts associated with Tribal cultural resources to a **less-than-significant** level by retaining onsite Tribal monitor to properly identify Tribal cultural resources and handle inadvertent discovery of sensitive resources and requiring appropriate treatment and proper care of significant Tribal cultural resources, in the case of a discovery.

4 CUMULATIVE IMPACTS

4.1 CEQA REQUIREMENTS

Section 15130(a) of the State CEQA Guidelines requires a discussion of the cumulative impacts of a project when the project's incremental effect is cumulatively considerable. Cumulatively considerable, as defined in CEQA Guidelines Section 15065(a)(3), means that the "incremental effects of an individual project are significant when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects." The State CEQA Guidelines Section 15355 defines a cumulative impact as two or more individual effects that, when considered together, are considerable or that compound or increase other environmental impacts. Cumulative impacts can result from individually minor but collectively significant projects taking place over a period of time.

4.2 CUMULATIVE IMPACT APPROACH

CEQA Guidelines Section 15130 identifies two basic methods for establishing the cumulative environment in which a project is considered: the use of a list of past, present, and probable future projects or the use of adopted projections from a general plan, other regional planning document, or a certified EIR for such a planning document. This cumulative analysis uses a combination of the "list" approach and the "projections" approach to identify the cumulative setting. The effects of past and present projects on the environment are reflected by the existing conditions in the project area.

In the case of the proposed Phillip Road Project, the project area has been modified from its natural conditions by human activity, primarily residential development (actual and planned). While the project site includes undeveloped grazing land, surrounding uses include several large specific plan areas (namely, Amoruso Ranch, Creekview, West Roseville, and Sierra Vista specific plan areas) that are in various stages of build-out. The area to the west of the project site is largely undeveloped, but is part of the City's Infill Area and, like the project site, is designated for Public/Quasi-Public land uses.

A list of probable future projects is provided below. Probable future projects are those in the project vicinity that have the possibility of interacting with the project to generate a cumulative impact and either:

1. are partially occupied or under construction;
2. have received final discretionary approvals;
3. have applications accepted as complete by local agencies and are currently undergoing environmental review, or
4. have been discussed publicly by an applicant or otherwise have become known to the lead agency, provided sufficient information is available about the project to allow at least a general analysis of environmental impacts and an evaluation of the likelihood of implementation.

The analysis also considers planning efforts that address regional environmental issues, such as water quality improvement programs, and potential effects associated with climate change. These plans, programs, and effects are discussed in relevant resource discussions below.

4.2.1 Geographic Scope

The geographic area that could be affected by implementation of the proposed Phillip Road Project varies depending on the type of environmental resource being considered. When the effects of the project are considered in combination with those other past, present, and probable future projects to identify cumulative impacts, the other projects that are considered may also vary depending on the type of environmental effects being assessed. Table 4-1 presents the general geographic areas associated with the different resources addressed in this analysis.

Table 4-1 Geographic Scope of Cumulative Impacts

Resource Topic	Geographic Area
Land Use and Agricultural Resources	Local (project site) for land use and Placer County for agricultural resources
Population, Employment, and Housing	Regional and local (population, employment, and housing near the project site)
Transportation and Circulation	Regional and local
Air Quality	Regional (pollutant emissions that affect the air basins) and immediate project vicinity (pollutant emissions that are highly localized)
Greenhouse Gas Emissions and Climate Change	Global
Noise and Vibration	Local (immediate project vicinity where project-generated noise could be heard concurrently with noise from other sources)
Biological Resources	Regional, Placer County, City of Roseville
Cultural Resources	Local (project site), with regional implications
Hazardous Materials, Wildfire, and Other Hazards	Local (project site)
Public Services and Recreation	Regional and local service areas
Utilities and Service Systems	Local service areas
Hydrology and Water Quality	Pleasant Grove Creek watershed, City of Roseville
Aesthetics	Local (project site and surrounding public viewpoints)
Energy	Pacific Gas and Electric Company service area
Tribal Cultural Resources	Local (project site), with regional implications

Source: Compiled by Ascent in 2025.

4.2.2 Regional Planning Environment

The *City of Roseville General Plan 2035*, adopted by the City Council in August 2020, establishes the land use pattern and goals for development and growth in the City of Roseville. Additionally, the City has 16 subareas that have been planned for urban development, including the Infill Area, the North Industrial area, and 14 specific plan areas (some of the specific plans are described below). These plans were relied upon in preparing the cumulative impact analysis. The documents are available for review online at https://www.roseville.ca.us/cms/One.aspx?portalId=7964922&pageId=8740544 and at the City of Roseville Development Services, Planning Department at 311 Vernon Street, Roseville, CA 95678.

4.2.3 Related Projects

The cumulative impacts analysis considers the environmental effects of growth in the region, as represented by adopted planning documents and proposals currently under consideration, in combination with implementation of the proposed Phillip Road Project. Development considered in this cumulative analysis includes:

- build-out of City of Roseville's existing General Plan and approved specific plans,
- build-out of Placer County's approved specific plans,
- build-out of City of Lincoln's specific plans,
- build-out of City of Rocklin's specific plans,
- projects outside of South Placer County,
- extension of Placer Parkway westerly as a four-lane roadway from Foothills Boulevard to Santucci Boulevard, and
- other cumulative projects.

These proposed and anticipated development projects are shown in Figure 4-1 and described below.

PROPOSED AND ANTICIPATED DEVELOPMENT

City of Roseville Approved Specific Plans

Creekview Specific Plan

The Creekview Specific Plan (CVSP) was approved on September 19, 2012, for the 501-acre area located immediately east of the project site. The land was annexed into the City on April 17, 2013. A total of 2,011 dwelling units would be distributed as follows: 826 low-density, single-family units; 665 medium-density units; and 520 high-density, multi-family units. Approved land uses include a total of 136 acres that would be set aside as permanent open space, 15.7 acres for neighborhood parks, a 7-acre elementary school site, 2.6 acres of utilities sites, and 19.3 acres for commercial development. The CVSP was approximately 40 percent built out as of January 2025, and home construction is underway for subdivisions immediately to the east of the project site.

Sierra Vista Specific Plan

The Sierra Vista Specific Plan (SVSP) includes 2,064 acres west of Fiddyment Road, north of Baseline Road. The SVSP area was annexed into the City of Roseville from unincorporated Placer County. The SVSP includes 8,679 single and multi-family units, including approximately 259 acres of commercial, 106 acres of park, 304 acres of open space, and 56 acres for schools. Additionally, the SVSP included a large Urban Reserve area that did not participate in the specific plan process. At build-out, the SVSP area is expected to accommodate approximately 20,045 residents and provide 9,000 jobs.

The SVSP was adopted in May 2010 and annexed into the City in January 2012. The SVSP was amended in June 2012 to entitle land uses on 397 acres of the SVSP area including: 141 acres (705 units) of low-density residential, 79 acres (635 units) of medium-density residential, and 28 acres (689 units) of high-density residential. In addition, 6 acres of commercial mixed use, 37 acres of general commercial uses, 11 acres of public/quasi-public uses including an elementary school, 16 acres of parks, and 36 acres of open space are proposed. The SVSP was approximately 45 percent built out as of January 2025.

West Roseville Specific Plan

The West Roseville Specific Plan (WRSP) includes 3,162 acres west of Fiddyment Road, generally north of Pleasant Grove Boulevard. The WRSP is a mixed-use development that includes 8,792 single and multifamily units, 704 age-restricted units, 57 acres of commercial, 109 acres of industrial, 255 acres of parks, 705 acres of open space, and 108 acres of schools. At build-out, the plan area is expected to accommodate approximately 22,332 residents and provide 3,726 jobs. The WRSP was adopted in February 2004. The WRSP was approximately 85 percent built out as of January 2025.

Amoruso Ranch Specific Plan

The Amoruso Ranch Specific Plan (ARSP) area is located on 694 acres northwest of the current City limits, south of West Sunset Boulevard, and approximately 1.5 miles west of Fiddyment Road. The ARSP would include the development of a mix of uses, including 337 acres of low-, medium-, and high-density residential land developed with 2,827 dwelling units. The land use plan also includes three commercial parcels totaling 51 acres, a 9.6-acre elementary school site, seven neighborhood parks, and a 3-acre fire station/public facilities site. Approximately 135 acres of the site would be set aside as open space preserve. The ARSP was adopted by the City Council on June 15, 2016. Home construction in the ARSP began in 2024 and has continued throughout 2025.

Hewlett Packard Campus Oaks Project

In August 2015, the City received approved an application from BBC Roseville for a Rezone, General Plan Amendment, Master Plan Amendment and Development Agreement for a 189-acre portion of the Hewlett Packard (HP) property located approximately three miles southeast of the ARSP. BBC Roseville proposes developing the site as a mixed-use project referred to as "Campus Oaks" that would include residential uses of varying densities,

commercial and office/tech uses, parks, and a fire station. The Planning Commission approved the HP Campus Oaks Master Plan Design Guidelines on March 9, 2017. The Plan area completed development entitlements and is actively under construction, with build out nearly complete.

Placer County Approved Specific Plans

Riolo Vineyards Specific Plan

Originally approved on May 12, 2009, the Riolo Vineyards Specific Plan (RVSP) is proposed as a residential community with open space, recreational, and commercial components and encompasses approximately 525 acres. The RVSP area is located in Placer County outside of the City of Roseville, approximately 1 mile south of Baseline Road. The development would include a total of 933 residential units consisting of low-, medium- and high- density as well as rural and agricultural residences. An amendment to the RVSP was approved on March 24, 2015. Mass grading has been completed for portions of the RVSP, and the first subdivisions are under construction.

Curry Creek Community Plan

The Curry Creek Community Plan (CCCP) area is located west of the SVSP and WRSP in Placer County. Although the Regional University Specific Plan (RUSP), described below, lies within the CCCP Area, it is independent of the CCCP. While the Board of Supervisors gave direction to County Staff to proceed with studying the area for future development in 2003, no formal community plan is pending at this time.

Regional University Specific Plan

The RUSP is 1,157 acres located in the western Placer County immediately west of the WRSP area. Access to the site would be through an extension of Watt Avenue. It will include a 600-acre private university campus on the western portion of the plan area, and a 557.5 urban community on the eastern portion of the site. Approximately 3,232 residential units and a private high school for 1,200 students would be included in the development. The RUSP was approved by Placer County in December 2008. The RUSP was last amended in May of 2019; however, to date, development of RUSP has not yet commenced.

Placer Vineyards Specific Plan

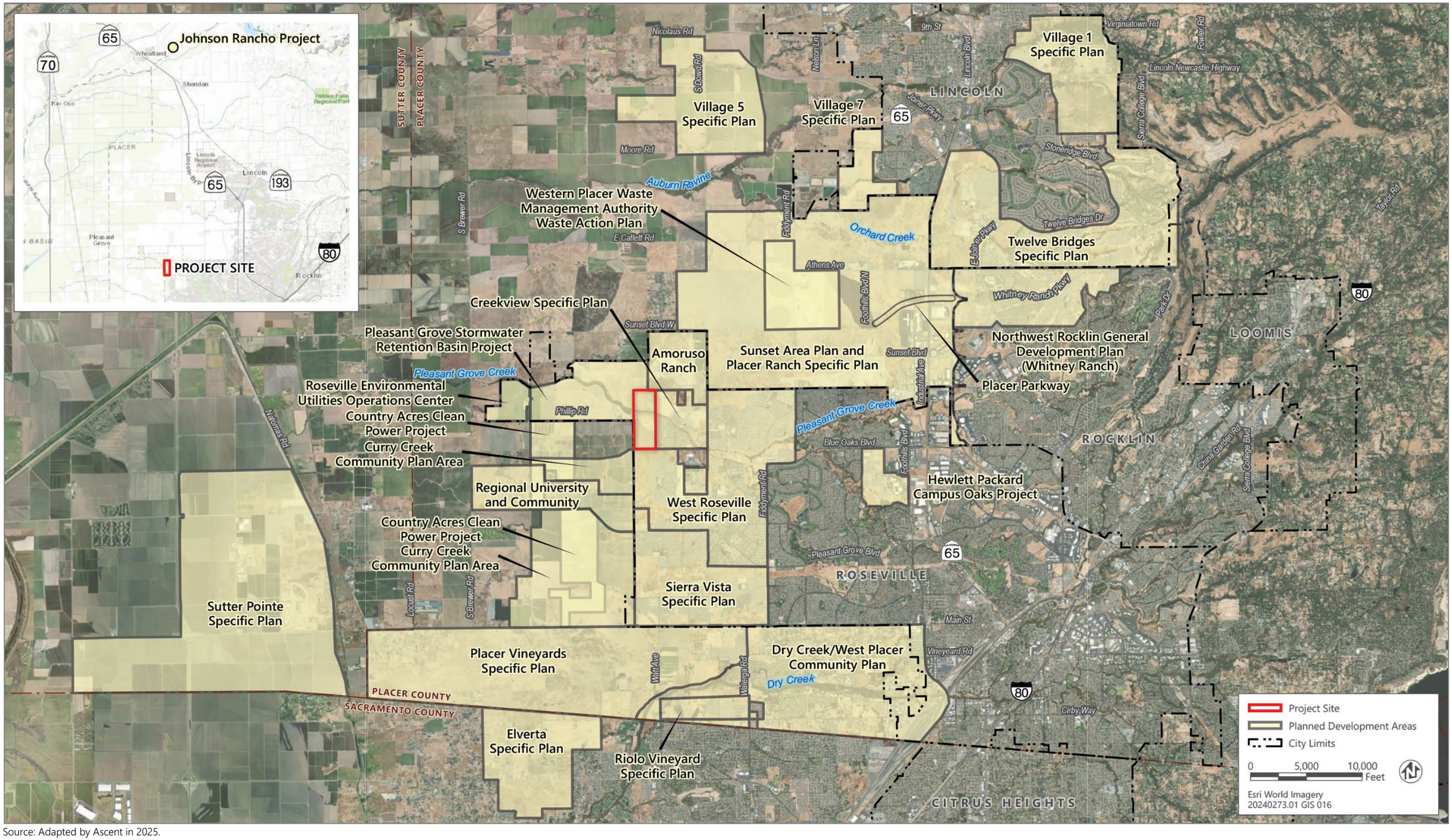
The Placer Vineyards Specific Plan (PVSP) area is located south of the SVSP in southwestern Placer County. The PVSP was originally approved by Placer County in July 2007 and includes development on 5,230 acres. At build-out, Placer Vineyards would include 14,132 dwelling units, 274 acres of commercial development, 919 acres of park and open space land and 851 acres of quasi-public uses, and roadways. Home construction has begun within the PVSP, and Placer County is currently processing several subdivision maps within the plan area.

Sunset Area Plan and Placer Ranch Specific Plan

The Sunset Area Plan (SAP) is a Placer County-initiated update to its 1997 Sunset Industrial Area Plan. The SAP also incorporates the Placer Ranch Specific Plan (PRSP). The SAP area encompasses 8,497 acres located in unincorporated south Placer County west of the Highway 65 corridor, situated between the Cities of Lincoln to the north, Rocklin to the east, and Roseville to the south. The PRSP area constitutes 2,213 acres within the southern portion of the SAP area.

The SAP will bring forward new land use designations, including: General Commercial, Entertainment/Mixed Use; Business Park; Innovation Center; Eco-Industrial; Light Industrial; Public Facility; and Urban Reserve. The PRSP is a mixed-use community consisting of 5,636 residential units, including a university and an age-restricted community; an elementary school, middle school, neighborhood parks, and open space; and commercial and mixed uses, and campus park (office, research and development, light industrial, and commercial). The proposed university and non-residential land uses are intended as a catalyst for employment-generating development in Placer County's overall Sunset Area.

On December 10, 2019, the Board of Supervisors certified the Final EIR and approved the SAP/PRSP. In May 2024, the Board of Supervisors amended the SAP to address changes since its adoption in 2019. The updates correct minor errors in the SAP and the Mitigation Monitoring and Reporting Plan, and they update graphics to reflect recent projects and transportation network changes. A significant addition is a multifamily residential zoning district within the SAP area. Residential development associated with Placer One, the first project within the PRSP, began in 2025.



Source: Adapted by Ascent in 2025.

Figure 4-1 Proposed and Anticipated Development

Dry Creek/West Placer Community Plan

The Dry Creek/West Placer Community Plan area encompasses approximately 9,200 acres in the southwest corner of Placer County. It is bounded by Baseline Road on the north, Sutter County to the west, Sacramento County to the south, and the City of Roseville to the east. This Community Plan area encompasses other specific plans such as Placer Vineyards and Riolo Vineyards, which are in early stages of buildout.

City of Lincoln

Twelve Bridges Specific Plan

The Twelve Bridges Specific Plan includes 5,700 acres in western Placer County, within the southern portion of the City of Lincoln. The Specific Plan would include 10,146 residential units and 180 acres of commercial and business uses. The Specific Plan was adopted by the City of Lincoln in April 1993. The Twelve Bridges Specific Plan is nearly built out, with several residential community areas under construction or slated for future development. A majority of the construction is occurring in the Bella Breeze loop, which will include single-family and multi-family residential development. The remaining vacant parcels in the Twelve Bridges Specific Plan are zoned commercial.

Village 1 Specific Plan

The Village 1 Specific Plan includes 1,832 acres in western Placer County, within the northeast portion of the City of Lincoln. The Village 1 Specific Plan would create a mix of land uses including residential (5,610 units), mixed use commercial, two elementary schools, and parks and open space. The Village 1 Specific Plan was adopted by the City of Lincoln in July 2013. Only a small portion of the Village 1 Specific Plan is under construction. The majority of construction is occurring along State Route (SR) 193. Approximately 1,300 single-family dwelling units are entitled and under construction.

Village 5 Specific Plan

The Village 5 Specific Plan includes 4,787 acres in western Placer County, immediately west of the City of Lincoln. The project site is located within the adopted Sphere of Influence of (and would be annexed into) the City of Lincoln. The Village 5 Specific Plan would create a mix of land uses including residential (8,206 units), retail commercial, office/business professional, recreational, open space, and public/quasi-public, consistent with development patterns in Lincoln. The Village 5 Specific Plan was adopted by the City of Lincoln on December 5, 2017. A Partially Recirculated EIR was subsequently prepared and certified on September 14, 2021. No construction activity has occurred in the Village 5 Specific Plan area.

Village 7 Specific Plan

The Village 7 Specific Plan includes 703 acres in south Placer County, within the southwest portion of the City of Lincoln. The 703-acre Village 7 Specific Plan includes four planning areas for future development. Development includes a mix of low, medium, and high density residential, a school, a community park, a fire station, a recreation center, neighborhood-serving retail uses, and park and open space amenities. The Village 7 Specific Plan was adopted by the City of Lincoln on September 10, 2013. The Lincoln City Council recently recommended that the City initiate the annexation process for the un-incorporated portion of Village 7 Specific Plan and the approved Village 7 Pre-Zone.

City of Rocklin

Northwest Rocklin General Development Plan (Whitney Ranch)

The Northwest Rocklin General Development Plan (Whitney Ranch) includes 1,871 acres in western Placer County, in the City of Rocklin. The Plan would include 4,424 residential units, commercial, business professional, light industrial, recreation, and public uses (schools). The Northwest Rocklin Annexation Area Final EIR was certified and adopted by the Rocklin City Council on July 9, 2002. The most recent amendment of the plan was approved in 2019.

Projects Outside of South Placer County

Elverta Specific Plan

The Elverta Specific Plan (ESP) includes 1,744 acres in the north-central portion of Sacramento County, immediately south of PVSP. Approximately 881 acres would accommodate 4,950 residential units, and 552 acres would include agricultural/rural land use. It also would include 19 acres of commercial and office professional units. The ESP was approved by Sacramento County in August 2007. The ESP land use plan was amended in 2014. No development activity has occurred to date.

Johnson Rancho Project

The Johnson Rancho Project consists of 3,357 acres and was annexed, along with the Hop Farm Property, into the City of Wheatland in 2014. Development includes a mix of low, medium, and high residential, commercial, employment/office, parks, open space, and schools. The City of Wheatland expects development activity to commence during the 2021-2029 planning period.

Sutter Pointe Specific Plan

The Sutter Pointe Specific Plan (SPSP) encompasses approximately 7,528 acres of land in south Sutter County, adjacent to the Placer County line. It includes approximately 3,600 acres of commercial and industrial uses, 2,900 acres for residential uses, and 1,000 acres of parks, recreation, and open space. The SPSP was originally approved by Sutter County in June 2009. On October 28, 2014, the Board of Supervisors approved an amendment to the SPSP affecting the eastern plan area located south of Sankey Road, north of Riego Road and east of Pacific Avenue. The first phase of development, called Lakeside at Sutter Pointe, was approved by the Board of Supervisors in November of 2020. This phase includes approximately 3,402 single-family homes, 399 multi-family units, 46.1 acres of employment center, 25 acres of commercial, 61.3 acres of parkland, 54.9 acres of open space, and a K-8 school.

Placer Parkway

The Placer Parkway is to be an approximate 15-mile long, high-speed transportation facility, which will connect SR 65 in western Placer County to SR 70/99 in south Sutter County. It will link existing and planned development near some of the region's fastest growing communities while improving access to the I-5 corridor, downtown Sacramento, and the Sacramento International Airport. The Federal Highway Administration (FHWA), California Department of Transportation, and South Placer Regional Transportation Authority (SPRTA) completed a Tier 1 Environmental Impact Statement (EIS)/EIR which analyzed the five corridor alignment alternatives identified by SPRTA. The Final Tier 1 EIS/EIR, released in November 2009, identified Alternative 5 as the Preferred Alternative and the Environmentally Superior Alternative subject to approvals by FHWA and SPRTA. As discussed throughout this EIR and shown on Figure 2-3, the Placer Parkway alignment extends through the Phillip Road Project site. The first phase of Placer Parkway, from SR 65 to Foothills Boulevard North, was approved by Placer County in 2015 (SCH# 2015052032). Construction of this first phase is planned to begin in spring 2026.

Other Cumulative Projects

Western Regional Sanitary Landfill

The Western Regional Sanitary Landfill, operated by the Western Placer Waste Management Authority (WPWMA), is located in western Placer County. The WPWMA is a Joint Powers Authority comprised of the cities of Roseville, Rocklin, and Lincoln and Placer County. The Western Regional Sanitary Landfill is a Class II/III municipal solid waste (non-hazardous) landfill and is permitted to accept 1,900 tons of solid waste per day and 624 vehicles per day. The facility, which opened in 1995, receives, separates, processes, and markets recyclable materials removed from delivered solid waste. In addition to the landfill, the facility includes a public waste and recyclables drop-off area, a compost area, a construction and demolition processing area, the Material Recovery Facility (MRF), and a household hazardous waste collection area. Most solid waste collected from the city of Roseville is delivered to the MRF for processing. The landfill has a total capacity of 36.4 million cubic yards. Projected waste disposal assumes a 2 percent average annual increase in municipal solid waste and based on the landfill's remaining capacity and projected Waste Disposal trends; the Western Regional Sanitary Landfill is estimated to reach its currently permitted landfill capacity in

2058 (WPWMA 2022). Expansion of the landfill to extend its operational life an additional 43 to 52 years was approved in 2022. This expansion would expand the permitted capacity of the landfill to between 45.1 and 50.2 million cubic yards (WPWMA 2022).

