Draft Environmental Impact Report for the

Roseville Environmental Utilities Operations Center Project

State Clearinghouse No. 2024060953

Prepared for:

CITY OF ROSEVILLE CALIFORNIA

May 2026

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LIST OF ABBREVIATIONS

^{14}C	radioactive decay of carbon-14
2020 MTP/SCS	*2020 Metropolitan Transportation Plan/Sustainable Communities Strategy*
2022 Scoping Plan	*2022 Scoping Plan for Achieving Carbon Neutrality*
AB	Assembly Bill
ACC	Advanced Clean Cars
ACF	Advanced Clean Fleet
ACT	Advanced Clean Trucks
af	acre-feet
AFV	alternative fuel vehicle
afy	acre-feet per year
APN	Assessor's Parcel Number
ARSP	Amoruso Ranch Specific Plan
ASP	Aeriated Static Pile
BACT	Best Available Control Technology
basin plans	water quality control plans
bgs	below the ground surface
biomass facility	biomass to energy facility
BMP	best management practice
BOD	biological oxygen demand
BP	before present
BUG	Backlight/Uplight/Glare
C&D	construction and demolition
CA SDWA	California Safe Drinking Water Act
CAA	Clean Air Act
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 Energy Code and Green Building Regulations
cal	calibrated
CalRecycle	California Department of Resources Recycling and Recovery
Caltrans	California Department of Transportation
CAMUTCD	California Manual on Uniform Traffic Control Devices
CAPTI	Climate Action Plan for Transportation Infrastructure
CARB	California Air Resources Board
CASP	Covered Aerated Static Pile
CBC	California Building Code

CCAP	Comprehensive Climate Action Plan
CCCP	Curry Creek Community Plan
CCR	California Code of Regulations
CDFW	California Department of Fish and Wildlife
CEC	California Energy Commission
CEQA	California Environmental Quality Act
CESA	California Endangered Species Act
CFC	California Fire Code
CFR	Code of Federal Regulations
cfs	cubic feet per second
CH_4	methane
CHP	California Highway Patrol
City	City of Roseville
CNDDB	California Natural Diversity Database
CNEL	community noise equivalent level
CNG	compressed natural gas
CNPS	California Native Plant Society
CO	carbon monoxide
CO_2	carbon dioxide
Corporation Yard	EU Operations Facility Corporation Yard
CPUC	California Public Utilities Commission
CRHR	California Register of Historical Resources
CRPG	Climate Pollution Reduction Grants
CRPR	California Rare Plant Rank
CTMP	Construction Traffic Management Plan
CUPA	Certified Unified Program Agency
CVFPB	Central Valley Flood Protection Board
CVFPP	Central Valley Flood Protection Plan
CVWQCB	Central Valley Regional Water Quality Control Board
CWA	Clean Water Act
CWC	California Water Code
dB	decibel
dBA	A-weighting decibel scale
dbh	diameter at breast height
DOC	California Department of Conservation
DOF	California Department of Finance
DPR	Department of Parks and Recreation
Draft EIR	draft environmental impact report
DTSC	California Department of Toxic Substances Control
DWR	California Department of Water Resources
EAP	Energy Action Plan

EIR	environmental impact report
EIS	Environmental Impact Statement
EMS	emergency medical services
EO	executive order
EOP	Emergency Operations Plan
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	Environmental Utilities
EV	electric vehicle
FAA	Federal Aviation Administration
FEMA	Federal Emergency Management Agency
FHSZ	Fire Hazard Severity Zone
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
g/m^3	grams per cubic meter
General Plan	City of Roseville 2035 General Plan
GHG	greenhouse gas
gpd	gallons per day
gpm	gallons per minute
HCP	habitat conservation plan
HDPUV	heavy-duty pickup trucks and vans
HHI	Health Hazard Index
HHW	household hazardous waste
Hz	hertz
IEPR	Integrated Energy Policy Report
IPaC	Information for Planning and Consultation
IPCC	Intergovernmental Panel on Climate Change
ITP	incidental take permit
kV	kilovolt
lb/d	pounds per day

LCFS	Low Carbon Fuel Standard
L_{dn}	day-night level
L_{eq}	equivalent continuous sound level
L_{max}	maximum sound level
LOMR	Letter of Map Revision
LRA	local responsibility area
LUST	leaking underground storage tank
L_X	percentile-exceeded sound level
MBTA	Migratory Bird Treaty Act
MCL	Maximum Contaminant Level
mgd	million gallons per day
MHMP	Multi-Hazard Mitigation Plan
mPa	micro-Pascals
mpg	miles per gallon
MRF	materials recovery facility
MS4	separate storm sewer systems
MSW	municipal solid waste
$MTCO_2e$	metric tons of carbon dioxide equivalent
MVA	megavolt amperes
MW	megawatts
MWMRF	Mixed Waste Materials Recovery Facility
MY	model year
N_2O	nitrous oxide
NAHC	Native American Heritage Commission
NCCP	natural community conservation plan
NCIC	North Central Information Center
NEHRP	National Earthquake Hazards Reduction Program
NFIP	National Flood Insurance Program
NHTSA	National Highway Traffic Safety Administration
NOAA	National Oceanic and Atmospheric Administration
NOP	notice of preparation
NO_X	oxides of nitrogen
NPDES	National Pollutant Discharge Elimination System
NPPA	California Native Plant Protection Act
NRHP	National Register of Historic Places
OAL	Office of Administrative Law
OSHA	Occupational Safety and Health Administration
P/QP	Public/Quasi-Public
PCAP	California's State Priority Climate Action Plan

PCAPCD	Placer County Air Pollution Control District
PCCP	Placer County Conservation Program
PCFCWCD	Placer County Flood Control and Water Conservation District
PCWA	Placer County Water Agency
PD	Planned Development
PG&E	Pacific Gas and Electric Company
PGWWTP	Pleasant Grove Wastewater Treatment Plant
PM	particulate matter
ppd	pounds per day
PPV	peak particle velocity
PRC	Public Resource Code
project	Roseville Environmental Utilities Operations Center Project
PRSP	Placer Ranch Specific Plan
PV	photovoltaic
Qr	Quaternary age
RCRA	Resource Conservation and Recovery Act
REE	Rosewood Environmental Engineering
RHNA	Regional Housing Needs Allocations
RHNP	Regional Housing Needs Plan
ROG	reactive organic gases
RPS	California's Renewables Portfolio Standard
RRTO	Resource Recovery and Transfer Operations
RUSP	Regional University Specific Plan
RVSP	Riolo Vineyards Specific Plan
RWQCB	regional water quality control board
SACOG	Sacramento Area Council of Governments
SAP	Sunset Area Plan
SAP	Sustainability Action Plan
SB	Senate Bill
SCH	State Clearinghouse
SDWA	Safe Drinking Water Act
SEL	sound exposure level
sf	square feet
SFHA	Special Flood Hazard Area
SGMA	Sustainable Groundwater Management Act of 2014
SLCP	short-lived climate pollutant
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
SSBMI	Shingle Springs Band of Miwok Indians
SSJDD	Sacramento San Joaquin Drainage District
Superfund Act or CERCLA	Comprehensive Environmental Response, Compensation, and Liability Act of 1980
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
THPO	Tribal Historic Preservation Officer
THRIS	Tribal Historic Information System
TMDL	total maximum daily load
tpy	tons per year
TRT	Total Response Time
TSM	Transportation Systems Management
TSS	total suspended solid
UAIC	United Auburn Indian Community
USACE	US Army Corps of Engineers
USBR	US Bureau of Reclamation
USC	US Code
USDOT	US Department of Transportation
USFWS	US Fish and Wildlife Service
USGS	US Geological Survey
UWMP	urban water management plan
UWMPA	Urban Water Management Planning Act
V	volt
VdB	vibration decibels
VMT	vehicle miles traveled
WDR	waste discharge requirement
WELO	Water Efficient Landscape Ordinance
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

WSCP	water shortage contingency plan
WTP	water treatment plant
WWTP	wastewater treatment plant
ZEV	zero-emission vehicle

EXECUTIVE SUMMARY

ES.1 INTRODUCTION

This summary is provided in accordance with 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 action 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 Roseville Environmental Utilities (EU) Operations Center Project (project), (2) a synopsis of environmental impacts and recommended mitigation measures (Table ES-2), (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

The City of Roseville (City) proposes to construct and operate a new EU Operations Center in northwest Roseville. The project would include new facilities and services that would allow the City to cost effectively meet state-level legislation requirements, while providing space to grow for the Roseville EU Department's services and staff.

ES.2.1 Project Location

The project site consists of 243 acres along Phillip Road, near its western terminus at South Brewer Road, at the northwest limit line of the City of Roseville in Placer County. The project site, which is owned by the City, is predominantly agricultural in use and is leased for rice and hay farming. Several structures are located on the site, which are remnants from a former pheasant club, agricultural support structures, and a former residence. These structures may be demolished prior to project development or some of them may be repurposed. Although the project site is 243 acres in size, the total development area is currently anticipated to be approximately 150 acres, as evaluated in this EIR, and focused within the southern portion of the project site.

The project site includes portions of Assessor's Parcel Numbers 017-010-033-000, 017-090-054-000, and 017-090-055-000. The existing General Plan land use designation for the project site is Public/Quasi-Public (P/QP), which establishes areas for municipal, governmental, or public facilities. The zoning for the project site is Planned Development (PD).

Pleasant Grove Creek is located along the site's northern boundary. The planned Pleasant Grove Stormwater Retention Basin Facility would be located to the east and the Reason Farms Preserve is located to the northeast of the project site. Other surrounding land uses include agriculture with supporting residential structures. The Creekview Specific Plan, West Roseville Specific Plan, Regional University and Community, and Amoruso Ranch Specific Plan areas are each located near or within a two-mile radius and are in various stages of development. These surrounding land uses will allow for a total of 13,630 residential units at buildout. The Phillip Road Site Project (formerly known as the Roseville Industrial Park Project) is a proposed mixed-use development that would be located approximately two miles east of the project site.

ES.2.2 Background and Need for the Project

EXISTING CITY OPERATIONS

Currently, the City's EU Department operations are located at the Hilltop Circle Corporation Yard, which is located on 55 acres at 2005 Hilltop Circle. The Hilltop Circle Corporation Yard also supports the following departments: Electric, Public Works, Parks, Fire, and Police. The Hilltop Circle Corporation Yard is constrained by Dry Creek and existing

development and land not owned by the City on all sides, which limits its ability to be capable of meeting its forecast space needs to continue to serve its current tenants due to the increasing demands for the various departments, increasing demands for City services (in general), changing regulations (as described in further detail below), and other planning considerations.

In February 2020, the City assessed its future needs for the EU Department currently located at Hilltop Circle. The study developed estimates of future building areas, parking, storage, maintenance, and related support services to accommodate forecast EU Department needs through 2058. The study evaluated the possibility of relocating certain City services from the current Hilltop Circle Corporation Yard to another location to accommodate the growing needs of various City divisions/departments. A larger corporation yard would allow the City to provide additional space for its municipal vehicle fleet (including waste collection vehicles) and provide flexibility for conversion of its fleet to electrified vehicles (if required by pending/future state regulations). Additional storage space offered by a larger corporation yard would also enable the City to respond to anticipated maintenance and repair demands as the City infrastructure ages.

As a Western Placer Waste Management Authority (WPWMA) member, the City has historically directed its wastes and recyclables to the WPWMA facilities located in western Placer County, where WPWMA operates a Mixed Waste Materials Recovery Facility, a household hazardous waste drop off facility, a green waste/composting facility, a construction and demolition waste facility, a recyclables buy-back facility, a self-haul waste disposal drop-off facility, and a landfill. Under current agreements with WPWMA, the City will continue to send a portion of its waste to WPWMA through June 2043.

CHANGES IN SOLID WASTE MANAGEMENT REGULATIONS

Changes in state law have transformed waste management in California. Beginning with Assembly Bill (AB) 939, which was enacted in 1989, municipal waste managers are required to implement recycling programs. More recently adopted regulations have targeted waste reduction to reduce greenhouse gas (GHG) emissions and air quality emissions associated with the management of solid waste residues. More specifically, Senate Bill (SB) 1383 requires local governments to divert a majority (75 percent) of organic wastes (e.g., food waste, green/yard waste, food soiled paper, and paper and cardboard) from landfills. SB 1383 requires consideration and potential modification of current infrastructure to meet organic waste diversion targets and requires jurisdictions to demonstrate that they have access to capacity through facilities, contracts, franchise agreements, or other documented arrangements.

CHANGES IN AIR QUALITY REGULATIONS

The City is also preparing for the fleet and mobile equipment changes necessary to comply with the California Air Resources Board Advanced Clean Trucks (ACT) and Advanced Clean Fleet (ACF) Regulations. Starting in 2035, the City anticipates it will only be allowed to purchase zero emission vehicles. The City will also be required to replace all propane forklifts beginning in 2026 to 2028. While the exact dates and requirements of these regulations or other regulations like them are subject to change, the new EU Operations Center needs to be able to accommodate the specific operational needs of the zero emission vehicles and consider any effects these regulations will have on the number of vehicles and forklifts required to provide the required services. For example, zero emission trucks may not be able to perform the same amount of work on a daily basis as their internal combustion engine counterparts, resulting in the need for a greater fleet size and, correspondingly, the appropriate fueling or charging infrastructure.

While the abovementioned regulations are still generally in place, recent policy direction at the Federal level has affected portions of the regulations and has the potential to alter requirements in the future, including potentially removing enforcement requirements. For example, currently, requirements for zero-emission vehicle purchases for private fleets (e.g., port and rail yards) have been relaxed; however, ACT and ACF requirements for government fleets remain in effect. In addition, while California has repealed parts of their waiver request for ACF to the US Environmental Protection Agency, the requirements for State and local government fleets remain in place and active lawsuits are still in progress. Therefore, it is likely that requirements will continue to evolve in the near future.

ES.2.3 Project Objectives

The City has identified the following project objectives for the purposes of this EIR:

1. provide a shared location for the management of waste, recycling, and organic material generated by land uses within the City's jurisdiction with capacity to serve areas outside the City's jurisdiction;
2. provide the option to implement a citywide waste/recycling services three-cart set out, thereby meeting the organics and recycling diversion requirements established by SB 1383;
3. limit potential odors associated with recycling and composting by maintaining an appropriate distance from nearby residential and other sensitive uses;
4. minimize environmental impacts to surrounding areas, including residential communities and other sensitive land uses;
5. improve the sustainability of the City's waste management operations;
6. allow for City services to increase and respond to projected demands for solid waste services and changing regulations;
7. consolidate multiple EU divisions at a single location to allow for greater operational efficiencies;
8. provide a secondary corporation yard to serve the City's long-term needs and allow for the consolidation of divisions with associated efficiencies;
9. attract recyclables, organics, and waste from outside the City to improve economies of scale for the City and its customers; and
10. provide for City fleet and mobile equipment changes to comply with the ACF or similar regulations.

ES.2.4 Characteristics of the Project

The City proposes to construct and operate a new EU Operations Center in northwest Roseville to provide modernized facilities to support City residents, businesses, and services. The following facilities are proposed:

- Resource Recovery and Transfer Operations (RRTO) Facility would include a materials recovery facility for recyclables receipt, materials recovery, separation into their individual commodities, and product shipment to secondary markets elsewhere; an area for municipal solid waste (MSW) receipt, staging/densification, and transfer to disposal facilities elsewhere; and an area for receiving, preprocessing, and transferring organic waste to off-site organics processing facilities;
- EU Operations Facility Corporation Yard (Corporation Yard) would provide office and storage space for the EU Department (the EU Services Facility) and an equipment maintenance facility that would provide for the parking, maintenance and repair, and fueling/charging of the EU fleet needs (assuming a fleet of up to 400 fleet vehicles and equipment), as well as an administrative office and parking for employees;
- Vendor Lease Area would provide an area available for lease to prospective vendors that could commit to deliver their waste streams to the RRTO Facility (parking would be provided for 50 to 100 collection type waste fleet trucks and a similar number of employee parking spaces); and
- Potential Future Organics Processing Facility would include a potential future compost facility and/or biomass to energy facility (biomass facility) to accommodate the combined quantities of the City's forecasted organic wastes and organic wastes from sources outside the City. The necessity of this function in terms of both economics and technical viability will be evaluated by the City at a later time and may be subject to supplemental CEQA review. The City may or may not elect to develop this facility.

The project would be developed in two phases, as shown in Table ES-1. Phase 1 is evaluated at a project-level throughout this EIR and is anticipated to be operational by 2028. Phase 2 is evaluated at a project-level (for the RRTO expansion) and program-level (for the potential future Organics Processing Facility) throughout this EIR and may be complete by 2040. Phase 2 would provide capacity for the City through 2058.

Table ES-1 Project Overview

Project Phase	Project Component	Level of CEQA Analysis in this EIR	Site Acreage	Forecast New Staff[1]	Construction	Operation
Phase 1	RRTO Facility (Phase 1)	Project-level	40	43	March 2027 through October 2028	October 2028
	Vendor Lease Area	Project-level	5	40	March 2027 through October 2028	October 2028
	Corporation Yard ▶ EU Services Facility ▶ Equipment Maintenance Facility	Project-level	71	386	Constructed on an as-needed basis	As early as 2028
Phase 2	RRTO Facility Expansion (Phase 2)	Project-level	0 (expanded facility on same footprint)	49	Constructed on an as-needed basis	As early as 2040
	Potential Future Organics Processing Facility	Program-level	34	13	Beginning in 2035	2040
Totals	--	--	**150 acres**	**531 new staff**	--	--

Notes: EU = Environmental Utilities; RRTO = Resource Recovery and Transfer Operations.

[1] In addition to forecast new staff, it is anticipated that 165 existing staff would be relocated from the Hilltop Circle Corporation Yard to the project site.

Source: Compiled by Ascent in 2025.

A portion of the project site is within a 100-year flood zone of Pleasant Grove Creek according to Federal Emergency Management Agency (FEMA) flood maps, and is also identified as being within Roseville's Regulatory Floodplain. To develop this portion of the project site, a portion of the historically flooded area would need to be removed from the FEMA flood zone and Roseville's Regulatory Floodplain. This would require the preparation of a preliminary conditional Letter of Map Revision (LOMR) request to FEMA. Following FEMA and City approval, grading plans and construction documents would be prepared, and FEMA would review and consider for approval the final LOMR. The City would remove the northern portion of the proposed development area from the FEMA flood zone by importing fill and raising that portion of the site. Compensation for areas filled and removed from the floodplain is required such that there are no off-site increases to the 100-year water surface elevation or Base Flood Elevation.

Utility service is not currently available at the project site except for limited data and electricity. Thus, the project includes the extension of nearby water, wastewater, stormwater, data, and electrical infrastructure. The project's total estimated power demand would be approximately 20 megawatts, which would likely require development of a new substation with Roseville Electric to serve the project. To accomplish this, Roseville Electric is expected to extend an existing 60 kilovolt line from the existing supply system located near the City power production site on Phillip Road east of Westbrook Boulevard and build a new substation on the project site.

The main entry to the project site would be from Phillip Road. It would include a public driveway and an internal circulation road to provide access to a surface parking lot. Sufficient parking would be provided for operational vehicles (heavy and light duty), staff, and members of the public. Security systems would include controlled access through installation of perimeter fencing, security gates, and cameras.

Phillip Road would be improved compared to its current condition along the frontage of the project site and east to the westerly terminus of Blue Oaks Boulevard. Other developments in the region may improve portions of this alignment in advance of this project. The improvements to Phillip Road are expected to reflect the City's standard, 48-foot right of way Collector/Commercial street requirements, excluding sidewalks.

ES.3 ENVIRONMENTAL IMPACTS AND RECOMMENDED MITIGATION MEASURES

Table ES-2, presented at the end of this chapter, provides a summary of the environmental impacts of the proposed Roseville EU Operations Center 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 mitigation measures, if recommended.

The proposed Roseville EU Operations Center 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.

- **Aesthetics:** Visual Character and Quality (cumulative) and Light and Glare (cumulative);
- **Land Use Planning and Agricultural Resources**: Result in the Conversion of Farmland (project and cumulative);
- **Air Quality**: Long-term Operational Emissions of Criteria Air Pollutants and Ozone Precursors (project and cumulative); Create Objectionable Odors Affecting a Substantial Number of People (project and cumulative);
- **Greenhouse Gas Emissions**: Generate Greenhouse Gas Emissions, Either Directly or Indirectly, That May Have a Significant Impact on the Environment (project and cumulative);
- **Population, Employment, and Housing**: Potential to Induce Substantial Unplanned Population Growth (project); and
- **Transportation and Circulation**: Conflict or Be Inconsistent with CEQA Guidelines Section 15064.3(b) Regarding Vehicle Miles Traveled (project and cumulative).

ES.4 ALTERNATIVES TO THE PROPOSED PROJECT

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 agricultural land). Existing EU Operations would continue to be located at the Hilltop Circle Corporation Yard. Mixed waste, recyclables, and compostable waste generated by the City would continue to be sent to the WPWMA facility or another viable processor for the foreseeable future.
- **Alternative 2: Reduced Development Area Alternative** would reduce the overall development footprint and shift the proposed facilities to the south by Phillip Road, further away from Pleasant Grove Creek. The same project components (i.e., RRTO Facility, Environmental Utilities Services Facility, Equipment Maintenance Facility, Vendor Lease Area, and Potential Future Organics Processing Facility) would be constructed and operated, but on a smaller footprint. Alternative 2 would develop 120 acres (which is 30 acres or 20 percent smaller than the proposed project). This alternative was developed to reduce the project's impacts related to agricultural resources (Prime and Unique Farmland) and hydrology/water quality (development within 100-year floodplain).
- **Alternative 3: No On-site Compost or Biomass Operations Alternative** would not include the Potential Future Organics Processing Facility. All other project components, including the RRTO, Corporation Yard, and Vendor Lease Area, would be constructed and operated on the project site in the same location and with the same size and capacity as the project. Instead of on-site composting or biomass operations, organic waste received at the site would be received at the RRTO, unloaded, undergo some level of contamination removal such as the removal of packaging (if determined to be necessary), and transferred off-site to the WPWMA facility or another facility.

ES.4.1 Environmentally Superior Alternative

Alternative 1, the No Project Alternative, would avoid the adverse impacts generated by the construction and operation of the proposed Roseville EU Operations Center Project. Therefore, it is considered the environmentally superior alternative. However, the No Project Alternative would not meet the project objectives. 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 other than the No Project Alternative from among the other action alternatives evaluated.

As demonstrated by the EIR analysis, while some impacts associated with Alternative 3 would be reduced, other impacts would be similar to or greater than the proposed project because, under Alternative 3, although the Potential Future Organics Processing Facility would not be constructed or operated, organic waste would still be processed at the RRTO and transferred off-site. Off-site hauling of organic waste to an external composting facility would generate additional air quality and GHG emissions, traffic noise, and truck trips that would not be generated by the project. Therefore, these impacts would be greater compared to the proposed project and Alternative 3 would not avoid the project's significant and unavoidable impacts related to air quality, GHG, and vehicle miles traveled (VMT). Further, Alternative 3 would not avoid the project's significant and unavoidable impact related to population growth because Phillip Road would still be improved, which could increase the potential for unplanned growth in the area,

Due to their reduced footprints, Alternatives 2 and 3 would each reduce (but would not avoid) the project's significant and unavoidable impact related to Important Farmland. Both alternatives would nonetheless result in the conversion of Important Farmland (although less acreage than the proposed project).