Pleasant Grove Stormwater Retention Basin Project

The Pleasant Grove Stormwater Retention Basin Facility is located southwest of the ARSP. The EIR for the Pleasant Grove Stormwater Retention Basin Facility was certified in 2003 and evaluated full build-out of the retention basin to 2,350 acre-feet (af) capacity. (Note: the Pleasant Grove Stormwater Retention Basin Facility was also evaluated in the SAP/PRSP EIR.) At build-out, the Retention Basin Project will provide retention storage in two basins, a south basin with 1,768 af of storage and a north basin with 1,132 af of storage. The City is currently collecting drainage impact fees from new development projects to fund construction of this project, which will be constructed as funds are made available. As of 2025, the City is in the process of designing the retention basin as a regional facility, and preparation of a Subsequent EIR is underway.

City of Roseville Environmental Utilities Operations Center Project

The Roseville Environmental Utilities (EU) Operations Center Project is currently under consideration for development by the City and is approximately 2 miles west of the project site. The City proposes to construct and operate a new EU Operations Center to address the City's projected demands for municipal services, State requirements to electrify the City's waste collection vehicles, and changing State law related to solid waste management. The project would provide a common location for the City's management of its waste, recycling, and organics materials; fleet charging; and various divisions of the City's EU department. The City published a Notice of Preparation in June 2024 and anticipates releasing an EIR in spring 2026.

Country Acres Clean Power Project

The Country Acres Clean Power Project would be located on up to 1,170 acres of land in southwestern Placer County, just west of the City of Roseville, and south of the proposed Roseville EU Operations Center Project site. The Country Acres Clean Power Project is a solar and battery storage project connected to the Sacramento Municipal Utility District (SMUD) grid. An EIR was certified in April 2023, and the project entitlements were approved in February 2024. SMUD has completed the contracts to construct and operate the project and construction began in September 2024, with completion anticipated in late 2026.

Curry Creek Solar Project

SMUD proposes to develop the Curry Creek Solar Project on up to 680 acres of land in southwestern Placer County, just west of the City of Roseville, north of Baseline Road, and east of Country Acres Lane. The project site is adjacent to SMUD's Country Acres Solar Project currently under development. In addition to a solar power and battery storage facility, the project would include a generation substation and interconnection to SMUD's electric grid. A notice of preparation of an EIR was published in August 2025. Construction is expected to begin in 2027, with plans to be operational in late 2028.

4.3 CUMULATIVE IMPACT ANALYSIS

For purposes of this EIR, the proposed Phillip Road Project would result in a significant cumulative effect if:

- the cumulative effects of related projects (past, current, and probable future projects) are not significant and the incremental impact of implementing the proposed Phillip Road Project is substantial enough, when added to the cumulative effects of related projects, to result in a new cumulatively significant impact; or
- the cumulative effects of related projects (past, current, and probable future projects) are already significant, and implementation of the proposed Phillip Road Project makes a considerable contribution to the effect. The standards used herein to determine a considerable contribution are that either the impact must be substantial or must exceed an established threshold of significance.

Significance criteria, unless otherwise specified, are the same for cumulative impacts and project impacts for each environmental topic area. This cumulative analysis assumes that all mitigation measures identified in Chapter 3 to mitigate project impacts are adopted. The analysis herein analyzes whether, after adoption of project-specific mitigation, the residual impacts of the project would cause a cumulatively significant impact or would contribute considerably to existing/anticipated (without the project) cumulatively significant effects.

4.3.1 Land Use and Agricultural Resources

Impacts related to consistency with land use plans or policies would generally be localized and would not generally combine to result in cumulative impacts. The threshold of significance for land use impacts is whether a project would conflict with any applicable land use plan or policy adopted for the purpose of reducing or avoiding environmental impacts. Such conflicts are inherently site specific and are addressed by individual projects. As discussed in Section 3.1, "Land Use and Agricultural Resources," with approval of the General Plan Amendment, the proposed Phillip Road Project would be consistent with the *City of Roseville General Plan*, and with approval of rezoning within the project site, the project would be consistent with the City of Roseville Zoning Ordinance. Therefore, the project **would not result in a considerable contribution** to a cumulative impact related to land use.

The cumulative context for agricultural resources includes the project region (i.e., project site, the city of Roseville, Placer County). Cumulative agricultural land impacts could occur in conjunction with development proposed in the City of Roseville and Placer County. While the *City of Roseville General Plan EIR* states that buildout of the General Plan would not result in a significant impact involving the conversion of Important Farmland to non-agricultural uses, development within the county would result in the continued loss of farmland in the region. However, conversion of the project site from Farmland of Local Importance and grazing land to non-agricultural uses is not considered a significant impact. Therefore, the project **would not result in a considerable contribution** to a cumulative impact related to agricultural resources.

4.3.2 Population, Employment, and Housing

For population, employment, and housing, the cumulative setting includes Placer County, City of Roseville, and other local jurisdictions adjacent to Roseville. The project would result in significant cumulative population, employment, and housing impacts if it, in combination with cumulative projects and development identified in Section 4.2.3, "Related Projects," would induce substantial unplanned population growth or displace substantial numbers of existing people or housing. As discussed in Section 3.2, "Population, Employment, and Housing," the project would not displace existing people or homes because no housing is present on-site. Therefore, the project would not contribute to cumulative impacts related to people or housing displacement.

Table 3.2-1 in Section 3.2, "Population, Employment, and Housing," presents the growth forecast prepared by the City as part of the 2035 General Plan. With buildout of the General Plan in 2035, Roseville is estimated to have a total population of approximately 198,000 (an increase of 62,200 residents from the 2016 population), with approximately 75,200 dwelling units, 60 million square feet of non-residential building square footage, and between 120,000 and 150,000 local jobs (City of Roseville 2020a).

Major projects close to the project area include Roseville's Creekview Specific Plan and West Roseville Specific Plan, which would add 2,011 and 9,496 dwelling units, respectively, as well as office and other non-residential uses (see Section 4.2.3, "Related Projects,"). Other large developments approved farther from the project site, but within Roseville, include the Sierra Vista Specific Plan, Amoruso Ranch Specific Plan, Riolo Vineyards Specific Plan, Curry Creek Specific Plan, and Hewlett Packard Campus Oaks Project. All of these approved plans would result in the continued development of Roseville and surrounding areas, including residential, commercial, and industrial development. Cumulative projects and development in the City of Roseville, City of Lincoln, City of Rocklin, and Placer County would be required to undergo various levels of local and regional review to determine whether population and housing growth would be within the projections of regional and local plans. Cumulative projects identified in Section 4.2.3, have been or would be evaluated on a project-by-project basis to evaluate the potential for significant

impacts related to population, employment, and housing. In addition, most of the cumulative projects identified in Section 4.2.3 are specific plans that are anticipated to accommodate existing housing needs and population growth projections in the region.

As discussed in Impact 3.13-1, implementation of the project would result in 664 housing units, 1,550–1,650 residents, 75–125 temporary jobs during construction, and 910–980 permanent jobs. As described in Section 3.2, "Population, Employment, and Housing," this amount of growth is within the scope of the growth anticipated and planned for in the General Plan, and new infrastructure would serve the project and not induce growth. For example, it is anticipated that the project employees would be largely from the local employment pool and would not result in a substantial number of employees relocating from outside of the region resulting in unplanned population growth. Therefore, the incremental impacts of implementing the project, when added to the cumulative effects of related projects, would not result in a cumulatively significant impact. Thus, the project would not have a considerable contribution to any significant cumulative impact related to population, employment, and housing.

4.3.3 Transportation and Circulation

The cumulative transportation setting contains buildout of various land uses and construction of numerous planned improvements in Roseville and unincorporated Placer County. Land use growth and planned transportation system improvements are described below.

Land Use Growth

- Buildout of the Sierra Vista, West Roseville, Creekview, and Amoroso Specific Plans in the City of Roseville.
- Buildout of the Regional University and Placer Vineyards Specific Plans in unincorporated Placer County.
- Considerable levels of development (but not full buildout) of the Placer Ranch (Placer One) Specific Plan / Sunset Industrial Area properties in unincorporated Placer County.

The cumulative travel demand model also includes planned development in other communities including Rocklin, Lincoln, Sacramento County, and Sutter County.

Planned Transportation System Improvements

Figure 4-2 shows the planned roadway improvements in the project vicinity. A number of existing roadways would be widened and new roadways constructed. The following describes these improvements:

- Placer Parkway is a planned four-lane expressway that would extend from SR 65 (opposite Whitney Ranch Parkway) in a southwesterly direction, terminating at Blue Oaks Boulevard. It would feature connections at Foothills Boulevard, Fiddyment Road, and Westbrook Boulevard. This roadway is ultimately planned to extend to SR 99, but not by the horizon year of this study.
- Blue Oaks Boulevard would be widened to three lanes in each direction from west of Fiddyment Road to its terminus at Santucci Boulevard/Placer Parkway, which would be a signalized intersection.
- Santucci Boulevard is assumed to extend southerly from Blue Oaks Boulevard to Pleasant Grove Boulevard. This improvement is not currently included in the City's Capital Improvement Program (CIP) but is assumed to be in place to provide connectivity for Placer Parkway from SR 65 to Baseline Road.
- Phillip Road would become a cul-de-sac just east of Placer Parkway, as a result of the expressway's construction. Movements at the Blue Oaks Boulevard/Phillip Road intersection would be restricted to right-turns only due to its proximity to adjacent signalized intersections.
- Westbrook Boulevard would be widened to six continuous lanes and extend northerly, connecting at Placer Parkway and terminating at Sunset Boulevard West.

Figure 4-3 shows the cumulative plus project average daily traffic on various roadways within the study area. These volumes are greater than the existing plus project volumes due to a large amount of assumed land use growth in the area. These forecasts assume development of the proposed project.

Benchmark Drive, a two-lane collector street located east of the project site, is assumed to connect to Street A under cumulative conditions. Through travel demand analysis, it was determined that almost none of 3,200 daily trips on Benchmark Drive directly east of the project site are "cut through" trips, meaning residents east of the project site that use Benchmark Drive and Street A to access Blue Oaks Boulevard to the west. Residents living along streets in the northern area of the project that connect Street A to Benchmark Drive could otherwise find such cut-through trips to be annoying.

The *City of Roseville Active Transportation Plan* (City of Roseville 2025) shows planned and recommended bicycle network improvements in West Roseville including:

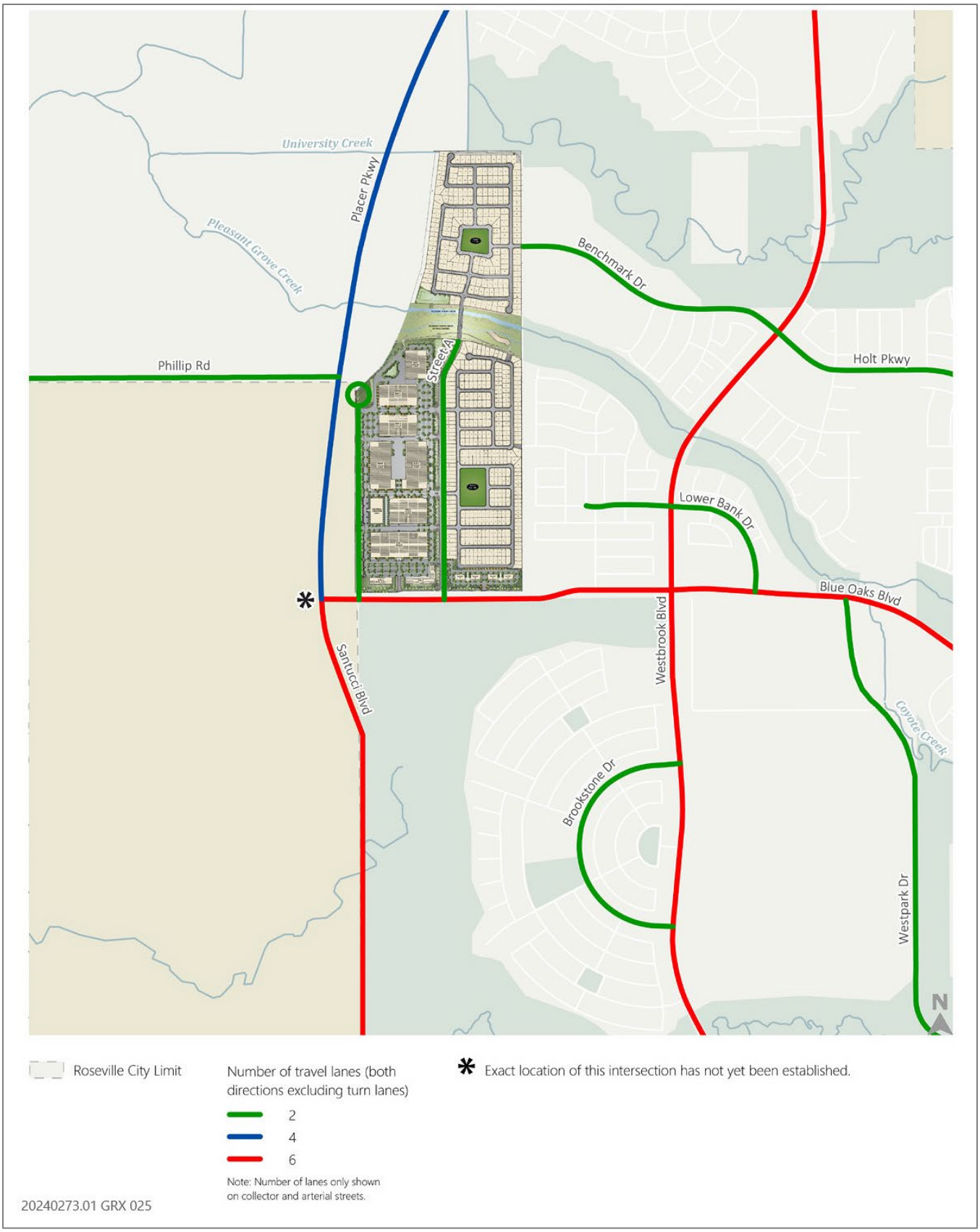
Planned

- Extension of Class II bike lane along Blue Oaks Boulevard to Santucci Boulevard; and
- Extension of Class I multi-use path along south side of Pleasant Grove Creek Floodplain westerly from the Creekview Specific Plan through the project site and under Placer Parkway.

Recommended

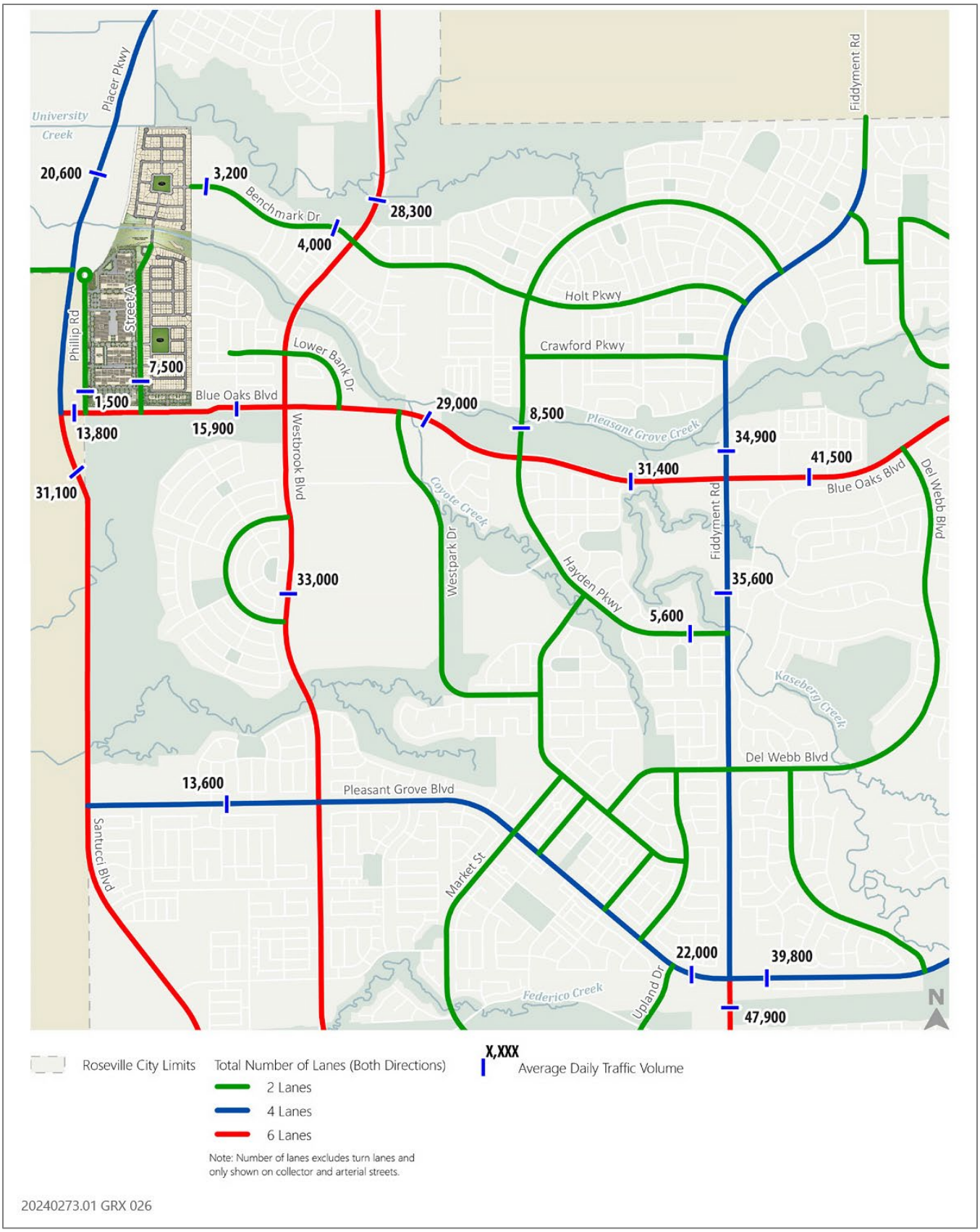
- Class II bike lane along Street A through project site;
- Buffered Class II bike lane along Westbrook Boulevard north of Blue Oaks Boulevard; and
- Series of Class I multi-use path north and east of the project site including a bridge across Pleasant Grove Creek near Meadow Mist Court, and multiple connections to the project's northerly developed area.

In some instances, the proposed project would construct the identified improvement. In other cases, it would not preclude the improvement's construction by others.



Source: Image produced and provided by Fehr & Peers in 2025; adapted by Ascent in 2026.

Figure 4-2 Cumulative Roadway Network



Source: Image produced and provided by Fehr & Peers in 2025; adapted by Ascent in 2026

Figure 4-3 Cumulative Average Daily Traffic Volumes

Vehicle Miles Traveled

Table 4-2 compares the project's vehicle miles traveled (VMT) per service population and the cumulative citywide average from the 2035 Cumulative Roseville travel demand model. This table indicates that the project would perform much better than the citywide average in terms of VMT per service population under cumulative conditions. It would improve the balance of jobs with housing in West Roseville and provide more proximate opportunities for area residents to access retail and health care.

Table 4-2 Comparison of Project VMT with Citywide Cumulative VMT

Measure	Cumulative (2035) Citywide Conditions [1]	Increase Due to Proposed Project
VMT Calculation Method	VMT Per Service Population	VMT Per Service Population
VMT [2]	10,011,721	52,648
Residents [3]	194,524	1,726
Employees [3]	117,814	1,129
Service Population [4]	312,338	2,855
VMT Efficiency Metric [5]	32.05	18.44
VMT Threshold	27.25	-

Notes: VMT = vehicle miles traveled.

[1] Analyzed using cumulative (2035) City of Roseville Travel Demand Model. Does not assume development of proposed project.

[2] Reported VMT represents all travel generated by Roseville land uses (including full length of the trip beyond City boundaries). VMT associated with trips that are internal-internal (i.e., remain within the City) are counted twice due to use of service population methodology (i.e., because such trips involve two Roseville residents and/or employees).

[3] Table VMT-1 of Section 4 of the *2025 City of Roseville Design and Construction Standards* contains unit values, whereby an average number of residents per single-family, and multi-family unit are calculated, and an average number of employees per thousand square feet (ksf) of non-residential area is calculated. Those unit values were used to develop the residential and employee totals shown in this table.

[4] Service population is the sum of residents plus employees.

[5] Efficiency metric is the ratio of VMT to service population.

Source: Data provided by Fehr & Peers in 2025.

The project's VMT per service population metric would be well below the City of Roseville's VMT threshold, which is a 15 percent reduction from the cumulative Citywide average. Thus, the project would contribute to an improved overall citywide VMT per service population efficiency metric and would not worsen it. Therefore, project cumulative impacts related to VMT would be less than significant and the project **would not have a considerable contribution** to any significant cumulative impact related to VMT.

4.3.4 Air Quality

AIR QUALITY PLAN CONSISTENCY

The project and the related projects identified in Section 4.2.3 would have the potential to result in cumulative impact to air quality plans, if they would conflict with or obstruct implementation of the City of Roseville 2035 General Plan or the *Sacramento Regional 8-Hour Ozone Attainment and Reasonable Further Progress Plan*. The emission inventories used to develop applicable air quality plans are based primarily on projected population and employment growth and associated VMT within the Sacramento Valley Air Basin (SVAB). As discussed in Impact 3.3-1, the project would result in the development of new residential, office, and innovation land uses which would generate short- and long-term increases in criteria air pollutants and ozone precursors of reactive organic gas (ROG), oxides of nitrogen (NO_X), and respirable particulate matter with aerodynamic diameter of 10 micrometers or less (PM_{10}). Construction emissions would not exceed any applicable Placer County Air Pollution Control District (PCAPCD) thresholds. However, operational emissions of ROG would exceed established thresholds of significance, primarily due to area sources (e.g., consumer products, landscaping) and vehicle exhaust. Although the project would result in population and employment growth,

this growth was anticipated in the regional metropolitan transportation plan/sustainable communities strategy (MTP/SCS). The MTP/SCS forecasts residential and employment growth throughout the City of Roseville and specifically identifies the area in which the project site is located as an established community projected for residential and employment growth (SACOG 2025). In addition, as discussed in Section 3.3, "Transportation and Circulation," implementation of the project would not result in an exceedance of applicable VMT thresholds. Because the project would not result in increases in population or employment growth beyond that projected in regional or local plans and would not result in increases in VMT above that forecasted in attainment plans, the project would not conflict with or obstruct the implementation of the air quality plan. The related projects in the vicinity of the project would be required to comply with existing federal, state, and local regulations, including applicable general plans and the *Sacramento Regional 8-Hour Ozone Attainment and Reasonable Further Progress Plan*, which would prevent conflicts with applicable air quality plans from occurring. Therefore, the project, when added to the cumulative effects of related projects, **would not result in a cumulatively significant impact** related to conflicts with applicable air quality plans.

CONSTRUCTION EMISSIONS

Placer County and the SVAB are in nonattainment for ozone (i.e., ROG and NO_X) and PM_{10} with respect to the California Ambient Air Quality Standards (CAAQS), and in nonattainment for ozone and fine particulate matter with aerodynamic diameter of 2.5 micrometers or less ($PM_{2.5}$) with respect to the National Ambient Air Quality Standards (NAAQS). Construction activities in the region would add particulate matter and ozone emissions into the SVAB that may conflict with attainment efforts. Cumulative development identified in Section 4.2.3, "Related Projects," while required to mitigate for adverse air quality impacts, will contribute to regional emissions, resulting in a significant adverse cumulative impact.

Project-related construction emissions of ROG and NO_X would not exceed the applicable mass emission thresholds established by PCAPCD. PCAPCD considers these thresholds to be the criteria for determining whether emissions generated by an individual project would be cumulatively considerable (PCAPCD 2017: 21). Therefore, project construction emissions would not be cumulatively considerable. However, because of the scale and extent of construction activities that would occur cumulatively, as well as the uncertainty of construction activities and timing of different phases, construction activities could overlap, resulting in emissions that exceed PCAPCD's daily construction thresholds. Therefore, the project **would result in a considerable contribution** to a significant cumulative impact related to construction emissions. This cumulative impact would be **significant and unavoidable**.

LONG-TERM OPERATIONAL EMISSIONS

Ozone impacts are the result of cumulative emissions from numerous sources in the region and transport from outside the region. Reasonably foreseeable regional development identified in Section 4.2.3, "Related Projects," will add urban development on undeveloped land in the region. All of this regional development will increase emissions that contribute to ozone impacts. Ozone is formed in chemical reactions involving NO_X, ROG, and sunlight. All but the largest individual sources emit NO_X and ROG in amounts too small to have a measurable effect on ambient ozone concentrations by themselves. However, when all sources throughout the region are combined, they can result in ambient concentrations of ozone that exceed the NAAQS and CAAQS.

PM_{10} and $PM_{2.5}$ have similar regional cumulative impacts when particulates are entrained in the air and build to unhealthful concentrations over time. PM_{10} and $PM_{2.5}$ also have the potential to cause significant local problems during periods of dry conditions accompanied by high winds, and during periods of heavy earth disturbing activities. PM_{10} and $PM_{2.5}$ may have cumulative local impacts if, for example, several unrelated grading or earth moving activities are underway simultaneously at nearby sites. Cumulative projects include several, large-scale developments in close enough proximity (e.g., Amoruso Ranch, Creekview Specific Plan, West Roseville Specific Plan, Whitney Ranch, and Twelve Bridges Specific Plan) such that localized PM_{10} and $PM_{2.5}$ effects could occur. Operational PM_{10} and $PM_{2.5}$ are less likely to result in local cumulative impacts as operational sources of PM_{10} and $PM_{2.5}$ tend to be spread throughout the region (i.e., vehicles traveling on roads), not affecting any one receptor. Therefore, emissions of ROG, NO_X, PM_{10}, and $PM_{2.5}$ from cumulative development are significant in the air basin.

The operational emissions associated with implementation of the project would exceed the applicable thresholds for ROG. Because the PCAPCD thresholds are directly tied to attaining the NAAQS and CAAQS, projects that do exceed these thresholds would contribute to adverse health effects. Therefore, the project's contribution to the nonattainment status of the SVAB with respect to the CAAQS and NAAQS would be cumulatively considerable. Implementation of Mitigation Measures 3.4-3a, 3.4-3b, 3.4-3d, and 3.4-3e would reduce operational emissions. However, because the actual future tenants are unknown at this time, the level to which each individual on-site mitigation measure can be implemented is unknown; thus, emissions reductions associated with these measures were not quantified. Implementation of Mitigation Measure 3.4-3c would result in an approximate 2.4 percent reduction in ROG emissions (refer to Appendix C for detailed calculations) and Mitigation Measure 3.4-3f would offset the remaining excess emissions for a one-year period through an off-site mitigation program. Mitigation Measures 3.4-3a through 3.4-3f would reduce project-generated operational emissions. However, given that the actual future tenants are unknown and the long-term buildout and occupancy of the project, it cannot be guaranteed at this time that offsets would be available in the amounts needed at the time they are needed to reduce emissions to the necessary levels. Thus, the project's contribution to the nonattainment status of the SVAB with respect to the CAAQS and NAAQS would be considered cumulatively considerable despite mitigation. Similar to the project, cumulative development would be required to implement mitigation measures that would avoid or substantially lessen emissions of operational air pollutants that would otherwise exceed the thresholds. Therefore, the project **would result in a considerable contribution** to a significant cumulative impact related to conflicts with applicable air quality plans. This cumulative impact would be **significant and unavoidable**.

TOXIC AIR CONTAMINANTS

Toxic air contaminants (TACs), which are examined under Impact 3.4-4 in Section 3.4, "Air Quality," are also pollutants of localized concern. Diesel particulate matter (diesel PM) emissions are the primary TAC of concern regarding the construction and operation of new urban land uses and infrastructure. The health risk-based significance criteria used to evaluate TACs under Impact 3.4-4 are also inherently cumulative. This impact examines whether implementing the project would result in the exposure of sensitive receptors to TAC emissions that would result in cancer risk of 10 in 1 million or a noncarcinogenic Hazard Index of 1 at any receptor. The project would result in TAC emissions that would exceed the applicable threshold and result in health risk at nearby sensitive receptors before mitigation. The effects of TAC concentrations are typically localized to areas in the near vicinity of a project site and adjacent areas. However, there are several nearby cumulative projects (refer to Figure 4-1) adjacent to the proposed project site. Therefore, the incremental effects of the project would combine with the effects of these projects to create potentially significant cumulative TAC impacts since these projects could also affect the same receptors as the project. Mitigation Measures 3.4-4a and 3.4-4b would reduce emissions associated with construction and operational activities, respectively, to below the applicable thresholds. Therefore, the project's contribution to cumulative impacts would not be cumulatively considerable. Nearby projects would also be required to incorporate similar mitigation to reduce significant TAC emissions, which, when considered collectively, would reduce the cumulative health risk to below the applicable threshold. However, it cannot be determined with certainty that future TAC concentrations would not expose any receptors to levels that exceed 10 in 1 million when combined with other projects. Consequently, the project **would result in a considerable contribution** to a significant cumulative impact related to TACs. This cumulative impact would be **significant and unavoidable**.

ODORS

The creation of objectionable odors affecting a substantial number of people, which is examined under Impact 3.4-5 in Section 3.4, "Air Quality," is also an impact of localized concern. Construction and operation of the Phillip Road Project would not result in the development of new odor sources atypical of developed urban areas and odor-generating construction activity would be temporary. Any new odor sources would be subject to future environmental review, and to PCAPCD Rule 205, Nuisance. Implementation of the project would generate odors from construction activities which would be temporary and operational activities would generate intermittent odors from the use of truck idling and diesel generator use. These sources would be either used temporarily or would be used

for a brief period of time and also dissipate rapidly with distance. Due to the rapid dissipation of the odor with distance, the project **would not contribute to cumulative impacts** and, therefore, the cumulative impact would be **less than significant**.

4.3.5 Greenhouse Gas Emissions and Climate Change

The discussion of greenhouse gas (GHG) emissions associated with the project and related infrastructure for Impacts 3.5-1 and 3.5-2 in Section 3.5, "Greenhouse Gas Emissions and Climate Change," is inherently a cumulative impact analysis. GHG emissions from one project cannot, on their own, result in changes in climatic conditions; therefore, the emissions from one project must be considered in the context of their contribution to cumulative global emissions. The analysis of Impact 3.5-1 concluded that the level of construction-related GHG emissions associated with implementation of the project would not exceed PCAPCD's bright line threshold of 10,000 metric tons carbon dioxide-equivalent emissions ($MTCO_2e$) per year and operation-related GHG emissions would not exceed the applicable efficiency thresholds of significance for residential (i.e., 4.5 $MTCO_2e$/capita) or non-residential (i.e., 26.5 $MTCO_2e$/1,000 square feet). However, the analysis of Impact 3.5-1 concluded that total operational GHG emissions (i.e., 21,197 $MTCO_2e$/year) would exceed the applicable threshold of 10,000 $MTCO_2e$/year. Therefore, the project-generated operational GHG emissions would be substantial and cumulatively considerable. The analysis of Impact 3.5-2 concluded that, because the project would not implement the most ambitious voluntary standards related to transportation electrification and building decarbonization as outlined in the 2022 Scoping Plan, it would conflict with the state's ability to meet its statewide GHG targets and, therefore, would be cumulatively considerable. Implementation of Mitigation Measure 3.5-1a would reduce onsite GHG emissions associated with building energy and transportation. Mitigation Measure 3.5-1b would prohibit natural gas use for most nonresidential uses and Mitigation Measure 3.5-1c would require the use of renewable natural gas for the nonresidential land uses that would require natural gas. Mitigation Measure 3.5-2a, which would require the project applicant to provide the necessary electric vehicle charging infrastructure (i.e., the most ambitious voluntary standards established in the 2025 California Green Building Standards Code, and Mitigation Measure 3.5-2b, which would require the project to implement a mandatory commute reduction program, would ensure that the project would not conflict with the 2022 Scoping Plan. Therefore, with mitigation, the project would not conflict with State GHG reduction goals at the project level. Nevertheless, given that the actual future tenants are unknown at this time, the exact onsite GHG emissions reductions from mitigation cannot be quantified. Thus, it cannot be guaranteed at this time that GHG emissions would be reduced to the levels necessary. For these reasons, the incremental effects of the project could combine with the effects of cumulative projects to create a significant cumulative impact related to GHG emissions, and the project's contribution to GHG emissions **would be cumulatively considerable**. This cumulative impact would be **significant and unavoidable**.

4.3.6 Noise and Vibration

CONSTRUCTION NOISE

Noise dissipates rapidly from its source; however, cumulative impacts from construction-generated noise could result if construction activities of other planned projects were to take place in close enough proximity to project-generated construction such that noise effects would combine to result in substantial increases in noise at the same sensitive receptors. Several new large developments are planned in the region. See Section 4.2.3, "Related Projects," for a list of reasonably foreseeable projects in the project area. The closest project to the project site, which is most relevant for the cumulative construction noise, includes the Creekview Specific Plan area, which is located immediately east of the project site and includes a total of 2,011 residential units at buildout. Housing is currently being developed within the Creekview Specific Plan area. It is likely that, as the Creekview Specific Plan area continues to be constructed, construction activities on the project site could occur simultaneously with construction of the Creekview Specific Plan area.

With regards to cumulative construction noise, and noise in general, the addition of two similar noise levels results in a 3-decibel (dB) increase, which is considered perceptible by most people. And, when a louder noise level is

combined with a lower noise level, a less than 3-dB increase would occur (i.e., 65 dB plus 60 dB equals 66 dB). Thus, for a perceptible increase in cumulative construction noise to occur, similar noise levels from two different construction sites would need to combine at the same sensitive receptor to result in a cumulative increase in noise.

Construction associated with the adjacent portions of the Creekview Specific Plan area has progressed substantially; site preparation, which is the construction phase that typically involves the most pieces of heavy equipment, appears to have been completed in most of these areas near the project site based on the City's issuance of plans and review of aerial photos. Construction in the Creekview Specific Plan area will likely be further along when project construction begins; therefore, if construction associated with Creekview Specific Plan is still occurring in areas adjacent to the project site, construction noise would generally be limited to the activities that produce the least amount of noise (e.g., finishing, architectural coatings). At the time of project construction, it is anticipated that construction noise associated with the Creekview Specific Plan (within areas adjacent to the project) would not be substantial. The project's construction noise would not combine with other nearby anticipated development such that a considerable cumulative increase in noise would occur. Therefore, the project **would not result in a considerable contribution** to a cumulative impact related to construction noise.

VIBRATION

Cumulative impacts from construction-generated vibration could result if other future planned construction activities were to take place very close to other construction activities and cumulatively combine with construction vibration from the project. No new long-term vibration sources would result from the project and, thus, this impact focuses on construction vibration.

Vibration associated with construction activities is of primary concern within close proximity (typically within 100 feet) or if nighttime vibration-inducing activities were to occur near sensitive land uses. At increasing distances from the source, vibration levels dissipate rapidly and have less potential to cause disturbance to people or damage to structures. In addition, vibration generated from construction is typically associated with pile-driving activities that only occur during discrete phases of construction and for intermittent and brief periods at a time. For these reasons, even with additional large development projects and plans anticipated for future development, vibration impacts would remain local and would not combine with vibration sources from other construction activities even if construction activities at other future developments were to occur simultaneously with project construction activities. Given the proximity of existing sensitive receptors to the project site (i.e., approximately 50 feet east of the project site), -construction vibration associated with use of a vibratory roller (i.e., 85 vibration decibels [VdB]) would exceed the Federal Transit Administration recommended threshold of 80 VdB for adverse human response to vibration. Mitigation Measure 3.6-2 would require the project applicant to prepare a robust and comprehensive vibration control plan to ensure that nearby sensitive receptors are not exposed to levels of vibration that exceed applicable thresholds. Similar mitigation would be required of other projects to reduce significant construction vibration impacts. Because vibration levels generated by the cumulative projects would be limited to the vicinity of construction activities for those projects, and because vibration levels of the proposed project would not result in any off-site impacts, cumulative construction-generated vibration impacts would be less than significant. Therefore, the project **would not result in a considerable contribution** to a cumulative impact related to construction vibration.

OPERATIONAL NOISE (TRANSPORTATION)

Traffic generated by future planned development in the region would result in additional traffic-related noise on surrounding roadways. The City of Roseville General Plan 2035 states that where existing exterior noise is less than 60 A-weighted decibels (dBA) community equivalent noise level (CNEL), a 5+ dBA increase in traffic noise is significant; where existing exterior noise is between 60 dBA and 65 dBA CNEL, a 3+ dBA increase in traffic noise; and where existing exterior noise is greater than 65 dBA CNEL, a 1.5+ dBA increase in traffic noise is significant.

To analyze the impact of cumulative operational transportation noise sources, traffic noise levels under cumulative no project and cumulative plus project conditions were modeled for affected roadway segments. This was done using

the Average Daily Traffic estimated in the transportation analysis conducted by Fehr & Peers. Refer to Appendix C for detailed information about the traffic noise modeling.

As described in Section 3.6, "Noise," according to the City of Roseville General Plan 2035 standards, the acceptable transportation noise standard at the boundary of any sensitive residential receptor is 60 dB (L_{dn}). If existing noise levels exceed noise compatibility standards and a project results in a significant increase in noise (as defined below), then feasible methods of reducing noise to avoid a significant noise increase should be applied. Specifically, in cases where existing noise exceeds the City's noise compatibility standards, Policy N1.5 of the City of Roseville General Plan 2035 states:

- Where existing exterior noise is less than 60 dB, a ≥ 5 dB increase in noise is significant.
- Where existing exterior noise is between 60 and 65 dB, a ≥ 3 dB increase in noise is significant.
- Where existing exterior noise is greater than 65 dB a ≥ 1.5 dB increase in noise is significant.

Table 4-3 summarizes the cumulative no project traffic noise levels, cumulative plus project traffic noise levels, and the incremental increase in traffic noise attributable to the project. Modeling also applied a 5-dB reduction for known existing or planned sound barriers along roadways. Noise modeling inputs and assumptions are contained in Appendix C.

Table 4-3 Summary of Modeled Traffic Noise Levels under Cumulative and Cumulative-Plus-Project Conditions

Segment #	Roadway Segment	Cumulative (dBA L_{dn})	Cumulative Plus Project (dBA L_{dn})	Sound Wall Attenuation[1]	Change (dBA)	Applicable Increase Threshold (dB)	Exceeds Threshold
1	Blue Oaks Boulevard from Project Site to Westbrook Boulevard	57.2	60.0	**Yes**	**+2.7**	5.0	No
2	Blue Oaks Boulevard from Westbrook Boulevard North Hayden Parkway	62.5	62.8	**Yes**	**+.0.3**	3.0	No
3	Blue Oaks Boulevard from North Hayden Parkway to Fiddyment Road	64.1	64.3	**Yes**	**+0.2**	3.0	No
4	Blue Oaks Boulevard from Fiddyment Road to Del Webb Boulevard	64.9	65.0	**Yes**	**+0.1**	3.0	No
5	Pleasant Grove from Market Street to Fiddyment Road	63.1	63.2	**Yes**	**+0.1**	3.0	No
6	Westbrook Boulevard from Blue Oaks Boulevard to Pleasant Grove Boulevard	62.3	62.5	**Yes**	**+0.1**	3.0	No
7	Hayden Parkway from Fiddyment Road to Blue Oaks Boulevard	56.4	56.4	**Yes**	**+0.0**	5.0	No
8	Hayden Parkway from Blue Oaks Boulevard to Crawford Parkway	58.0	58.0	**Yes**	**+0.1**	5.0	No
9	Fiddyment Road from Del Webb Boulevard Blue Oaks Boulevard	64.6	64.6	**Yes**	**+0.0**	3.0	No
10	Fiddyment Road from Blue Oaks Boulevard to Crawford Parkway	65.2	65.2	**Yes**	**+0.0**	1.5	No
11	Placer Parkway North of Blue Oaks Blvd	66.4	66.5	**No**	**+0.1**	1.5	No
12	Santuccie Boulevard from Blue Oaks Blvd to Pleasant Grove	67.9	68.3	**No**	**+0.4**	1.5	No
13	Blue Oaks Boulevard from Phillip Road to Placer Parkway	57.7	59.8	**Yes**	**+2.1**	5.0	No

Segment #	Roadway Segment	Cumulative (dBA L_{dn})	Cumulative Plus Project (dBA L_{dn})	Sound Wall Attenuation[1]	Change (dBA)	Applicable Increase Threshold (dB)	Exceeds Threshold
14	Pleasant Grove from Westbrook Boulevard to Santuccie Boulevard	60.2	60.2	**Yes**	**+0.1**	3.0	No
15	Pleasant Grove East of Fiddyment Road	65.7	65.7	**Yes**	**+0.0**	1.5	No
16	Westbrook Boulevard north of Holt Parkway	62.7	62.9	**Yes**	**+0.2**	3.0	No
17	Benchmark Drive east of Westbrook Boulevard	49.8	51.2	**Yes**	**+1.4**	5.0	No

Notes: dB = decibel; dBA = A-weighted decibels; CNEL= community noise equivalent level.

Bolded values represent an increase that exceeds the City of Roseville's noise standards.

[1] Typical sound wall has a noise attenuation of 5 dBA (FTA 2018)

Sources: FTA 2018; Noise levels modeled by Ascent in 2025.

Based on modeling conducted for the project and presented in Table 3.6-13 in Section 3.6, "Noise," existing and existing plus project noise levels would not exceed the applicable increase thresholds, but would substantially increase perceived noise along one roadway segment: Blue Oaks Boulevard from the project site to Westbrook Boulevard. Specifically, the traffic noise increase along the segment of Phillip Road from the project site to Westbrook Boulevard would be 10.7 dBA, which would be a perceived doubling of noise. This project-level impact was concluded to be significant and unavoidable in Section 3.6, "Noise," and no feasible mitigation is available.

Similarly, noise volumes along the segment of Blue Oaks Boulevard from the project site to Westbrook Boulevard were already anticipated to exceed 60 dB in the cumulative condition with or without the project. As demonstrated in the Creekview Specific Plan EIR, roadway noise along Blue Oaks Boulevard west of Westbrook Boulevard were anticipated to reach noise levels of 65.5 dBA L_{dn} in the cumulative condition with buildout of the Creekview Specific Plan (City of Roseville 2011: Table 5-42).

As shown in Table 4-3, as planned cumulative development continues to result in growth and associated traffic noise increases into the future, the project's contribution to the cumulative noise environment would decrease (i.e., the project's traffic is a smaller percentage of overall traffic in the cumulative condition). Specifically, traffic noise increases on Blue Oaks Boulevard alone would only be 2.7 dBA (compared to a 10.7 dBA increase when only considering the project compared to existing conditions without future planned growth accounted for), which is below the City of Roseville's applicable traffic noise increase standard. Further, the project would not increase future noise volumes on any segment from a level of 60 dB or less to a level above 60 dB, which is the acceptable noise volume for residential uses. For roadway segments already predicted to operate in excess of the acceptable noise threshold of 60 dB, the project would not result in a substantial increase in cumulative noise (i.e., 3 dB increase where noise is between 60 dBA and 65 dBA or 1.5 dB increase where noise is 65 dBA or higher).

Regarding mitigation measures, the Creekview Specific Plan EIR concluded that the noise impact was significant and that all feasible mitigation had been applied, which included the use of setbacks, berms, and the masonry sound wall that was constructed on this segment of Blue Oaks Boulevard. Though feasible mitigation was applied, the impact was concluded to be significant and unavoidable. Therefore, although existing residents would perceive a substantial increase in noise, this cumulative impact has been previously identified in the Creekview Specific Plan EIR, all feasible mitigation has already been applied, and no further feasible mitigation is available.

Therefore, considering the anticipated future growth and associated traffic volumes on nearby roadways, the project's contribution to the cumulative noise environment **would not be a considerable contribution** to a cumulative impact relating to operational traffic noise.

OPERATIONAL NOISE (STATIONARY)

The proposed project would result in land use development that typically includes stationary noise sources such as noise from heating, ventilation, and air conditioning (HVAC) units, electrical generators, and loading docks. As discussed in Impact 3.6-4 in Section 3.6, "Noise and Vibration," stationary noise sources would be mitigated to below applicable standards with on-site design features such as equipment enclosures and sound barriers; thus, noise from these sources would not combine from other off-site stationary sources to result in considerable increases in noise. Therefore, the project **would not result in a considerable contribution** to a cumulative impact related to operational noise from stationary sources.

4.3.7 Biological Resources

Sensitive habitats for biological resources in the vicinity of the project site and in the region have been modified, removed, and fragmented over time as land has been developed and converted to agricultural, urban, and residential uses. Historic development in the region has resulted in substantial loss of sensitive habitats, including riparian habitat, which has been dramatically reduced from its historical extent in the region. This represents an existing significant cumulative impact. Future projects in the region, including projects described in Section 4.2.3, "Related Projects," could continue to result in losses of sensitive habitats and sensitive species. These future projects include planned residential development (i.e., under approved specific plans) and major road improvements (e.g., Placer Parkway), which would contribute to ongoing loss of natural habitat (e.g., vernal pools, grassland, riparian habitat). Although individual projects would be required to mitigate for significant impacts on a project-by-project basis, they may result in residual impacts that combine with the existing adverse condition to create a significant cumulative impact related to special-status species and sensitive habitats.