Alternative 2, the Reduced Development Area Alternative, would be the environmentally superior alternative because most impacts associated with Alternative 2 would be reduced or similar to the proposed project. Because Alternative 2 would be developed on a smaller project footprint, impacts related to biological resources, cultural and Tribal cultural resources, geology and soils, and hydrology and water quality would be reduced. However, because Alternative 2 would include the same project components as the project, it would generate similar air quality and GHG emissions, operational noise, potential for unplanned population growth, and VMT. Thus, Alternative 2 would not avoid the project's significant and unavoidable impacts related to air quality, GHG, population growth, or VMT. In addition, Alternative 2 may result in greater impacts related to aesthetics and visual resources due to the addition of multi-level parking garages and buildings. Nevertheless, because it would reduce more of the significant impacts associated with the project than Alternative 3, Alternative 2 is considered the environmentally superior alternative.

ES.5 AREAS OF CONTROVERSY AND ISSUES TO BE RESOLVED

In accordance with Public Resources Code Section 21080.4 and California Code of Regulations Section 15082, the City issued a notice of preparation (NOP) for the proposed Roseville EU Operations Center Project on June 21, 2024, 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:

- potential aesthetic impacts to adjacent and nearby properties;
- potential light and glare impacts generated by project-generated traffic and facility operations;
- potential land use compatibility impacts on existing and planned rural, agricultural, and urban land uses in the project area (including the Regional University Specific Plan, Placer Ranch Specific Plan, Sunset Area Plan, Curry Creek Community Plan Area, and Mourier West property);
- potential air quality, dust, and odor impacts from project traffic and facility operations;
- potential GHG emissions generated by project traffic and facility operations;
- potential impacts to special-status species, including potential take of individuals and loss of habitat;
- potential impacts to Pleasant Grove Creek and its riparian habitat;
- potential impacts related to consistency with the adopted and permitted Habitat Conservation Plan, Natural Community Conservation Plan, and County Aquatic Resources Program;
- potential impacts to cultural resources, including resources that may be considered Tribal cultural resources;

- need to consult with California Native American tribes in accordance with AB 52;
- potential impacts related to hazards, hazardous materials, and wildfire;
- potential impacts to surface and groundwater quality resulting from wastewater discharges;
- potential for the project to violate water quality standards during construction or operation due to handling and storage of materials including but not limited to waste, vehicles, equipment, and organic waste;
- need for permits, as applicable, including: construction stormwater general permit, Clean Water Act Section 404 and 401 permits, waste discharge requirements, dewatering permit, and National Pollutant Discharge Elimination System (NPDES) permit;
- potential noise impacts from project construction and operation;
- potential impacts related to the provision of public services (including emergency response) to the project site;
- potential impacts to the existing regional solid waste management system, which includes WPWMA facilities;
- potential impacts of the potential future compost operation and/or biomass facility, including impacts due to vectors;
- potential impacts to existing gas and electric facilities in the project area;
- potential impacts to County roadways as a result of project-generated traffic during construction and operation;
- potential impacts of proposed improvements to Phillip Road;
- potential impacts to the State Highway System;
- number of trips generated by the project (by phase and at buildout);
- potential impacts to the planned Placer Parkway, which will be a limited access roadway that connects State Route (SR) 65 in Placer County to SR 99 in Sutter County;
- potential cumulative effects; and
- potential alternatives to the project that reduce environmental impacts.

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 POTENTIAL PERMITS AND APPROVALS REQUIRED

The City will consider whether or not to certify the EIR and approve the proposed Roseville EU Operations Center Project, or an alternative. The City will be the permitting agency for the project with regard to the tree permits, civil permits, building permits, design review, and utility connection permits to connect to the City utilities. In addition, the City will contract for the project to be constructed and the City will operate the project.

Potential permits required from other agencies could include:

Federal

- Federal Emergency Management Agency: Conditional Letter of Map Revision.
- US Army Corps of Engineers: Compliance with Section 404 of the Clean Water Act if fill would be discharged to Waters of the US.
- US Environmental Protection Agency: Concurrence with Clean Water Act Section 404 permit.
- US Fish and Wildlife Service: Compliance with Section 7 of the federal Endangered Species Act for federal agency approvals if there is potential take of listed species.

State

- California Department of Fish and Wildlife, Region 2: Section 1602 streambed alteration agreement if any construction activities occur within the bed or bank of adjacent waterways.
- California Department of Resources Recycling and Recovery: Solid waste facility permit.
- State Water Resources Control Board and Central Valley Regional Water Quality Control Board: National Pollutant Discharge Elimination System (NPDES) permits:
  - Construction stormwater permit (Notice of Intent to proceed under Construction General Permit) for disturbance of more than 1 acre,
  - Industrial stormwater permit (Notice of Intent to operate under the Industrial General Permit), and
  - As applicable, compliance with the Clean Water Act Section 401 water quality certification and/or waste discharge requirements.

Local

- Placer County: Integrated Waste Management Plan
  - To comply with the Non-Disposal Facility Element, the facility must be added to the County's Integrated Waste Management Plan to confirm it is not a disposal facility.
- Placer County Air Pollution Control District: Authority to Construct/Permit to Operate, and Air Quality Management Plan consistency determination.

Table ES-2 Summary of Impacts and Mitigation Measures

Impacts	Significance before Mitigation	Mitigation Measures	Significance after Mitigation
Aesthetics and Visual Resources			
Impact 3.1-1: Substantially Degrade the Existing Visual Character or Quality of the Site or its Surroundings	Phase 1: PS Phase 2: PS	Mitigation Measure 3.1-1: Implement a Litter Mitigation Program	Phase 1: LTS Phase 2: LTS
Impact 3.1-2: Create a New Source of Substantial Light or Glare That Would Adversely Affect Day or Nighttime Views in the Area	Phase 1: S Phase 2: S	Mitigation Measure 3.1-2: Minimize Potential Sources of Light and Glare	Phase 1: LTS Phase 2: LTS
Land Use Planning and Agricultural Resources			
Impact 3.2-1: Conflict with any Land Use Plan, Policy, or Regulation Adopted for the Purpose of Avoiding or Mitigating an Environmental Effect	Phase 1: LTS Phase 2: LTS	No mitigation is required.	Phase 1: LTS Phase 2: LTS
Impact 3.2-2: Result in the Conversion of Farmland	Phase 1: S Phase 2: S	Mitigation Measure 3.2-2: Compensate for Important Farmland Conversion	Phase 1: SU Phase 2: SU
Air Quality			
Impact 3.3-1: Conflict with or Obstruct Implementation of the Applicable Air Quality Plan	Phase 1: LTS Phase 2: LTS	No mitigation is required.	Phase 1: LTS Phase 2: LTS
Impact 3.3-2: Construction Emissions of Criteria Air Pollutants and Ozone Precursors	Phase 1: LTS Phase 2: LTS	No mitigation is required.	Phase 1: LTS Phase 2: LTS
Impact 3.3-3: Long-term Operational Emissions of Criteria Air Pollutants and Ozone Precursors	Phase 1: LTS Phase 2: S	No mitigation is required for Phase 1. Mitigation is required for Phase 2 only. Mitigation Measure 3.3-3a: Reduce Fugitive Dust From Composting Mitigation Measure 3.3-3b: Permitting-Level Ambient Air Quality Evaluation for Composting and/or Stationary Biomass Facility	Phase 1: LTS Phase 2: SU
Impact 3.3-4: Expose Sensitive Receptors to Substantial Pollutant Concentrations	Phase 1: S Phase 2: S	Mitigation Measure 3.3-4: Implement Clean Construction Fleet	Phase 1: LTS Phase 2: LTS
Impact 3.3-5: Create Objectionable Odors Affecting a Substantial Number of People	Phase 1: PS Phase 2: PS	Mitigation Measure 3.3-5: Implement Facility Odor Reduction Plan	Phase 1: LTS Phase 2: SU
Greenhouse Gas Emissions			
Impact 3.4-1: Generate Greenhouse Gas Emissions, Either Directly or Indirectly, That May Have a Significant Impact on the Environment	Phase 1: LTS Phase 2: PS	No mitigation is required for Phase 1. Mitigation is required for Phase 2 only. Mitigation Measure 3.4-1a: Use Low- or Zero-Emission Heavy-Duty Trucks and Equipment Mitigation Measure 3.4-1b: Prepare an Emissions Capture and Control Plan	Phase 1: LTS Phase 2: 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 3.4-2: Conflict with an Applicable Plan, Policy, or Regulation Adopted for the Purpose of Reducing the Emissions of Greenhouse Gases	Phase 1: LTS Phase 2: LTS	No mitigation is required.	Phase 1: LTS Phase 2: LTS
Biological Resources			
Impact 3.5-1: Result in Disturbance to or Loss of Special-Status Plant Species	Phase 1: PS Phase 2: LTS	Mitigation is required for Phase 1 only. No mitigation is required for Phase 2. Mitigation Measure 3.5-1: Conduct Special-Status Plant Surveys and Implement Avoidance Measures and Mitigation	Phase 1: LTS Phase 2: LTS
Impact 3.5-2: Result in Disturbance to or Loss of Special-Status Wildlife Species and Habitat	Phase 1: PS Phase 2: PS	Mitigation Measure 3.5-2a: Conduct Preconstruction Surveys for Northwestern Pond Turtle, Implement Avoidance Measures, and Relocate Individuals Mitigation Measure 3.5-2b: Provide Stream Setbacks, Best Management Practices Mitigation Measure 3.5-2c: Develop and Integrate a Nuisance Wildlife Management Plan into the City's Environmental Utilities Facility Management Plan Mitigation Measure 3.5-2d: Conduct Preconstruction Surveys for Western Spadefoot, Implement Avoidance Measures, and Relocate Individuals (Phase 1 only) Mitigation Measure 3.5-2e: Conduct Pre-construction Vernal Pool Avoidance Surveys, Protocol-Level Branchiopod Surveys, and Compensate for Loss of Vernal Pool Branchiopods (Phase 1 only) Mitigation Measure 3.5-2f: Conduct Take Avoidance Surveys for Crotch's Bumble Bee and Implement Avoidance Measures Mitigation Measure 3.5-2g: Conduct Take Avoidance Survey for Monarch Eggs, Larvae and Pupae, and Implement Avoidance Measures Mitigation Measure 3.5-2h: Conduct Focused Surveys for Special-Status Birds, Nesting Raptors, and Other Native Nesting Birds and Implement Protective Buffers; and Mitigate for the Loss of Swainson's Hawk Foraging Habitat Mitigation Measure 3.5-2i: Conduct Focused Surveys for Northern California Ringtail Dens and Implement Avoidance Measures Mitigation Measure 3.5-2j: Conduct Focused Bat Surveys and Implement Avoidance Measures	Phase 1: LTS Phase 2: LTS
Impact 3.5-3: Result in Degradation or Loss of Riparian Habitat or Other Sensitive Natural Communities	Phase 1: PS Phase 2: LTS	Mitigation is required for Phase 1 only. No mitigation is required for Phase 2. Mitigation Measure 3.5-3: Provide Stream Setbacks, Best Management Practices, and Compensate for Unavoidable Loss of Riparian Habitat	Phase 1: LTS Phase 2: LTS
Impact 3.5-4: Result in Degradation or Loss of State or Federally Protected Wetlands	Phase 1: PS Phase 2: LTS	Mitigation is required for Phase 1 only. No mitigation is required for Phase 2. Mitigation Measure 3.5-4a: Implement Mitigation Measure 3.5-3 Mitigation Measure 3.5-4b: Identify State or Federally Protected Wetlands, Implement Avoidance Measures, and Obtain Permits for Unavoidable Impacts on Wetlands	Phase 1: LTS Phase 2: LTS

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Impacts	Significance before Mitigation	Mitigation Measures	Significance after Mitigation
Impact 3.5-5: Interfere with Wildlife Movement Corridors or Impede the Use of Wildlife Nurseries	Phase 1: PS Phase 2: LTS	Mitigation is required for Phase 1 only. No mitigation is required for Phase 2. Implement Mitigation Measure 3.1-3. Implement Mitigation Measures 3.12-1 and 3.12-3. Mitigation Measure 3.5-5: Utilize Wildlife-Friendly Building Design	Phase 1: LTS Phase 2: LTS
Impact 3.5-6: Conflict with Local Policies and Ordinances	Phase 1: PS Phase 2: PS	Mitigation Measure 3.5-6: Remove and Replace Protected Trees Consistent with Chapter 19.66 of the City of Roseville Municipal Code, "Tree Preservation"	Phase 1: LTS Phase 2: LTS
Cultural Resources			
Impact 3.6-1: Cause a Substantial Adverse Change in the Significance of Unique Archaeological Resources	Phase 1: PS Phase 2: PS	Mitigation Measure 3.6-1a: Conduct Records Search and Archaeological Resources Surveys for Off-Site Utilities, and Avoid Archaeological Resources (Phase 1 only) Mitigation Measure 3.6-1b: Halt Ground Disturbance Upon Discovery of Subsurface Archaeological Features	Phase 1: LTS Phase 2: LTS
Impact 3.6-2: Disturb Human Remains	Phase 1: LTS Phase 2: LTS	No mitigation is required.	Phase 1: LTS Phase 2: LTS
Tribal Cultural Resources			
Impact 3.7-1: Cause a Substantial Adverse Change in the Significance of a Tribal Cultural Resource	Phase 1: PS Phase 2: PS	Mitigation Measure 3.7-1a: Prepare and Implement a Worker Awareness Training Program for Tribal Cultural Resources Mitigation Measure 3.7-1b: Unanticipated Discovery of Tribal Cultural Resources	Phase 1: LTS Phase 2: LTS
Energy			
Impact 3.8-1: Wasteful, Inefficient, or Unnecessary Consumption of Energy, During Project Construction or Operation	Phase 1: LTS Phase 2: LTS	No mitigation is required.	Phase 1: LTS Phase 2: LTS
Impact 3.8-2: Conflict with or Obstruct a State or Local Plan for Renewable Energy or Energy Efficiency	Phase 1: LTS Phase 2: LTS	No mitigation is required.	Phase 1: LTS Phase 2: LTS
Geology and Soils			
Impact 3.9-1: Loss, Injury, or Death Resulting from Seismic Hazards	Phase 1: LTS Phase 2: LTS	No mitigation is required.	Phase 1: LTS Phase 2: LTS
Impact 3.9-2: Result in Substantial Soil Erosion or the Loss of Topsoil	Phase 1: LTS Phase 2: LTS	No mitigation is required.	Phase 1: LTS Phase 2: LTS
Impact 3.9-3: Be Located on a Geologic Unit or Soil That is Unstable, or That Would Become Unstable as a Result of the Project	Phase 1: LTS Phase 2: LTS	No mitigation is required.	Phase 1: LTS Phase 2: LTS

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Impacts	Significance before Mitigation	Mitigation Measures	Significance after Mitigation
Impact 3.9-4: Directly or Indirectly Destroy a Unique Paleontological Resource or Site or Unique Geologic Feature	Phase 1: PS Phase 2: PS	Mitigation Measure 3.9-4a: Provide Paleontological Training for Construction Personnel Mitigation Measure 3.9-4b: Implement Procedures for the Inadvertent Discovery of Paleontological Resources	Phase 1: LTS Phase 2: LTS
Hazards and Hazardous Materials			
Impact 3.10-1: Create a Significant Hazard to the Public or the Environment through the Routine Transport, Use, Storage, or Disposal of Hazardous Materials	Phase 1: LTS Phase 2: LTS	No mitigation is required.	Phase 1: LTS Phase 2: LTS
Impact 3.10-2: Result in Foreseeable Upset and/or Accident Conditions Involving Release of Hazardous Materials into the Environment	Phase 1: PS Phase 2: LTS	Mitigation is required for Phase 1 only. No mitigation is required for Phase 2. Mitigation Measure 3.10-2: Evaluate Site Soils	Phase 1: LTS Phase 2: LTS
Impact 3.10-3: Impair an Adopted Emergency Response Plan or Emergency Evacuation Plan	Phase 1: PS Phase 2: PS	Mitigation Measure 3.10-3a: Implement a Construction Traffic Management Plan Mitigation Measure 3.10-3b: Establish Evacuation Routes via a Hazard Mitigation Plan	Phase 1: LTS Phase 2: LTS
Hydrology and Water Quality			
Impact 3.11-1: Violate Water Quality Standards or Waste Discharge Requirements, Otherwise Degrade Water Quality, or Interfere with Implementation of a Water Quality Control Plan	Phase 1: LTS Phase 2: LTS	No mitigation is required.	Phase 1: LTS Phase 2: LTS
Impact 3.11-2: Substantially Decrease Groundwater Supplies, Interfere with Groundwater Recharge, or Interfere with Implementation of a Sustainable Groundwater Management Plan	Phase 1: LTS Phase 2: LTS	No mitigation is required.	Phase 1: LTS Phase 2: LTS
Impact 3.11-3: 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	Phase 1: LTS Phase 2: LTS	No mitigation is required.	Phase 1: LTS Phase 2: LTS
Noise			
Impact 3.12-1: Construction-Generated Noise	Phase 1: PS Phase 2: PS	Mitigation Measure 3.12-1: Construction Noise Reduction Methods	Phase 1: LTS Phase 2: LTS
Impact 3.12-2: Exposure of Existing Sensitive Receptors to Excessive Traffic Noise Levels	Phase 1: LTS Phase 2: LTS	No mitigation is required.	Phase 1: LTS Phase 2: LTS
Impact 3.12-3: Long-Term Non-Transportation Noise Levels	Phase 1: PS Phase 2: PS	Mitigation Measure 3.12-3: Stationary Noise Reduction Methods	Phase 1: LTS Phase 2: LTS
Population, Employment, and Housing			
Impact 3.13-1: Potential to Induce Substantial Unplanned Population Growth	Phase 1: S Phase 2: LTS	No mitigation is available for Phase 1. No mitigation is required for Phase 2.	Phase 1: SU Phase 2: LTS

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Impacts	Significance before Mitigation	Mitigation Measures	Significance after Mitigation
Public Services			
Impact 3.14-1: Result in the Need for New or Expanded Fire Service Facilities	Phase 1: LTS Phase 2: LTS	No mitigation is required.	Phase 1: LTS Phase 2: LTS
Impact 3.14-2: Result in the Need for New or Expanded Police Facilities	Phase 1: LTS Phase 2: LTS	No mitigation is required.	Phase 1: LTS Phase 2: LTS
Public Utilities			
Impact 3.15-1: New or Expanded Utility Infrastructure Capacity	Phase 1: LTS Phase 2: LTS	No mitigation is required.	Phase 1: LTS Phase 2: LTS
Impact 3.15-2: Adequacy of Water Supplies	Phase 1: LTS Phase 2: LTS	No mitigation is required.	Phase 1: LTS Phase 2: LTS
Impact 3.15-3: Landfill Capacity and Compliance with Solid Waste Regulations	Phase 1: LTS Phase 2: LTS	No mitigation is required.	Phase 1: LTS Phase 2: LTS
Transportation and Circulation			
Impact 3.16-1: Conflict with a Program, Plan, Ordinance, or Policy Addressing the Circulation System, Including Transit, Roadway, Bicycle, and Pedestrian Facilities	Phase 1: LTS Phase 2: LTS	No mitigation is required.	Phase 1: LTS Phase 2: LTS
Impact 3.16-2: Conflict or Be Inconsistent with CEQA Guidelines Section 15064.3(b) Regarding Vehicle Miles Traveled	Phase 1: S Phase 2: S	Mitigation Measure 3.16-2a: Develop and Implement a Commute Trip Reduction Program Mitigation Measure 3.16-2b: Develop and Implement an Employee Sponsored Vanpool Program	Phase 1: SU Phase 2: SU
Impact 3.16-3: Substantially Increase Hazards Due to a Geometric Design Feature or Incompatible Uses	Phase 1: LTS Phase 2: LTS	No mitigation is required.	Phase 1: LTS Phase 2: LTS
Impact 3.16-4: Result in Inadequate Emergency Access	Phase 1: LTS Phase 2: LTS	No mitigation is required.	Phase 1: LTS Phase 2: LTS
Wildfire			
Impact 3.17-1: Exacerbate Wildfire Risk as a Result of Project Construction and Operations	Phase 1: PS Phase 2: PS	Mitigation Measure 3.17-1a: Prepare and Implement a Fire Risk Management Plan Mitigation Measure 3.17-1b: Implement Fire Prevention Measures during Construction Mitigation Measure 3.17-1c: Implement Fire Prevention Measures during Operations Mitigation Measure 3.17-1d: Implement Fire Prevention Measures during Phase 2 Construction and Operations	Phase 1: LTS Phase 2: LTS

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1 INTRODUCTION

This draft environmental impact report (Draft EIR) evaluates the environmental impacts of the proposed Roseville Environmental Utilities Operations Center 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, Sections 15000 et seq.). The City is the lead agency for consideration of this EIR and potential project approval.

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.

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."

1.1.1 Program- and Project-Level Environmental Review

This EIR is both a project level EIR and a program EIR. The degree of specificity in an EIR corresponds to the degree of specificity in the underlying activity described in the EIR (State CEQA Guidelines Section 15146). For this reason, an EIR for a specific project (where the precise location of development is known) will be more detailed than an EIR that addresses a larger scale or longer term plan or project with elements that have not been precisely designed. A project EIR is prepared for those projects where the development footprint and timing is known, and a program EIR is typically prepared for conceptual plans or a series of related actions where timing and locations of components have yet to be fully determined. A program EIR is not required to provide the same level of detail as a project-level EIR; rather, it may address potential impacts and a range of mitigation approaches at a broader, more conceptual level, with specific mitigation requirements triggered, in some cases, only if and when individual project elements are implemented. This EIR evaluates Phase 1 of the Roseville Environmental Utilities Operations Center Project at a project level in this EIR because overall planning and design of Phase 1 has been developed and the timing of the initial components is known with reasonable certainty. Phase 2 of the Roseville Environmental Utilities Operations Center Project includes two primary components: expansion of Phase 1 project facilities, which is evaluated at a project-level, and the addition of a potential future organics processing facility, which has not been fully designed (e.g., type of

organics processing and location of facilities within a general area) and is therefore evaluated at a program level in this EIR for the reasons described below.

As described in Chapter 2, "Project Description," the City may develop a potential future compost facility and/or biomass to energy facility (biomass facility) to accommodate the combined quantities of the City's forecasted organic wastes and organic wastes from sources outside the City. However, the necessity of this function in terms of both economics and technical viability is not known at this time and will be evaluated by the City at a later time. The potential future compost and/or biomass facility operations would be located at the northernmost portion of the development area of the project site (see Figure 2-3 in Chapter 2, "Project Description").