The project site and vicinity are located in an area of Roseville that is characterized by agricultural land uses and ongoing residential development. Additionally, most project activities would occur within the agricultural land on the project site and would avoid Pleasant Grove Creek and its adjacent habitat. While some proposed development would encroach into the creek, including bridge construction, the project has been designed to reduce impacts to the creek habitat and preserve the creek area as open space. Nonetheless, project implementation could result in adverse effects on special-status plants, special-status wildlife, valley oak riparian woodland habitat (also considered a sensitive natural community), waters of the United States and state, and egret or heron rookeries (considered wildlife nursery sites). Additionally, project implementation could result in conflicts with tree preservation requirements in the City of Roseville Municipal Code. Mitigation Measures 3.7-1, 3.7-2a through 3.7-2j, 3.7-3, 3.7-4a, 3.7-4b, 3.7-5a, 3.7-5b, and 3.7-6 would avoid or minimize adverse effects on these resources and would reduce impacts to a less-than-significant level. These mitigation measures would require the City to conduct focused surveys for specific species, implement avoidance measures if individuals are detected, and, if avoidance is not feasible, mitigate for the loss of individuals or habitat, in accordance with the requirements of the federal Endangered Species Act and the California Endangered Species Act and other regulatory programs that protect habitats and General Plan policies for resource protection. The City would also be required to utilize wildlife-friendly building and fencing design (Mitigation Measure 3.7-5b), and obtain and comply with the provisions of a City Tree Permit for removal of protected trees (Mitigation Measure 3.7-6). Through full implementation of the mitigation measures, potential project-related impacts would be avoided, reduced, or compensated to such an extent that they are not expected to result in a considerable contribution to a significant cumulative impact.

Because the project would either have no impact or a very limited impact on biological resources after mitigation, it **would not have a considerable contribution** to a significant cumulative impact related to biological resources.

4.3.8 Cultural Resources

The cumulative context for cultural resources is the former territory occupied by the Nisenan and the historic period small-scale ranches located near Pleasant Grove Creek. Nisenan territory extended from the area surrounding the current City of Oroville on the north to a few miles south of the American River on the south. The Sacramento River

bounded the territory on the west, and in the east, it extended to a general area located along the crest of the Sierras west of Lake Tahoe. Historic period ranches near Pleasant Grove Creek included those of the Lee, Boutwell, Dunlap, and Kaseberg, and the Fiddyments. Lee and Boutwell, Dunlap, and Kaseberg used the land around Pleasant Grove Creek for livestock grazing while the Fiddyments also used the land for livestock grazing, a turkey farm in the 1920s, and more recently for pistachio farming. Today cattle grazing is still practiced on the project site, and a pistachio orchard is present to the southwest.

Because all significant cultural resources are unique and nonrenewable members of finite classes, meaning there are a limited number of significant cultural resources, all adverse effects erode a dwindling resource base. The loss of any one significant archaeological site could affect the scientific value of others in a region because these resources are best understood in the context of the entirety of the cultural system of which they are a part. The cultural system is represented archaeologically by the total inventory of all sites and other cultural remains in the region. As a result, a meaningful approach to preserving and managing cultural resources must focus on the likely distribution of cultural resources, rather than on a single project or parcel boundary.

Proper planning and appropriate mitigation can help to capture and preserve knowledge of such resources and can provide opportunities for increasing our understanding of past environmental conditions and cultures by recording data about sites discovered and preserving the artifacts found. Federal, state, and local laws are also in place, as discussed in Section 3.8, "Cultural Resources," that protect these resources in most instances. Even so, it is not always feasible to protect these resources, particularly when preservation in place would make projects infeasible, and for this reason the cumulative effects of past and present projects in the City of Roseville, including the projects listed in Section 4.2.3, "Related Projects," could result in a potentially significant cumulative impact on archaeological resources. Without mitigation, implementation of the proposed Phillip Road Project has the potential to cause a substantial change in the significance of archaeological resources that are unique and nonrenewable members of finite classes (Impact 3.8-1). With implementation of Mitigation Measures 3.8-1a and 3.8-1b, adverse effects on known archaeological resources and potentially newly discovered archaeological resources would be avoided. Further, it is reasonable to assume the City of Roseville would take similar actions to avoid, record, or otherwise treat unique archaeological resources appropriately, in accordance with pertinent laws and regulations. Impacts related to human remains would be avoided through compliance with California Health and Safety Code Section 7050.5 and California Public Resources Code Section 5097 (Impact 3.8-2). Therefore, the project would not result in a considerable contribution to a cumulatively significant loss of cultural resources.

4.3.9 Hazardous Materials, Wildfire, and Other Hazards

Hazardous materials impacts associated with the past or current uses of a project site usually occur on a project-by-project basis and are site- or location-specific rather than regional in nature. A cumulative impact would occur if the project in combination with the cumulative projects would result in potential significant impacts from hazardous materials, interference with implementation of emergency response plans, or wildfire hazards.

Any hazardous materials discovered during construction activities would be managed consistent with applicable federal, state, and local laws to limit exposure and clean up the contamination. In addition, the use, storage, transport, and disposal of hazardous materials would be undertaken in accordance with applicable federal and state requirements to limit risk of exposure. Other projects in the vicinity of the project would create similar hazardous material effects during standard construction activities. Current and reasonably foreseeable projects, including those described in Section 4.2.3, "Related Projects," would also be required to comply with applicable regulations and laws similar to those identified in Section 3.10, "Hazards and Hazardous Materials," to minimize the potentially for hazardous conditions to occur. Therefore, the incremental impacts of implementing the project, when added to the cumulative effects of related projects, would not result in a cumulatively significant impact related to hazardous materials use, storage, transport, or accidental spills.

Project construction would not impair an adopted emergency response plan or emergency evacuation plan; however, construction activities would involve truck traffic that could result in temporary lane closures, increased traffic, and other roadway conditions that could interfere with or slow down emergency vehicle access and services.

Implementation of Mitigation Measure 3.9-2 would reduce potential impacts to emergency access such that they would not be cumulatively considerable. Additionally, the project has the potential to increase wildland fire hazards during construction; however, implementation of Mitigation Measures 3.9-3a and 3.9-3b would reduce potential wildfire hazards such that they would not be cumulatively considerable. Current and reasonably foreseeable projects, including those described in Section 4.2.3, "Related Projects," would also be required to comply with measures that would minimize and/or avoid impacts related to emergency access and wildfire risk.

Therefore, the project **would not have a considerable contribution** to a cumulative impact related to hazards and hazardous materials or wildfire.

4.3.10 Public Services and Recreation

For public services and recreation, the cumulative context includes the service areas of the various service providers.

FIRE PROTECTION

Existing fire protection and emergency response services in the project area are sufficient to meet existing demand. Cumulative development described in Section 4.2.3, "Related Projects," would result in continued development Roseville and surrounding areas. This cumulative growth would place additional demand on existing fire protection and emergency response services, resulting in a potentially significant cumulative impact. As discussed in Impact 3.10-1, future Fire Station #11 (to the northeast of the project site) is planned to be located in the Amoruso Ranch Specific Plan area. This new fire station would be expected to be funded through development fees (including from the proposed project) as well as funding from other sources. New stations would be built commensurate with new development in those areas. As described in Impact 3.10-1, fire services are a general fund department funded primarily by sales tax and property tax revenue. As part of project operation, sales tax and property tax revenue generated by the project would help fund existing and future fire protection needs. Additionally, the Development Agreement for the project will include a requirement for the applicant to pay into a Community Facilities District (CFD), which provides funding for fire protection and other public services. Cumulative development would also be required to pay necessary development impact fees to the CFD to assist in funding public services, including fire protection services. The project would be required to adhere to all applicable requirements related to fire protection, would generate sales tax revenue used to fund general fund departments such as the Fire Department, is within the Fire Department's existing service area, and, most importantly, and would not require the need for new or expanded facilities. Therefore, the project **would not result in a considerable contribution** to a cumulative impact on fire protection and emergency response services.

POLICE PROTECTION

Existing law enforcement services in the project area are also sufficient to meet existing demand. Cumulative development described in Section 4.2.3, "Related Projects," would result in growth that would place additional demand on existing law enforcement services, resulting in a potentially significant cumulative impact on existing law enforcement services and facilities. However, police services are a general fund department funded primarily by sales tax and property tax revenue, and these development projects (as well as the proposed project) would help fund existing and future law enforcement needs. Additionally, the Development Agreement for the project will include a requirement for the applicant to pay into a CFD, which provides funding for police protection and other public services. As described in Impact 3.10-2, the Roseville Police Department's Fiscal Year 2024-2025 budget provides funding to support current and future staff members. The funding for future positions would expand the Police Department's current staffing to better serve the City, including the project, but would not result in the construction of new or expanded facilities that could generate significant environmental impacts. Cumulative development would also be required to pay necessary development impact fees to the CFD to assist in funding public services, including police protection services. Because the project would not result in an increased need for new or expanded facilities and impacts related to police protection would be less than significant, the project **would not result in a considerable contribution** to a cumulative impact on law enforcement services.

SCHOOLS

Based on the City's growth projections, the General Plan EIR identified that the Roseville City School District will require six additional elementary schools and one additional middle school in the West Roseville, Creekview, and Amoruso Ranch Specific Plan areas to meet growth demands associated with the current General Plan land use allocation (City of Roseville 2020b). Locations for these facilities have been identified in the West Roseville, Creekview, and Amoruso Ranch Specific Plans. (Note: the proposed school for the Amoruso Ranch Specific Plan area is no longer proposed by the School District.) Cumulative development described in Section 4.2.3, "Related Projects," would result in growth that would place additional demand on schools, resulting in a potentially significant cumulative impact on existing school facilities.

The project would add an estimated 1,550–1,650 new residents to Roseville, resulting in an increased student population and an increased demand on existing school facilities. New development, including the project, are required to pay the State-mandated school impact fees that are levied at the time of development in accordance with Senate Bill (SB) 50. Furthermore, project applicants for future development in the City consistent with the General Plan may enter into voluntary mutual benefit impact fee agreements to further mitigate school impacts in accordance with City Ordinance 2434. Developer fees may be used to finance new schools and equipment and to reconstruct existing facilities to maintain adequate housing for all students. In accordance with SB 50, payment of school fees constitutes mitigation related to school impacts. Government Code Section 65995(h) states that the payment or satisfaction of a fee, charge, or other requirement levied or imposed under Section 17620 of the Education Code is deemed to be full and complete mitigation of the impact for the planning, use, development, or provision of adequate school facilities. Therefore, the project **would not result in a considerable contribution** to a cumulative impact related to school facilities.

LIBRARIES

The City's library system provides facilities and services for people within the city as well as Placer, Sacramento, and Sutter Counties. Existing library facilities include the Downtown Library, Maidu Library, and Martha Riley Community Library. The project would add an estimated 1,550–1,650 new residents to Roseville and may increase demand for library services. The project would increase demand on an already overburdened library system, but would not meet the criteria to build a new library. However, the project applicant would be required to pay the necessary development impact fees to the CFD, and the project would generate sales tax and property tax revenue used to fund public services such as the City's library system. Cumulative development would also be required to pay necessary development impact fees to the CFD to assist in funding public services, including the construction of new and/or expanded library facilities. Further, cumulative development would generate sales tax and property tax revenue used to fund library services. Therefore, the project **would not result in a considerable contribution** to a cumulative impact related to library facilities.

PARKS AND RECREATION

As detailed in Section 3.10, "Public Services and Recreation," buildout of the project would increase the level of recreational opportunities for local residents. In accordance with the Quimby Act, the City has an adopted standard of 9 acres of park land per 1,000 residents, which has historically been met through the dedication of parkland as a part of development. As of 2025, the City has 1,037.44 acres of developed parkland, or a ratio of 6.74acres of developed parkland per 1,000 residents. The project would add an estimated 1,550–1,650 new residents to Roseville, which would add new population and increase demand for new and existing parks and recreation facilities. Additionally, the project includes 4.9 acres of developed parkland and 13.8 acres of open space, in addition to 1 acre of bike trails on the project site. Based on the City's General Plan standards of 9 acres of parkland (3 acres of developed neighborhood parks, 3 acres of citywide parks, and 3 acres of open space) per 1,000 residents, the project would require a total of 4.65–4.9 acres each of developed neighborhood parks, citywide parks, and open space. The project would include 4.9 acres of developed neighborhood parkland and 13.8 acres of open space, in addition to 1 acre of bike trails. Thus, the project would meet the requirements for developed neighborhood parkland and open space, but would not meet the

requirements for citywide parks. Because the project would not provide the required acreage of dedicated citywide parks, in-lieu (of land) fees would be applied to the project to address this shortfall of dedicated parkland. The impacts of construction and operation of these parks, open space, and bike facilities are analyzed throughout this EIR and mitigation measures are provided where necessary to reduce or avoid impacts. Other new developments in the city would similarly be required to dedicate parkland and/or pay fees to mitigate for increased park demands in accordance with the Quimby Act to offset maintenance and construction of recreation facilities in response to increases in population and development. Therefore, the project **would not result in a considerable contribution** to a cumulative impact related to parks and recreational facilities.

4.3.11 Utilities and Service Systems

For utilities and service systems, the cumulative context includes the service areas of the various service providers.

UTILITY INFRASTRUCTURE

Water supply and wastewater service would be provided by the City of Roseville Environmental Utilities, electrical service would be provided by Roseville Electric, and natural gas service would be provided by the Pacific Gas and Electric Company (PG&E). Future development in Roseville would increase the demand for new and expanded utility infrastructure, the relocation or construction of which could cause significant environmental effects. As described under Impact 3.11-1 in Section 3.11, "Utilities and Service Systems," the project would require the extension of nearby potable water, recycled water, wastewater, stormwater, and electrical infrastructure onto the project site. All of the project-related utility infrastructure extensions and hookups would be installed within the disturbance area of the project site, within existing roadways (e.g., Blue Oaks Boulevard, Phillip Road, and Westbrook Boulevard), and within a public utility easement located in City-designated open space along the south side of Blue Oaks Boulevard. Impacts associated with construction of new or extended utility infrastructure are analyzed throughout this EIR and mitigation measures have been identified, where necessary, that would reduce or avoid most impacts to a less-than-significant level. No additional utility infrastructure beyond what was described and evaluated in this EIR would be required to serve the project.

However, the project would contribute to the need for the City to construct improvements to its existing recycled water infrastructure to serve full buildout of its recycled water customers. Because the specific location, design, timing, and construction methods of these recycled water infrastructure improvements have not yet been determined, the associated environmental impacts cannot be fully evaluated at this time and feasible mitigation measures cannot be identified. Potential environmental impacts of installing these improvements typically include generation of dust and air pollutant emissions from construction equipment and vehicles, construction noise, temporary disruptions to local roadways, ground disturbance (that may lead to erosion, sediment runoff, and soil compaction), clearing or disturbance of vegetation, potential impacts on special-status species and their habitat (including wetlands), potential impacts to archaeological or historical resources (if present), risk of sedimentation and pollutants entering nearby surface waters, potential groundwater contamination if excavation intersects shallow aquifers, increased runoff, and potential for spills of fuels or chemicals. Operational impacts could include generation of air pollutant and GHG emissions from stationary equipment and vehicles, noise from pumps and equipment, increased energy demand, and potential odor issues.

As described above, the project includes utility infrastructure extensions and hookups, the environmental effects of which have been analyzed in this EIR and mitigation measures have been identified, where necessary. Because the project would contribute to the need for the City to construct improvements to its existing recycled water infrastructure to serve full buildout of its recycled water customers, and because these environmental impacts cannot be fully evaluated at this time and feasible mitigation measures cannot be identified, cumulative impacts related to the construction of future recycled water infrastructure improvements would be **significant and unavoidable** and the project's contribution **would be cumulatively considerable**.

WATER SUPPLY

The geographic scope for the cumulative water supply analysis is the City of Roseville. Population growth and local regulation of associated development within the city prevent the occurrence of existing cumulative utilities and service system impacts by implementing the *City of Roseville General Plan* that includes a policy framework that ensures adequate capacity exists to support proposed development.

The City of Roseville's 2020 Urban Water Master Plan (UWMP) describes the availability of water and discusses water use, recycled water use, and water conservation through 2045, with buildout of the General Plan anticipated in 2035 (City of Roseville 2022). As described in the UWMP, water supply is projected to be sufficient in normal water years over the UWMP's 20-year planning period (i.e., 2020 to 2045). The UWMP shows that in single-dry years and some multiple-dry years, water supply would be insufficient to meet demand within the City's service area over the 20-year planning period; however, potable water conservation measures implemented as part of the City's Water Shortage Contingency Plan and/or groundwater use would ensure sufficient water supplies to meet demands. Therefore, the City would have sufficient water supplies available to serve buildout of the General Plan from existing or permitted entitlements in normal, single-dry, and multiple-dry water years (City of Roseville 2020b, 2022). In addition, the City continues to advance projects aimed at strengthening water supply availability and reliability and other long-term projects to increase water resiliency in dry and drought years.

At the time the 2020 UWMP was prepared, the proposed project was not considered in the City's water demand projections. Therefore, a water supply assessment (WSA) was prepared for the project to evaluate the availability of long-term water supplies to meet the project's demands in normal, single dry, and multiple dry years for a period of 20 years. A 2022 WSA was prepared to evaluate the availability of water supplies to serve the Roseville Industrial Park Project, which was previously planned for development at the project site. An amendment to the 2022 WSA was prepared in December 2025 to provide updated water demand projections for the project as currently proposed. The 2025 WSA Amendment also considers updated water supply availability information that became available subsequent to the release of the City of Roseville 2020 UWMP and the 2022 WSA. The 2025 WSA concluded that sufficient potable water supplies would be available to meet the project's demands during normal water years, as well as during single-dry years or extended drought conditions with implementation of water use restrictions identified in the City's Water Shortage Contingency Plan and Municipal Code (West Yost 2025). As described under Impact 3.11-2 in Section 3.11, "Utilities and Service Systems," the City would have sufficient water supplies to serve the proposed project in addition to the City's projected water demand in the 2020 UWMP during normal, dry, and multiple dry years. Therefore, the project would not result in a considerable contribution to a cumulative impact related to water supply.

SOLID WASTE

The cumulative setting for solid waste services consists of the Western Placer Waste Management Authority (WPWMA) service area, including unincorporated western Placer County and the cities of Rocklin, Lincoln, Roseville, Loomis, Auburn, and Colfax. Future development in the region, described in Section 4.2.3, "Related Projects," would increase the amount of waste processed at the Material Recovery Facility (MRF) and disposed of at the Western Regional Sanitary Landfill. In recognition of this growth, WPWMA approved a landfill expansion in 2022 that would accommodate growth in the waste stream until 2110; therefore, cumulative demand for solid waste services is considered less than significant.

As of June 30, 2017, the landfill had a remaining disposal capacity of approximately 24.5 million cubic yards. Based on projected waste disposal, which assumes a 2 percent average annual increase in municipal solid waste, the landfill is currently estimated to reach the end of its life in 2058 (City of Roseville 2020b). Expansion of the landfill to extend its operational life an additional 43 to 52 years was evaluated in an EIR (WPWMA 2022; State Clearinghouse No. 2019039087). This expansion, which was approved in December 2022, would expand the permitted capacity of the landfill to between 45.1 and 50.2 million cubic yards (WPWMA 2022). As described under Impact 3.11-3 in Section 3.11, "Utilities and Service Systems," the project's anticipated solid waste production of 3.73-4.02 tons per day would comprise 0.4 percent of the remaining daily capacity for landfill. Cumulative development in the WRSL service area would be required to pay collection fees, a portion of which could be used to service bonds necessary to fund

expansion of the WRSL. Further, cumulative development would be required to demonstrate an adequate capacity of utilities and services, including solid waste disposal, before project approval. Because of these requirements, the approved expansion of the landfill, and the project's small percent of the remaining daily capacity of the landfill, the project's contribution to cumulative solid waste disposal would not be cumulatively considerable.

4.3.12 Hydrology and Water Quality

Previous, on-going, and future development in the City of Roseville and Placer County, including projects discussed in Section 4.2.3, "Related Projects," have contributed to additional demands on groundwater resources and available water supply, surface and groundwater water quality impacts, and regional increases in peak drainage flows from increased impervious surfaces associated with development.

As identified in Impact 3.12-1 in Section 3.12, "Hydrology and Water Quality," all earth disturbing activities during construction would be subject to the National Pollutant Discharge Elimination System (NPDES) permit program that would require the project applicant to obtain coverage under the General Permit for Discharges of Storm Water Associated with Construction Activity (Construction General Permit Order 2009-0009-DWQ). The NPDES Construction General Permit identifies limits on discharge, monitoring and reporting requirements, and other provisions to ensure that the discharge does not hurt water quality or people's health. Compliance with these provisions, including preparation of a stormwater pollution prevention plan and implementation of best management practices, the construction impacts associated with water quality and waste discharge requirements would be minimized. The project would also comply with the City's Urban Stormwater Quality Management and Discharge Control Ordinance, West Placer Storm Water Quality Design Manual, the Placer County Flood Control and Water Conservation District's Stormwater Management Manual, and Section 16.20.040 of the Roseville Municipal Code that include measures to control, prevent, remove, or reduce pollution. Similar requirements would be placed on other developments in Roseville and surrounding areas to reduce water quality impacts. Therefore, the project's contribution to cumulative water quality impacts would not be cumulatively considerable.

The project would not directly use groundwater; however, it would be served by the City of Roseville, which uses surface and groundwater sources for the City's water supply. The project site is undeveloped land and implementation of the project would add impervious surface to the site; however, this would account for less than 0.1 percent of the surface area of the North American River subbasin. Therefore, the project would not substantially decrease groundwater levels nor interfere with groundwater recharge. The project would not substantially deplete groundwater supplies, and the project's contribution to potential groundwater use under cumulative conditions would not be cumulatively considerable.

Future development of the project site would increase the quantity of impervious surfaces, which would alter the drainage pattern and increase the rate or amount of surface runoff. This would result in increased runoff and potentially an increase in flooding. In addition, portions of the project site are designated as 100-year floodplain and 500-year floodplain for Pleasant Grove Creek. However, the project would be required to comply with City Improvement Standards, the City's Stormwater Quality Design Manual, and Placer County Flood Control and Water Conservation District's Stormwater Management Manual that require stormwater drainage facilities be designed with adequate capacity for stormwater flows from the project site. The project would also be required to obtain a Letter of Map Revision from FEMA. Without mitigation, implementation of the proposed Phillip Road Project could increase the potential for flooding and exceedance of stormwater drainage systems (Impact 3.12-3). With implementation of Mitigation Measure 3.12-3, the project's increased runoff volumes would be offset. Further, it is reasonable to assume the City of Roseville would take similar actions to require appropriate mitigation of project-specific flooding impacts, in accordance with pertinent laws and regulations. With implementation of these measures, the project's contribution to cumulative drainage impacts would not be cumulatively considerable.