Due to the lack of detailed design information, in accordance with State CEQA Guidelines Section 15168, this document provides a programmatic analysis for Phase 2. A programmatic analysis enables a lead agency to examine the overall effects (direct, indirect, and cumulative) of a proposed project or course of action and to consider broad policy alternatives and program-wide mitigation measures at an early time in the decision-making process, when the agency has greater flexibility. A program EIR under the provisions of State CEQA Guidelines Section 15168 evaluates the impacts of a series of actions that can be characterized as one large project and are:

- related geographically;
- related as logical parts in a chain of contemplated actions;
- connected with issuances of rules, regulations, plans, or other general criteria to govern the conduct of a continuing program; or
- related as individual activities carried out under the same authorizing statutory or regulatory authority that have generally similar environmental effects that can be mitigated in similar ways.

The Phase 2 analysis (presented in Chapter 3, "Environmental Impacts and Mitigation Measures," under a separate heading from Phase 1) assesses and documents the range of potential environmental effects of the potential construction and operation of the expanded Phase 1 facilities and the Potential Future Organics Processing Facility and provides mitigation of significant effects where it is feasible to do so. If Phase 2 components are approved and constructed in the future, in accordance with State CEQA Guidelines Section 15168(c), the City would evaluate the potential changes in conditions/impacts that may occur with the proposed components compared to the analysis and determinations provided in this EIR (e.g., through preparation of an environmental checklist). If there are any significant effects associated with implementation of Phase 2 components that are not addressed within the scope of this EIR, subsequent CEQA documentation would be prepared at that time to disclose the new or substantially more severe significant impacts.

Therefore, Phase 1 of the Roseville Environmental Utilities Operations Center Project as well as a portion of Phase 2 (i.e., expansion of Phase 1 project facilities), with its greater level of detail and certainty, is evaluated in this EIR at a project level. After a project-level EIR is certified, no further CEQA analysis is required for that project (if approved) prior to construction.

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:

- aesthetics and visual resources;
- land use planning and agricultural resources;
- air quality;
- greenhouse gas emissions;
- biological resources;
- cultural resources;
- tribal cultural resources;
- energy;
- geology and soils;
- hazards and hazardous materials;
- hydrology and water quality;
- noise;
- population, employment, and housing;
- public services;
- public utilities;
- transportation and circulation; and
- wildfire.

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,
- mineral resources, and
- recreation.

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.

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.

RECREATION

Generally, residential uses increase demand for and use of parks and recreation facilities. The project is not expected to result in substantial, direct population growth, and indirect impacts related to population growth are addressed in Section 5.1, "Growth Inducement." The project includes development of a solid waste facility and corporation yard on undeveloped, agricultural land in the northwest corner of Roseville. At full buildout, the project would employ up to 531 new employees and 165 existing employees that would be relocated from the existing Hilltop Circle Corporation Yard. It is anticipated that the majority of these new employees would be hired from the local population base. Therefore, the project would not increase the use of existing or approved recreational facilities—the closest being Audrey Huisking Park (6485 Garland Way) and Sierra Crossing Park (4251 Brookstone Drive)—such that substantial physical deterioration of these facilities would occur or be accelerated. The project would not involve any changes to permitted uses of existing recreational facilities, nor would it require the construction of new recreational facilities or the expansion of existing ones that might have an adverse physical effect on the environment. Thus, no significant impacts to recreation would occur, and this issue is not discussed further. The project's potential to affect availability, service level, and/or capacity of other public services, including fire protection services and police protection services, is addressed in Section 3.14, "Public Services."

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
- California Department of Resources Recycling and Recovery
- State Water Resources Control Board and Central Valley Regional Water Quality Control Board

1.3.2 Local

- Placer County
- Placer County Air Pollution Control District

1.3.3 Federal

- Federal Emergency Management Agency
- US Army Corps of Engineers

- US Environmental Protection Agency
- 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 21, 2024 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; 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 22, 2024.

In accordance with CCR Section 15082(c), a noticed scoping meeting for the EIR occurred on July 10, 2024, at 6:00 p.m. at the Martha Riley Library, 1501 Pleasant Grove Blvd., Roseville, CA.

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 May 7, 2026 to June 22, 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 April 27, 2026. Written comments should be addressed to:

City of Roseville Development Services – Planning
Jessica Lynch, Environmental Coordinator
311 Vernon Street, Roseville, CA 95678
Telephone: (916) 774-5352; Fax: (916) 774-5129; Email: JJLynch@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 "Roseville Environmental Utilities Operations Center 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.gov/development_services/planning/environmental_documents_public_notices.php.

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, and the Phase 2 elements generally.
- Chapter 3, "Environmental Impacts and Mitigation Measures," evaluates the expected environmental impacts generated by the proposed project, arranged by subject area (e.g., Aesthetics and Visual Resources, Land Use Planning and Agricultural Resources, 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.

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2 PROJECT DESCRIPTION

The City of Roseville (City) proposes to construct and operate a new Environmental Utilities (EU) Operations Center (project) in northwest Roseville. The project would include new facilities and services that would allow the City to cost effectively meet state-level legislation requirements, while providing space to grow for the Roseville EU Department's services and staff. More specifically, the project would:

- provide a new location for the City's corporation yard for the EU Department, which will assist with relieving crowded conditions at the existing Hilltop Circle Corporation Yard (2005 Hilltop Circle);
- provide a waste and recycling facility that will enable the City to manage its waste and recyclable materials locally while maintaining compliance with state requirements such as, but not limited to, Senate Bill (SB) 1383, Assembly Bill (AB) 939, AB 32, and AB 1826; and
- provide a facility to meet state requirements to electrify the City's EU medium and heavy-duty vehicles.

The project would be developed in two phases with the initial phase intended to be operational by 2028. The first phase is evaluated at a project-level, whereas the second phase is evaluated programmatically throughout this document. This chapter includes a detailed description of the project, including project location, background, project objectives, description of the proposed development, anticipated construction activities, and potential permits and approvals that would be required.

2.1 PROJECT LOCATION

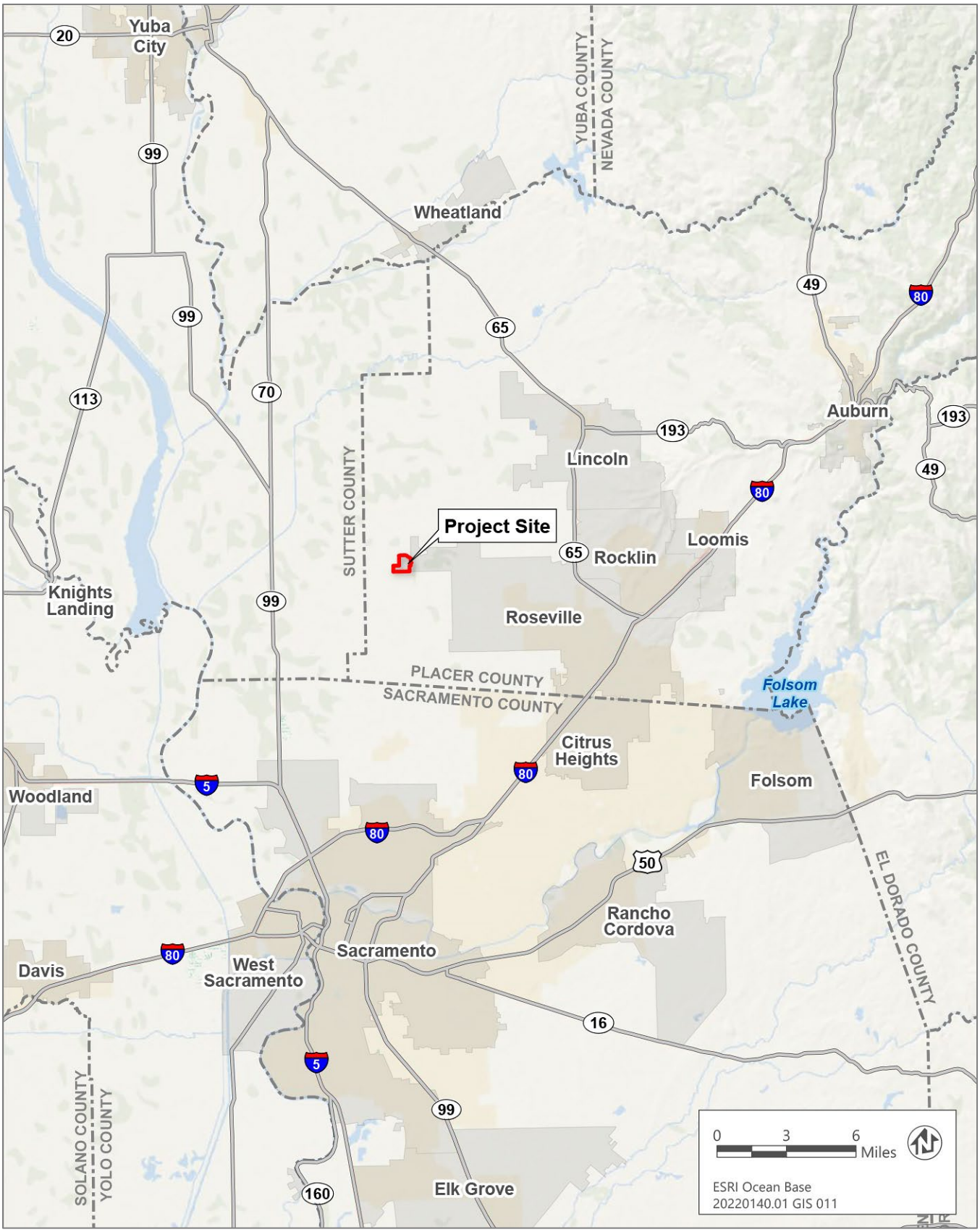
The project site is located on 243 acres along Phillip Road, near its western terminus at South Brewer Road, at the northwest limit line of the City of Roseville in Placer County. The project site (Figures 2-1 and 2-2), which is owned by the City, is predominantly agricultural in use and is leased for rice and hay farming. Several structures are located on the site, which are remnants from a former pheasant club, agricultural support structures, and a former residence. These structures may be demolished prior to project development or some of them may be repurposed. For example, the former residence may be used as a temporary office or could be used by a vendor as the vendor lease office. Although the project site is 243 acres in size, the total development area is currently anticipated to be approximately 150 acres, as evaluated in this EIR, and focused within the southern portion of the project site.

The project site includes portions of Assessor's Parcel Numbers (APNs) 017-010-033-000, 017-090-054-000, and 017-090-055-000. The existing General Plan land use designation for the project site is Public/Quasi-Public (P/QP), which establishes areas for municipal, governmental, or public facilities. The zoning for the project site is Planned Development (PD). A PD District is a special purpose district that is intended to be applied in circumstances where the desired mix of uses cannot be achieved in a residential, commercial, or industrial mixed-use district when combined with a special area overlay.

The project site is within an area of City-owned property known as the Warnick/Plunkette property, and is adjacent to Reason Farms. The City purchased the Warnick/Plunkette property and Reason Farms, a combined 1,700 acres, in 2003. Since the purchase, the project site has been intended for future City use.

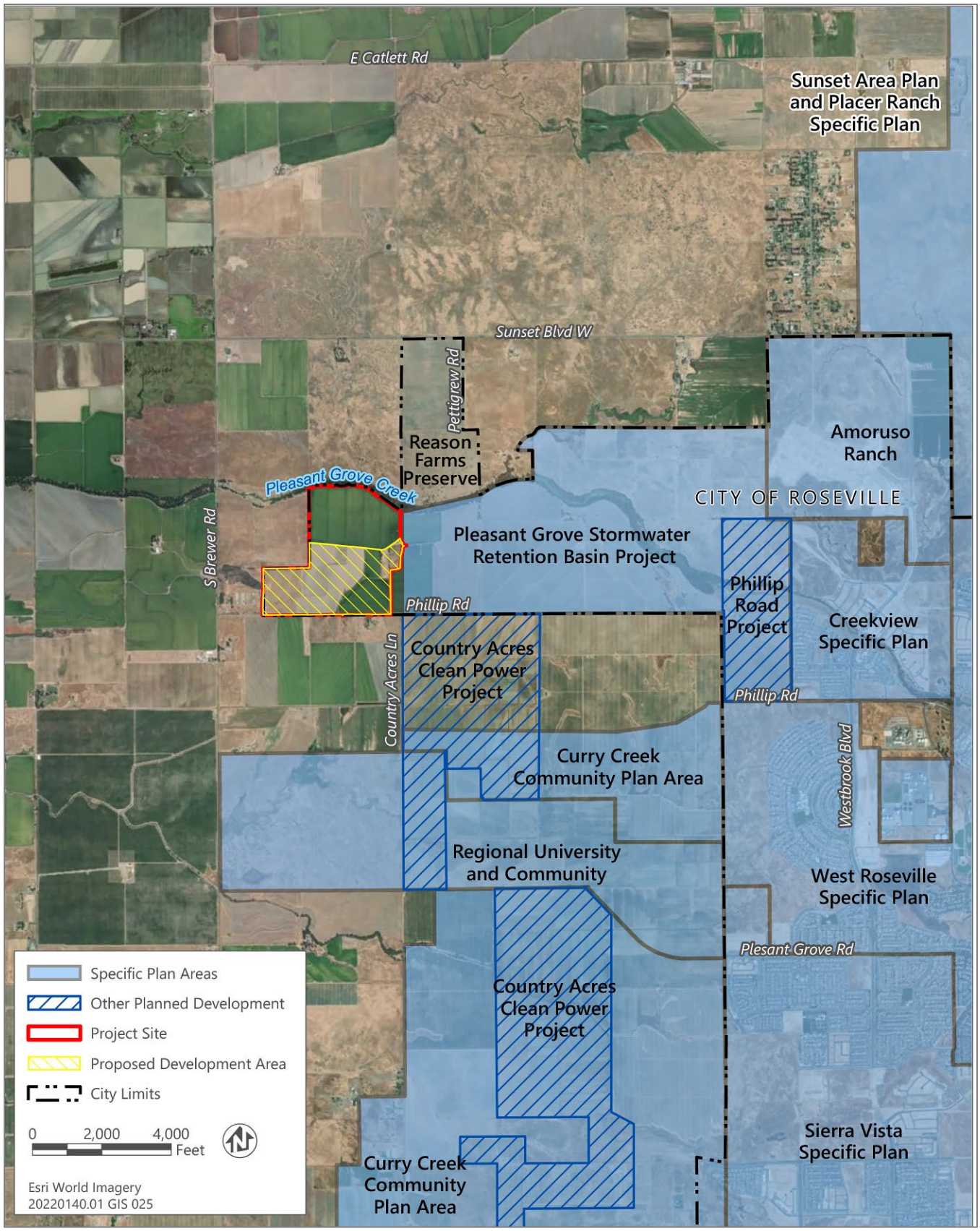
The Reason Farms Preserve is located to the northeast of the site. Pleasant Grove Creek is located along the site's northern boundary. Other existing surrounding land uses include agriculture with supporting residential structures.

The project site is also located near several planned developments/communities. Creekview Specific Plan, West Roseville Specific Plan, Regional University and Community, and Amoruso Ranch Specific Plan areas are each located near or within a two-mile radius and are in various stages of development. These surrounding land uses represent a total of 13,630 residential units at buildout. The Phillip Road Site Project (formerly known as the Roseville Industrial Park Project) is a proposed mixed-use development located approximately two miles east of the project 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 Existing Operations

EXISTING CORPORATION YARD OPERATIONS

Currently, the City's EU Department operations are located at the Hilltop Circle Corporation Yard, which is located on 55 acres at 2005 Hilltop Circle. The Hilltop Circle Corporation Yard also supports the following departments: Electric, Public Works, Parks, Fire, and Police. The Hilltop Circle Corporation Yard is constrained by Dry Creek or existing development and land not owned by the City on all sides, which limits its ability to be capable of meeting its forecast space needs to continue to serve its current tenants due to the increasing demands for the various departments, increasing demands for City services (in general), changing regulations (as described in further detail below), and other planning considerations.

In February 2024, the City assessed its future needs for the EU Department currently located at Hilltop Circle and documented its findings in the *Corporation Yard Programming and Technical Memorandum* (City of Roseville 2024). The study developed estimates of future building areas, parking, storage, maintenance, and related support needs to accommodate forecast EU Department needs through 2058. The study evaluated the possibility of relocating certain City services from the current Hilltop Circle Corporation Yard to another location to accommodate the growing needs of various City divisions/departments. A larger corporation yard would allow the City to provide additional space for its municipal vehicle fleet (including waste collection vehicles) and provide flexibility for conversion of its fleet to electrified vehicles (if required by pending/future state regulations). Additional storage space offered by a larger corporation yard would also enable the City to respond to anticipated maintenance and repair demands as the City infrastructure ages.

CURRENT WASTE AND RECYCLABLES MANAGEMENT

As a Western Placer Waste Management Authority (WPWMA) member, the City has historically directed its wastes and recyclables to the WPWMA facilities located in western Placer County, where WPWMA operates a Mixed Waste Materials Recovery Facility (MWMRF), a household hazardous waste drop off facility, a green waste/composting facility, a construction and demolition waste facility, a recyclables buy-back facility, a self-haul waste disposal drop-off facility, and a landfill.

Using a combination of California Department of Resources Recycling and Recovery (CalRecycle) annual reporting data and City records, it is estimated that the City of Roseville currently delivers the following quantities of materials to the WPWMA facility:

- approximately 84,000 tons per year (tpy) of municipal solid waste (MSW) collected by City waste collection trucks from City residences and businesses;
- approximately 33,000 tpy of recyclable material (Note: recyclable waste is currently collected comingled with MSW per WPWMA's One-Big-Bin program but is assumed to be recovered as recyclables in the City's new 3-cart collection system); and
- approximately 33,000 tpy of organic waste (Note: organic waste is currently either collected using a dedicated green can for residents or comingled with MSW per WPWMA's One-Big-Bin program but is assumed to be recovered as organics in the City's new 3-cart collection system).

Under current agreements with WPWMA, the City will continue to send a portion of its waste to WPWMA through June 2043. The annual waste throughputs committed to WPWMA include the following:

- all construction and demolition waste,
- 9,000 tpy of organic waste, and
- 38,000 tpy of MSW.

2.2.2 Changes in Solid Waste Management Regulations

Changes in state law have transformed waste management in California. Beginning with AB 939, which was enacted in 1989, municipal waste managers are required to implement recycling programs. More recently adopted regulations have targeted waste reduction to reduce greenhouse gas emissions and air quality emissions associated with the management of solid waste residues. More specifically, SB 1383 requires local governments to divert a majority (75 percent) of organic wastes (e.g., food waste, green/yard waste, food soiled paper, and paper and cardboard) from landfills. SB 1383 requires consideration and potential modification of current infrastructure to meet organic waste diversion targets and requires jurisdictions to demonstrate that they have access to capacity through facilities, contracts, franchise agreements, or other documented arrangements. For additional details regarding solid waste management regulations, see Section 3.15, "Public Utilities."

2.2.3 Changes in Air Quality Regulations

The City is also preparing for the fleet and mobile equipment changes necessary to comply with the California Air Resources Board (CARB) Advanced Clean Trucks (ACT) and Advanced Clean Fleet (ACF) Regulations. Starting in 2035, the City anticipates it will only be allowed to purchase zero emission vehicles. The City will also be required to replace all propane forklifts beginning in 2026 to 2028. While the exact dates and requirements of these regulations or other regulations like them are subject to change, the new EU Operations Center needs to be able to accommodate the specific operational needs of the zero emission vehicles and consider any effects these regulations will have on the number of vehicles and forklifts required to provide the required services. For example, zero emission trucks may not be able to perform the same amount of work on a daily basis as their internal combustion engine counterparts, resulting in the need for a greater fleet size and, correspondingly, the appropriate fueling or charging infrastructure. For additional details regarding air quality regulations, see Section 3.4, "Greenhouse Gas Emissions."

While the abovementioned regulations are still generally in place, recent policy direction at the Federal level has affected portions of the regulations and has the potential to alter requirements in the future, including potentially removing enforcement requirements. For example, Public Law No. 119-16, enacted in June 2025, formally rescinds the State's ability to enforce the Advanced Clean Cars (ACC II) regulation. The implications of Public Law 119-16 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). Currently, requirements for zero-emission vehicle purchases for private fleets (e.g., port and rail yards) have been relaxed; however, ACT and ACF requirements for government fleets remain in effect. In addition, while California has repealed parts of the State's waiver request for ACF to the US Environmental Protection Agency, the requirements for State and local government fleets remain in place and the active lawsuits are still in progress. Therefore, it is likely that vehicle and equipment emissions requirements will continue to evolve in the near future. Notably, the mobile source emissions calculations and estimates disclosed in the project analysis do not account for the regulatory updates because emission factors have not been updated by CARB at this time.

2.2.4 Projected Increases in Demand for Materials Handling

Based on the current and projected population of the City and associated waste demand, the quantity of materials that may be generated by the City and in the region that could be processed by the project were developed by correlating rates of increase in waste material generation to similar growth rates in the populations of the City and the region. Future requirements and waste import opportunities were forecasted for a range of potential service population growth rate scenarios:

- Near-Term Demand: Calculated using the growth projections in the City's current General Plan, plus a 1 percent annual increase for contingency beyond the General Plan's estimated timeline for full buildout.
- Long-Term Demand: Calculated using a growth rate averaging 2.5 percent annually until 2058, reflecting the anticipated growth rate for Roseville and the surrounding region.

The City's General Plan 2035, adopted in 2020, includes population growth estimates based on a variety of factors, including projected job growth and land availability for different housing types. The General Plan estimates that the City's population will grow from 135,800 in 2016 to approximately 200,000 in 2038, an average annual increase of approximately 2 percent (City of Roseville 2020: Table II-11). Once the City reaches buildout of the General Plan, growth in the waste stream from within the City could plateau. However, Sacramento Area Council of Governments growth projections indicate areas immediately around the City will continue to grow at a 1 percent rate for the remaining project planning duration. This regional growth, combined with the assumption that population within and surrounding the City will continue beyond buildout of the City, will result in a 1 percent annual increase in materials through 2040 and results in a total estimated near-term waste stream of 270,000 tpy of material generated by users of the facility for processing and shipment.

Beyond near-term demand, a growth factor of 2.5 percent per year was used as an upper limit to reflect City population growth beyond buildout, growth in the surrounding region, and the assumption that the facility would serve waste haulers located outside of the city to estimate the maximum total solid waste stream, inclusive of MSW, recyclable material, and organic waste, of 660,000 tpy (through 2058). This is a conservative estimate that also accounts for changes in solid waste disposal rates, which vary based on economic conditions.

Table 2-1 Estimated Quantity of Annual Material Throughput Capacity Needed

	Total Demand (Tons)
Near-Term Demand	270,000
Long-Term Demand	660,000

Source: Provided by HDR in 2025.

2.3 PROJECT OBJECTIVES

Consistent with CEQA Guidelines Section 15124(b), a clear statement of objectives and the underlying purpose of the project shall be discussed. The City has identified the following project objectives for the purposes of this EIR:

1. provide a shared location for the management of waste, recycling, and organic material generated by land uses within the City's jurisdiction with capacity to serve areas outside the City's jurisdiction;
2. provide the option to implement a citywide waste/recycling services three-cart set out, thereby meeting the organics and recycling diversion requirements established by SB 1383;
3. limit potential odors associated with recycling and composting by maintaining an appropriate distance from nearby residential and other sensitive uses;
4. minimize environmental impacts to surrounding areas, including residential communities and other sensitive land uses;
5. improve the sustainability of the City's waste management operations;
6. allow for City services to increase and respond to projected demands for solid waste services and changing regulations;
7. consolidate multiple EU divisions at a single location to allow for greater operational efficiencies;
8. provide a secondary corporation yard to serve the City's long-term needs and allow for the consolidation of divisions with associated efficiencies;
9. attract recyclables, organics, and waste from outside the City to improve economies of scale for the City and its customers; and
10. provide for City fleet and mobile equipment changes to comply with the ACF or similar regulations.

2.4 DESCRIPTION OF THE PROPOSED PROJECT

The project includes development of the project site with several components intended to provide modernized facilities to support City residents, businesses, and services. The following facilities would be constructed and operated:

- a Resource Recovery and Transfer Operations (RRTO) Facility that provides an on-site materials recovery facility (MRF) to segregate recyclable material; an area for receiving and transferring MSW; and an area for receiving, processing, and transferring organic waste;
- an EU Operations Facility Corporation Yard (Corporation Yard) that would provide office and storage space for the EU Department and an equipment maintenance facility;
- a Vendor Lease Area for prospective vendors to commit to deliver their waste streams to the RRTO Facility; and
- a potential future Organics Processing Facility.

Each of these facilities is described in greater detail below. As described above, the project would be developed in two phases. Table 2-2 shows the estimated building and site areas per phase. Phase 1 is evaluated at a project-level throughout this document and is anticipated to be operational by 2028. Phase 2 is evaluated at a project-level (for the RRTO expansion) and programmatically (for the potential future Organics Processing Facility) throughout this document and may be complete by 2040. Phase 2 would provide capacity for the City through 2058. Figure 2-3 shows the general locations of these areas within the overall project site. A more detailed site layout is shown in Figure 2-4. Finally, Figure 2-5 shows the proposed phasing plan.

Table 2-2 Project Overview

Project Facility	Phase 1 Acreage	Phase 1 Building Area (sf)	Phase 2 Acreage	Phase 2 Building Area (sf)
RRTO Facility[1]	40	200,000	0	122,000
Corporation Yard: EU Services Facility	37	132,400	0	0
Corporation Yard: Equipment Maintenance Facility	34	60,000	0	0
Vendor Lease Area	5	10,000	0	0
Potential Future Organics Processing Facility	0	0	34	37,000
Subtotal (Phase 1)	*116*	*402,400*		
Subtotal (Phase 2)			*34*	*159,000*
Total (Phases 1 and 2)			**150**	**561,400**

Notes: EU = Environmental Utilities; RRTO = Resource Recovery and Transfer Operations; sf = square feet.

[1] The RRTO Facility would be constructed on 40 acres total, with 200,000 sf constructed as part of Phase 1 and 122,000 sf constructed as part of the expanded facility in Phase 2. No additional acreage would be needed for Phase 2 because the RRTO Facility expansion would be constructed on the same site identified for Phase 1.

Source: Provided by HDR in 2025.

A more detailed description of the project components shown in Table 2-2 is provided below, as well as the proposed phasing of the project.

2.4.1 Resource Recovery and Transfer Operations Facility

As explained above, the RRTO Facility is expected to perform three major functions defined by the type of material being handled:

- an MRF for recyclables receipt, materials recovery, separation into their individual commodities, and product shipment to secondary markets elsewhere;

- MSW receipt, staging/densification, and transfer to disposal facilities elsewhere; and
- organic waste receipt, preprocessing, and transfer to off-site organics processing facilities.

The RRTO Facility would be located on the eastern portion of the site. Its location is intended to be closest to the City's westerly edge of infrastructure available to serve the site, which would minimize the cost of extending utilities to the site. Also, assuming most of the vehicular traffic arriving at the site would proceed westerly along Phillip Road, after having collected materials from the western portion of Roseville, this location offers vehicles using the RRTO Facility the first entrance and roadway serving the property.

The RRTO Facility would be strategically configured so that the public facing features such as the administrative office and employee/visitor parking are located relatively close to Phillip Road, while the more industrial features and operations of the site, such as waste unloading and transfer, are located further from Phillip Road.

The RRTO Facility entrance plaza would be located on the eastern edge of the project site. This would enable vehicles carrying waste, organic waste, or recyclables to be weighed in prior to unloading and to be weighed out after unloading. The entrance plaza would also function as a point of control to direct vehicles to the appropriate destination for unloading.

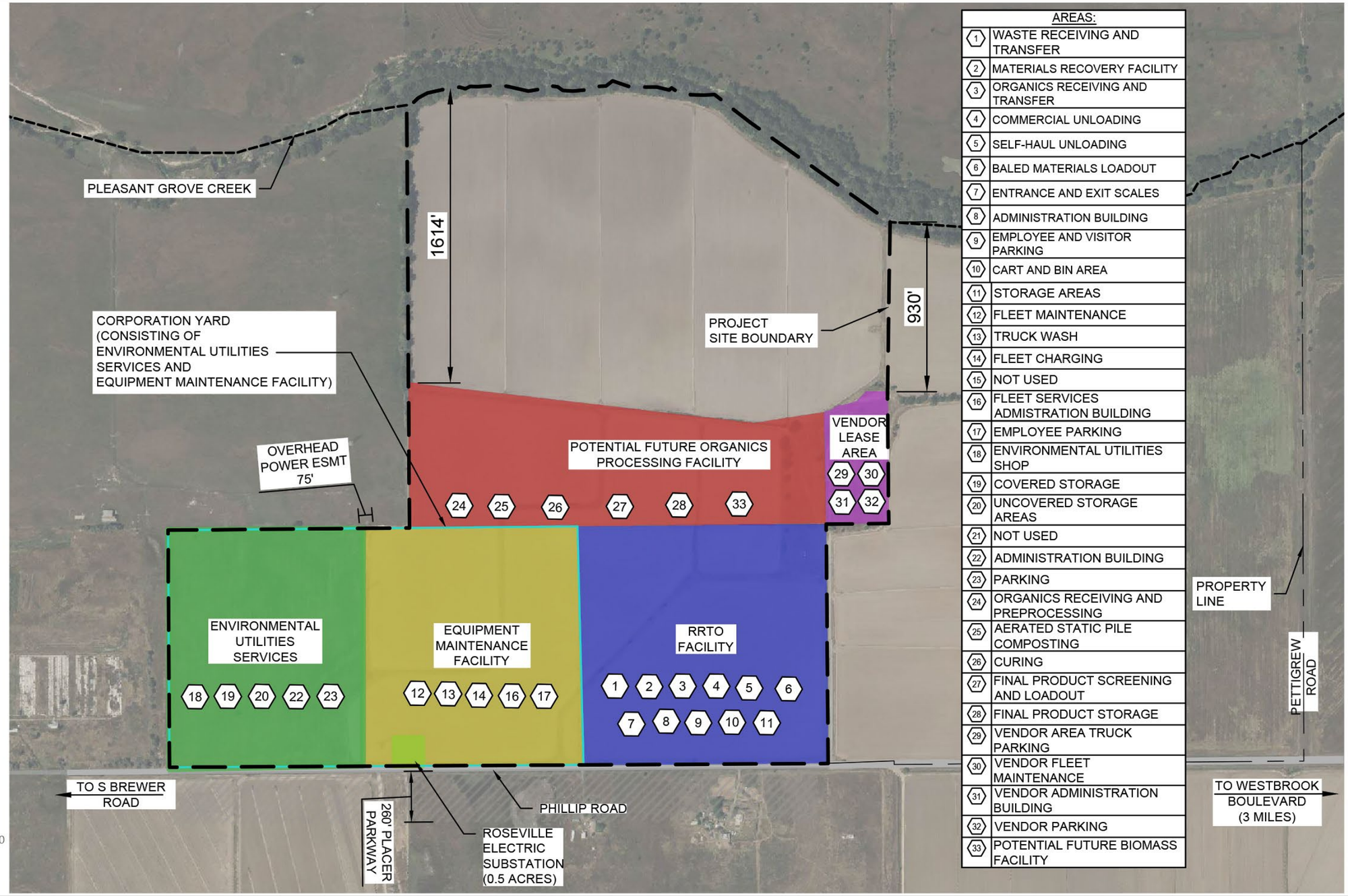
The RRTO Facility building height could reach as much as 70 feet above grade at the peak of the building roof. Alternative building elevations being considered have lower roof pitches and correspondingly lower roof heights.

MATERIALS RECOVERY FACILITY

The RRTO Facility would include a single-stream MRF that would be sized to process recyclables. Recyclables would consist of all materials meeting the CalRecycle definition of recyclable but are typically thought of as two primary categories: containers (e.g., aluminum, steel, recyclable designations of plastics, glass) and fibers (e.g., paper, newspaper, cardboard, paperboard). Recyclables also include a variety of other multi-material items that are recyclable (e.g., film plastics, ceramics, multi-material containers).

Recyclables would be unloaded in the MRF building separately from the MSW unloading area. After unloading, recyclables would be consolidated into an in-feed area and then loaded into the MRF for processing. The MRF would include a variety of devices that enable the segregation of materials into their respective individual commodity. Large materials such as cardboard would be separated from the mixed stream using a disc screen or similar technology. A series of size and dimension classifying screens and devices would separate the small three-dimensional materials (such as containers) from the flat, two-dimensional materials. Paper, paperboard, and other fiber materials would be concentrated and screened into mixed paper commodity materials where they would be baled for shipment to market. Other devices such as optical sorters would separate various types of plastics, glass, aluminum, and other materials from the mixed stream. Throughout the process, residues and grit would be removed from the system using screens that remove "MRF fines." At the end of the system, individual commodities would be directed to bunkers where they would be held until the quantity is sufficient for baling. Each of the commodity bunkers would be emptied into an in-feed conveyor to a baler where the commodity would be baled and then staged and eventually shipped to secondary markets. Some commodities such as glass and ceramics would be stored in bins where they would be shipped as loose material to secondary markets. Commodities would be removed from the site at the recyclables load out area. Some baled materials would also be stored outside the RRTO building.

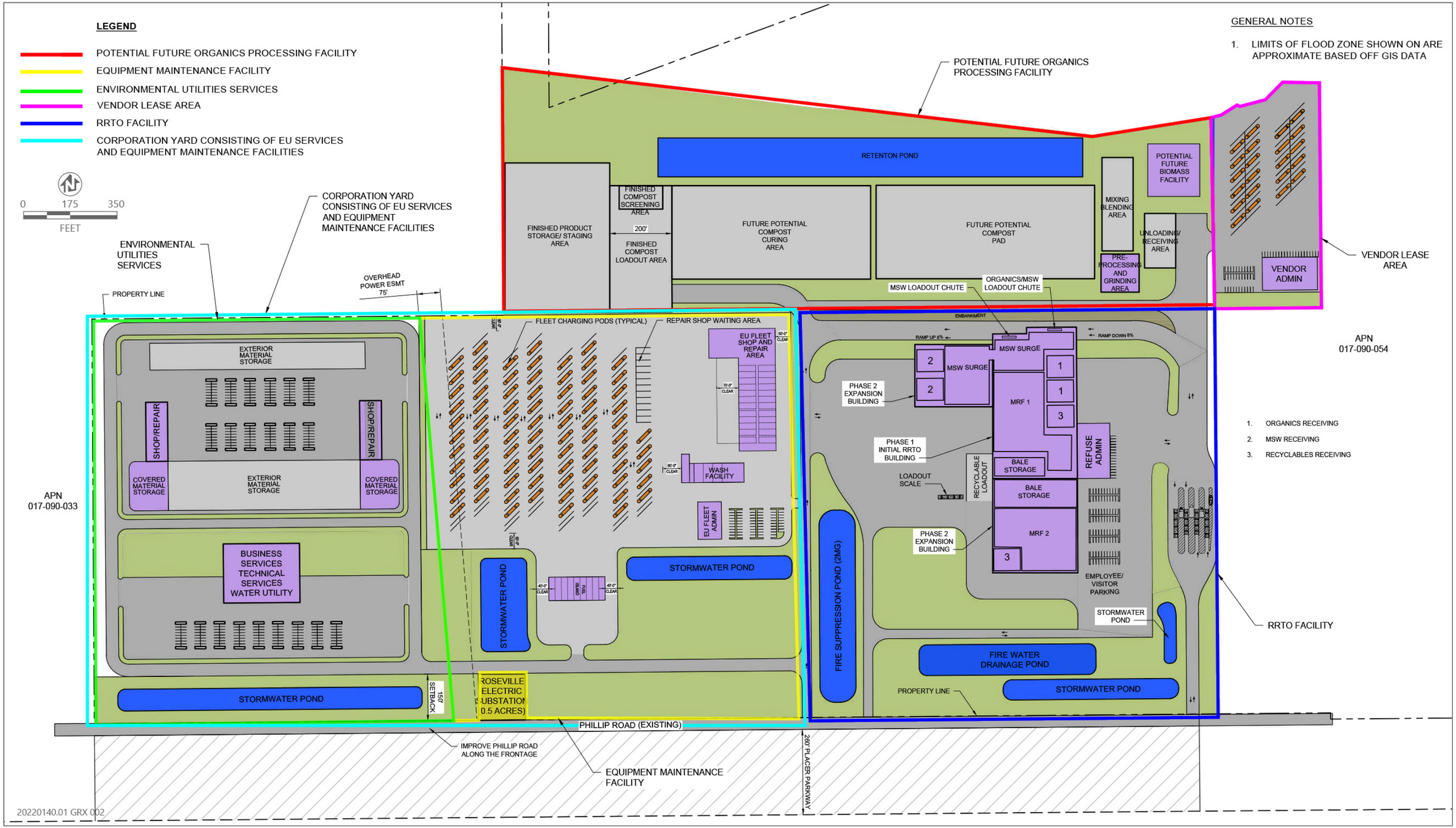
All of the stationary equipment within the MRF is anticipated to be electric. Mobile equipment within the MRF would be powered by a variety of sources (e.g., electricity, diesel, natural gas).



AREAS:	
1	WASTE RECEIVING AND TRANSFER
2	MATERIALS RECOVERY FACILITY
3	ORGANICS RECEIVING AND TRANSFER
4	COMMERCIAL UNLOADING
5	SELF-HAUL UNLOADING
6	BALED MATERIALS LOADOUT
7	ENTRANCE AND EXIT SCALES
8	ADMINISTRATION BUILDING
9	EMPLOYEE AND VISITOR PARKING
10	CART AND BIN AREA
11	STORAGE AREAS
12	FLEET MAINTENANCE
13	TRUCK WASH
14	FLEET CHARGING
15	NOT USED
16	FLEET SERVICES ADMISTRATION BUILDING
17	EMPLOYEE PARKING
18	ENVIRONMENTAL UTILITIES SHOP
19	COVERED STORAGE
20	UNCOVERED STORAGE AREAS
21	NOT USED
22	ADMINISTRATION BUILDING
23	PARKING
24	ORGANICS RECEIVING AND PREPROCESSING
25	AERATED STATIC PILE COMPOSTING
26	CURING
27	FINAL PRODUCT SCREENING AND LOADOUT
28	FINAL PRODUCT STORAGE
29	VENDOR AREA TRUCK PARKING
30	VENDOR FLEET MAINTENANCE
31	VENDOR ADMINISTRATION BUILDING
32	VENDOR PARKING
33	POTENTIAL FUTURE BIOMASS FACILITY

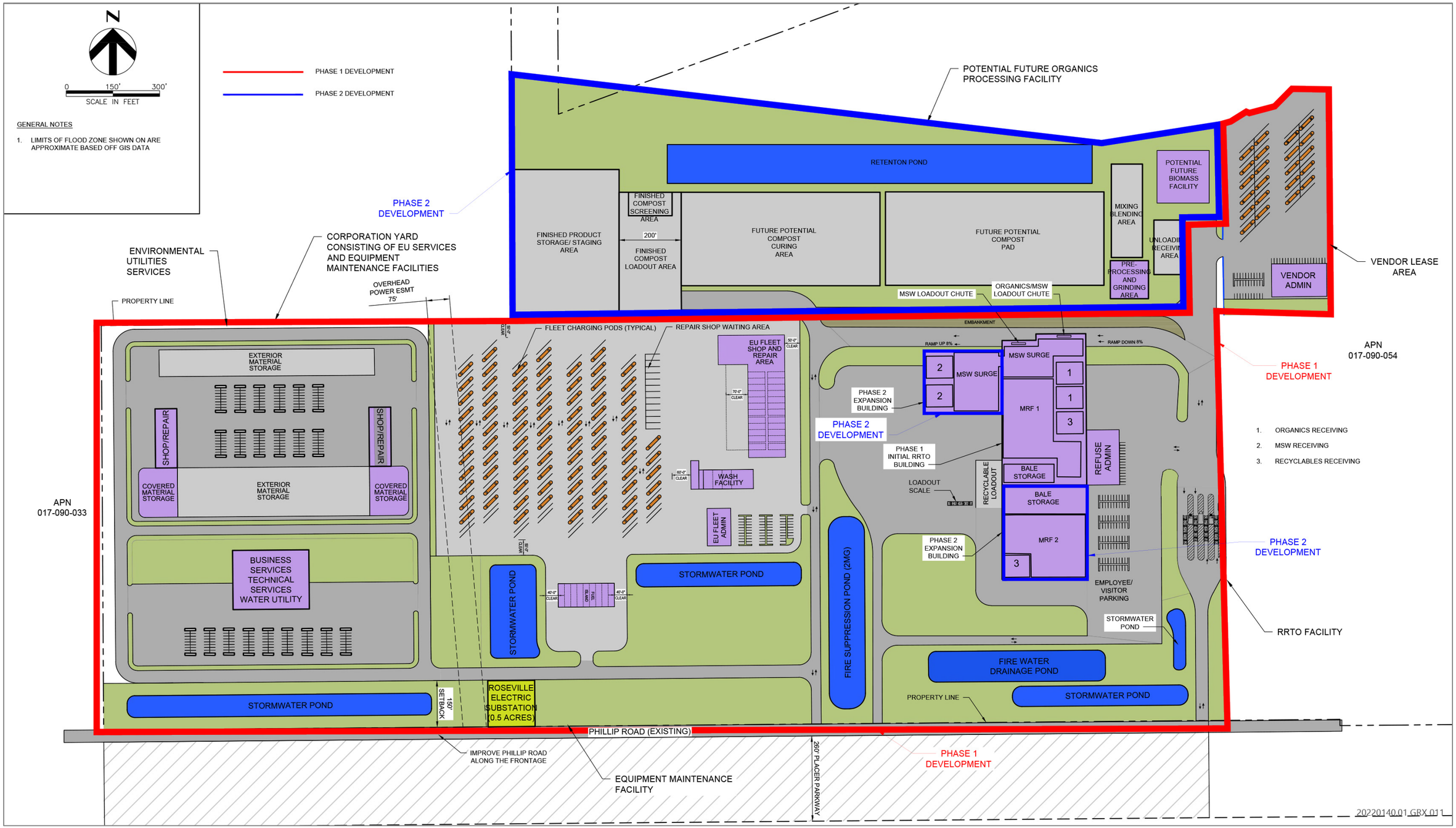
Source: Image produced and provided by HDR in 2025; adapted by Ascent in 2025.

Figure 2-3 Proposed Services/Facilities Areas



Source: Image produced and provided by HDR in 2025; adapted by Ascent in 2025.

Figure 2-4 Proposed Site Layout



Source: Image produced and provided by HDR in 2025; adapted by Ascent in 2025.

Figure 2-5 Proposed Phasing Plan

MSW RECEIPT AND TRANSFER

MSW consists of a mixture of all other wastes, including residential, commercial, and industrial wastes. MSW would be unloaded in the transfer area adjacent to the organics unloading area and near load-out chutes. The initial phase of the RRTO Facility would receive primarily commercially operated trucks such as the City's waste collection fleet trucks and franchise/professionally operated trucks. The MSW waste unloading area would be located on the 'commercial users,' or west side of the building where City and franchise haulers would be directed for unloading. After unloading, MSW would be consolidated into a surge area and then loaded into transfer trucks for delivery/disposal elsewhere. The MSW unloading area would be located in proximity to the centrally located large surge area, which would allow MSW to be consolidated by front-end loaders for staging prior to being pushed into either of the two loadout chutes provided at the north end of the RRTO Facility. Similar to the organic waste transfer operations, this proximity is intended to minimize the amount of time MSW remains staged in the building. Regulations require removal of MSW, organics, residue from recyclables processing, or any materials being sent for secondary processing to be removed within 48 hours, unless an alternative storage time has been approved.

The project would also include a household hazardous waste (HHW) receiving, storing, and shipping/transfer area. HHW materials typically consist of leftover household products that can catch fire, react, or explode under certain circumstances, or those that are corrosive or toxic. This can include anything from paints, cleaners, pesticides, and oils to "universal wastes," including batteries, electronics, and certain types of light bulbs. HHW would be received at the RRTO Facility in two ways: entrained in the mixed waste or recyclables materials streams or collected separately by the City's HHW waste collection vehicles from residents and businesses within the City and delivered to the RRTO Facility. HHW materials observed in the arriving waste or recycling materials streams would be gathered by waste transfer or recycling staff and taken to the HHW area. Waste collection trucks that have obtained HHW from generators within the City and collected by the City would be received at the HHW area where the materials would be unloaded from the collection trucks.

The HHW area would occupy approximately 6,000 square feet of the waste transfer portion of the RRTO Facility. HHW operators would receive these materials and categorize them into areas with compatible materials for temporary storage. Then, HHW operators would combine compatible materials or pack the materials into containers used to transfer the materials to a designated off-site facility where the materials would be properly disposed.

ORGANIC WASTE RECEIPT, PRE-PROCESSING, AND TRANSFER

Organic waste consists of a mixture of yard/garden wastes (also known as green wastes), food waste, and food soiled paper/packaging wastes. These materials comprise the organic materials required to be diverted from landfills pursuant to SB 1383. For Phase 1 of the project, organic wastes would be unloaded in the transfer building where they would be consolidated, with the likelihood that some level of contamination removal would be performed (including the use of de-packaging equipment, sorting equipment, or other technology deployment), and loaded into transfer trucks for delivery/processing elsewhere.

The organic wastes unloading area would be located close to one of the two loadout chutes provided in the new transfer facility. This proximity is intended to minimize the amount of time these materials remain in the building. Regulations require MSW, organics, residue from recyclables or organics processing, or any materials being sent for secondary processing to be removed within 48 hours, unless an alternative storage time has been approved. The organic waste unloading area is located on the 'commercial users,' or west side of the building where City and franchise haulers would be directed for unloading.

RRTO FACILITY SITE CIRCULATION

Commercial unloading of material would be located on either or both sides of the RRTO Facility depending on facility needs. The flow of traffic arriving at the facility would include the receipt and management of the following traffic flows bringing materials to be unloaded:

- City-collected organic waste and contracted organic waste from other regional jurisdictions or private haulers outside the city,
- City-collected MSW and contracted MSW from other regional jurisdictions or private haulers outside the city, and
- City-collected recyclables and contracted recyclables from other regional jurisdictions or private haulers outside the city.