4.3.13 Aesthetics

Aesthetic and visual resources impacts are project-specific and highly localized. Aesthetic impacts of projects visible from the same areas where the proposed project would be visible were evaluated to determine whether there would be significant cumulative aesthetic and visual impacts. The geographic extent for considering cumulative impacts on aesthetics includes projects within the same viewshed (i.e., area visible from viewer's location) of the proposed project, which is a conservative estimate of the likely maximum distance from which the project would be visible, particularly considering the flat terrain of the project area that does not afford elevated viewpoints with very expansive views.

As described in Section 4.2.3, "Related Projects," cumulative projects in surrounding communities would result in construction of a substantial number of residential units and commercial development. The project site is adjacent to three specific plan areas: the Creekview Specific Plan area to the east, the West Roseville Specific Plan area to the south, and the Amoruso Ranch Specific Plan to the north. Due to their proximity, these specific plan areas would be visible in the same viewshed as the proposed project. Some of these developments are already under construction, and construction of developments could overlap with construction in the project area. This analysis focuses on the proposed project after it is built out because the precise timing and location of construction of individual projects and structures within the project area is not known.

VISUAL CHARACTER AND QUALITY

The cumulative projects involve substantial residential, commercial, and other development and would result in similar visual changes as the proposed project. For example, many of the cumulative developments would be adjacent to agricultural/grazing and open space areas and could degrade visual quality by placing urban development adjacent to these areas. The developments and the proposed project would therefore together cause substantial degradation of visual quality, especially where there would be abrupt transitions between open space and agricultural/grazing areas and development. These would be cumulatively significant impacts on visual quality and character. As described for the proposed project, the proposed mixed-use development would be designed to be visually consistent with surrounding specific plan area development and other mixed-use development in Roseville, and proposed landscaping would soften the mixed-use character of the project site. Further, the project would be required to comply with General Plan policies related to community design and the City's Community Design Guidelines, which would ensure that the project would not cause a substantial change in visual character. Similar design requirements would be placed on other developments in Roseville to reduce visual impacts. However, the project would combine with other projects to develop urban land uses adjacent to agricultural/grazing and open space areas, which would substantially degrade the area's visual quality. Therefore, the project **would result in a considerable contribution** to a significant cumulative impact related to visual character or quality of a site. This impact would be **significant and unavoidable**.

LIGHT AND GLARE

The cumulative projects involve substantial residential, commercial, and other development and would result in creation of daytime glare and nighttime light sources similar to the proposed project. For example, many of the cumulative developments have extensive residential development that would together create geographically extensive sources of glare and light pollution in areas that currently have scattered and dispersed sources of daytime glare and nighttime lighting. The developments and the proposed project could cumulatively create a substantial source of daytime glare and nighttime light. These would be cumulatively significant impacts. As described for Impact 3.13-2, the project would be required to adhere to the City's Community Design Guidelines, which require that lighting sources have cut off lenses and are located to avoid light spillage and glare on adjacent properties and in private spaces. Similar design requirements would be placed on other developments in Roseville to reduce light and glare impacts. However, the project would combine with other projects to develop urban land uses in areas that currently have scattered and dispersed sources of daytime glare and nighttime lighting. Therefore, the project **would**

result in a considerable contribution to a significant cumulative impact related to light and glare. This impact would be significant and unavoidable.

4.3.14 Energy

Several other currently planned and approved projects identified in Section 4.2.3, "Related Projects," would also require fuel (gasoline and diesel), electricity, and natural gas. These projects would also consume energy related to transportation and construction. These projects would be required to implement energy-efficiency measures in accordance with Title 24 to reduce energy demand. Given the large amount of development identified in the region, it is possible that even with implementation of Title 24 measures, inefficient and wasteful energy consumption could occur. As described in Impact 3.14-1, in Section 3.14, "Energy," according to Appendix F of the State CEQA Guidelines, the means to achieve the goal of conserving energy include decreasing overall per capita energy consumption, decreasing reliance on natural gas and oil, and increasing reliance on renewable energy sources. As described in Impact 3.14-1, the proposed project would not result in wasteful or inefficient use of energy. Because the project would not result in wasteful or inefficient use of energy and, therefore, would not contribute to a significant cumulative impact, the project would not result in a considerable contribution to a significant cumulative impact related to energy use.

4.3.15 Tribal Cultural Resources

The cumulative context for Tribal cultural resources is the former territory occupied by the Nisenan. The territory extended from the area surrounding the current City of Oroville on the north to a few miles south of the American River on the south. The Sacramento River bounded the territory on the west, and in the east, it extended to the crest of the Sierras west of Lake Tahoe.

Because all significant Tribal cultural resources are unique and nonrenewable members of finite classes, meaning there are a limited number of significant cultural resources, all adverse effects erode a dwindling resource base. The loss of any one significant Tribal cultural resources site could affect the scientific value of others in a region because these resources are best understood in the context of the entirety of the cultural system of which they are a part. The cultural system is represented archaeologically by the total inventory of all sites and other cultural remains in the region. As a result, a meaningful approach to preserving and managing Tribal cultural resources must focus on the likely distribution of Tribal cultural resources, rather than on a single project or parcel boundary.

Proper planning and appropriate mitigation can help to capture and preserve knowledge of such resources and can provide opportunities for increasing our understanding of the past environmental conditions and cultures by recording data about sites discovered and preserving artifacts found. Federal, state, and local laws are also in place, as discussed in Section 3.15, "Tribal Cultural Resources," that protect these resources in most instances. Even so, it is not always feasible to protect these resources, particularly when preservation in place would make projects infeasible, and for this reason the cumulative effects of past and present projects in the City of Roseville, including the projects listed in Section 4.2.3, "Related Projects," could result in a potentially significant cumulative impact related to Tribal cultural resources. Without mitigation, implementation of the proposed Phillip Road Project has the potential to cause a substantial change in the significance of Tribal cultural resources that are unique and nonrenewable members of finite classes (Impact 3.15-1). With implementation of Mitigation Measures 3.15-1a and 3.15-1b, adverse effects on known and potentially newly discovered Tribal cultural resources would be avoided. Further, it is reasonable to assume the City of Roseville would take similar actions to require appropriate treatment and proper care of significant Tribal cultural resources, in the case of a discovery, in accordance with pertinent laws and regulations. Therefore, the project would not result in a considerable contribution to a cumulatively significant loss of Tribal cultural resources.

5 OTHER CEQA SECTIONS

5.1 GROWTH-INDUCING IMPACTS

5.1.1 CEQA Requirements

California Environmental Quality Act (CEQA) Section 21100(b)(5) specifies that the growth-inducing impacts of a project must be addressed in an environmental impact report (EIR). Section 15126.2(e) of the State CEQA Guidelines provides the following guidance for assessing growth-inducing impacts of a project:

> Discuss the ways in which the proposed project could foster economic or population growth, or the construction of additional housing, either directly or indirectly, in the surrounding environment. Included in this are projects which would remove obstacles to population growth (a major expansion of a wastewater treatment plant might, for example, allow for more construction in service areas). Increases in the population may tax existing community service facilities, requiring construction of new facilities that could cause significant environmental effects. Also, discuss the characteristics of some projects which may encourage and facilitate other activities that could significantly affect the environment, either individually or cumulatively. It must not be assumed that growth in any area is necessarily beneficial, detrimental, or of little significance to the environment.

A project can induce growth directly, indirectly, or both. Direct growth inducement would result if a project involved construction of new housing. Indirect growth inducement would result, for instance, if implementing a project resulted in any of the following:

- substantial new permanent employment opportunities (e.g., commercial, industrial, or governmental enterprises);
- substantial short-term employment opportunities (e.g., construction employment) that indirectly stimulates the need for additional housing and services to support the new temporary employment demand; and/or
- removal of an obstacle to additional growth and development, such as removing a constraint on a required public utility or service (e.g., construction of a major sewer line with excess capacity through an undeveloped area).

Growth inducement itself is not an environmental effect but may foreseeably lead to environmental effects. If substantial growth inducement occurs, it can result in secondary environmental effects, such as increased demand for housing, demand for other community and public services and infrastructure capacity, increased traffic and noise, degradation of air or water quality, degradation or loss of plant or animal habitats, conversion of agricultural and open-space land to urban uses, and other effects.

5.1.2 Growth-Inducing Impacts of the Project

AREA NOT PLANNED FOR PRIVATE DEVELOPMENT

The project site is part of the City-owned property known as Reason Farms, which totals approximately 1,700 acres. The City purchased the property in 2003 for a retention basin project using development impact fees collected in the Pleasant Grove/Curry Creek Mitigation Fee program. Since 2004, further studies and refined design alternatives have identified excess land areas which would be underutilized in achieving the retention basin project's mitigation needs. This allowed for the disposition of approximately 430 acres for other uses, which includes the approximately 241 acres being studied in this EIR, and the dedication of approximately 218 acres as an environmental preserve now known as the Al Johnson Wildlife Preserve. The remaining land for the Pleasant Grove Stormwater Retention Basin Project site totals approximately 1,052 acres.

The Pleasant Grove Stormwater Retention Basin Facility was originally known as the Reason Farms Retention Basin Facility. As the project proponent for the retention facility project, the City certified an EIR in 2003 (SCH# 2002072084) and is currently preparing a Subsequent EIR to evaluate changes to the retention facility. Final design and permitting for the facility is currently in process. The project site is located in an area that is no longer needed for the retention basin project, as described above.

The City conducted a feasibility analysis of the site in 2006 for a potential job center, which assumed 18 buildings totaling 1,080,000 square feet [sf]; however, this concept was later abandoned and in 2019 the City declared the property as surplus because there are no identified future City needs for the parcel and the property is underutilized. Thus, while the City has identified the Reasons Farms property for development for at least the past 10 years, the City did not envision the mix of uses proposed by the Phillips Road Project.

The proposed project differs substantially from the retention basin project envisioned in the 2003 EIR. Specifically, the Phillip Road Project is envisioned to be a mixed-use development, with 529 single-family residential units, up to 135 multi-family residential units, 30,084 sf of retail uses, 20,925 sf of medical offices, 1,011,032 sf of innovation center uses, parks and open space, utility infrastructure (including an electrical substation), and extensions and improvements to Blue Oaks Boulevard and Phillip Road.

The existing General Plan land use designation for the project site is Public/Quasi-Public, which primarily allows for municipal and governmental facilities. The project site is zoned Planned Development (PD), which allows for agricultural, recreation, and a limited number of other civic and commercial uses. As part of the project, the site would be rezoned and the General Plan would be amended to allow for the proposed land uses.

In summary, the project is proposed to be developed on land that was not planned for mixed use development and is not consistent with the current General Plan land use designations. Therefore, the project would be growth inducing in this respect because it would result in urban development on land that is currently designated as Public/Quasi-Public in the adopted General Plan.

EXTENSION OF INFRASTRUCTURE

The project would require the extension of existing infrastructure and development of new infrastructure. The project includes the construction of local roadways throughout the project site. Off-site roadway improvements would include the extension of Blue Oaks Boulevard along the southern frontage of the project. Blue Oaks Boulevard would be constructed in phases, as described in Chapter 2, "Project Description." Ultimately, Blue Oaks Boulevard will consist of six travel lanes, with bike lanes on each side, a median, curb and gutter, and detached sidewalk on both sides of the road. Extending and widening Blue Oaks Boulevard was identified as a capital improvement project in the City's 2035 General Plan Update EIR. Improvements would also be made to Phillip Road along the western frontage of the project. Phillip Road would be constructed as a Modified Collector containing two drive lanes with curb and gutter, and a sidewalk along the east side of the road.

The project would include installation of onsite utility infrastructure and connections to the offsite infrastructure. In particular, a new potable water main and recycled water main would be installed within Blue Oaks Boulevard to connect to existing potable and recycled water mains at Westbrook Boulevard. At Phillip Road, a 24-inch stub would be provided to the south to serve future development, and a 16-inch water main would be constructed north along Phillip Road to serve the proposed Roseville Environmental Utilities Operations Center.

A new lift station would be installed south of the Pleasant Grove Creek Bypass Channel to convey wastewater flows from the northern portion of the site. A force main would be constructed from the lift station south along Road A. The line would then run east along Blue Oaks Boulevard and Westbrook Boulevard. The proposed Roseville Environmental Utilities Operations Center would connect to the Phillip Road Site's wastewater infrastructure and the flows from this separate project are accounted for in the sizing of the new sewer mains and sewer lift station that would be installed as part of the proposed project.

Additionally, the project includes the construction of an electrical substation on the project site and the extension of two 60-kilovolt (kV) overhead power lines starting at the southeast corner of Westbrook Boulevard and through the project site on the commercial side to the new substation.

The project applicant would be required to pay its fair share of various utility infrastructure improvements as development proceeds, consistent with project conditions of approval and mitigation measures included in this EIR. The above would represent an extension of utility infrastructure to an area not currently served by such systems. However, the project site is located adjacent to several specific plan areas, including the Creekview Specific Plan area (adopted by the City in 2011), the West Roseville Specific Plan area (adopted by the City in 2004), and the Amoruso Ranch Specific Plan area (adopted by the City in 2016). These specific plan areas are in various stages of development and would each include extension of utility infrastructure to serve their respective communities. Thus, the project would not remove obstacles to further growth in the project area.

Utility infrastructure and Blue Oaks Boulevard have already been extended to within 2,000 feet of the City boundary as a result of the development of the Creekview Specific Plan development. Therefore, the project would not remove obstacles to growth by bringing utility infrastructure closer to undeveloped areas. Moreover, the proposed infrastructure improvements would be sized to serve the project's transportation, circulation, and utility requirements, and would also be sized to serve the proposed Roseville Environmental Utilities Operations Center project (which is not yet approved, but is under consideration by the City). The off-site infrastructure improvements would not, however, support other future development. (Note: The proposed Roseville Environmental Utilities Operations Center is considered in the cumulative analysis in Chapter 4, "Cumulative Impacts.") Therefore, the project would not substantially create opportunities for other development in a way that could induce substantial population growth.

CONSTRUCTION-RELATED GROWTH

Project construction would be conducted over multiple phases of development. For any given phase, there would be a range of 75–125 construction workers for a given shift. Because construction workers typically do not change where they live when they are assigned to a new construction site, it is not anticipated that there would be substantial relocation of construction workers to Roseville or Placer County associated with the project. Additionally, Roseville had 4,345 people employed in the construction industry as of 2023 (US Census 2023) and Placer County as a whole had many thousands more. Construction employees would likely include some commuters from other nearby communities outside Roseville, but within the region. Therefore, the project's anticipated construction labor force would be fulfilled by residents currently living in the region and would not result in substantial increased housing demand in the region. Because the existing number of construction workers in the City and surrounding region would likely be sufficient to meet the demand that would be generated by the project, no substantial increase in demand for housing or goods and services would be created by the project and, thus, no growth inducement associated with these workers would occur.

RESIDENTIAL AND EMPLOYMENT GROWTH

The project involves the development of a mix of land uses that would generate new jobs and housing in Roseville, which could lead to direct population growth. At buildout, the project would result in 664 new housing units, for a population growth of 1,550–1,650 residents. One of the primary objectives of the project is to build a comprehensively planned community with a mix of land uses and a range of residential densities to create a balanced community. Other related objectives include supporting the City of Roseville's desire to create a job-housing balance and providing high-quality employment generating uses in western Roseville; providing housing options in varying densities to respond to a range of market segments, including opportunities for affordable housing consistent with the City's General Plan; and providing a variety of housing options to help the City meet its Regional Housing Needs Allocations (RHNA) obligations. Development of the project would help fulfill the City's RHNA, which calls for the construction of 12,066 housing units over the 9-year planning period (2021 through 2029) within the City (SACOG 2020: 4-11). Although the project's single-family units would not meet affordable housing needs, those units could

meet moderate and above-moderate housing needs. (It should be noted that the multi-family units could provide an opportunity for affordable housing; however, these are not proposed as affordable housing units.)

With buildout of the General Plan in 2035, Roseville is estimated to have a total population of approximately 198,000, with approximately 75,200 dwelling units, 60 million square feet of non-residential building square footage, and between 120,000 and 150,000 local jobs (City of Roseville 2020). The project would include 664 new housing units, for a population growth of 1,550–1,650 residents. The project would also include 1,011,032 square feet (sf) of innovation center uses, 20,925 sf of medical offices, and 30,084 sf of retail uses. This would generate 910–980 jobs, including 825–875 innovation jobs, 30–45 medical office jobs, and 50–60 retail jobs (see Table 2-7 in Chapter 2, "Project Description"). The total increase of 664 housing units, 1,550–1,650 residents, and 910–980 jobs would be well within the General Plan projections.

Therefore, the new residents and jobs associated with the project would directly contribute to population growth within Roseville, but the project would not in and of itself cause the growth projections to be exceeded and would represent a small percentage of anticipated future growth. Therefore, the proposed project would not result in substantial direct growth-inducement.

5.2 SIGNIFICANT AND UNAVOIDABLE IMPACTS

The State CEQA Guidelines Section 15126.2(c) requires EIRs to include a discussion of the significant environmental effects that cannot be avoided if the proposed project is implemented. As documented throughout Chapter 3 (project level impacts) and Chapter 4, "Cumulative Impacts," of this Draft EIR, after implementation of the recommended mitigation measures, most of the impacts associated with the proposed Phillip Road Project would be reduced to a less-than-significant level. However, the following impacts are considered significant and unavoidable; that is, no feasible mitigation is available to reduce the project's impacts to a less-than-significant level. Refer to Chapters 3 and 4 for further information regarding the analysis and impact determinations.

5.2.1 Transportation and Circulation

Impact 3.3-2: Conflict with Adopted Policies, Plans, or Programs Regarding Pedestrian Facilities

Continuous pedestrian facilities are lacking on Blue Oaks Boulevard adjacent to the project site. This would be inconsistent with General Plan Policies CIRC6.1, CIRC6.3, and CIRC6.5, which call for establishing and maintaining a safe and continuous pedestrian network that encourages walking. Therefore, this impact would be potentially significant.

Implementation of Mitigation Measure 3.3-2 would result in the construction of a sidewalk in the area specified and would lead to consistency with adopted City policies, plans, or programs regarding pedestrian facilities and, thus, would effectively mitigate the impact. However, this mitigation measure would require the project applicant to work with an adjacent property owner where the missing segment is located to obtain permission and the rights to construct temporary sidewalks in these areas. Further, the City does not have the jurisdiction to monitor or enforce this mitigation measure. Thus, while the mitigation would be effective, the extent to which it can be implemented is conditional based on other property owners and is outside the City's jurisdiction to implement. Therefore, after mitigation, this impact would be **significant and unavoidable**.

Impact 3.3-4: Conflict with Adopted Policies, Plans, or Programs Regarding Transit Facilities

The project would add new residents and employees to a site that is not currently served by public transit. The project would construct a bus turnout along its southern frontage (on the north side of Blue Oaks Boulevard) to accommodate future fixed-route bus service. Roseville Transit's on-demand Arrow bus service operates within the City limits including the project site. However, because transit service is not currently provided along Blue Oaks Boulevard near the project site and there are no assurances that adequate transit service would be available to serve the project, the project would not be consistent with General Plan goals and policies related to transit. Until public transit is provided to the project site, this impact would be potentially significant.

Implementation of Mitigation Measure 3.3-4 would result in the project applicant contributing fair share funding to cover a portion of the cost for the City to expand transit service to West Roseville. However, the remaining funding sources are not known and this transit system enhancement is not amongst the higher priority near-term transit system enhancements. Therefore, this impact would remain **significant and unavoidable**.

5.2.2 Air Quality

Impact 3.4-3: Long-term Operational Emissions of Criteria Air Pollutants and Ozone Precursors

Implementation of the project would result in long-term operational emissions from building-related energy and area-wide sources (e.g., landscaping equipment) as well as from mobile sources associated with residences, employee commute, and operational truck travel. Based on modeling conducted, operational emissions would exceed the Placer County Air Pollution Control District (PCAPCD) threshold of 55 pounds per day (lb/day) for reactive organic gas (ROG). Therefore, implementation of the project would result in a cumulatively considerable net increase in criteria air pollutants and could result in adverse health impacts. This impact would be significant.

Mitigation Measure 3.4-3a would help reduce the amount of ROG emitted due to operational activities by educating occupants about alternative consumer products that have lower ROG/VOC content and Mitigation Measure 3.4-3b would require the use of electric landscaping equipment for maintenance activities within the project site. Mitigation Measure 3.4-3d would require electrification of any proposed truck loading dock as well as idling control. Mitigation Measure 3.4-3e would require the implementation of a mandatory commute reduction program for employees. However, because the actual future tenants are unknown at this time, the level to which each individual on-site mitigation measure can be implemented is unknown; thus, emissions reductions from Mitigation Measures 3.4-3a, 3.4-3b, 3.4-3d, and 3.4-3e were not quantified for this analysis.

Implementation of Mitigation Measure 3.4-3c would provide the necessary electric vehicle (EV) charging infrastructure to demonstrate compliance with the Tier 2 requirements of the California Green Building Standards Code in effect at the time of project development. This measure is required to demonstrate the project is doing its "fair share" in assisting the state in meeting its long-term greenhouse gas (GHG) reduction and air quality goals. Implementation of Mitigation Measure 3.4-3c would result in an approximate 2.4 percent reduction in ROG emissions (see Appendix B for detailed calculations). Specifically, after implementation of Mitigation Measure 3.4-3c, the remaining ROG emissions to offset would be approximately 45 lb/day. These excess emissions would be offset by the off-site mitigation program (Mitigation Measure 3.4-3f), through which the applicant and future tenants would pay a fee to achieve PCAPCD thresholds of significance for a one-year period. The off-site mitigation program fees are used to fund emissions reductions projects such as the replacement of non-EPA certified woodstoves with EPA-certified appliances, replacement of older high-emissions diesel engines used by transit operators with new low-emission or zero-emission vehicles, and other projects that result in long-term operational emissions reductions. With incorporation of Mitigation Measures 3.4-3a through 3.4-3f, project-generated operational emissions of ozone precursors would be reduced. However, given that the actual future tenants are unknown at this time and the long-term buildout or full occupancy of the project, it cannot be guaranteed at this time that offsets would be available in the amounts needed at the time they are needed to reduce emissions to the levels necessary. Thus, this impact would be **significant and unavoidable.**

5.2.3 Greenhouse Gas Emissions and Climate Change

Impact 3.5-1: Generate Greenhouse Gas Emissions, Either Directly or Indirectly, That May Have a Significant Impact on the Environment

The project is estimated to generate maximum annual emissions of 5,164 metric tons of carbon dioxide equivalent ($MTCO_2e$) from construction activities and 21,197 $MTCO_2e$/year during full buildout operations in 2038. Annual maximum construction emissions of 5,164 $MTCO_2e$ would not exceed the PCAPCD bright-line threshold of 10,000 $MTCO_2e$/year. Operational emissions associated with the residential component of the project (i.e., 3.3 $MTCO_2e$/capita) would not exceed the applicable efficiency threshold of 4.5 $MTCO_2e$/capita and emissions associated

with the non-residential component (i.e., 14.9 $MTCO_2e$/1,000 sf) would not exceed the applicable efficiency threshold of 26.5 $MTCO_2e$/1,000 sf. However, the project results in total emissions which exceed the bright-line threshold of 10,000 $MTCO_2e$/year and therefore, this impact would be significant.

Mitigation Measure 3.4-3c would reduce GHG emissions (i.e., up to 323 $MTCO_2e$/year; See Appendix B) by promoting EV use. Implementation of Mitigation Measure 3.5-1a would reduce onsite GHG emissions associated with building energy and transportation. Mitigation Measure 3.5-1b would prohibit natural gas use for most nonresidential uses and Mitigation Measure 3.5-1c would require the use of renewable natural gas for the nonresidential land uses that would require natural gas. Implementation of these mitigation measures would reduce onsite operational GHG emissions. However, given that the actual future tenants are unknown at this time, the exact onsite GHG emissions reductions cannot be quantified, and it cannot be guaranteed at this time that GHG emissions would be reduced to the levels necessary. Mitigation Measure 3.5-1d would offset a single year of operation-related GHG emissions but would not reduce emissions for the life of the project below the applicable threshold. For these reasons, this impact would be **significant and unavoidable.**

5.2.4 Noise and Vibration

Impact 3.6-3: Exposure of Existing Sensitive Receptors to Excessive Traffic Noise Levels

Project operation would result in an increase in traffic volumes along project-affected roadways, resulting in long-term permanent increases in traffic noise. Traffic noise modeling was conducted for the existing and the existing-plus-project conditions. Based on modeling conducted and applicable City of Roseville allowable noise increase standards, a substantial noise increase would occur on the segment of Blue Oaks Boulevard from the project site to Westbrook Boulevard as an increase of 10.7 A-weighted decibels (dBA) would occur with implementation of the project. This impact would be significant.

As described in Chapter 4, "Cumulative Impacts," noise volumes along the segment of Blue Oaks Boulevard from the project site to Westbrook Boulevard were already anticipated to exceed 60 dB in the cumulative condition with or without the project. As demonstrated in the Creekview Specific Plan EIR, roadway noise along Blue Oaks Boulevard west of Westbrook Boulevard were anticipated to reach noise levels of 65.5 dBA L_{dn} in the cumulative condition with buildout of the Creekview Specific Plan (City of Roseville 2011: Table 5-42). All feasible mitigation was applied at the time the Creekview Specific Plan was approved, and the required mitigation has been completed. The existing subdivision north of Blue Oaks Boulevard and west of Westbrook Boulevard is set back 40 feet from the edge of Blue Oaks Boulevard, separated by a landscape buffer, and a 6-foot masonry sound wall was constructed. No additional feasible mitigation is available. Residences along Blue Oaks Boulevard from the project site to Westbrook Boulevard would experience the relative noise impact of existing noise levels being perceived as doubling as a result of the project. Therefore, this impact would remain **significant and unavoidable**.

5.2.5 Cumulative Impacts

AIR QUALITY (CONSTRUCTION EMISSIONS)

Placer County and the Sacramento Valley Air Basin (SVAB) are in nonattainment for ozone (i.e., reactive organic gases [ROG] and oxides of nitrogen [NO_X]) and respirable particulate matter with aerodynamic diameter of 10 micrometers or less with respect to the California Ambient Air Quality Standards (CAAQS), and in nonattainment for ozone and fine particulate matter with aerodynamic diameter of 2.5 micrometers or less ($PM_{2.5}$) with respect to the National Ambient Air Quality Standards (NAAQS). Construction activities in the region would add particulate matter and ozone emissions into the SVAB that may conflict with attainment efforts. Cumulative development identified in Section 4.2.3, "Related Projects," while required to mitigate for adverse air quality impacts, will contribute to regional emissions, resulting in a significant adverse cumulative impact.

Project-related construction emissions of ROG and NO_X would not exceed the applicable mass emission thresholds established by PCAPCD. PCAPCD considers these thresholds to be the criteria for determining whether emissions generated by an individual project would be cumulatively considerable (PCAPCD 2017: 21). Therefore, project construction emissions would not be cumulatively considerable. However, because of the scale and extent of construction activities that would occur cumulatively, as well as the uncertainty of construction activities and timing of different phases, construction activities could overlap, resulting in emissions that exceed PCAPCD's daily construction thresholds. Therefore, the project **would result in a considerable contribution** to a significant cumulative impact related to construction emissions. This cumulative impact would be **significant and unavoidable**.

AIR QUALITY (LONG-TERM OPERATIONAL EMISSIONS)

Ozone impacts are the result of cumulative emissions from numerous sources in the region and transport from outside the region. Reasonably foreseeable regional development identified in Section 4.2.3, "Related Projects," will add urban development on undeveloped land in the region. All of this regional development will increase emissions that contribute to ozone impacts. Ozone is formed in chemical reactions involving NO_X, ROG, and sunlight. All but the largest individual sources emit NO_X and ROG in amounts too small to have a measurable effect on ambient ozone concentrations by themselves. However, when all sources throughout the region are combined, they can result in ambient concentrations of ozone that exceed the NAAQS and CAAQS.

PM_{10} and $PM_{2.5}$ have similar regional cumulative impacts when particulates are entrained in the air and build to unhealthful concentrations over time. PM_{10} and $PM_{2.5}$ also have the potential to cause significant local problems during periods of dry conditions accompanied by high winds, and during periods of heavy earth disturbing activities. PM_{10} and $PM_{2.5}$ may have cumulative local impacts if, for example, several unrelated grading or earth moving activities are underway simultaneously at nearby sites. Cumulative projects include several, large-scale developments in close enough proximity (e.g., Amoruso Ranch, Creekview Specific Plan, West Roseville Specific Plan, Whitney Ranch, and Twelve Bridges Specific Plan) such that localized PM_{10} and $PM_{2.5}$ effects could occur. Operational PM_{10} and $PM_{2.5}$ are less likely to result in local cumulative impacts as operational sources of PM_{10} and $PM_{2.5}$ tend to be spread throughout the region (i.e., vehicles traveling on roads), not affecting any one receptor. Therefore, emissions of ROG, NO_X, PM_{10}, and $PM_{2.5}$ from cumulative development are significant in the air basin.

The operational emissions associated with implementation of the project would exceed the applicable thresholds for ROG. Because the PCAPCD thresholds are directly tied to attaining the NAAQS and CAAQS, projects that do exceed these thresholds would contribute to adverse health effects. Therefore, the project's contribution to the nonattainment status of the SVAB with respect to the CAAQS and NAAQS would be cumulatively considerable. Implementation of Mitigation Measures 3.4-3a, 3.4-3b, 3.4-3d, and 3.4-3e would reduce operational emissions. However, because the actual future tenants are unknown at this time, the level to which each individual on-site mitigation measure can be implemented is unknown; thus, emissions reductions associated with these measures were not quantified. Implementation of Mitigation Measure 3.4-3c would result in an approximate 2.4 percent reduction in ROG emissions (refer to Appendix B for detailed calculations) and Mitigation Measure 3.4-3f would offset the remaining excess emissions for a one-year period through an off-site mitigation program. Mitigation Measures 3.4-3a through 3.4-3f would reduce project-generated operational emissions. However, given that the actual future tenants are unknown and the long-term buildout and occupancy of the project, it cannot be guaranteed at this time that offsets would be available in the amounts needed at the time they are needed to reduce emissions to the necessary levels. Thus, the project's contribution to the nonattainment status of the SVAB with respect to the CAAQS and NAAQS would be considered cumulatively considerable despite mitigation. Similar to the project, cumulative development would be required to implement mitigation measures that would avoid or substantially lessen emissions of operational air pollutants that would otherwise exceed the thresholds. Therefore, the project **would result in a considerable contribution** to a significant cumulative impact related to conflicts with applicable air quality plans. This cumulative impact would be **significant and unavoidable**.

AIR QUALITY (TOXIC AIR CONTAMINANTS)

Toxic air contaminants (TACs), which are examined under Impact 3.4-4 in Section 3.4, "Air Quality," are also pollutants of localized concern. Diesel particulate matter emissions are the primary TAC of concern regarding the construction and operation of new urban land uses and infrastructure. The health risk-based significance criteria used to evaluate TACs under Impact 3.4-4 are also inherently cumulative. This impact examines whether implementing the project would result in the exposure of sensitive receptors to TAC emissions that would result in cancer risk of 10 in 1 million or a noncarcinogenic Hazard Index of 1 at any receptor. The project would result in TAC emissions that would exceed the applicable threshold and result in health risk at nearby sensitive receptors before mitigation. The effects of TAC concentrations are typically localized to areas in the near vicinity of a project site and adjacent areas. However, there are several nearby cumulative projects (see Figure 4-1 in Chater 4, "Cumulative Impacts") adjacent to the project site. Therefore, the incremental effects of the project would combine with the effects of these projects to create potentially significant cumulative TAC impacts since these projects could also affect the same receptors as the project. Mitigation Measures 3.4-4a and 3.4-4b would reduce emissions associated with construction and operational activities, respectively, to below the applicable thresholds. Therefore, the project's contribution to cumulative impacts would not be cumulatively considerable. Nearby projects would also be required to incorporate similar mitigation to reduce significant TAC emissions, which, when considered collectively, would reduce the cumulative health risk to below the applicable threshold. However, it cannot be determined with certainty that future TAC concentrations would not expose any receptors to levels that exceed 10 in 1 million when combined with other projects. Consequently, the project **would result in a considerable contribution** to a significant cumulative impact related to TACs. This cumulative impact would be **significant and unavoidable**.

GREENHOUSE GAS EMISSIONS AND CLIMATE CHANGE

The discussion of GHG emissions associated with the project and related infrastructure for Impacts 3.5-1 and 3.5-2 in Section 3.5, "Greenhouse Gas Emissions and Climate Change," is inherently a cumulative impact analysis. GHG emissions from one project cannot, on their own, result in changes in climatic conditions; therefore, the emissions from one project must be considered in the context of their contribution to cumulative global emissions. The analysis of Impact 3.5-1 concluded that the level of construction-related GHG emissions associated with implementation of the project would not exceed PCAPCD's bright line threshold of 10,000 $MTCO_2e$/year per year and operation-related GHG emissions would not exceed the applicable efficiency thresholds of significance for residential (i.e., 4.5 $MTCO_2e$/capita) or non-residential (i.e., 26.5 $MTCO_2e$/1,000 square feet). However, the analysis of Impact 3.5-1 concluded that total operational GHG emissions (i.e., 21,197 $MTCO_2e$/year) would exceed the applicable threshold of 10,000 $MTCO_2e$/year. Therefore, the project-generated operational GHG emissions would be substantial and cumulatively considerable. The analysis of Impact 3.5-2 concluded that, because the project would not implement the most ambitious voluntary standards related to transportation electrification and building decarbonization as outlined in the 2022 Scoping Plan, it would conflict with the state's ability to meet its statewide GHG targets and, therefore, would be cumulatively considerable. Implementation of Mitigation Measure 3.5-1a would reduce onsite GHG emissions associated with building energy and transportation. Mitigation Measure 3.5-1b would prohibit natural gas use for most nonresidential uses and Mitigation Measure 3.5-1c would require the use of renewable natural gas for the nonresidential land uses that would require natural gas. Mitigation Measure 3.5-2a, which would require the project applicant to provide the necessary electric vehicle charging infrastructure (i.e., the most ambitious voluntary standards established in the 2025 California Green Building Standards Code, and Mitigation Measure 3.5-2b, which would require the project to implement a mandatory commute reduction program, would ensure that the project would not conflict with the 2022 Scoping Plan. Therefore, with mitigation, the project would not conflict with State GHG reduction goals at the project level. Nevertheless, given that the actual future tenants are unknown at this time, the exact onsite GHG emissions reductions from mitigation cannot be quantified. Thus, it cannot be guaranteed at this time that GHG emissions would be reduced to the levels necessary. For these reasons, the incremental effects of the project could combine with the effects of cumulative projects to create a significant cumulative impact related to GHG emissions, and the project's contribution to GHG emissions **would be cumulatively considerable**. This cumulative impact would be **significant and unavoidable**.

UTILITIES AND SERVICE SYSTEMS (UTILITY INFRASTRUCTURE)

Water supply and wastewater service would be provided by the City of Roseville Environmental Utilities, electrical service would be provided by Roseville Electric, and natural gas service would be provided by the Pacific Gas and Electric Company (PG&E). Future development in Roseville would increase the demand for new and expanded utility infrastructure, the relocation or construction of which could cause significant environmental effects. As described under Impact 3.11-1 in Section 3.11, "Utilities and Service Systems," the project would require the extension of nearby potable water, recycled water, wastewater, stormwater, and electrical infrastructure onto the project site. All of the project-related utility infrastructure extensions and hookups would be installed within the disturbance area of the project site, within existing roadways (e.g., Blue Oaks Boulevard, Phillip Road, and Westbrook Boulevard), and within a public utility easement located in City-designated open space along the south side of Blue Oaks Boulevard. Impacts associated with construction of new or extended utility infrastructure are analyzed throughout this EIR and mitigation measures have been identified, where necessary, that would reduce or avoid most impacts to a less-than-significant level. No additional utility infrastructure beyond what was described and evaluated in this EIR would be required to serve the project.

However, the project would contribute to the need for the City to construct improvements to its existing recycled water infrastructure to serve full buildout of its recycled water customers. Because the specific location, design, timing, and construction methods of these recycled water infrastructure improvements have not yet been determined, the associated environmental impacts cannot be fully evaluated at this time and feasible mitigation measures cannot be identified. Potential environmental impacts of installing these improvements typically include generation of dust and air pollutant emissions from construction equipment and vehicles, construction noise, temporary disruptions to local roadways, ground disturbance (that may lead to erosion, sediment runoff, and soil compaction), clearing or disturbance of vegetation, potential impacts on special-status species and their habitat (including wetlands), potential impacts to archaeological or historical resources (if present), risk of sedimentation and pollutants entering nearby surface waters, potential groundwater contamination if excavation intersects shallow aquifers, increased runoff, and potential for spills of fuels or chemicals. Operational impacts could include generation of air pollutant and GHG emissions from stationary equipment and vehicles, noise from pumps and equipment, increased energy demand, and potential odor issues.

As described above, the project includes utility infrastructure extensions and hookups, the environmental effects of which have been analyzed in this EIR and mitigation measures have been identified, where necessary. Because the project would contribute to the need for the City to construct improvements to its existing recycled water infrastructure to serve full buildout of its recycled water customers, and because these environmental impacts cannot be fully evaluated at this time and feasible mitigation measures cannot be identified, cumulative impacts related to the construction of future recycled water infrastructure improvements would be **significant and unavoidable** and the project's contribution **would be cumulatively considerable**.

AESTHETICS (VISUAL CHARACTER AND QUALITY)

The cumulative projects involve substantial residential, commercial, and other development and would result in similar visual changes as the proposed project. For example, many of the cumulative developments would be adjacent to agricultural/grazing and open space areas and could degrade visual quality by placing urban development adjacent to these areas. The developments and the proposed project would therefore together cause substantial degradation of visual quality, especially where there would be abrupt transitions between open space and agricultural/grazing areas and development. These would be cumulatively significant impacts on visual quality and character. As described for the proposed project, the proposed mixed-use development would be designed to be visually consistent with surrounding specific plan area development and other mixed-use development in Roseville, and proposed landscaping would soften the mixed-use character of the project site. Further, the project would be required to comply with General Plan policies related to community design and the City's Community Design Guidelines, which would ensure that the project would not cause a substantial change in visual character. Similar design requirements would be placed on other developments in Roseville to reduce visual impacts. However, the

project would combine with other projects to develop urban land uses adjacent to agricultural/grazing and open space areas, which would substantially degrade the area's visual quality. Therefore, the project **would result in a considerable contribution** to a significant cumulative impact related to visual character or quality of a site. This impact would be **significant and unavoidable**.

AESTHETICS (LIGHT AND GLARE)

The cumulative projects involve substantial residential, commercial, and other development and would result in creation of daytime glare and nighttime light sources similar to the proposed project. For example, many of the cumulative developments have extensive residential development that would together create geographically extensive sources of glare and light pollution in areas that currently have scattered and dispersed sources of daytime glare and nighttime lighting. The developments and the proposed project could cumulatively create a substantial source of daytime glare and nighttime light. These would be cumulatively significant impacts. As described for Impact 3.13-2, the project would be required to adhere to the City's Community Design Guidelines, which require that lighting sources have cut off lenses and are located to avoid light spillage and glare on adjacent properties and in private spaces. Similar design requirements would be placed on other developments in Roseville to reduce light and glare impacts. However, the project would combine with other projects to develop urban land uses in areas that currently have scattered and dispersed sources of daytime glare and nighttime lighting. Therefore, the project **would result in a considerable contribution** to a significant cumulative impact related to light and glare. This impact would be **significant and unavoidable**.

5.3 SIGNIFICANT AND IRREVERSIBLE ENVIRONMENTAL CHANGES

The State CEQA Guidelines requires a discussion of any significant irreversible environmental changes that would be caused by the project. Specifically, the State CEQA Guidelines section 15126.2(d) states:

> Uses of nonrenewable resources during the initial and continued phases of the project may be irreversible, since a large commitment of such resources makes removal or nonuse thereafter unlikely. Primary impacts and, particularly, secondary impacts (such as highway improvement which provides access to a previously inaccessible area) generally commit future generation to similar uses. Also, irreversible damage can result from environmental accidents associated with the project. Irretrievable commitments of resources should be evaluated to assure that such current consumption is justified.

The project would result in the irreversible and irretrievable commitment of energy and material resources during construction and operation, including the following:

- construction materials, including such resources as soil, rocks, wood, concrete, glass, and steel;
- land area committed to new project facilities;
- water supply for project construction and operation; and
- energy expended in the form of electricity, gasoline, diesel fuel, and oil for equipment and transportation vehicles that would be needed for project construction and operation.

The use of these nonrenewable resources is expected to account for a minimal portion of the region's resources and would not affect the availability of these resources for other needs within the region. Construction activities would not result in inefficient use of energy or natural resources. Construction contractors selected would use best available engineering techniques, construction and design practices, and equipment operating procedures. Long-term project operation would not result in substantial long-term consumption of energy and natural resources.

6 ALTERNATIVES

6.1 INTRODUCTION

The California Code of Regulations (CCR) Section 15126.6(a) (State CEQA Guidelines) requires EIRs to describe "… a range of reasonable alternatives to the project, or to the location of the project, which would feasibly attain most of the basic objectives of the project but would avoid or substantially lessen any of the significant effects of the project and evaluate the comparative merits of the alternatives. An EIR need not consider every conceivable alternative to a project. Rather, it must consider a range of potentially feasible alternatives that will avoid or substantially lessen the significant adverse impacts of a project and foster informed decision making and public participation. An EIR is not required to consider alternatives that are infeasible. The lead agency is responsible for selecting a range of project alternatives for examination and must publicly disclose its reasoning for selecting those alternatives. There is no ironclad rule governing the nature or scope of the alternatives to be discussed other than the rule of reason." This section of the State CEQA Guidelines also provides guidance regarding what the alternatives analysis should consider. Subsection (b) further states the purpose of the alternatives analysis is as follows:

> Because an EIR must identify ways to mitigate or avoid the significant effects that a project may have on the environment (Public Resources Code [PRC] Section 21002.1), the discussion of alternatives shall focus on alternatives to the project or its location which are capable of avoiding or substantially lessening any significant effects of the project, even if these alternatives would impede to some degree the attainment of the project objectives, or would be more costly.

The State CEQA Guidelines require that the EIR include sufficient information about each alternative to allow meaningful evaluation, analysis, and comparison with the proposed project. If an alternative would cause one or more significant effects in addition to those that would be caused by the project as proposed, the significant effects of the alternative must be discussed, but in less detail than the significant effects of the project as proposed (CCR Section 15126.6[d]).

The State CEQA Guidelines further require that the "no project" alternative be considered (CCR Section 15126.6[e]). The purpose of describing and analyzing a no project alternative is to allow decision makers to compare the impacts of approving a proposed project with the impacts of not approving the proposed project. If the no project alternative is the environmentally superior alternative, CEQA requires that the EIR "…shall also identify an environmentally superior alternative among the other alternatives." (CCR Section 15126.6[e][2]).

In defining "feasibility" (e.g., "… feasibly attain most of the basic objectives of the project …"), CCR Section 15126.6(f)(1) states, in part:

> Among the factors that may be taken into account when addressing the feasibility of alternatives are site suitability, economic viability, availability of infrastructure, general plan consistency, other plans or regulatory limitations, jurisdictional boundaries (projects with a regionally significant impact should consider the regional context), and whether the proponent can reasonably acquire, control or otherwise have access to the alternative site (or the site is already owned by the proponent). No one of these factors establishes a fixed limit on the scope of reasonable alternatives.

In determining what alternatives should be considered in the EIR, it is important to consider the objectives of the project, the project's significant effects, and unique project considerations. These factors are crucial to the development of alternatives that meet the criteria specified in Section 15126.6(a). Although, as noted above, EIRs must contain a discussion of "potentially feasible" alternatives, the ultimate determination as to whether an alternative is feasible or infeasible is made by the lead agency's decision-making body, here the City of Roseville City Council. (See PRC Sections 21081.5, 21081[a] [3].)

6.2 CONSIDERATIONS FOR SELECTION OF ALTERNATIVES

6.2.1 Attainment of Project Objectives

As described above, one factor that must be considered in selection of alternatives is the ability of a specific alternative to attain most of the basic objectives of the project (CCR Section 15126.6[a]). Chapter 2, "Project Description," articulated the project applicant's objectives for the proposed Phillip Road Project, which are repeated below:

- design a comprehensively planned community with a mix of land uses to create a balanced community;
- develop a state-of-the-art employment center designed and operated to achieve the highest and best use of the property and create substantial, permanent employment opportunities for residents of Roseville and surrounding areas;
- provide for alternative transportation through connections via a system of open space, creek crossings, paseos, and Class 1A bikeways;
- support the City of Roseville's desire to create a job-housing balance, and provide high-quality employment generating uses in western Roseville;
- provide housing options in varying densities to respond to a range of market segments, including opportunities for affordable housing consistent with the City's General Plan;
- provide a variety of housing options to help the City meet its Regional Housing Needs Allocation (RHNA) obligations;
- utilize, wherever feasible, alternative energy sources, including solar panels when possible;
- locate the project as near as possible to existing utility infrastructure with anticipated capacity;
- locate the project to be accessible from existing roads and minimize the need for construction of major new roadway improvements;
- include a mix of land uses and facilities which, taken together, provide a positive fiscal impact to the City's General Fund;
- plan for long-term growth to be positioned to react to market demand in multiple land use types; and
- minimize environmental impacts to surrounding areas and other sensitive land uses.