After entering though the entrance plaza, commercial vehicles would be directed either around the northern side of the RRTO Facility or through the RRTO Facility to unload their vehicle's contents. Materials would be unloaded at three designated areas for: organic waste, MSW, and recyclables. Each of these areas are shown on Figure 2-4.

After unloading, the commercial vehicles would either be weighed again before departing, or if the vehicle has a tared value on file, the vehicle may depart the facility without being weighed out.

The flow of traffic at the facility would include the following traffic to remove materials from the site, including:

- organics to be transferred to an off-site facility for processing via one of the two top-load chutes in the transfer station portion of the RRTO Facility,
- MSW to be transferred to an off-site disposal area via one of the two top-load chutes in the transfer station portion of the RRTO Facility,
- recycled commodities to their respective industries/commodity recipients would be loaded out in the form of baled materials or loose in containers such as glass, and
- household hazardous waste and related materials as appropriate.

Household hazardous waste would be collected and stored appropriately at the RRTO Facility and must be removed within 90 days by an authorized transporter/vendor.

2.4.2 Corporation Yard

The new Corporation Yard would be composed of two primary areas: EU Services Facility and the Equipment Maintenance Facility. As noted above, the City is outgrowing the current Hilltop Circle Corporation Yard. It intends to relocate some of its divisions to the new Corporation Yard on the project site. Roseville Electric and the Roseville Fire Department operate training centers at the existing Hilltop Circle Corporation Yard and are expected to remain at the current site for the foreseeable future. It is not known at this time if the City would move other employees or operations to or from the existing Hilltop Circle Corporation Yard. The various EU divisions that are being considered for relocation and consolidation to the new EU Operations Facility Corporation Yard location include EU Administration, Technical Services, Refuse and Stormwater Utility, and Water Utility functions.

EU SERVICES FACILITY

The EU Services Facility would consist of the corporation yard uses currently performed at Hilltop Circle, noted above, relocated to the project site. To meet these needs, the EU Services Facility is envisioned to include a combined Administration Office building to provide managerial oversite and support services for the EU department, which includes utility rate development, budgeting, accounting, reporting, and public information. The EU department also co-manages the Utility Exploration Center with Roseville Electric.

The EU Services Facility also includes office areas for the Technical Services division. Technical Services manages special projects and programs, including division-wide engineering, capital improvement projects, long-range planning, plan review, inspections, mapping and cataloging of existing and new City utility infrastructure, drafting, managing mapping and modeling program software, responding to public record act requests, enterprise asset management programming and rehabilitation planning, and division safety programs.

The EU Services Facility also includes the Refuse and Stormwater Utility division. This division provides residential and commercial refuse service and recycling programs and oversees the City's stormwater quality program. For the relocation to the proposed site, the Refuse portion of this department would be located at the administration building.

The EU Services Facility would also provide space for the Water Utility division. This division provides surface and groundwater supply, water treatment, distribution, and water efficiency services. The division also oversees legislative and regulatory issues for the utilities.

In addition to an administrative office building and associated employee and visitor parking, the EU Services Facility would house enclosed storage for each of the division's needs, including care of equipment and specialized tools. The EU Services Facility would also include outdoor storage needs for each of the division's materials, outdoor equipment, supplies, parts, pipes, and pumps.

EQUIPMENT MAINTENANCE FACILITY

The Equipment Maintenance Facility area provides for the parking, maintenance and repair, and fueling/charging of all the EU fleet needs, as well as an administrative office and parking for employees. It is located within the proposed Corporation Yard but would be centrally located between the RRTO Facility and the EU Services Facility to allow each of these divisions to easily access their respective fleet vehicles.

The Equipment Maintenance Facility area shown in Figure 2-4 includes parking for a fleet of up to approximately 400 fleet vehicles and equipment. Initially, the fleet parking area would allow the current waste and EU fleet of City vehicles to be parked, fueled, and maintained. Over time, the City's truck fleet is anticipated to convert from internal combustion engines to a mixture of a variety of zero emission systems including but not limited to hydrogen, electric vehicles (EV) and possibly other platforms as they become available. Both the timeline and method for the conversion of the fleet to future uses such as hydrogen or EVs are currently unknown; however, for illustrative purposes, the site plan shows the fleet vehicle parking area as if it were developed as EV charging stations for all of the EU fleet vehicles. Preliminarily, the EV charging station would employ a pod-type approach. Each pod would enable charging four vehicles (two on each side). These pods would be deployed in a matrix to enable a pull through access to the charging stations for the entire City fleet. The method of charging the fleet would need to be developed as the trucks become available.

The EU fleet conversion from an internal combustion engine fleet to a zero emission, or reduced emission fleet is anticipated to occur in phases, where a portion of the area would be temporarily removed from service and converted to EV charging or possibly hydrogen fueling while the remainder remains in service for the fleet. Because the number of fleet trucks is estimated to increase (essentially double) in the long term, the conversion to hydrogen or EV stations would be managed within the fleet purchasing/replacement schedule.

A truck fueling facility would be located between Phillip Road and the Equipment Maintenance Facility area. This fueling area would provide fuels for all of the non-EV vehicles envisioned at the site, including gasoline, diesel, and possibly other fuels as appropriate.

The Equipment Maintenance Facility area would include the EU Shop and Repair Area, which would be designed to accommodate 24 maintenance bays sized for route trucks and one maintenance bay sized for transfer trucks. The EU Shop and Repair Area would include areas for spare parts, fluids, tires, and other routine wear items. It would be located adjacent to the fleet parking area to enable staging of trucks before and after for servicing.

A Truck/Container Wash Facility is included in the Equipment Maintenance Facility area. It would be sized to include six wash bays: four bays sized for route trucks, one bay sized for transfer trucks, and one bay sized to wash waste bins and carts.

This area would also include an EU Fleet Administrative Office and employee parking area to support workers, including managers, mechanics, and maintenance service employees using this facility. This office would also include areas for worker support functions such as restrooms, break areas, and meeting/conference rooms.

2.4.3 Vendor Lease Area

The project includes an area available for lease to vendors. This area would provide private haulers—who could commit to delivering recyclable, MSW, or organic waste to the RRTO—with convenient space for their fleet collection or transfer vehicles to park and be fueled and serviced, as a part of their commitment to the City's RRTO Facility functions. Parking would be provided for 50 to 100 collection type waste fleet trucks and a similar number of employee parking spaces for drivers of the vendor collection fleet. The Vendor Lease area includes parking for vendor dispatch staff and equipment mechanics. The Vendor Lease area also includes the site's existing buildings and residence. Although the structures could be demolished, some may be repurposed for use by prospective vendors as a part of their operational needs. For example, the existing residential structure may be repurposed as a vendor administration office. Until such time as prospective vendors are able to assess the existing structures, the area is envisioned as remaining as is and it is not included in the mass earthwork analysis discussed below.

2.4.4 Potential Future Organics Processing Facility

A potential future compost facility and/or biomass to energy facility (biomass facility) would be sized to accommodate the combined quantities of the City's forecasted organic wastes and organic wastes from sources outside the City. However, the necessity of this function in terms of both economics and technical viability will be evaluated by the City at a later time and may be subject to supplemental CEQA review if certain conditions are met. The potential future compost and/or biomass facility operations would be located at the northernmost portion of the project site, the farthest from Phillip Road to reduce the likelihood of the public encountering dust or air emissions. This location, north of the RRTO Facility, would also provide the compost site the benefit of being partially screened from view by the RRTO building, providing additional separation from the public using Phillip Road (Figure 2-3).

The compost facility and/or the biomass facility (described below) could be pursued if the City's requirements for financially attractive organic waste treatment are not satisfied by contracting for services off-site. If the off-site operators were to offer financially competitive terms, similar to what could be developed by the City at the site, the City may or may not elect to develop the compost facility and/or the biomass facility. For the purposes of this EIR analysis, the compost facility and/or the biomass facility is evaluated as part of Phase 2 and at a programmatic level.

POTENTIAL FUTURE COMPOST FACILITY

The Compost Facility would be designed to receive and process the estimated quantities of organic materials generated within the City and may include materials delivered by prospective vendors to the extent there is available capacity for these materials to be processed. The Compost Facility is where organic wastes (e.g., green waste, limbs, wood, food wastes) would be converted into a finished compost product. The facility would include materials receipt, contaminant removal, mixing, composting, curing, and final product management of the City's organic waste. Preliminary estimates show that the compost process would require approximately 20 to 30 acres to process the anticipated quantities of materials using an Aerated Static Pile (ASP) type of composting system. ASP type composting systems are considered a Best Available Control Technology (BACT) for reducing pollutants, as determined by several local air districts across California, such as the San Joaquin Valley Air Pollution Control District (SJVAPCD 2023).

POTENTIAL FUTURE BIOMASS FACILITY

Another potential future strategy for managing organic wastes is the development of a Biomass Facility. The Biomass Facility would be evaluated by the City on its financial, environmental, and regulatory merits and, if determined to be in the best interest of the City, would be developed at a later time. Its purpose would be to convert biomass (woody material) into energy using thermal means. The specific type of device has yet to be selected but for the purposes of this analysis, it is assumed that the biomass facility would handle organic (i.e., food and agricultural) as well as yard-trimming waste. In the event that a biomass facility is proposed at a later date, additional subsequent environmental analysis may be necessary. The potential future Biomass Facility would be co-located in the same area as the potential future Compost Facility.

2.4.5 Landscaping and Security

LANDSCAPING AND FENCING

Landscape setbacks and fencing would be provided around the perimeter of the project site as a buffer along Phillip Road and Pleasant Grove Creek. Any new landscaping would be water-efficient landscaping in compliance with the City of Roseville Water Efficient Landscape Ordinance (WELO). The existing rice and hay fields in and adjacent to the project site and owned by the City may continue to operate until the City needs those areas.

Perimeter and internal fencing is anticipated to be a six-foot-tall chain-link fence, or equivalent. Screening along portions of the chain link fence may be installed as deemed necessary. The RRTO Facility, EU Services Facility, and Equipment Maintenance Facility area would be fenced separate from one another with gates providing controlled access between each facility. The potential future Organics Processing area would also be fenced. The Vendor Lease Area would be fenced separately.

LIGHTING

Outdoor lighting for the facilities would consist of pole and/or building mounted lighting to provide appropriate illumination for night operations and safety. Lighting would employ cut-off type lights to minimize off-site light pollution and skyglow as required by City ordinance and explained in Section 3.1, "Aesthetics and Visual Resources."

CIRCULATION AND SECURITY

The main entry to the project site would be from Phillip Road. It would include a public driveway and an internal circulation road to provide access to a surface parking lot. Sufficient parking would be provided for operational vehicles (heavy and light duty), staff, and members of the public. Security systems would include controlled access through installation of perimeter fencing, security gates, and cameras.

2.4.6 Staffing and Operational Hours

Based on the previously discussed sizing efforts, staffing levels were estimated for each of the project components (Table 2-3).

Table 2-3 Anticipated Staffing Levels

Project Component		Existing Staff to be Relocated	Phase 1 New Staff	Phase 2 New Staff	Total New Staff (Phase 1 +2)
RRTO Facility	MRF	0	28	53	81
	Transfer Station	0	10	3	13
	Scale House	0	5	3	8
EU Services Facility	Business Services and Management	11	33	0	33
	Technical Services	13	30	0	30
	Water Utility	61	148	0	148
	Refuse and Stormwater Utility	61	138	0	138
Equipment Maintenance Facility		19	37	0	37
Vendor Lease Area		0	10	20	30
Future Potential Organics Processing Facility[1]		0	0	13	13
TOTAL		**165**	**439**	**92**	**531**

Notes: EU = Environmental Utilities; MRF = materials recovery facility; RRTO = Resource Recovery and Transfer Operations.

Source: Provided by HDR in 2025.

Typical operational hours for Phase 1 would be 5 a.m. to 10 p.m., with the majority of staff working from 7 a.m. to 7 p.m. Some facilities, however, would need to operate 24 hours per day. At ultimate buildout of Phase 2, the facility would operate 24 hours per day throughout the year. Waste hauling to and from the site would generally be concentrated to the hours of 6 a.m. to 5 p.m.

2.4.7 Site Improvements

FLOODPLAIN

A portion of the project site is within a 100-year flood zone of Pleasant Grove Creek according to Federal Emergency Management Agency (FEMA) flood maps. Figure 2-6 shows the areas that FEMA has designated as Special Flood Hazard Areas (SFHAs) and the applicable risk premium zones. It was developed from FEMA's Flood Insurance Rate Map (FIRM) of the project site, which serves as the official flood map for insurance purposes. A similar portion of the project site is also identified as being within Roseville's Regulatory Floodplain, which is defined in the Safety Element of the City's General Plan.

To develop this portion of the project site, a portion of the historically flooded area would need to be removed from the FEMA flood zone and Roseville's Regulatory Floodplain. The removal of the area from the FEMA flood zone would include the preparation of a preliminary conditional Letter of Map Revision (LOMR) request to FEMA for approval. Following FEMA and City approval, grading plans and construction documents would be prepared, and FEMA would review and consider for approval the final LOMR. The City would remove the northern portion of the proposed development area from the FEMA flood zone by importing fill and raising that portion of the site. Compensation for areas filled and removed from the floodplain is required such that there are no off-site increases to the 100-year water surface elevation or Base Flood Elevation. For the purposes of this analysis, it is assumed that this component of the project would be conducted as part of Phase 1, although a portion of this area within the 100-year floodplain (shown in Figure 2-6) is located within the potential organics processing facility that would not be operational until Phase 2.

UTILITIES

Utility service is not currently available at the project site except for limited data and electricity. Thus, the project includes the extension of nearby water, wastewater, stormwater, data, and electrical infrastructure.

Potable Water

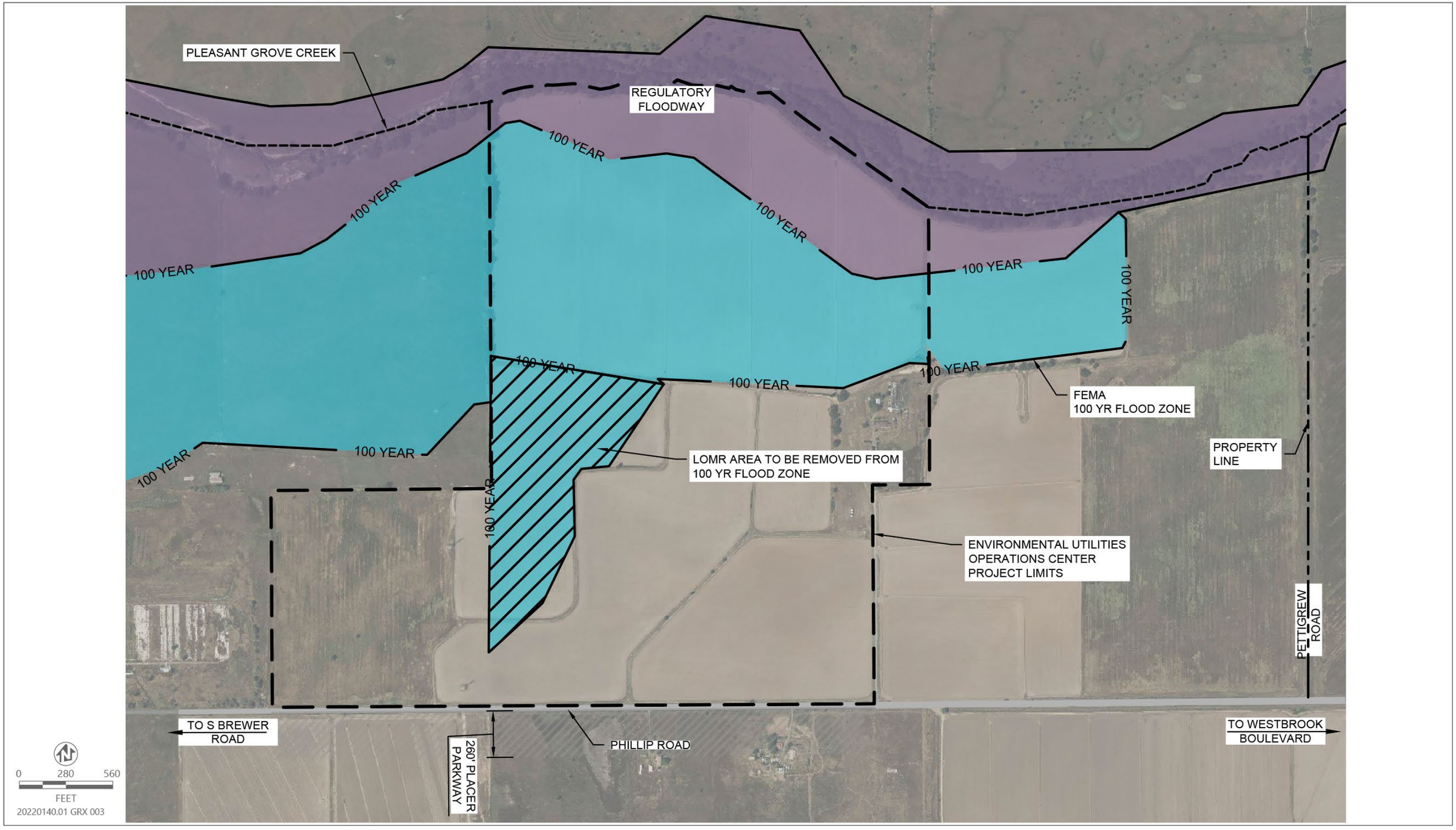
Potable water demands are based on the estimated staffing of the facilities by phase. A 1.5 safety factor (i.e., 1.5 times more water is identified than is estimated to be required) was included to account for visitors and additional miscellaneous demands. This resulted in the following gallons per day (GPD) requirements for potable water:

- 21,000 GPD potable water in 2028; and
- 50,000 GPD potable water in 2040.

Additional non-potable water demands were estimated based on the anticipated building areas, with a 1.5 safety factor applied. This resulted in the following GPD requirements for non-potable water:

- 24,000 GPD non-potable water in 2028; and
- 56,000 GPD non-potable water in 2040.

The non-potable fire water storage water demand was determined to be 960,000 gallons based on the California Fire Code, with City of Roseville amendments, to meet the potential maximum fire flow demand for the project.



Source: Image produced and provided by HDR in 2025; adapted by Ascent in 2025.

Figure 2-6 FEMA Flood Zone

To meet the water demands and redundancy requirements of the project, a new water pipe would be extended to the site to meet both the potable and non-potable water requirements. A new 16-inch diameter water supply line would be extended approximately 3 miles along the alignment of Phillip Road, from the existing water supply line located in Blue Oaks Boulevard. The pipeline could be upsized to a maximum diameter of 24 inches to provide a water connection from the north to the Regional University Specific Plan (RUSP) area located approximately 1 mile south of the project site and/or other future development within unincorporated Placer County. In that event, the project proponent requesting to connect to the City pipeline would prepare additional CEQA documentation to determine the potential for impacts. However, this option is speculative at this time and not included in this analysis.

Fire and Life Safety

Water for fire suppression would be provided either extending the public water supply system from Blue Oaks Boulevard to the project site or using existing non-potable water wells to fill an approximately 1 million gallon fire suppression water pond or tank equipped with a diesel-powered fire suppression water pumping system that would supply the fire sprinkler system and onsite hydrants. The extension of the public water from Blue Oaks to the project site is approximately 2.3 miles to the point of connection. The fire water supply for the EU Operations Center as a whole would be sized to meet the fire department requirement of 4,000 gallons per minute.

Fire Contact Water Management

In the event of a fire, water that contacts waste is then considered contaminated and that contact water would be directed to a fire water contact pond. The fire water contact pond would be capable of receiving/holding approximately two million gallons. The fire water contact pond would be used to capture fire contact water such that the water can be tested and then eventually released to the sewer. It is assumed the fire water contact pond would be equipped with a pump to evacuate the pond over one to two weeks following the fire. The sanitary sewer discharge line would be sized to accommodate the fire water contact liquids.

Sanitary Sewer

Sanitary sewer service is required for the project for a variety of wastewater discharge needs. The primary sources of wastewater discharge would include industrial discharges from the fire water contact pond, fleet vehicles washed at the site, MSW Transfer Station and MRF floor washdown, and wastewater from the materials received at the RRTO building. Additional sources of wastewater discharge would include sewer discharges (toilets, sinks) from the buildings. Installation of pretreatment equipment would be required to appropriately treat all industrial wastewater sources to the industrial standards in Roseville Municipal Code Chapters 14.12 and 14.26; such pretreatment equipment could include but is not limited to screening, baffled trench drains, and sand-oil interceptors. Additional discharges from other sources, such as wet trash, dust suppression, vehicle wash areas, and potential excess water in the compost yard, would also be included in the project's total discharge. Contact water from composting operations, a proposed element of Phase 2, would be evaporated on site and is not intended to be discharged to the sewer.

Sanitary sewer and wastewater flows would drain from each building area to a single, central duplex lift station, where the combined flow would be conveyed by a force main offsite to the Pleasant Grove wastewater treatment plant (WWTP). The project site is located west and lower in elevation than the WWTP. Consequently, the project site would be equipped with a pumping/lift station to pump sewerage to a point in the City's sewer main with adequate capacity, as agreed to by the City Wastewater Utility. A number of proposed developments are anticipated to need connection to the City sewer system, including City and County developments, and there is limited space in the potential Phillip Road and Blue Oaks Boulevard sewer alignment to the WWTP approximately 4 miles east of the site. There is potential for collaboration between these developments to share development of one or more sewer pipelines in this corridor to serve all needs with fewer impacts. Collaboration with these other projects could result in the construction of an approximately 2-mile force main for the project and sharing construction efforts on the remaining 2-mile distance. For purposes of this EIR analysis, however, the project is assumed to require construction of a force main from the project site directly to the WWTP, the entire 4-mile distance.

Wastewater discharge concentration levels were studied for biological oxygen demand (BOD) and total suspended solids (TSS) pollutant loads. At project buildout (2040), estimated dry and wet weather BOD and TSS loads in pounds per day (lb/d) are estimated to be:

- Dry weather: 84 lb/d BOD and 106 lb/d TSS; and
- Wet weather: 262 lb/d BOD and 327 lb/d TSS.

Comparison of the estimated BOD and TSS loads with estimated Pleasant Grove WWTP capacity indicates that these loads are considered minor relative to Pleasant Grove WWTP's capacity.

Stormwater Management

Stormwater would be managed onsite using a series of stormwater detention basins, which are shown in Figure 2-4. Each onsite stormwater detention basin would be designed to accommodate on-site runoff generated at the site and manage it in a manner that is consistent with applicable regulations and historic discharge levels. The design would comply with the West Placer Stormwater Quality Manual.

Runoff from the potential future compost facility would be managed using a series (minimum of two) of basins. Contact water from the compost facility would be retained, managed in accordance with regulatory requirements (e.g., WDR Order WQ-2020-0012-DWQ pertaining to composting), and reused in the composting process to the maximum extent possible.

Electricity

Electrical power to the site would be provided by Roseville Electric. The project's total estimated power demand would be approximately 20 megawatts (MW) with an estimated utility service size of 5 megavolt amperes (MVA). The project would require an initial demand of approximately 5 MW, and then increase to the larger, 20 MW demand when the City implements the electrical charging program for its truck fleet.