6.2.2 Environmental Impacts of the Proposed Phillip Road Project

Sections 3.1 through 3.15 of this Draft EIR address the environmental impacts of implementation of the proposed Phillip Road Project. Potentially feasible alternatives were developed with consideration of avoiding or lessening the significant, and potentially significant, adverse impacts of the project, as identified in Chapter 3 of this Draft EIR and summarized below. If an environmental issue area analyzed in this Draft EIR is not addressed below, it is because no significant impacts were identified for that issue area.

SIGNIFICANT AND UNAVOIDABLE IMPACTS

The project would result in the following significant and unavoidable impacts; that is, no feasible mitigation is available to reduce the project's impacts to a less-than-significant level.

Transportation and Circulation

- Impact 3.3-2: Conflict with Adopted Policies, Plans, or Programs Regarding Pedestrian Facilities

- Impact 3.3-4: Conflict with Adopted Policies, Plans, or Programs Regarding Transit Facilities

Air Quality

- Impact 3.4-3: Long-term Operational Emissions of Criteria Air Pollutants and Ozone Precursors

Greenhouse Gas Emissions and Climate Change

- Impact 3.5-1: Generate Greenhouse Gas Emissions, Either Directly or Indirectly, That May Have a Significant Impact on the Environment

Noise and Vibration

- Impact 3.6-3: Exposure of Existing Sensitive Receptors to Excessive Traffic Noise Levels

LESS-THAN-SIGNIFICANT IMPACTS (WITH MITIGATION)

Additionally, the project would result in the following significant and potentially significant impacts, that can be mitigated to a less-than-significant level:

Air Quality

- Impact 3.4-4: Expose Sensitive Receptors to Substantial Pollutant Concentrations

Greenhouse Gas Emissions and Climate Change:

- Impact 3.5-2: Conflict with an Applicable Plan, Policy, or Regulation Adopted for the Purpose of Reducing the Emissions of Greenhouse Gases

Noise and Vibration

- Impact 3.6-2: Construction-Generated Vibration
- Impact 3.6-4: Long-Term Operational Non-Transportation Noise Levels

Biological Resources

- Impact 3.7-1: Result in Disturbance or Loss of Special-Status Plant Species
- Impact 3.7-2: Result in Disturbance to or Loss of Special-Status Wildlife Species and Habitat
- Impact 3.7-3: Result in Degradation or Loss of Riparian Habitat or Other Sensitive Natural Communities
- Impact 3.7-4: Result in Degradation or Loss of State or Federally Protected Wetlands
- Impact 3.7-5: Interfere with Wildlife Movement Corridors or Impede the Use of Wildlife Nurseries
- Impact 3.7-6: Conflict with Local Policies and Ordinances

Cultural Resources

- Impact 3.8-1: Cause a Substantial Adverse Change in the Significance of Unique Archaeological Resources
- Impact 3.8-2: Disturb Human Remains

Hazardous Materials, Wildfire, and other Hazards

- Impact 3.9-2: Impair an Adopted Emergency Response Plan or Emergency Evacuation Plan
- Impact 3.9-3: Exacerbate Wildfire Risk as a Result of Installation of Infrastructure

Hydrology and Water Quality

- Impact 3.12-3: Substantially Alter the Existing Drainage Pattern of the Site Resulting in Substantial Flooding, Additional Sources of Polluted Runoff, or Exceedance of Existing Stormwater Infrastructure Capacity

Tribal Cultural Resources

- Impact 3.15-1: Cause a Substantial Adverse Change in the Significance of a Tribal Cultural Resource

6.3 ALTERNATIVES CONSIDERED BUT NOT EVALUATED FURTHER

As described above, State CEQA Guidelines Section 15126.6(c) provides that the range of potential alternatives for the project shall include those that could feasibly accomplish most of the basic objectives of the project and could avoid or substantially lessen one or more of the significant effects. Alternatives that fail to meet the fundamental project purpose need not be addressed in detail in an EIR. (*In re Bay-Delta Programmatic Environmental Impact Report Coordinated Proceedings* (2008) 43 Cal.4th 1143, 1165-1167.)

In determining what alternatives should be considered in the EIR, it is important to acknowledge the objectives of the project, the project's significant effects, and unique project considerations. These factors are crucial to the development of alternatives that meet the criteria specified in Section 15126.6(a). Although, as noted above, EIRs must contain a discussion of "potentially feasible" alternatives, the ultimate determination as to whether an alternative is feasible or infeasible is made by lead agency decision-maker(s). (See PRC Section 21081[a][3].) At the time of action on the project, the decision-maker(s) may consider evidence beyond that found in this EIR in addressing such determinations. The decision-maker(s), for example, may conclude that a particular alternative is infeasible (i.e., undesirable) from a policy standpoint, and may reject an alternative on that basis provided that the decision-maker(s) adopts a finding, supported by substantial evidence, to that effect, and provided that such a finding reflects a reasonable balancing of the relevant economic, environmental, social, and other considerations supported by substantial evidence. (*City of Del Mar v. City of San Diego* (1982) 133 Cal.App.3d 401, 417; *California Native Plant Society v. City of Santa Cruz* (2009) 177 Cal.App.4th 957, 998.)

The EIR should also identify any alternatives that were considered by the lead agency but were rejected during the planning or scoping process and briefly explain the reasons underlying the lead agency's determination.

The following alternatives were considered by the City but not evaluated further in this Draft EIR, and a brief description of the reasons for the City's determination.

6.3.1 Off-Site Alternatives

Off-site alternatives are generally considered in EIRs when one of the means to avoid or eliminate the significant impacts of a project is to develop it in a different available location. Such alternatives are especially appropriate where a proposed project would put a site to uses different than those contemplated in the governing general plan, which presumably reflects land use policies reached after much deliberation and public involvement, and also in instances where there is an ample supply of similarly situated land that could be developed for a project. The existing General Plan land use designation for the project site is Public/Quasi-Public (P/QP), which primarily allows for municipal and governmental facilities. The project site is zoned Planned Development (PD) and allows for agricultural, recreation, and a limited number of other civic and commercial uses. Further, the project site is geographically tied to existing roadways and utility infrastructure due to its proximity to existing and planned residential development.

One off-site location that was considered for the Phillip Road Project is a portion of the Placer Ranch Specific Plan (PRSP) area. The PRSP area includes 2,213 acres in the southern portion of Placer County's Sunset Area. The southern boundary of the PRSP area is contiguous with the existing Roseville City limits, and the northern boundary is defined, in part, by the existing alignment of West Sunset Boulevard west of Fiddyment Road. The PRSP area includes an employment-generating land use known as Campus Park. The PRSP describes this area as follows (Placer County 2019: 04-8):

> As one of Placer Ranch's significant anchors, the Campus Park is a 335-acre job center located adjacent to the university site and Town Center. The land area designated for Campus Park is situated along Placer Parkway, Campus Park Boulevard, and Foothills Boulevard, giving it excellent visibility along major roadway corridors. Office, research and development, commercial/retail, light industrial, and warehousing uses are planned, collectively accommodating approximately 4.5-million square feet.

An off-site location was considered that consists of seven parcels in the northeast corner of the PRSP area, within the Campus Park. The site totals approximately 124 acres. Consistent with the density allowed in the PRSP, the site could accommodate a 0.31 floor area ratio (FAR) and a total development of 1,666,213 square feet. Notably, the Campus

Park site is not planned to accommodate residential land uses and, therefore, it is unknown if residential land uses could be developed on this site. In comparison, the project site includes 176 acres of developable land and a proposed mixed-use development of 664 residential units, 30,084 square feet (sf) of retail uses, 20,925 sf of medical offices, and 1,011,032 sf of innovation center uses. This site is located closer to a major freeway (Highway 65) than the project site; however, the surrounding PRSP area has not been developed yet and, thus, internal roadways (including the planned Placer Parkway) and utility infrastructure are not currently available. Further, the PRSP site is located outside of the Roseville City limits and, thus, is not within the City's jurisdiction or land use authority.

Based on the project applicant's initial project planning to identify viable projects and properties upon which to develop the project, there are no known sites that are sufficient in size to accommodate the project that would not result in most of the significant impacts that would occur with the project. As noted above, one site was considered, but it is not located within the City of Roseville, is not large enough to accommodate the size of development, and existing infrastructure is not available. The project site represents the only available major land area that is reasonably capable of attaining the project objectives. Therefore, alternative locations for the project are not evaluated further in this Draft EIR.

6.4 ALTERNATIVES SELECTED FOR DETAILED ANALYSIS

The following alternatives are evaluated in this Draft EIR.

- Alternative 1: No Project Alternative assumes no development occurs on the project site. The project site would remain in its current condition (undeveloped grazing land).
- Alternative 2: Reduced Footprint and Development Alternative would eliminate proposed development on the northern portion of the project site, which eliminates the need for the bridge across Pleasant Grove Creek and the Pleasant Grove Creek Bypass Channel. This alternative also results in a reduction of development area, compared to the proposed project.
- Alternative 3: Residential-only Alternative would involve development of the project site with residential land uses only, rather than the mix of uses proposed for the project. Specifically, the proposed retail, medical offices, and innovation center uses would not be developed on the project site. Residential land uses would be developed on both the southern and northern portions of the project site and a bridge would be installed (similar to the project), to connect both areas.
- Table 6-1 provides a summary comparison of the alternatives and the proposed project at buildout.

Table 6-1 Summary Comparison of the Alternatives and the Proposed Project at Buildout

Land Use/Project Component	Proposed Project	Alternative 1: No Project Alternative	Alternative 2: Reduced Footprint and Development Alternative	Alternative 3: Residential-only Alternative
Development Type	Mixed Use	No development	Mixed Use	Residential
Retail	30,084 sf	0	30,084 sf	0
Medical offices	20,925 sf	0	20,925 sf	0
Innovation center	1,011,032 sf	0	1,011,032 sf	0
Employees	910–980 employees	0	910–980 employees	0
Residential units	664 units	0	453 units	1,014 units
Residents	1,550–1,650 residents	0	1,078 residents	2,480 residents
Total acreage to be developed	176 acres	0	128 acres	176 acres
Site layout	Northern and southern portions	None	Southern portion only	Northern and southern portions

Notes: sf = square feet.

Source: Data compiled by Ascent in 2026.

Further details on these alternatives, and an evaluation of environmental effects relative to the proposed project, are provided below.

6.4.1 Alternative 1: No Project Alternative

Under Alternative 1, the No Project Alternative, no actions would be taken by the City or applicant and the project site would remain unchanged from current conditions (undeveloped grazing land). The No Project Alternative would not meet the project objectives. However, as required by CEQA, the No Project Alternative is evaluated in this Draft EIR.

Although it is acknowledged that with the No Project Alternative, there would be no discretionary action by the City, and thus no impact, for purposes of comparison with the other action alternatives, conclusions for each technical area are characterized as "impacts" that are greater, similar, or less, to describe conditions that are worse than, similar to, or better than those of the proposed project.

ENVIRONMENTAL IMPACT ANALYSIS

Under the No Project Alternative, the project site would remain in its existing condition, with the continued use of the site as undeveloped agricultural land. No new facilities would be built, and no earthwork or ground-disturbing activities would occur. Further, no construction-related or operational impacts or vehicle trips would be generated. Therefore, impacts under the No Project Alternative would be less compared to the project for the following resources:

- land use and agricultural resources;
- population, employment, and housing;
- transportation and circulation;
- air quality;
- greenhouse gas emissions and climate change;
- noise and vibration;
- biological resources;
- cultural resources;
- hazardous materials, wildfire, and other hazards;
- public services and recreation;
- utilities and service systems;
- hydrology and water quality;
- aesthetics;
- energy; and
- tribal cultural resources.

6.4.2 Alternative 2: Reduced Footprint and Development Area Alternative

Alternative 2, the Reduced Footprint and Development Area Alternative, is designed to reduce the project's operational air quality and greenhouse gas (GHG) impacts, as well as minimize the project's residual impacts (i.e., the degree of impact between baseline conditions and the mitigated project conditions, even if the impact remains below the threshold of significance) to biological resources. This alternative achieves these reductions by eliminating proposed development on the northern portion of the project site, which eliminates the need for the bridge across Pleasant Grove Creek and the Pleasant Grove Creek Bypass Channel. Eliminating proposed development on the northern portion of the project site also results in a reduction of 211 residential units (or 32 percent less) and 472–572 fewer residents (or 30 to 35 percent less) than the proposed project. The 1.9-acre park and the 1-acre bike trail on the northern portion of the project site would also be eliminated. The site plan likely be very similar to the proposed project's design of the southern portion of the project site, although some adjustment would likely be necessary as through access to the northern portion of the project site would no longer be needed. Overall, Alternative 2 would result in the development of 48 fewer acres (or 27 percent less) than the proposed project.

Alternative 2 would still result in the development of the planned Innovation and Commercial component of the project (which would include 30,084 sf of retail uses, 20,925 sf of medical offices, and 1,011,032 sf of innovation center uses), which would generate the need for 910–980 employees, the same as the proposed project.

Implementation of Alternative 2 would meet most of the project objectives but would not meet the objective related to designing a comprehensively planned community with a mix of land uses and a range of residential densities to create a balanced community to the same extent as the proposed project, due to the fact that this alternative includes less residential uses compared to the project. Likewise, because this alternative would result in fewer housing units, it would also not meet objectives related to helping the City meet its Regional Housing Needs Allocation (RHNA) obligations to the same extent as the project. This alternative may also not meet the objective related to the highest and best use of the property because it would cut off the 50-acre northern portion of the project site from near-term development. The future Placer Parkway alignment is adjacent to the west of the northern portion of the project site (Placer Parkway is planned as a major thoroughfare and would not feasibly provide direct site access). The Placer Parkway alignment also precludes any access from the north. The only possible way to provide future access to the site would be by extending the alignment of a future small residential road associated with the Creekview Specific Plan to the site. However, this would limit the level of development achievable at the northern portion of the project site as it would be restricted by the size of infrastructure, including roads and utilities in the Creekview Specific Plan area.

Implementation of Alternative 2 would comply with General Plan policies but not to the same extent as the project. For example, Policy LU1.5 requires the City to promote land use patterns that result in the efficient use of urban lands and preservation of open space, and Policy LU8.7 requires the City to manage growth in such a way to ensure that significant open space areas will be preserved. Alternative 2 would preserve less open space along Pleasant Grove Creek and the Pleasant Grove Creek Bypass Channel, compared to the project. While the northern portion of the project site would not be developed as part of Alternative 2, it could nonetheless be developed as part of a future and separate project.

LAND USE AND AGRICULTURAL RESOURCES

Alternative 2 would result in less ground disturbance and a smaller development footprint as the proposed project. Section 3.1, "Land Use and Agricultural Resources," indicates that the proposed project would result in less-than-significant impacts related to conflicts with plans, policies, and regulations focused on environmental impact minimization, as well as impacts related to conversion of farmland. Although this alternative would affect less Farmland of Local Importance than the project, because the project's impact is less than significant, this alternative would result in a similar impact. Overall, the impact would be similar. *(Similar)*

POPULATION, EMPLOYMENT, AND HOUSING

Like the project, Alternative 2 would still result in the development of the planned Innovation and Commercial component of the project, which would generate the need for 910–980 employees; however, Alternative 2 would result in a reduction of 211 residential units and, thus, an estimated 472–572 fewer residents, compared to the proposed project. Section 3.2, "Population, Employment, and Housing," indicates that the project would result in less-than-significant impacts related to inducement of unplanned population growth. Although this alternative's smaller residential numbers would result in less secondary effects (growth-related) associated with population growth, because the project would result in a less-than-significant impact, the overall impact of this alternative is considered to be similar. *(Similar)*

TRANSPORTATION AND CIRCULATION

Because Alternative 2 would result in less overall development (and no development of the northern portion of the project site), it would result in fewer vehicle trips associated with the reduced amount of residential land use. This would result in a reduction in the total vehicle miles traveled (VMT); however, regarding VMT efficiency (VMT per service population), which is the basis of the threshold of significance for VMT impacts used in Section 3.3, "Transportation and Circulation," the reduction in development area would not likely result a meaningful change in the impact. This is because the land use types and associated vehicle trip types would not change (i.e., although the total amount of development would be less, the VMT efficiency, which relates to the land use type, would be similar). Alternative 2 would, therefore, not be more efficient from a VMT standpoint than the proposed project.

Similar to the project, Alternative 2 would be designed to minimize potential hazards related to design features and to provide adequate emergency access. Despite the reduced level of trips and number of residents, this alternative would still result in the same potential conflicts with General Plan policies related to pedestrian and transit facilities because new employees and residents would be added to a site that does not have continuous sidewalks and is not currently served by public transit. Mitigation Measures 3.3-2 and 3.3-4 would address the construction of continuous sidewalks and provision of adequate transit services, but are not fully enforceable and, thus, it cannot be determined whether these mitigation measures would be implemented. Thus, this alternative would not avoid the project's significant and unavoidable impacts related to pedestrian and transit facilities. Overall, the impact would be similar. *(Similar, and still significant and unavoidable)*

AIR QUALITY

Alternative 2 would involve a smaller area of disturbance and would, therefore, result in fewer construction-related emissions of criteria air pollutants, ozone precursors, and toxic air contaminants (TACs), especially at future planned residential areas adjacent to the northern portion of the project site (although these homes are not currently constructed, it is possible that they could be completed and occupied at the time the northern portion of the project site is under construction). Long-term emissions would also be reduced compared to the project because of the smaller scale of development and fewer vehicle trips. Further, only the southern portion of the project site would be developed. Alternative 2 would require the same mitigation required by the project to reduce long-term operational emissions of ozone precursors as well construction and operational-related health risk exposure. By implementing the same mitigation measures identified for the project, this alternative may be able to achieve additional emissions reductions due to the reduced amount of development. However, because Alternative 2 is still a major development, the actual future tenants are unknown, and buildout or full occupancy of this alternative would occur over the long-term, it may not be able to avoid the project's significant and unavoidable impact related to long-term operational emissions of ozone precursors. Overall, Alternative 2 would result in less emissions of criteria air pollutants, ozone precursors, and TACs, and overall air quality impacts would be less, but this alternative may not avoid the project's significant and unavoidable impact related to long-term operational emissions of ozone precursors. *(Less, but still significant and unavoidable)*

GREENHOUSE GAS EMISSIONS AND CLIMATE CHANGE

Alternative 2 would involve a smaller area of disturbance and would, therefore, result in reduced overall VMT because there would be fewer vehicle trips associated with the reduced amount of residential land use. (Note that total VMT differs from the VMT efficiency metrics used in the VMT analysis). In addition to the reduction in total VMT, the reduction in overall development associated with this alternative would also reduce building energy and energy associated with on-site equipment. . By implementing the same mitigation measures identified for the project, this alternative may be able to achieve additional GHG reduction due to the lower energy demand associated with this alternative's smaller footprint. However, because Alternative 2 is still a major development, the actual future tenants are unknown, buildout or full occupancy of this alternative would occur over the long-term, and the location of the project site poses limitations to transportation demand management strategies, it may not be able to avoid the project's significant and unavoidable GHG impact. Overall impacts related to GHG would be less, but this alternative may not avoid the project's significant and unavoidable GHG impact. *(Less, but still significant and unavoidable)*

NOISE AND VIBRATION

Alternative 2 would involve a smaller area of disturbance and would, therefore, result in lower construction noise levels, especially at future planned residential areas adjacent to the northern portion of the project site (although these homes are not currently constructed, it is possible that they could be completed and occupied at the time the northern portion of the project site is under construction). The proposed project would result in a less-than-significant impact associated with construction noise, and, although this alternative would reduce construction noise, the construction noise impact would be similar. Additionally, construction-related vibration impacts would be similar

to the project because they would still occur near residents of the Creekview Specific Plan area and could still exceed applicable local standards without mitigation. Alternative 2 would require the same mitigation required by the project to reduce construction-related vibration impacts.

Although there may be a slight reduction in noise due to the elimination of development on the northern portion of the project site, the project's impacts would generally be similar. Additionally, the same mitigation measures required for the project would likely apply to Alternative 2 to reduce noise from stationary sources (e.g., backup generators and parking lots).

This alternative would reduce but may not avoid the project's significant and unavoidable traffic noise impact because the southern portion of the project site would still be developed and resulting traffic noise would still be generated, potentially in excess of applicable City of Roseville allowable noise increase standards. All feasible mitigation was applied at the time the Creekview Specific Plan was approved, and the required mitigation has been completed. The existing subdivision north of Blue Oaks Boulevard and west of Westbrook Boulevard is set back 40 feet from the edge of Blue Oaks Boulevard, separated by a landscape buffer, and a 6-foot masonry sound wall was constructed. No additional feasible mitigation is available. Overall, Alternative 2 would result in similar noise impacts, and this alternative would not avoid the project's significant and unavoidable traffic noise impact. *(Similar, and still significant and unavoidable)*

BIOLOGICAL RESOURCES

Impacts of the proposed project on biological resources would, overall, be less than significant with implementation of mitigation measures. Some of the impacts requiring mitigation are associated primarily with the proposed bridge crossing Pleasant Grove Creek and the Pleasant Grove Creek Bypass. Alternative 2 would eliminate the bridge. Therefore, impacts associated with special-status plants, some special-status wildlife species, riparian habitat, some protected wetlands, and wildlife movement corridors would likely be completely avoided by Alternative 2. Complete avoidance of impacts is preferable to mitigation of impacts. Therefore, although Alternative 2 would not avoid a significant impact associated with the project (the project does not result in an unavoidable significant impact to biological resources), the overall impact would be less due to the elimination of the need to mitigate several impacts. *(Less)*

CULTURAL RESOURCES

Alternative 2 would eliminate development of the northern portion of the project site and associated bridge. Therefore, the overall disturbance area would be reduced. The proposed project would result in a potentially significant impact related to currently unknown archaeological resources and potential disturbance of human remains, and mitigation measures are identified to reduce the impacts to a less-than-significant level. Alternative 2 would require similar mitigation to reduce impacts; however, because this alternative results in less ground disturbance, the chance of uncovering an unknown archaeological resource or human remains is somewhat reduced. Overall, the impact is slightly less. *(Less)*

HAZARDOUS MATERIALS, WILDFIRE, AND OTHER HAZARDS

Project-related impacts related to hazardous materials, wildfire, and other hazards are all less than significant after implementation of mitigation measures. There is nothing about the land uses or overall development identified in Alternative 2 that differs from the project in a way that would change the level of impact. Similar mitigation measures would be required for Alternative 2. Overall, impacts related to hazardous materials, wildfire, and other hazards would be similar. *(Similar)*

PUBLIC SERVICES AND RECREATION

Alternative 2 would result in less demand for public services and recreational facilities due to the reduction in residential population. Further, the 1.9-acre park and the 1-acre bike trail on the northern portion of the project site

would not be developed under this alternative. The project would result in less-than-significant impacts related to public services and recreation. Although this alternative's smaller residential numbers would result in reduced demand for public services and recreational facilities, because the project would result in a less-than-significant impact, the overall impact of this alternative is considered to be similar. *(Similar)*

UTILITIES AND SERVICE SYSTEMS

Due to the decreased level of development, Alternative 2 would result in less demand for utility services, including water, wastewater, electricity, and solid waste services. However, because the project would result in less-than-significant impacts related to the provision of these utilities (including construction/extension of infrastructure and adequate capacity), impacts associated with Alternative 2 would generally be similar. *(Similar)*

HYDROLOGY AND WATER QUALITY

Although Alternative 2 would have a smaller overall development footprint as the proposed project and overall less development, the development types would be similar, and construction and operation of this alternative would require compliance with the same water quality regulations as the proposed project. The project includes a proposed bridge across Pleasant Grove Creek and the Pleasant Grove Creek Bypass to access the northern portion of the project site; however, compliance with regulations and standards would minimize potential impacts related to alteration of stormwater and flood flows; therefore, although Alternative 2 would eliminate the bridge, the impact related to potential changes in stormwater and flood flows would generally be similar. The EIR indicates the project-related impacts associated with hydrology and water quality are less than significant after mitigation; impacts associated with Alternative 2 would be similar. *(Similar)*

AESTHETICS

The proposed project's impacts associated with aesthetics, on an individual project basis, are less than significant. However, the project is at the edge of existing development in the area and is adjacent to a protected open space area and would result in a substantial contribution to a cumulative change in character and cumulative increase in light and glare. Although the scale of development and lighting would be similar to the project on the southern portion of the project site, Alternative 2 would eliminate proposed development on the northern portion of the project site, which is adjacent to the protected open space area. This would reduce overall lighting and would provide a substantial setback from the existing open space area. Although this would not avoid the project's contribution to a significant cumulative impact, it would reduce it. Overall, the impact would be less. *(Less)*

ENERGY

The proposed project would result in less-than-significant impacts associated with energy use. Although Alternative 2 would result in less overall development and would create less demand for energy, the land use types would be similar (albeit there would be less residential development) and would be equivalent to the project in terms of energy efficiency. Because the project would result in a less-than-significant impact related to energy, the overall impact of this alternative would generally be similar. *(Similar)*

TRIBAL CULTURAL RESOURCES

Alternative 2 would eliminate development of the northern portion of the project site and associated bridge. Therefore, the overall disturbance area would be reduced. The proposed project would result in a potentially significant impact related to currently unknown Tribal Cultural Resources, and mitigation measures are identified to reduce the impact to a less-than-significant level. Alternative 2 would require similar mitigation to reduce impacts; however, because this alternative results in less ground disturbance, the chance of uncovering an unknown archaeological resource is somewhat reduced. Overall, the impact is slightly less. *(Less)*

6.4.3 Alternative 3: Residential-only Alternative

Alternative 3, the Residential-only Alternative, is designed to reduce the project's significant operational air quality and GHG impacts, as well as the project's significant traffic noise impact. This alternative could achieve these reductions by eliminating the retail, medical offices, and innovation center uses.

Under Alternative 3, the project site would be developed with residential land uses only, rather than the mix of uses proposed for the project. Specifically, the proposed retail, medical offices, and innovation center uses would not be developed on the project site. No employment generating uses would be developed and, thus, no jobs would be created. This alternative would provide a range of housing options, including affordable housing consistent with the City's General Plan and would help the City meet its RHNA obligations, more so that the project would. Up to approximately 1,014 residential units would be constructed on the project site (or 35 pecent more than project), which would accommodate approximately 2,480 new residents (or 35 percent more than project) Residential land uses would be developed on both the southern and northern portions of the project site and a bridge would be installed (similar to the project), to connect both areas.

Due to the increase in residential units, this alternative would include additional park acreage in addition to the project's proposed 1.9-acre park and the 1-acre bike trail, to meet City standards. Overall, Alternative 3 would result in the development of the same total number of acres as the project (176 acres).

Developing the project site with only residential uses would not meet the basic project objective of designing a comprehensively planned community with a mix of land uses to create a balanced community. Nor would this alternative meet the project objectives related to developing a state-of-the-art employment center; creating substantial, permanent employment opportunities; supporting the City's desire to create a job-housing balance; providing high-quality employment generating uses; or providing a mix of land uses and facilities which, taken together, would provide a positive fiscal impact to the City's General Fund. However, this alternative would meet the project objectives related to providing alternative transportation; providing a variety housing options, including affordable housing; helping the City meet its RHNA obligations; utilizing alternative energy sources; locating the project near existing utility infrastructure with anticipated capacity and in an area accessible from existing roads; and minimizing environmental impacts to surrounding areas and other sensitive land uses.

Implementation of Alternative 3 would comply with General Plan policies to a similar extent compared with the project. For example, Policy LU1.5 requires the City to promote land use patterns that result in the efficient use of urban lands and preservation of open space, and Policy LU8.7 requires the City to manage growth in such a way to ensure that significant open space areas will be preserved. Alternative 3 would preserve the same amount of open space along Pleasant Grove Creek and the Pleasant Grove Creek Bypass Channel, compared to the project.

LAND USE AND AGRICULTURAL RESOURCES

Alternative 3 would result in a similar amount of ground disturbance and development footprint as the proposed project. Section 3.1, "Land Use and Agricultural Resources," indicates that the proposed project would result in less-than-significant impacts related to conflicts with plans, policies, and regulations focused on environmental impact minimization, as well as impacts related to conversion of farmland. This alternative would affect the same amount of Farmland of Local Importance as the project would. Overall, the impact would be similar. *(Similar)*

POPULATION, EMPLOYMENT, AND HOUSING

Alternative 3 would not include development of the planned Innovation and Commercial component of the project and, thus, no jobs would be created. Under this alternative, up to approximately 1,014 residential units would be constructed on the project site (or 35 percent more than project), which would accommodate approximately 2,480 new residents (or 35 percent more than project). A range of housing options, including affordable housing consistent with the City's General Plan, would be developed and would help the City meet its RHNA obligations, more so that the project would; however, this alternative would not help the City create a job-housing balance. Section 3.2,

"Population, Employment, and Housing," indicates that the project would result in less-than-significant impacts related to inducement of unplanned population growth. Because this alternative's larger residential numbers would result in increased secondary effects (growth-related) associated with population growth, the overall impact of this alternative would be greater. *(Greater)*

TRANSPORTATION AND CIRCULATION

Although residential land uses are typically associated with fewer vehicle trips (and fewer truck trips), compared to a mixed-use project, Alternative 3 would likely result in increased VMT given the project residents' longer commutes to work and services. Similar to the project, Alternative 3 would be designed to minimize potential hazards related to design features and to provide adequate emergency access. This alternative, however, would still result in the same potential conflicts with General Plan policies related to pedestrian and transit facilities because new residents (more than the project) would be added to a site that does not have continuous sidewalks and is not currently served by public transit. Mitigation Measures 3.3-2 and 3.3-4 would address the construction of continuous sidewalks and provision of adequate transit services, but are not fully enforceable and, thus, it cannot be determined whether these mitigation measures would be implemented. Thus, this alternative would not avoid the project's significant and unavoidable impacts related to pedestrian and transit facilities. Overall, the impact would be greater. *(Greater, and still significant and unavoidable)*

AIR QUALITY

Because the overall development footprint and project construction activities (e.g., site preparation, off-road equipment, material delivery, worker commute trips, building construction, paving, architectural coating) of Alternative 3 would be similar to the project, construction-related emissions of criteria air pollutants, ozone precursors, and TACs would be similar to those of the project. Similar to the project, implementation of Alternative 3 would result in long-term operational emissions from area-wide sources and mobile sources associated with residences. Long-term operational emissions of some air pollutants would be reduced compared to the project due to the elimination of the retail, medical offices, and innovation center uses. However, this alternative would likely increase operational emissions of criteria air pollutants and ozone precursors from area sources (e.g., landscaping equipment, consumer products) as well as vehicle exhaust from increased passenger cars, and off-gassing from architectural coatings, which could exceed PCAPCD significance thresholds and result in a new significant impact, which may or may not be mitigable. Alternative 3 would require the implementation of Mitigation Measures 3.4-3a through 3.4-3c, Mitigation Measure 3.4-3f, and Mitigation Measures 3.4-4a and 3.4-4b, as required by the project to reduce long-term operational emissions of ozone precursors as well construction and operational-related health risk exposure. Overall, Alternative 3 would result in greater emissions of criteria air pollutants and ozone precursors, and overall air quality impacts would be greater. In addition, this alternative would not avoid the project's significant and unavoidable impact related to long-term operational emissions of ozone precursors. *(Greater, and still significant and unavoidable)*

GREENHOUSE GAS EMISSIONS AND CLIMATE CHANGE

Construction activities associated with Alternative 3 would be similar to those associated with the project. Because the overall development footprint of Alternative 3 is similar to that of the project, the maximum level of GHG emissions generated by this alternative would likely not exceed the PCAPCD bright-line threshold of 10,000 $MTCO_2e$/year. Operational GHG emissions would be generated by vehicle trips to and from the project site, electricity usage, water usage, wastewater and solid waste generation, and area sources such as landscaping equipment. Due to the elimination of the retail, medical offices, and innovation center uses, operational building energy and energy associated with on-site equipment associated with these uses would also be eliminated. However, without the planned Innovation and Commercial component of the project, Alternative 3 would likely result in increased VMT and transportation-related emissions given the project residents' longer commutes to work and services. While Alternative 3 would require the implementation of Mitigation Measures 3.5-1a, 3.5-1d, and 3.5-2a required by the project to reduce GHGs, it may not be able to avoid the project's significant and unavoidable GHG impact because Alternative 3

is still a major development, buildout or full occupancy of this alternative would occur over the long-term, and the location of the project site poses limitations to transportation demand management strategies. Overall impacts related to GHG would be similar, and this alternative may not avoid the project's significant and unavoidable GHG impact. *(Similar, and still significant and unavoidable)*

NOISE AND VIBRATION

Because the overall development footprint of Alternative 3 is similar to the project, construction-related noise would be similar. In addition, construction-related vibration impacts would be similar to the project because they would still occur near residents of the Creekview Specific Plan area and could still exceed applicable local standards without mitigation. Alternative 3 would require the same mitigation required by the project to reduce construction-related vibration impacts.

Due to the elimination of the retail, medical offices, and innovation center uses, operational noise would be reduced because there would be no backup generators and no parking lots. This alternative would reduce but may not avoid the project's significant and unavoidable traffic noise impact because the project site would still be developed (albeit with residential land uses) and resulting traffic noise would still be generated, potentially in excess of applicable City of Roseville allowable noise increase standards. All feasible mitigation was applied at the time the Creekview Specific Plan was approved, and the required mitigation has been completed. The existing subdivision north of Blue Oaks Boulevard and west of Westbrook Boulevard is set back 40 feet from the edge of Blue Oaks Boulevard, separated by a landscape buffer, and a 6-foot masonry sound wall was constructed. No additional feasible mitigation is available. Overall, Alternative 3 would result in similar noise impacts, and this alternative would not avoid the project's significant and unavoidable traffic noise impact. *(Similar, and still significant and unavoidable)*

BIOLOGICAL RESOURCES

Because the area of soil disturbance associated with Alternative 3 would be substantially similar to the proposed project, and because project-related impacts to biological resources are associated primarily with project construction, Alternative 3 would generally result in similar impacts and would require similar mitigation measures compared to those of the project. Overall, impacts related to biological resources would be similar. *(Similar)*

CULTURAL RESOURCES

Similar to biological resources, project-related impacts to cultural resources are associated with ground-disturbing construction activities. Because the area of soil disturbance associated with Alternative 3 would be similar to the project, impacts related to cultural resources would be similar and would require similar mitigation measures compared to those of the project. Overall, impacts to cultural resources would be similar. *(Similar)*

HAZARDOUS MATERIALS, WILDFIRE, AND OTHER HAZARDS

Project-related impacts related to hazardous materials, wildfire, and other hazards are all less than significant after implementation of mitigation measures. Similar mitigation measures would be required for Alternative 3. Due to the elimination of the retail, medical offices, and innovation center uses, the potential for impacts to residents and the environment associated with routine transport or accidental release of hazardous materials may be reduced but would not be eliminated. Residential land uses would still involve the use of typical household-type cleaning, maintenance, and landscaping products formulated with hazardous materials (including fuels, cleaners and degreasers, solvents, paints, lubricants, adhesives, sealers, and pesticides/herbicides). Overall, impacts related to hazardous materials, wildfire, and other hazards would be similar. *(Similar)*

PUBLIC SERVICES AND RECREATION

Alternative 3 would result in increased demand for public services and recreational facilities due to the increase in residential population. Further, this alternative would include additional park acreage in addition to the project's proposed 1.9-acre park and the 1-acre bike trail, to meet City standards. The project would result in less-than-significant impacts related to public services and recreation. Because this alternative's larger residential numbers would result in increased demand for public services and recreational facilities, and because it is unknown whether existing City services could accommodate this increased demand, the overall impact of this alternative is considered to be greater. *(Greater)*

UTILITIES AND SERVICE SYSTEMS

Alternative 3 would eliminate the retail, medical offices, and innovation center uses, and would increase the amount of residential use. Due to this change, Alternative 3 may decrease or result in similar demands overall for utility services, including water, wastewater, electricity, and solid waste services. However, because the project would result in less-than-significant impacts related to the provision of these utilities (including construction/extension of infrastructure and adequate capacity), impacts associated with Alternative 3 would generally be similar. *(Similar)*

HYDROLOGY AND WATER QUALITY

Alternative 3 would have a similar overall development footprint as the project, and construction and operation associated with this alternative would require compliance with the same water quality regulations as the project. Also similar to the project, this alternative includes a proposed bridge across Pleasant Grove Creek and the Pleasant Grove Creek Bypass to access the northern portion of the project site; however, compliance with regulations and standards would minimize potential impacts related to alteration of stormwater and flood flows. The EIR indicates the project-related impacts associated with hydrology and water quality are less than significant after mitigation; impacts associated with Alternative 3 would be similar. *(Similar)*

AESTHETICS

The proposed project's impacts associated with aesthetics, on an individual project basis, are less than significant. However, the project is at the edge of existing development in the area and is adjacent to a protected open space area and would result in a substantial contribution to a cumulative change in character and cumulative increase in light and glare. Although the retail, medical offices, and innovation center uses would not be developed and more residential uses would be developed in their place, overall, the development of the site would be mostly consistent with the size and scale of the proposed project. Lighting would also be substantially similar. This would not avoid the project's contribution to significant cumulative impacts related to visual character and quality, and light and glare. Overall, the impact would be similar. *(Similar)*

ENERGY

Alternative 3 would eliminate the retail, medical offices, and innovation center uses, and would increase the amount of residential use. Due to this change, Alternative 3 may decrease or result in similar demands overall for energy and would be equivalent to the project in terms of energy efficiency. Because the project would result in a less-than-significant impact related to energy, the overall impact of this alternative would generally be similar. *(Similar)*

TRIBAL CULTURAL RESOURCES

Project-related impacts to Tribal Cultural Resources would be reduced to a less-than-significant level with implementation of mitigation measures. Impacts to Tribal Cultural Resources are generally tied to a project's ground-disturbing construction activities. Alternative 3 would have a similar development footprint as the proposed project and would, therefore, result in the same level of impact and would require the same mitigation measures compared to those of the proposed project. Impacts to Tribal Cultural Resources would be similar. *(Similar)*

6.5 ENVIRONMENTALLY SUPERIOR ALTERNATIVE

Because the No Project Alternative (described above in Section 6.4.1) would avoid all adverse impacts resulting from construction and operation of the Phillip Road Project analyzed in Chapter 3, it is the environmentally superior alternative. However, the No Project Alternative would not meet the objectives of the project as presented above in Section 6.2. When the environmentally superior alternative is the No Project Alternative, the State CEQA Guidelines (Section 15126.6[e][2]) require selection of an environmentally superior alternative from among the other action alternatives evaluated.

6.5.1 Ability to Meet Project Objectives

Implementation of Alternative 2 would meet most of the project objectives but would not meet the objective related to designing a comprehensively planned community with a mix of land uses and a range of residential densities to create a balanced community to the same extent as the proposed project, due to the fact that this alternative includes less residential uses compared to the project. Likewise, because this alternative would result in fewer housing units, it would also not meet objectives related to helping the City meet its RHNA obligations to the same extent as the project. This alternative may also not meet the objective related to the highest and best use of the property because it would cut off the 50-acre northern portion of the project site from near-term development.

Similar to Alternative 2, implementing Alternative 3 would also not meet the basic project objective of designing a comprehensively planned community with a mix of land uses to create a balanced community because only residential land uses would be developed. Nor would this alternative meet the project objectives related to developing a state-of-the-art employment center; creating substantial, permanent employment opportunities; supporting the City's desire to create a job-housing balance; providing high-quality employment generating uses; or providing a mix of land uses and facilities which, taken together, would provide a positive fiscal impact to the City's General Fund.

6.5.2 Ability to Reduce Project Impacts

As shown in Table 6-2, impacts associated with Alternative 2 would be less than or similar to the proposed project and may reduce (but would not avoid) the project's significant and unavoidable impacts related to transportation and circulation (pedestrian and transit facilities), air quality, GHG, and traffic noise. This is, in part, because the project's mitigation measures for transportation and circulation (pedestrian and transit facilities) impacts, while they would be effective if implemented, are not fully enforceable by the City. In addition, while mitigation measures would reduce air quality and GHG impacts, the actual future tenants are unknown, the exact onsite emissions reductions cannot be quantified, and it cannot be guaranteed that air quality and GHG emissions would be reduced to the necessary levels. Finally, like the project, there are no additional feasible mitigation measures that would reduce traffic noise

Impacts associated with Alternative 3 would be similar to or greater than the proposed project. Like Alternative 2, Alternative 3 may reduce (but would not avoid) the project's significant and unavoidable impacts because the project site would still be developed and it is unknown if mitigation measures (if available) would sufficiently reduce impacts related to transportation and circulation (pedestrian and transit facilities), air quality, GHG, and traffic noise. Further, while this potential alternative may reduce some of the impacts of the project, it could result in greater impacts related to VMT, operational emissions of criteria air pollutants and ozone precursors, and demands on public services. Because it would not substantially reduce the project's significant impacts and may result in greater impacts for some resource areas, Alternative 3 is not the environmentally superior alternative.

Because Alternative 2 would be developed on a smaller project footprint (and would reduce the amount of residential land use) compared to the project, impacts related to air quality, GHGs, biological resources, cultural resources, aesthetics, and Tribal cultural resources would be reduced. However, because Alternative 2 would include the same land uses as the project (innovation and commercial as well as residential), it would generate similar impacts related to land and use and agricultural resources; population, housing, and employment; transportation and

circulation; noise and vibration; hazardous materials, wildfire, and other hazards; public services and recreation; utilities and service systems; hydrology and water quality; and energy. Thus, Alternative 2 would not avoid the project's significant and unavoidable impacts related to transportation and circulation, air quality, GHG, and traffic noise. Nevertheless, because it would reduce the significant impacts associated with the project, Alternative 2 is considered the environmentally superior alternative.

Table 6-2 Summary of Environmental Effects of the Alternatives Relative to the Proposed Phillip Road Project

Environmental Topic	Proposed Project	Alternative 1: No Project Alternative	Alternative 2: Reduced Footprint and Development Alternative	Alternative 3: Residential-only Alternative
Land Use and Agricultural Resources	LTS	Less	Similar	Similar
Population, Housing, and Employment	LTS	Less	Similar	Greater
Transportation and Circulation	SU	Less	Similar, and still SU	Greater, and still SU
Air Quality	SU	Less	Less, but still SU	Greater, and still SU
Greenhouse Gas Emissions and Climate Change	SU	Less	Less, but still SU	Similar, and still SU
Noise and Vibration	SU	Less	Similar, and still SU	Similar, and still SU
Biological Resources	LTS/M	Less	Less	Similar
Cultural Resources	LTS/M	Less	Less	Similar
Hazardous Materials, Wildfire, and other Hazards	LTS/M	Less	Similar	Similar
Public Services and Recreation	LTS	Less	Similar	Greater
Utilities and Service Systems	LTS	Less	Similar	Similar
Hydrology and Water Quality	LTS/M	Less	Similar	Similar
Aesthetics	LTS	Less	Less	Similar
Energy	LTS	Less	Similar	Similar
Tribal Cultural Resources	LTS/M	Less	Less	Similar

Notes: LTS = less than significant; LTS/M = less than significant with mitigation; SU = significant and unavoidable.

Source: Data compiled by Ascent in 2026.

7 REPORT PREPARERS

City of Roseville (Lead Agency)

Greg Bitter ..... Planning Manager
Derek Ogden ..... Senior Planner
Shelby Maples ..... Associate Planner
Eric Singer ..... Associate Planner
Jessica Lynch ..... Environmental Coordinator

Panattoni Development Company, Inc. (Project Applicant)

Abbie Wertheim ..... Partner

Ascent Environmental, Inc. (CEQA Compliance)

Mike Parker, AICP ..... Principal
Sarah Henningsen ..... Project Manager
Jacklyn Bottomley ..... Environmental Planner
Elena Savignano ..... Air Quality, Greenhouse Gas Emissions, Energy Specialist
Peter Hoholick ..... Air Quality and Greenhouse Gas Emissions Specialist
Kenneth Nguyen ..... Noise Specialist
Sergio Gomez ..... Noise Specialist
Matthew McFalls ..... Senior Air Quality and Climate Change Specialist
Dimitri Antoniou ..... Senior Air Quality, Climate Change, and Noise Specialist
Nick Kryshak ..... Biologist
Allison Fuller ..... Senior Biologist
Roberto Mora ..... Cultural Resources Specialist
Alta Cunningham ..... Architectural Historian/Environmental Planner
Nicole Greenfield ..... Environmental Planner
Kathy Tang ..... Environmental Planner
Nicole Wang ..... Environmental Planner
Lisa Merry ..... GIS Specialist
Phi Ngo ..... GIS Specialist
Brian Perry ..... Graphics Specialist
Corey Alling ..... Graphics Specialist
Kassandra Beltran ..... Publishing Specialist
Tracy Prybyla ..... Publishing Specialist
Riley Smith ..... Publishing Specialist

Fehr & Peers (Transportation and Traffic)

John Gard ..... Principal
Zoey Li ..... Senior Engineer/Planner
Korinne Tarien ..... Engineer/Planner

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Ascent
455 Capitol Mall, Suite 300
Sacramento, CA 95814

ascent.inc