Under Phase 1, the project would be served by extending the existing 12 kilovolt (kV) line from its current location near Blue Oaks Boulevard. The initial extension of power to the site for the 5 MW requirements would be provided via above grade power poles. Standby generation is anticipated to be needed for backup power to selected loads for the single 12 kV line. Generator sizes and locations would be determined during detailed design. Automatic transfer switches would be installed for control of the generators.

The total estimated power demands of the project with the added EV Fleet Charging stations would be approximately 18 MW. Estimated total buildout electrical service size with contingency capacity for planning purposes would be approximately 20 MW.

Prior to developing the EV charging system, the project would likely require development of a new substation with Roseville Electric to serve the project. To accomplish this, Roseville Electric is expected to extend an existing 60 kV line from the existing 60 kV power supply system located near the City power production site on Phillip Road east of Westbrook Boulevard and build a new substation on the project site (shown in Figure 2-4). The 60 kV line would be extended along the south side of Blue Oaks Boulevard, starting at the southeast corner of Westbrook Boulevard, turning north at Phillip Road, to a new substation on the Phillip Road project site (this portion of the alignment is included as part of the proposed Phillip Road Project and the environmental impacts of installing this portion of the alignment are evaluated in the Phillip Road Draft EIR). From the Phillip Road project site, the power line would be extended north to the western part of Phillip Road, where it would be extended along the north side of Phillip Road to the Roseville EU Center Operations project site. A 35-foot-wide public utility easement would be needed along the north side of Phillip Road. The new substation would then transform the 60 kV power down to 4,160 volt (V) or 480 V for the site. Roseville Electric estimates approximately 1 acre of land would be needed for its substation. Although a portion of the 60 kV line is planned to be installed as part of the proposed Phillip Road Project, as explained above, the full length of the 60 kV line is addressed in this EIR for completeness.

Under Phase 2, the expansion of the RRTO and the addition of the Future Potential Compost Organics Processing Facility would fit within the maximum 20 MW envisioned.

PHILLIP ROAD IMPROVEMENTS

To provide access to the project site, Phillip Road would be improved from its current condition along the frontage of the project site and east to the westerly terminus of Blue Oaks Boulevard. Similar to the above discussion of utilities, other developments in the region may improve portions of this alignment ahead of this project. The improvements to Phillip Road are expected to reflect the City's standard, 48-foot right of way Collector/Commercial street requirements, excluding sidewalks.

2.5 PROJECT CONSTRUCTION

As described above, the project would be developed in two phases, with Phase 1 intended to be operational by 2028 and Phase 2 intended to be operational by 2040, as shown in Table 2-4. The proposed phasing plan is also depicted in Figure 2-5.

Table 2-4 Project Schedule

Project Phase	Project Component	Construction	Operation
Phase 1	Mass rough grading of the entire site, including the future RRTO expansion areas and Potential Future Organics Processing facility area	March 2027 through October 2028	NA
	RRTO Facility (Phase 1) Vendor Lease Area	March 2027 through October 2028	October 2028
	Corporation Yard ▶ EU Services Facility ▶ Equipment Maintenance Facility	Constructed on an as-needed basis	As early as 2028
Phase 2	RRTO Facility Expansion (Phase 2)	Constructed on an as-needed basis	As early as 2040
	Potential Future Organics Processing Facility	Beginning in 2035	2040

Source: Provided by HDR in 2025.

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. Additionally, nighttime construction would likely be required for large concrete pours, on an as-needed basis, starting as early as 11:00 p.m. and continuing through the following day. Per the City's noise ordinance, all construction equipment would be fitted with factory installed muffling devices and all construction equipment would be maintained in good working order.

As noted above, construction would be conducted over two phases of development. A range of 40-60 construction workers would be onsite throughout construction of both Phases 1 and 2. Additionally, it is estimated that approximately 114,000 cubic yards of material would be imported to the site during construction of Phase 1.

Access during construction would be from Phillip Road. Pile driving and blasting are not anticipated. Construction would comply with the City's tree mitigation policy if protected trees are identified in any of the construction areas.

The City and its construction contractors would adhere to standard construction-related dust control best management practices, including the following:

- Develop and implement a dust control plan.
- Use water trucks or sprinkler systems in sufficient quantities to prevent airborne dust from leaving the site. Increased watering frequency is required whenever wind speeds exceed 15 miles-per-hour. Reclaimed (non-potable) water will be used whenever possible and available.
- Spray all dirt stockpiles daily.
- Pave all roadways, driveways, and sidewalks as soon as possible, with building pads laid as soon as possible after grading unless seeding or soil binders are used.

2.6 POTENTIAL PERMITS AND APPROVALS REQUIRED

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 tree permits, civil permits, building permits, design review, and utility connection permits to connect to the City utilities. In addition, elements of the project could be subject to permitting and/or approval authority of other agencies. Potential permits required from other agencies could include:

2.6.1 Federal

- Federal Emergency Management Agency: Conditional Letter of Map Revision.
- US Army Corps of Engineers: Compliance with Section 404 of the Clean Water Act if fill would be discharged to Waters of the US.
- US Environmental Protection Agency: Concurrence with Clean Water Act Section 404 permit.
- US Fish and Wildlife Service: Compliance with Section 7 of the federal Endangered Species Act for federal agency approvals if there is potential take of listed species.

2.6.2 State

- California Department of Fish and Wildlife, Region 2: Section 1602 streambed alteration agreement if any construction activities occur within the bed or bank of adjacent waterways.
- California Department of Resources Recycling and Recovery: Solid waste facility permit.
- State Water Resources Control Board and Central Valley Regional Water Quality Control Board: National Pollutant Discharge Elimination System (NPDES) permits:
  - Construction stormwater permit (Notice of Intent to proceed under Construction General Permit) for disturbance of more than 1 acre,
  - Industrial stormwater permit (Notice of Intent to operate under the Industrial General Permit), and
  - As applicable, compliance with the Clean Water Act Section 401 water quality certification and/or waste discharge requirements.

2.6.3 Local

- Placer County: Integrated Waste Management Plan
  - To comply with the Non-Disposal Facility Element, the facility must be added to the County's Integrated Waste Management Plan to confirm it is not a disposal facility.
- Placer County Air Pollution Control District: Authority to Construct/Permit to Operate, and Air Quality Management Plan consistency determination.

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 Roseville Environmental Utilities Operations Center 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.). As explained previously and throughout this EIR, Phase 1 of the Roseville Environmental Utilities Operations Center Project is evaluated at a project level. Phase 2 includes two primary components: expansion of Phase 1 project facilities, which is evaluated at a project level, and the addition of a potential future organics processing facility, which is evaluated at a program level.

Sections 3.1 through 3.17 of this Draft EIR present a discussion of regulatory background, environmental setting, 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 implementation of mitigation, including impacts that would remain significant and unavoidable after implementation of 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 compared to the proposed project, as required by Section 15126.6 of the State CEQA Guidelines.

Sections 3.1 through 3.17 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. Federal, state, and local laws, regulations, plans and policies that are applicable to the project are 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.

Environmental Impacts and Mitigation Measures: This subsection presents thresholds of significance and discusses potentially significant effects of the Roseville Environmental Utilities Operations Center 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. Impact summaries and mitigation measures are provided separately for Phases 1 and 2 of the Roseville Environmental Utilities Operations Center Project, where applicable.

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 and incorporate into the project.

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 the significance of the impact. Where existing laws or regulations specify a 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 3.17 can be found in Chapter 8, "References," organized by section number.

3.1 AESTHETICS AND VISUAL RESOURCES

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).

3.1.1 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 eligible highway is State Route (SR) 49, located approximately 20 miles northeast of the project site, and the nearest designated highway is SR 160, located approximately 23 miles south 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.

City of Roseville Water Efficient Landscape Ordinance

The purpose of the Water Efficient Landscape Ordinance is to comply with the Water Conservation in Landscaping Act of 2006 and to define the standards and procedures for the design, installation, and management of landscaping. It is intended to utilize available plant, water, land and human resources to the greatest benefit of Roseville residents. Consistent with the legislative findings and purpose of the Ordinance, conditions in the urban setting will be improved by:

1. Creating the conditions to support life in the soil by reducing compaction, incorporating organic matter that increases water retention, and promoting productive plant growth that leads to more carbon storage, oxygen production, shade, habitat and aesthetic benefits.
2. Minimizing energy use by reducing irrigation water requirements, reducing reliance on petroleum-based fertilizers and pesticides, and planting climate appropriate shade trees in urban areas.
3. Conserving water by capturing and reusing rainwater and graywater wherever possible and selecting climate appropriate plants that need minimal supplemental water after establishment.
4. Protecting air and water quality by reducing power equipment use and landfill disposal trips, selecting recycled and locally sourced materials, and using compost, mulch and efficient irrigation equipment to prevent erosion.
5. Protecting existing habitat and creating new habitat by choosing local native plants, climate adapted non-natives and avoiding invasive plants. Utilizing integrated pest management with least toxic methods as the first course of action.

3.1.2 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 project site is located on 243 acres along Phillip Road, near its western terminus at South Brewer Road, at the northwest limit line of the City of Roseville in Placer County. The project site is owned by the City, and is predominantly agricultural in use and is leased for rice and hay farming. The planned Pleasant Grove Stormwater Retention Basin Facility would be located to the east of the site, Reason Farms Preserve is located to the northeast of

the site, Pleasant Grove Creek is located along the site's northern boundary, several rural residences are located south of the site, and three specific plan areas (the Creekview Specific Plan, the West Roseville Specific Plan, and the Amoruso Ranch Specific Plan) are each located near or within a two-mile radius. The Regional University Specific Plan area is located in the vicinity of the project site and is approved but not constructed yet. Accordingly, the Regional University Specific Plan area is not included in the existing visual setting. The visual setting and quality of these landscapes are described below and summarized in Table 3.1-1.

Table 3.1-1 Regional Visual Quality

Site Name	Vividness	Intactness	Unity
Agricultural land	Low to moderate	Moderate to high	Moderate to high
Planned Pleasant Grove Stormwater Retention Basin Facility and Reason Farms Preserve	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	Moderate to high

Source: Compiled by Ascent in 2025.

The surrounding agricultural land consists of row crops, grain crops, and grassland that support livestock grazing (City of Roseville 2020). Lands immediately west and south 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 west and south of the project site is generally undisturbed by other land uses, although the Country Acres Solar Project is under construction south of the project site. 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 City's future Pleasant Grove Stormwater Retention Basin (PGSRB) Facility would be located to the east of the site and Reason Farms Preserve is located to the northeast of the site. 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 area 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 area. 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, is located along the site's northern boundary. The visual intactness and unity of Pleasant Grove Creek are moderate to high due to the stream creating visual unity with the surrounding area, including the preserve 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 surrounding 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 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 southeast 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, as well as the Regional Sports Park. The plan area visually defines the southwestern 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 to 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 area to the northeast of the project site consists of rolling terrain generally trending west and south. 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 the Coast Range to the west. The project site is composed of undeveloped agricultural land in the northwest limit line 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. Views of the site also change throughout the year depending on seasonal agricultural activities (e.g., flooded fields for rice farming, harvested fields, fallow fields). Pleasant Grove Creek traverses along the northern property boundary in an east–west direction. 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. The only structures within the

project site include remnants from a former pheasant club, agricultural support structures, and a former residence, located in the center of the project site.

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 combined with the annual grassland landscape creates 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 the remnants of a former pheasant club, agricultural support buildings, and former residence. The visual integrity and compositional harmony of the site is moderate due to the transitioning habitat types of the creek. 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 3.1-2 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 3.1-2 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 and west of the project site within surrounding agricultural lands and to the east within the Creekview and West Roseville Specific Plan areas	High	High	High	High
Motorists	Using roads adjacent to the project site primarily 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. The nearest eligible highway is SR 49, located approximately 20 miles northeast of the project site, and the nearest designated highway is SR 160, located approximately 23 miles south of the project site (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

While the project site contains some limited structures that may produce some glare from the sunlight reflecting off building materials, the project site does not contain any substantial sources of light or glare. Sources of nighttime light around the project site are minimal. Nearby residences, located west and south of the project site, and residential neighborhoods associated with the Creekview Specific Plan area and 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.

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.

The only structures located on project site that create shadows are the remnants of the former pheasant club, agricultural support structures, and a former residence. The trees surrounding Pleasant Grove Creek provide shade to the creek and shadows on the project site.

3.1.3 Environmental Impacts and Mitigation Measures

METHODOLOGY

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.

This visual impact analysis is based on field observations, a review of site plans and aerial photographs, photographs of the project site, the anticipated visual changes on the project site due to implementation of the project, and documents pertaining to the project site, including the City of Roseville General Plan and Community Design Guidelines. In determining the level of significance, this analysis assumes that the project would comply with relevant state and local ordinances and regulations, as well as the General Plan policies presented above.

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 3.1-1, and photographs from these viewpoints are provided in Figures 3.1-2 through 3.1-6.

Viewpoint 1

Viewpoint 1 is taken from Phillip Road, which is located along the southern boundary of the project site, and is facing east, as shown in Figure 3.1-2. Vividness from Viewpoint 1 is low. The landscape is largely composed of flat grassland with a metal fence and Phillip Road in the foreground and some sparsely arranged trees along Phillip Road and utility lines in the background. 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. 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 utility lines) in the foreground and background. 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. 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

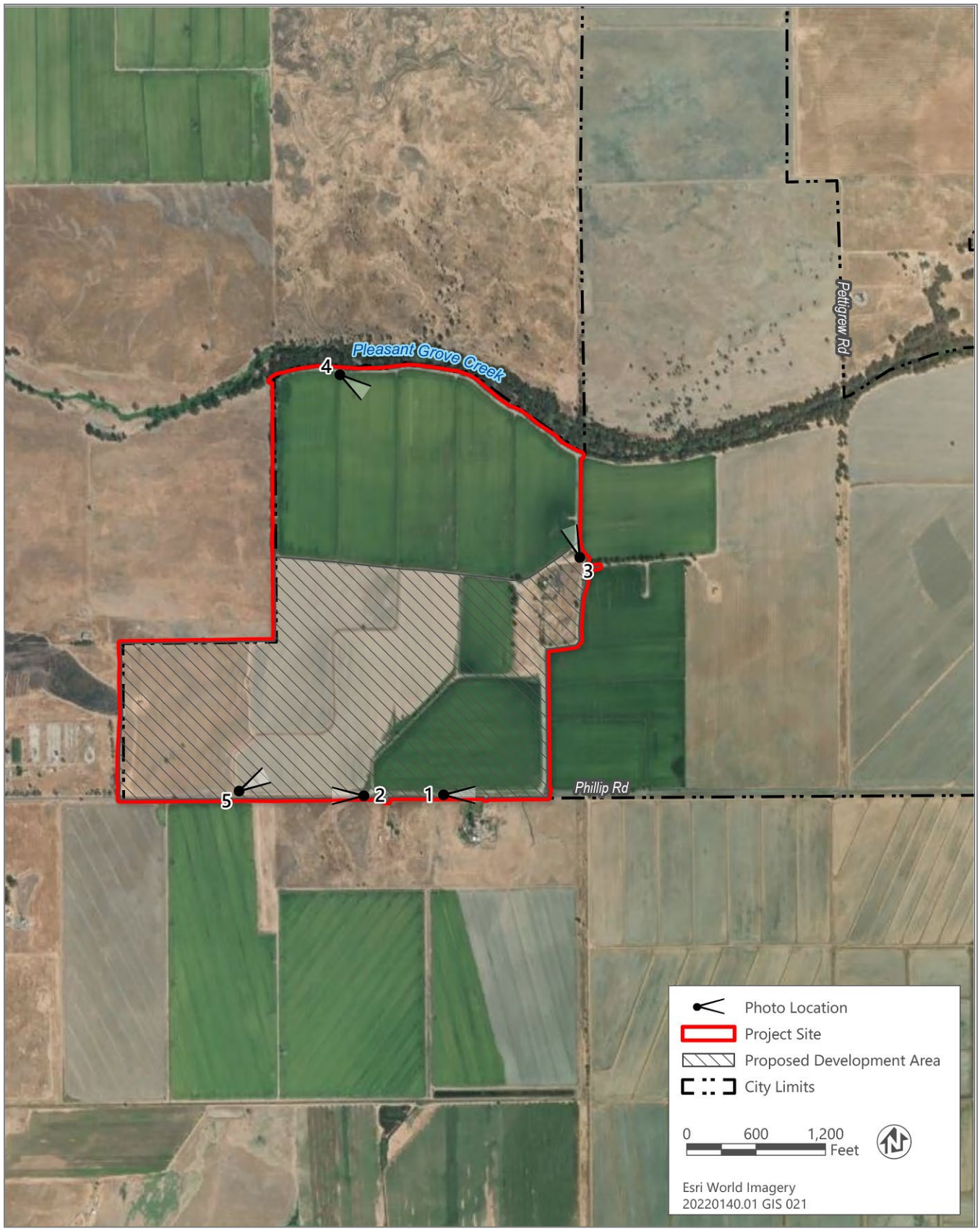
Viewpoint 2 is taken from Phillip Road, similar to Viewpoint 1, and is facing west, as shown in Figure 3.1-3. Vividness from Viewpoint 2 is low. The landscape is largely composed of flat grassland with a metal fence and Phillip Road in the foreground and some sparsely arranged trees and utility lines in the background. The memorability and visual power of the landscape is low due to the lack of striking and distinctive visual patterns. Intactness from Viewpoint 2 is moderate. 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 utility lines) in the foreground and background. 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. 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 from within the project site, along the eastern edge the site facing northwest, as shown in Figure 3.1-4. Vividness from Viewpoint 3 is low to moderate. The landscape is largely composed of flat grassland; however, in the background is an array of trees associated with Pleasant Grove Creek along the northern project boundary. The number and variation of trees in the background of the viewpoint, as well as the few trees in the foreground of the viewpoint, increase the memorability of landscape. The intactness of Viewpoint 3 is high. While there is a human-built element (a well) visible in the background, the landscape is largely free from encroaching elements. The unity of Viewpoint 3 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 Pleasant Grove Creek which comprises a larger portion of the viewshed in comparison to the other viewpoints increases the visual quality to some extent.

Viewpoint 4

Viewpoint 4 is taken along the northwestern boundary of the project site, facing southeast, as shown in Figure 3.1-5. Vividness from Viewpoint 4 is low. The landscape is composed of flat grassland, with trees in the background that surround the banks of Pleasant Grove Creek and the existing structures in the center of the project site. 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 in Viewpoint 4 is high. The visual integrity of the landscape is high due to the lack of human-built elements. The grassland landscape is largely undisturbed. 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. 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.



Source: Adapted by Ascent in 2025.

Figure 3.1-1 Overview of Viewpoint Locations

Source: Adapted by Ascent in 2025.

Figure 3.1-2 Viewpoint 1 from Phillip Road Looking East

Source: Adapted by Ascent in 2025.

Figure 3.1-3 Viewpoint 2 from Phillip Road Looking West

Source: Adapted by Ascent in 2025.

Figure 3.1-4 Viewpoint 3 from the Eastern Edge of the Project Site Looking Northwest

Source: Adapted by Ascent in 2025.

Figure 3.1-5 Viewpoint 4 from the Northwestern Area of the Project Site Looking Southeast

Source: Adapted by Ascent in 2025.

Figure 3.1-6 Viewpoint 5 from the Southwestern Area of the Project Site Looking Northeast

Viewpoint 5

Viewpoint 5 is taken from the southwestern boundary of the project site facing northeast, as shown in Figure 3.1-6. Vividness from Viewpoint 5 is low. The landscape is largely composed of flat grassland with Phillip Road in the foreground and some utility lines and arrays of trees in the background. The memorability and visual power of the landscape is low due to the lack of striking and distinctive visual patterns. Intactness from Viewpoint 5 is moderate. 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 (road and utility lines) in the foreground and background. 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. Overall, the visual quality is moderately low. The visual character is fairly unremarkable grassland, with little variation in the topography and other visual aspects.

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;
- substantially 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 and 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 and undeveloped grazing land. 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.

The project site is not in an urban area of Roseville. Further, the City does not have zoning or other regulations that govern scenic quality. Therefore, the project would not conflict with applicable zoning and other regulations governing scenic quality, and this issue is not discussed further. The project's consistency with applicable land use plans and policies is evaluated in Section 3.2, "Land Use Planning and Agricultural Resources."

ENVIRONMENTAL IMPACTS AND MITIGATION MEASURES

Impact 3.1-1: Substantially Degrade the Existing Visual Character or Quality of the Site or its Surroundings

Phase 1

Development of Phase 1 would convert approximately 116 acres of predominantly agricultural land owned by the City into municipal uses, including a Resource Recovery and Transfer Operations (RRTO) Facility, EU Operations Facility Corporation Yard (Corporation Yard), and the Vendor Lease Area. The introduction of municipal uses and infrastructure in an area that is predominantly agricultural would change the existing character of the area. However, the proposed facilities would be designed to be visually consistent and would be required to comply with General Plan policies related to community design and the City's Community Design Guidelines. Nonetheless, the project would introduce waste and recycling collection trucks to the area, which occasionally contribute to litter. This could create a visual nuisance and could degrade the visual character of the project area. For these reasons, this impact would be **potentially significant**.

The project site, which is owned by the City, is predominantly agricultural in use and is leased for rice and hay farming. The land is predominantly flat with some sparsely vegetated, low hills. Annual grasslands cover the majority of the project site. Pleasant Grove Creek runs along the northern boundary of the project site and flows in an east-west direction. Valley oak riparian woodland habitat is present along the creek channels. The only structures within the project site are remnants from a former pheasant club, agricultural support structures, and a former residence.

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 EU Operations Center. These impacts are discussed below.

Construction

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 Phase 1 is constructed. 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," construction of the RRTO Facility and Vendor

Lease Area is intended to begin spring 2027 and end late fall 2028, with Phase 1 becoming operational by 2028. The Corporation Yard would be constructed on an as-needed basis but would become operational as early as 2028.

The project site is also within the vicinity of three specific plan areas with ongoing and future plans for development: the Creekview Specific Plan, the West Roseville Specific Plan, and the Amoruso Ranch Specific Plan, all located near or within a two-mile radius of the project site. 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 occurring in the vicinity of the project (and is therefore part of the visual landscape), Phase 1 would not substantially degrade the visual character of the area during construction. This impact would be **less than significant**.

Operation

The project site is primarily surrounded by undeveloped land, with the PGSRB site and the Reason Farms Preserve located to the northeast, Pleasant Grove Creek located to the north, and agricultural land located to the south and west. However, several rural residences are located south of the project site, across Phillip Road. Additionally, the Creekview Specific Plan, the West Roseville Specific Plan, Regional University Specific Plan, and the Amoruso Ranch Specific Plan are located near or within a two-mile radius of the project site.

The project would develop approximately 116 acres of land with 402,400 square feet (sf) of building area. The RRTO Facility would be located on the eastern portion of the site and strategically configured so that the public facing features such as the administrative office and employee/visitor parking are located relatively close to Phillip Road, while the more industrial features and operations of the site, such as waste unloading and transfer, are located further from Phillip Road. The Corporation Yard, composed of two primary areas: EU Services Facility and the Equipment Maintenance Facility, would be located on the eastern portion of the site. The Vendor Lease Area, which would potentially repurpose existing structures, would be located on the northeastern edge of the site. The maximum building height would reach as much as 70 feet above grade at the peak of the building roof. Additionally, landscape setbacks and fencing would be provided around the perimeter of the project site as a buffer along Phillip Road and Pleasant Grove Creek. Any new landscaping would be water-efficient landscaping in compliance with the City of Roseville Water Efficient Landscape Ordinance (WELO). The existing rice and hay fields in and adjacent to the project site and owned by the City may continue to operate until the City needs those areas. Perimeter and internal fencing are anticipated to be a six-foot-tall chain-link fence, or equivalent. Screening along portions of the chain-link fence may be installed, as deemed necessary. The RRTO Facility, Corporation Yard, and Vendor Lease Area would be fenced separate from one another with gates providing controlled access between the facilities.

Additionally, overhead power lines would be extended from the existing power supply system located near the City power production site on Phillip Road east of Westbrook Boulevard to a new substation on the project site. The 60 kilovolt (kV) line would be extended along the south side of Blue Oaks Boulevard, starting at the southeast corner of Westbrook Boulevard, turning north at Phillip Road, to a new substation on the Phillip Road project site (this portion of the alignment is included as part of the proposed Phillip Road Project and the environmental impacts of installing this portion of the alignment are evaluated in the Phillip Road Draft EIR). From the Phillip Road project site, the power line would be extended north to the western part of Phillip Road, where it would be extended along the north side of Phillip Road to the Roseville EU Operations Center project site. A 35-foot-wide public utility easement would be needed along the north side of Phillip Road. Although a portion of the 60 kV line is planned to be installed as part of the proposed Phillip Road Project, as noted above, the full length of the 60 kV line is addressed in this EIR for completeness. 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 and Phillip Road, but these would be visually consistent with the character of these roadway corridors and existing overhead lines (as shown in Figures 3.1-3 and 3.1-6), blending in with the existing surrounding development.

The PGSRB site is located northwest of the project site. As described in Section 3.1.2, "Environmental Setting," views within the PGSRB site have a high vividness and moderate to high visual intactness and unity. Development of Phase

1 could degrade the PGSRB site's visual quality by placing municipal development adjacent to the PGSRB Facility, 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 development in the southern portion of the project site, away from the nature preserve and creek. The northernmost portion of the project site, which is directly adjacent to Pleasant Grove Creek and the preserve, would remain undeveloped as rice and hay fields until the City needs the area. This would provide an open space transition between the project development and the creek and nature preserve. As described above, residential development in the area is already planned and, in some cases, under construction. Thus, 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 nature preserve that would be obstructed by the project.

As mentioned above in Section 3.1.2, "Environmental Setting," the visual character of the project site is moderate. As shown in Figures 3.1-4, 3.1-5, and 3.1-6, 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 vegetation transitions marked by Pleasant Grove Creek. Pleasant Grove Creek combined with the annual grassland creates striking visual patterns, which adds to the moderate visual vividness of the project site. Additionally, the rural, undeveloped landscape surrounding the project site, as seen in Figures 3.1-2 and 3.1-3, is generally free of encroaching human-made elements, aside from utility lines, roadways, and fences.

The proposed development associated with Phase 1 would substantially alter the visual character of the project site from undeveloped agricultural land to municipal development. However, the visual character of the project site is moderate, 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, Phase 1 would include landscaping, as described above, that would soften views of the site and would provide a buffer between the site and neighboring uses. In addition, given the project site's proximity to the rural residences to the south and the four specific plan areas with varying plans of development from residential to commercial, the proposed industrial facilities would be designed to be visually consistent and would comply with the Roseville General Plan policies and the City's Community Design Guidelines. Further, project design would include the following: (a) a coordinated color palette of no more than three muted tones, (b) articulated wall planes at least every 100 feet, (c) architectural wainscot or concrete stem wall on public-facing (south) elevation, and (d) screened mechanical equipment. Final design plans would be reviewed and approved by the Planning Division to ensure consistency.

Roseville General Plan policies and the City's Community Design Guidelines 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. Nonetheless, the project would introduce waste and recycling collection trucks to the area, which occasionally contribute to litter. This could create a visual nuisance and could degrade the visual character of the project area. For these reasons, this impact would be **potentially significant**.

Mitigation Measures

Mitigation Measure 3.1-1: Implement a Litter Mitigation Program

Once the project is operational, the City Solid Waste Division shall fund a continuous litter mitigation program that includes collecting and disposing roadside litter from along the roadways tributary to the site daily (Monday-Friday) on public roads within 1 mile of the project site and weekly within 2 miles of the project site. The litter mitigation program shall include routine monitoring of where litter occurs, logging of complaints, and the deployment of staff to perform litter removal activities. The City shall report the effectiveness of the litter mitigation program to the Local Enforcement Agency. The Solid Waste Division shall also employ a litter management program that collects litter from the site, its fences, and roadways each operating day.

Significance after Mitigation

Implementation of Mitigation Measure 3.1-1 would require implementation of a litter mitigation program to minimize litter generated by the project. Implementation of this program would include collecting and disposing of litter from the project site and affected roadways such that litter would not substantially increase beyond existing conditions. Effects on visual character of the site and its surroundings would be minimized and the project impact would be reduced to a **less-than-significant** level.

Phase 2

Development of Phase 2 would convert approximately 34 acres of predominantly agricultural land owned by the City into municipal uses, including expansion of the RRTO Facility and construction of a Potential Future Organics Processing Facility. The introduction of municipal uses and infrastructure in an area that is predominantly agricultural would change the existing character of the area. However, the proposed facilities would be designed to be visually consistent and would be required to comply with General Plan policies related to community design and the City's Community Design Guidelines. Nonetheless, the project would introduce waste and recycling collection trucks to the area, which occasionally contribute to litter. This could create a visual nuisance and could degrade the visual character of the project area. For these reasons, this impact would be **potentially significant**.

Similar to Phase 1, development of Phase 2 would change the existing visual character of the area both temporarily during construction and permanently during operation of the proposed EU Operations Center.

Construction

Similar to Phase 1, 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. Building materials and equipment would be staged in various locations on the project site throughout the duration of construction and would vary as Phase 2 is constructed. Visual impacts from construction would be temporary and limited to the construction period. As described in Chapter 2, "Project Description," construction of the Potential Future Organics Processing Facility is intended to begin in 2035, with the facility becoming operational by 2040. The expanded RRTO Facility would be constructed on an as-needed basis but would become operational as early as 2040.

Given that the visual impact from construction would be temporary and that construction is occurring in the vicinity of the project (and is therefore part of the visual landscape), Phase 2 would not substantially degrade the visual character of the area during construction. This impact would be **less than significant**.

Operation

Phase 2 would develop approximately 34 acres of land and 159,000 sf of building area. The expanded RRTO Facility would be located on the eastern portion of the site and strategically configured so that the public facing features such as the administrative office and employee/visitor parking are located relatively close to Phillip Road, while the more industrial features and operations of the site, such as waste unloading and transfer, are located further from Phillip Road. The Potential Future Organics Processing Facility, which would be a compost facility and/or a biomass to energy facility, would be located in the northeastern portion of the project site. The existing rice and hay fields in and adjacent to the project site and owned by the City are expected to remain in agricultural production. Perimeter and internal fencing are anticipated to be a six-foot-tall chain-link fence, or equivalent. Screening along portions of the chain-link fence may be installed, as deemed necessary. The RRTO Facility and Potential Future Organics Processing Facility would be fenced separate from one another with gates providing controlled access between the two facilities.

Similar to Phase 1, development of Phase 2 could degrade the PGSRB site's visual quality by placing municipal development near the PGSRB Facility, 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. As described for Phase 1, the project has been designed to concentrate development in the southern portion of the project site, away from the nature preserve and creek, providing an open space transition between the project development and the creek and nature preserve.

The proposed development associated with Phase 2 would continue to alter the visual character of the project site by converting undeveloped agricultural land to municipal development. However, Similar to Phase 1, Phase 2 would be designed to be visually consistent and would comply with the Roseville General Plan policies and the City's Community Design Guidelines. Further, project design would include the following: (a) a coordinated color palette of no more than three muted tones, (b) articulated wall planes at least every 100 feet, (c) architectural wainscot or concrete stem wall on public-facing (south) elevation, and (d) screened mechanical equipment. Final design plans would be reviewed and approved by the Planning Division to ensure consistency.

The project would be required to comply with the General Plan policies and the City's Community Design Guidelines, as described above for Phase 1. Nonetheless, the project would introduce waste and recycling collection trucks to the area, which occasionally contribute to litter. This could create a visual nuisance and could degrade the visual character of the project area. For these reasons, this impact would be **potentially significant**.

Mitigation Measures

Implement Mitigation Measure 3.1-1, described above.

Significance after Mitigation

Implementation of Mitigation Measure 3.1-1 would require implementation of a litter mitigation program to minimize litter generated by the project. Implementation of this program would include collecting and disposing of litter from the project site and affected roadways such that litter would not substantially increase beyond existing conditions. Effects on visual character of the site and its surroundings would be minimized and the project impact would be reduced to a **less-than-significant** level.

Impact 3.1-2: Create a New Source of Substantial Light or Glare That Would Adversely Affect Day or Nighttime Views in the Area

Phase 1

Phase 1 implementation would result in an increase in the amount of light and glare on the project site, which would affect nighttime views in the area. The project would adhere to the CALGreen Building Regulations, Title 24 Outdoor Lighting Standards, and General Plan Policy LU7.9. However, given the scale of the proposed project and the number and types of new light sources to be introduced to an undeveloped site, operation of the proposed project would represent a substantial source of new nighttime lighting in the project area, this impact would be **significant**.

Minimal sources of light or glare are present on the undeveloped project site. Sources of nighttime light around the project site are also minimal. Residential neighborhoods associated with the Creekview Specific Plan, West Roseville Specific Plan, and Amoruso Specific Plan area create some nighttime light that can be seen from the project site. With the exception of remnants of a former pheasant club, agricultural support structures, and a former residence, no structures are present on the project site that create shadows. The trees surrounding the existing structures and Pleasant Grove Creek provide shade to the creek and shadows on the project site.

Views of the project site from the unincorporated Placer County are similar to those from the City and, after development of the project, views of the project facilities would be similar for nearby viewers regardless of their location. As described above, the area is predominately agricultural/rural (including unincorporated Placer County) and existing nighttime light sources on and around the project site are minimal.

Development of Phase 1 would result in an 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 EU Operations Center. This change in light and glare could adversely affect surrounding viewers both within the City and in unincorporated Placer County. These impacts are discussed below.

Construction

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 Chapter 2, "Project Description," construction of the RRTO Facility and Vendor Lease Area is intended to begin spring 2027 and end late fall 2028, with Phase 1 becoming operational by 2028. The Corporation Yard would be constructed on an as-needed basis but would become operational as early as 2028. Following completion of Phase 1, construction activities would cease and the impact associated with glare and lighting would be temporary. Additionally, active construction associated with the surrounding specific plans is occurring within a two-mile radius of 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 of specific plan areas, project construction would have a **less-than-significant** impact related to light or glare.

Operation

Implementation of Phase 1 of the project would result in the addition of several on-site structures with metal and other reflective surfaces (e.g., glass) associated with the RRTO, Corporation Yard, and Vendor Lease Area facilities and parked cars in the parking lot at a site that is currently undeveloped. Glare could also be introduced from new parking lots, signs, and roadway surfaces. These facilities would also include exterior night lighting, including parking lot lighting and lighting of the electrical substation. The proposed buildings would be built with materials that could be reflective and cause an increase in glare sources. The addition of reflective surfaces would increase daytime glare on the project site, which is currently void of light and glare sources. The addition of nighttime lighting from the project could result in skyglow and light pollution if lights are cast in an upward direction, which could adversely affect surrounding viewers. Outdoor lighting for the facilities would consist of pole and/or building mounted lighting to provide appropriate illumination for night operations and safety. Lights would employ cut-off type lights to minimize off-site light pollution and skyglow.

To reduce the impact of lighting and glare from operation, design of the project's facilities would be required to comply with CALGreen Building Regulations, Title 24 Outdoor Lighting Standards, and General Plan Policy LU7.9 to reduce light spillage and glare on adjacent properties and in private spaces. However, given the scale of the proposed project and the number and types of new light sources to be introduced to an undeveloped project site, operation of the proposed project would represent a substantial source of new nighttime lighting and glare in the project area that could adversely affect surrounding viewers both within the City and in unincorporated Placer County. This impact would be **significant**.

Mitigation Measures

Mitigation Measure 3.1-2: Minimize Potential Sources of Light and Glare

The City shall implement the following design standards to minimize potential sources of light and glare, which are based on measures in the City's Design Guidelines for office and industrial projects:

- Lighting sources shall have full cut off, U0 lenses and shall be located to avoid any light spillage and glare on adjacent properties and in private spaces;
- Pole mounted lighting shall be spaced for maximum energy efficiency and be no taller than 25 feet for office areas and 35 feet for industrial areas; and
- Nonreflective exterior surfaces and nonreflective (mirrored) glass shall be used for all new structures.

Significance after Mitigation

Implementation of Mitigation Measure 3.1-2 would require implementation of design standards to minimize potential sources of light and glare. These standards include the use of cutoff type light fixtures, restrictions on the height of pole mounted lighting, and the use of nonreflective surfaces for new structures. Adherence to these standards and compliance with applicable regulations would limit impacts such that skyglow and light spillage would not substantially increase beyond existing conditions. Effects on daytime and nighttime views from new sources of light and glare would be minimized and the project impact would be reduced to a **less-than-significant** level.

Phase 2

Phase 2 implementation would result in development of a Potential Future Organics Processing Facility and expanded RRTO facilities, which would introduce new light and glare sources and potentially affect nighttime views in the area. The project would adhere to CALGreen Building Regulations, Title 24 Outdoor Lighting Standards, and General Plan Policy LU7.9. Most of the project lighting would be installed as part of Phase 1; however, Phase 2 would add an incremental amount of lighting and glare associated with the new and expanded facilities. This incremental change in lighting and glare would be **significant**.

Similar to Phase 1, development of Phase 2 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 Phase 2 operation of the proposed EU Operations Center. These impacts are discussed below.

Construction

Similar to Phase 1, light and glare would be introduced to the project area during construction of Phase 2 from windshields of vehicles and construction equipment. Security lighting may be used on site at night and would represent a new source of lighting. Following completion of Phase 2, construction activities would cease and the impact associated with lighting and glare would be temporary. Given the temporary nature of Phase 2 construction and the surrounding development associated with specific plan areas, project construction would have a **less-than-significant** impact related to light and glare.

Operation

Phase 2 of the project would add metal and other reflective surfaces (e.g., glass) associated with the expanded RRTO and Potential Future Organics Processing Facility and parked cars in the parking lot. These facilities would also include exterior night lighting, including parking lot lighting and lighting of the electrical substation. Similar to Phase 1, the proposed buildings would be built with materials that could be reflective and cause an increase in glare sources at a site that is currently undeveloped. Glare could also be introduced from new parking lots, signs, and roadway surfaces. Additionally, the addition of nighttime lighting could result in skyglow and light pollution if lights are cast in an upward direction. Outdoor lighting for the facilities would consist of pole and/or building mounted lighting to provide appropriate illumination for night operations and safety. Lights would employ cut-off type lights to minimize off-site light pollution and skyglow.

As described above for Phase 1, design of the project's facilities would be required to comply with CALGreen Building Regulations, Title 24 Outdoor Lighting Standards, and General Plan Policy LU7.9 to reduce light spillage and glare. Most of the project lighting would be installed as part of Phase 1; however, Phase 2 would add an incremental amount of lighting and glare associated with the new and expanded facilities. This incremental change in lighting and glare would be **significant**.

Mitigation Measures

Implement Mitigation Measure 3.1-2, described above.

Significance after Mitigation

Implementation of Mitigation Measure 3.1-2 would require implementation of design standards to minimize potential sources of light and glare. These standards include the use of cutoff type light fixtures, restrictions on the height of pole mounted lighting, and the use of nonreflective surfaces for new structures. Adherence to these standards and compliance with applicable regulations would limit impacts such that skyglow and light spillage would not substantially increase beyond existing conditions. Effects on daytime and nighttime views from new sources of light and glare would be minimized and the project impact would be reduced to a **less-than-significant** level.

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3.2 LAND USE PLANNING AND AGRICULTURAL RESOURCES

This land use analysis evaluates consistency of the proposed Roseville Environmental Utilities Operations Center 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 or Local 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 planning and agricultural resources were received in response to the notice of preparation (see Appendix A). Placer County and the Placer Conservation Authority expressed concerns regarding land use conversion and conflicts with adjacent land uses, including potential conflicts with land conservation programs that are near the project site along the Pleasant Creek corridor. Direct and indirect effects of the conversion of lands from semi-natural habitat (i.e. rice fields on-site) into urban developed land and potential impacts on nearby rural and agricultural land uses are addressed below.

3.2.1 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.

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 LU1.5:** 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 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.
- **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 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 LU9.6:** 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.

Sacramento Area Council of Government's 2025 Blueprint

On November 20, 2025, the Sacramento Area Council of Governments (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.

3.2.2 Environmental Setting

LAND USE

Surrounding Land Uses

The project site is in the northwest corner of the City of Roseville, in Placer County. The planned Pleasant Grove Stormwater Retention Basin Facility would be located to the east and the Reason Farms Preserve is located to the northeast of the project site. Agricultural uses are located to the west and south of the project site. Pleasant Grove Creek is along the project site's northern boundary. To the east, in an approximately 2-mile radius are the Creekview Specific Plan, West Roseville Specific Plan, Regional University and Community, and Amoruso Ranch Specific Plan areas, that are residential planned developments, at various stages of development, which will include residential units, open space, parks, and commercial and industrial land uses. The Phillip Road Site Project (formerly known as the Roseville Industrial Park Project) is a proposed mixed-use development that would be located approximately two miles east of the project site.

The project site is located within the city limits and is surrounded by unincorporated Placer County to the north, west, and south (Figure 3.2-1). Within the City, land to the east of the project site is designated as Public/Quasi-Public, which allows for municipal, governmental or public facilities, places of worship, and related uses. Within the unincorporated County, land to the north, west, and south of the project site is designated as Farm and Agriculture/Timberland, which allows for preserved natural lands, passive recreation and minor recreation facilities, mitigation, and drainage detention.

Project Site

The project site is located north of Phillip Road and south of Pleasant Grove Creek on approximately 243 acres of undeveloped agricultural land. Although the project site is 243 acres in size, the total development area is currently anticipated to be approximately 150 acres, as evaluated in this EIR, and focused within the southern portion of the project site. The remaining 93 acres are within the Pleasant Grove Creek Floodplain. Table 3.2-1 identifies and categorizes the site acreage.

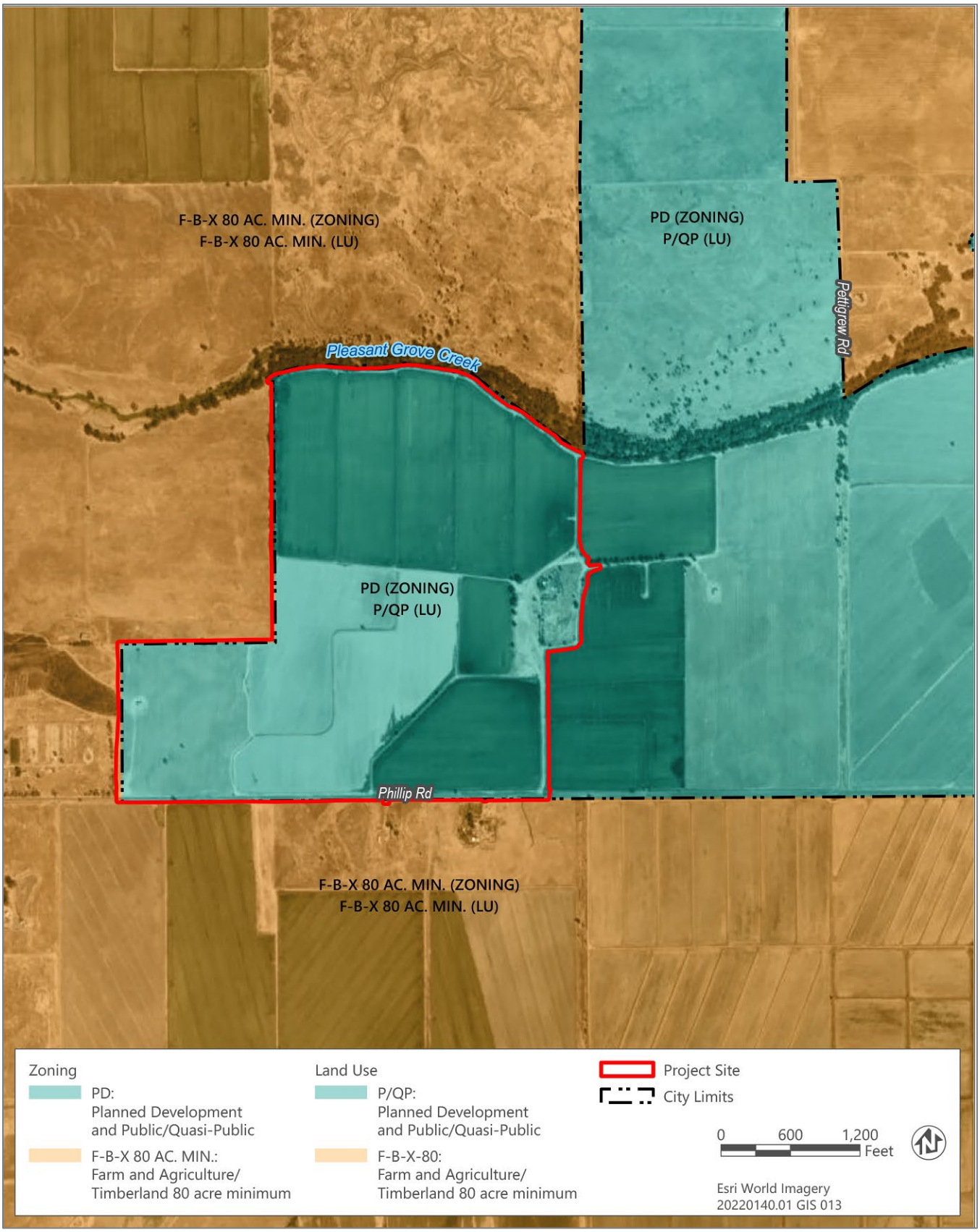
Table 3.2-1 Site Acreage

	Acreage (approximate)
Phase 1	116
Phase 2	34
Land not planned for development at the project site	93
Total Site Acreage	243

Source: Provided by HDR in 2025.

Several structures are located on the site, which are remnants from a former pheasant club, agricultural support structures, and a former residence.

The project site includes portions of Assessor's Parcel Numbers (APNs) 017-010-033-000, 017-090-054-000, and 017-090-055-000. The existing General Plan land use designation for the project site is Public/Quasi-Public (P/QP), which establishes areas for municipal, governmental, or public facilities. The zoning for the project site is Planned Development (PD). A PD District is a special purpose district that is intended to be applied in circumstances where the desired mix of uses cannot be achieved with a residential, commercial, or industrial mixed-use district when combined with a special area overlay (Figure 3.2-1).



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

Figure 3.2-1 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).

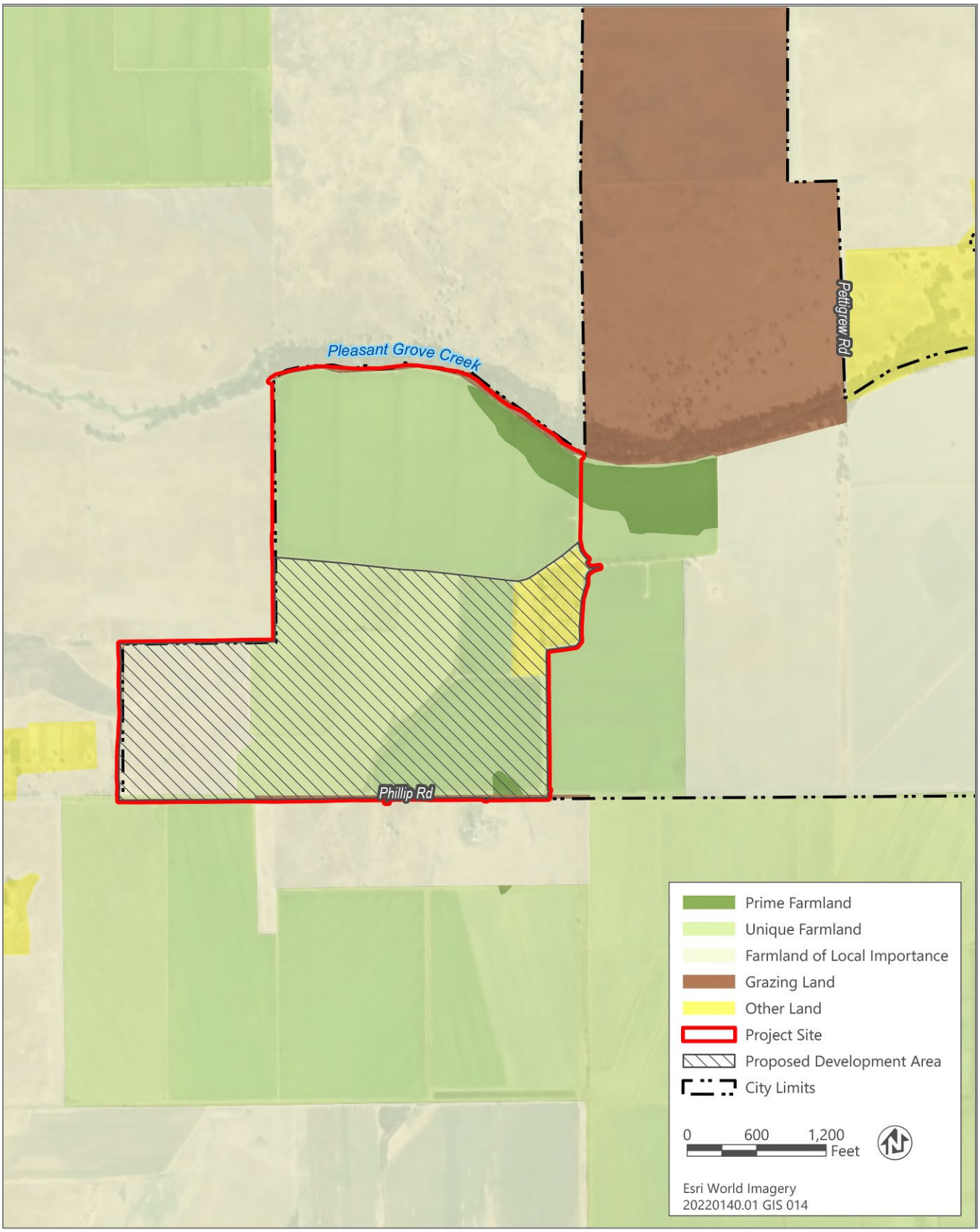
Lands immediately north, west, and south of the project site are within Placer County and are in active agriculture production. Lands surrounding the project site are designated as Prime Farmland, Unique Farmland, Farmland of Local Importance, and Grazing Land, and Other Land (Figure 3.2-2).

The project site is currently leased for rice and hay farming and has been used historically for agricultural purposes. The project site is designated by the DOC's FMMP as Prime Farmland, Unique Farmland, Farmland of Local Importance, Grazing Land, and Other Land (Table 3.2-2 and Figure 3.2-2). Within the 150-acre proposed development area, land is designated as Prime Farmland, Unique Farmland, Farmland of Local Importance, and Other Land.

Table 3.2-2 Farmland Designation Acreage

	Acreage on project site (approximate)	Acreage planned for development (approximate)
Prime Farmland	7	1
Unique Farmland	189	105
Farmland of Local Importance	33	31
Grazing Land	3	2
Other Land	11	11
Total Acreage	**243**	**150**

Source: 2018 FMMP data downloaded from DOC in 2025.



Sources: Downloaded from CA Dept. of Conservation (FMMP) in 2024; adapted by Ascent in 2025.

Figure 3.2-2 Farmland Designations

A portion of the project site (an 11-acre parcel that includes the 5-acre Vendor Lease Area) is mistakenly under a Williamson Act contract. In 1996, the former owners of the Warnick/Plunkette property, which includes the project site, entered the land into a Williamson Act contract. After purchasing the land in 2003, the property was subdivided and the City requested removal of the land from the Williamson Act contract in 2012; however, the 11-acre parcel was inadvertently not included in the request. Thus, while the rest of the land was removed from the Williamson Act contract in 2012, the Vendor Lease Area remains under a Williamson Act contract. This 11-acre parcel, however, is not actively used as agricultural land nor is it being conserved as farmland.

3.2.3 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 current General Plan land use designation for the project site is Public/Quasi-Public and the zoning is Planned Development. Pleasant Grove Creek borders the north side of the project site. The planned Pleasant Grove Stormwater Retention Basin Facility would be located to the east and the Reason Farms Preserve is located to the northeast of the project site. Other surrounding land uses include agriculture with supporting residential structures. Planned developments and specific plan areas are located within a 2-mile radius of the project site and are at

different stages of development. 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 designated or zoned for agricultural use (City of Roseville 2020b). As described above, a portion of the project site (the Vendor Lease Area) is mistakenly under a Williamson Act contract, however, it is not actively used as agricultural land nor is it being conserved as farmland. Therefore, there would be no impact related to conflicts with agricultural zoning or Williamson Act contracts and these issues are not discussed further.

ENVIRONMENTAL IMPACTS AND MITIGATION MEASURES

Impact 3.2-1: Conflict with any Land Use Plan, Policy, or Regulation Adopted for the Purpose of Avoiding or Mitigating an Environmental Effect

Phase 1

The existing General Plan land use designation for the project site is Public/Quasi-Public (P/QP), which establishes areas for municipal, governmental, or public facilities. The zoning for the project site is Planned Development (PD), which is a flexible zoning designation that allows for customized development standards and land uses tailored to a specific project or area. As a public facility, the project would be consistent with the Public/Quasi-Public land use designation and Planned Development zoning. No General Plan amendments or zoning changes would be required and, therefore, the project would be consistent with the *City of Roseville General Plan* and 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 project site is located on Phillip Road (near its western terminus at South Brewer Road) on 150 acres of a 243-acre parcel of undeveloped land in northwest Roseville.

The project site is predominantly agricultural in use and is leased for rice and hay farming. Several structures related to agriculture and former rural residential uses are located on the site. While the site is currently used for agricultural use, the existing General Plan land use designation for the project site is Public/Quasi-Public (P/QP), which establishes areas for municipal, governmental, or public facilities. The zoning for the project site is Planned Development (PD), which is a flexible zoning designation that allows for customized development standards and land uses tailored to a specific project or area. Because Phase 1 includes development of government offices and municipal corporation yard facilities, the project would be consistent with the land use designations and zoning established by the City of Roseville.

The project would comply with General Plan policies that have been adopted for the purpose of avoiding or mitigating an environmental effect, including Policy LU9.9, which requires development proposed on the western edge of the City to 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. Phase 1 would be designed to concentrate development in the southern portion of the project site, away from Pleasant Grove Creek and the Reason Farms Preserve, located north and northeast of the project site, respectively. The northernmost portion of the project site would remain undeveloped as part of the project, and the existing rice and hay fields in and adjacent to the project site may continue to operate until the City needs those areas. Additionally, landscape setbacks and fencing would be provided around the perimeter of the project site as a buffer along Phillip Road and Pleasant Grove Creek. With the exception of the Country Acres Solar Project that is breaking ground south of the project site, no known development is planned for the area west of the project site. Thus, the existing open space and agricultural land to the west and north of the project site would continue to provide a transition between the City and County.

In addition, the 2020 MTP/SCS includes policy considerations applicable to the project. These include objectives related to locating jobs in proximity to housing. The project is expected to generate more than 439 jobs during Phase 1 in proximity to several specific plan areas with a total of over 14,000 residential units that are in various stages of buildout. Additionally, the 2020 MTP/SCS includes goals to provide effective connections between people and jobs, which the project would do by being approximately 2 miles away from residential development and the future Placer Parkway in the City of Roseville that would provide connectivity between the project site and other areas of the city. Policy 1 in the 2020 MTP/SCS encourages development in communities where services, amenities, and transportation infrastructure already exist; complete communities that include a balance of homes, jobs, services, amenities, and diverse transportation options; and complete streets that provide safe, comfortable, and equitable facilities for people of all ages and abilities to walk, bike, and ride transit. The project would provide jobs near existing and planned residential areas and would include transportation improvements to Phillip Road (including sidewalks). Although bicycle and transit facilities are not part of the project, development of the project site would not preclude the future installation of these facilities. Finally, although the project is proposed at the western edge of the City, it is not in conflict with the MTP/SCS goal regarding inwardly focused growth because this location is appropriate given the nature of the project and is within the City limits.

Therefore, because the project would be consistent with the existing land use designation and zoning for the project site, the project would also be consistent with land use plans, policies, and regulations applicable to the project site, including the *City of Roseville General Plan* and City of Roseville Zoning Ordinance. This impact would be **less than significant**.

Mitigation Measures

No mitigation is required.

Phase 2

Implementation of Phase 2, like Phase 1, would be within land designated as P/QP and zoned PD. No General Plan amendments or zoning changes would be required and, therefore, the project would be consistent with the *City of Roseville General Plan* and City of Roseville Zoning Ordinance. Therefore, this impact would be **less than significant**.

Phase 2 would include expansion of the RRTO Facility and development of a Potential Future Organics Processing Facility on the project site. Similar to Phase 1, Phase 2 would be consistent with the land use designations and zoning established by the City of Roseville. No General Plan amendments or zoning changes would be required.

Additionally, Phase 2 would be consistent with General Plan policies that have been adopted for the purpose of avoiding or mitigating an environmental effect, including Policy LU9.9, which requires development proposed on the western edge of the City to 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. As described for Phase 1, the existing open space and agricultural land to the west and north of the project site would continue to provide a transition between the City and County.

Additionally, similar to Phase 1, the project would be consistent with the 2020 MTP/SCS and the City/County MOU for development in the western part of the City. Thus, the proposed project would be consistent with land use plans, policies, and regulations applicable to the project site. This impact would be **less than significant**.

Mitigation Measures

No mitigation is required.

Impact 3.2-2: Result in the Conversion of Farmland

Phase 1

The project site has been used historically for agricultural purposes and is designated by the DOC's FMMP as Prime Farmland, Unique Farmland, Farmland of Local Importance, Grazing Land, and Other Land. The conversion of Farmland of Local Importance, Grazing Land, or Other Land is not considered a significant impact under Appendix G of the State CEQA Guidelines. Prime and Unique Farmland is considered Important Farmland and its conversion is considered a significant impact under Appendix G of the State CEQA Guidelines. Therefore, this impact would be **significant**.

The project site has been used historically for agricultural purposes and is designated by the DOC's FMMP as Prime Farmland, Unique Farmland, Farmland of Local Importance, Grazing Land, and Other Land (Figure 3.2-2). The conversion of Farmland of Local Importance, Grazing Land or Other Land is not considered a significant impact under Appendix G of the State CEQA Guidelines. Prime and Unique Farmland is considered Important Farmland, and its conversion is considered a significant impact under Appendix G of the State CEQA Guidelines. Based on estimates using existing FMMP Important Farmlands data and GIS mapping, it is estimated that the project would result in the conversion of approximately 1 acre of Prime Farmland and 105 acres of Unique Farmland (Table 3.2-2).

While the project site is leased for rice and hay production, the site has been designated to be used for a public stormwater retention basin for two decades and has been proposed for development for that length of time (City of Roseville 2020b). Nonetheless, because the project would convert Important Farmland to non-agricultural use, this impact would be **significant**.

Mitigation Measures

Mitigation Measure 3.2-2: Compensate for Important Farmland Conversion

The following mitigation measure would be implemented to mitigate the project's conversion of approximately 1 acre of Prime Farmland and 105 acres of Unique Farmland (a total of 106 acres of Important Farmland).

Prior to project construction, the City (Environmental Utilities Department) shall place a conservation easement on the Unique and Prime Farmland located within the project site but outside of the project development footprint, which includes 6 acres of Prime Farmland and 84 acres of Unique Farmland (as shown in Table 3.2-2). This permanent, on-site easement would mitigate for the loss of 90 acres of Important Farmland. Though there are no specific requirements for additional off-site preservation of farmland, the City will seek opportunities to provide for farmland conservation outside of the city within Placer County. This may be accomplished through the purchase of land or an easement, or providing funding for, Important Farmland conservation in Placer County. Should the City's effort to create the on-site conservation easement prove impossible or impractical, the City may pay in-lieu fees to mitigate the equivalent farm value of farmland as close to the project area as feasible.

Significance after Mitigation

Implementation of Mitigation Measure 3.2-2 would reduce impacts associated with the conversion of Important Farmland, but not sufficiently to reduce the impact to a less-than-significant level because no new farmland would be made available. As a result, a net loss of Important Farmland would occur. After mitigation, this impact would be **significant and unavoidable**.

Phase 2

Implementation of Phase 2, like Phase 1, would result in the conversion of Unique Farmland to non-agricultural use. As described for Phase 1, the conversion of Unique Farmland is considered a significant impact under Appendix G of the State CEQA Guidelines. Therefore, this impact would be **significant**.

Phase 2 of the project would include an additional 122,000 square feet of building area for the RRTO Facility and the construction of 37,000 square feet of building area for the Potential Future Organics Processing Facility (including the development of 34 acres of land). Similar to Phase 1, construction of Phase 2 would convert Unique Farmland to non-agricultural use. Based on estimates using existing FMMP Important Farmlands data and GIS mapping, it is estimated that the project would result in the conversion of approximately 105 acres of Unique Farmland (Table 3.2-2).

While the project site is leased for rice and hay production, the site has been designated to be used for a public stormwater retention basin for two decades and has been proposed for development for that length of time (City of Roseville 2020b). Nonetheless, because the project would convert Important Farmland to non-agricultural use, this impact would be **significant**.

Mitigation Measures

Implement Mitigation Measure 3.2-2, described above.

Significance after Mitigation

Implementation of Mitigation Measure 3.2-2 would reduce impacts associated with the conversion of Important Farmland, but not sufficiently to reduce the impact to a less-than-significant level because no new farmland would be made available. As a result, a net loss of Important Farmland would occur. After mitigation, this impact would be **significant and unavoidable**.

3.3 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.

One comment regarding air quality was received in response to the notice of preparation (see Appendix A). The Office of the Placer County Executive suggested that the EIR should analyze the air quality, dust, and odor impacts associated with project construction and operation and analyze health impacts to County residents. To assess potential health effects from the project, a health risk assessment (HRA) was conducted to evaluate both project construction and operational emissions. The results of the HRA are summarized in Impact 3.3-4 and detailed inputs and outputs are included in Appendix B.

3.3.1 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 called "criteria air pollutants." These are common in outdoor air, considered harmful to public health and the environment, and originate from numerous and diverse sources. The CAA requires EPA to periodically review these standards through scientific research to determine whether changes are warranted. The six criteria pollutants are carbon monoxide (CO), lead (Pb), 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 ($PM_{2.5}$), ground-level ozone (O_3), nitrogen dioxide (NO_2), and sulfur dioxide (SO_2). These standards are shown in Table 3.3-1. The primary standards protect public health and the secondary standards protect public welfare.

The CAA also required 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.

Table 3.3-1 National and California Ambient Air Quality Standards

Pollutant	Averaging Time	California (CAAQS)[a,b]	National (NAAQS)[c] Primary[b,d]	National (NAAQS)[c] 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)	Same as primary standard
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)	Same as primary standard
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	Same as primary standard
Fine particulate matter ($PM_{2.5}$)	Annual arithmetic mean	12 µg/m^3	12.0 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.

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, HAPs, are a defined set of airborne pollutants that may pose a present or potential hazard to human health. A TAC is defined 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 noncarcinogens 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 3.3-1). 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 3.3-1).

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, 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, hydrogen sulfide (H_2S), 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 (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, particulate matter exhaust from diesel engines (diesel PM) was 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 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 the BACT 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.

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.

Senate Bill 1383

Senate Bill (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 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. The proposed project is designed to address SB 1383 goals.

California Department of Resources, Recycling, and Recovery

According to Title 14 California Code of Regulations (CCR) Section 17863.4 all compostable material handling operations and facilities in California are required to "prepare, implement, and maintain" a site-specific Odor Impact Minimization Plan (OIMP). OIMPs must provide guidance to on-site operations personnel by describing, at a minimum, the following items:

- an odor monitoring and data collection protocol for on-site odor sources, including the proximity of possible odor receptors and a method for assessing odor impacts at the locations of the possible odor receptors;
- a description of meteorological conditions affecting the migration of odors and/or transport of odor-causing material off-site, including seasonal variations that affect wind velocity and direction;
- a complaint response and recordkeeping protocol;
- a description of design considerations and/or projected ranges of optimal operation to be employed in minimizing odor, including method and degree of aeration, moisture content of materials, feedstock characteristics, airborne emission production, process water distribution, pad and site drainage and permeability, equipment reliability, personnel training, weather event impacts, utility service interruptions, and site-specific concerns as applicable; and
- a description of operating procedures for minimizing odor, including aeration, moisture management, feedstock quality, drainage controls, pad maintenance, wastewater pond controls, storage practices (e.g., storage time and pile geometry), contingency plans (i.e., equipment, water, power, and personnel), biofiltration, and tarping as applicable.

Odor regulation and enforcement at compost facilities are regulated by CalRecycle.

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 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 in Placer County are subject to PCACPD's adopted 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 not exceed 20 percent 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 228 Fugitive Dust:**
  - **101 Purpose:** To reduce the amount of particulate matter entrained in the ambient air, or discharged into the ambient air, as a result of anthropogenic (man-made) fugitive dust sources by requiring actions to prevent, reduce, or mitigate fugitive dust emissions.
  - **104 Partial Exemptions**
    - 104.2 Permitted Facilities: The provisions of Section 400, with the exception of Section 405, Reasonable Precautions, shall not apply to any facility permitted by the District in accordance with Rule 501, General Permit Requirements.
    - 104.3 Permitted Facilities with Non-Fugitive Emissions: The provisions of Section 303 shall not apply to any facility having non-fugitive particulate matter emissions that are permitted by the District in accordance with Rule 501, General Permit Requirements.

- **401 Minimum Dust Control Requirements:** The following dust mitigation measures are to be initiated at the start and maintained throughout the duration of the construction or grading activity, including any construction or grading for road construction or maintenance.
  - **401.1** Unpaved areas subject to vehicle traffic must be stabilized by being kept wet, treated with a chemical dust suppressant, or covered. In geographic ultramafic rock units, or when naturally-occurring asbestos, ultramafic rock, or serpentine is to be disturbed, the cover material shall contain less than 0.25 percent asbestos as determined using the bulk sampling method for asbestos in Section 502.
  - **401.2** The speed of any vehicles and equipment traveling across unpaved areas must be no more than 15 miles per hour unless the road surface and surrounding area is sufficiently stabilized to prevent vehicles and equipment traveling more than 15 miles per hour from emitting dust exceeding Ringelmann 2 or visible emissions from crossing the project boundary line.
  - **401.3** Storage piles and disturbed areas not subject to vehicular traffic must be stabilized by being kept wet, treated with a chemical dust suppressant, or covered when material is not being added to or removed from the pile.
  - **401.4** Prior to any ground disturbance, including grading, excavating, and land clearing, sufficient water must be applied to the area to be disturbed to prevent emitting dust exceeding Ringelmann 2 and to minimize visible emissions from crossing the boundary line.
  - **401.5** Construction vehicles leaving the site shall be cleaned to prevent dust, silt, mud, and dirt from being released or tracked offsite.
  - **401.6** When wind speeds are high enough to result in dust emissions crossing the boundary line, despite the application of dust mitigation measures, grading, and earthmoving operations shall be suspended.
  - **401.7** No trucks are allowed to transport excavated material off-site unless the trucks are maintained such that no spillage can occur from holes or other openings in cargo compartments and loads are either:
    - **401.7.1** Covered with tarps; or
    - **401.7.2** Wetted and loaded such that the material does not touch the front, back, or sides of the cargo compartment at any point less than six inches from the top and that no point of the load extends above the top of the cargo compartment.
  - **401.8** In geographic ultramafic rock units, or when naturally-occurring asbestos, ultramafic rock, or serpentine is disturbed, all equipment must be washed down before moving from the property onto a paved public road.
  - **401.9** In geographic ultramafic rock units, or when naturally-occurring asbestos, ultramafic rock, or serpentine is disturbed, upon completion of the project disturbed surfaces shall be stabilized using one or more of the following methods:
    - 401.9.1 Establishment of a vegetative cover;
    - 401.9.2 Placement of at least one (1.0) foot of non-asbestos-containing material;
    - 401.9.3 Paving;
    - 401.9.4 Any other measure deemed sufficient to prevent wind speeds of ten (10) miles per hour or greater from causing visible dust emissions.

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 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. 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. 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, including PCAPCD, with the support of CARB. This plan is an Air Quality Attainment Plan (AQAP) that is applicable to development in the project area. One of the proposed mitigation strategies in the SIP is to recommend and implement mitigation measures through the review of land use projects at the local level (PCAPCD 2017). PCAPCD also adopted the 2014 Reasonably Available Control Technology (RACT) State Implementation Plan Analysis and Federal Negative Declarations for 16 Control Technique Source Categories. CARB submitted the 2014 RACT SIP to the EPA as a revision to the California SIP.

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 AQ1.13:** Identify feasible strategies to reduce transportation emissions from new projects and existing development within the Planning Area.
- **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 AQ1.17**: 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 AQ1.19**: Encourage energy efficiency by identifying potential cost savings, resource, and health benefits.

- **Policy AQ1.21** Protect City residents from the risks involved in the transport, distribution, storage, use, and disposal of hazardous materials, and coordinate with other agencies and organizations to reduce existing sources of health risk.

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 in General Plan)
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 - Land Use (Ongoing in General Plan)
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:

- Locate 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);
- Provide 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; and
- 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.

Toxic Air Contaminants (Proposed in General Plan)

- The City shall require, as part of plans for development within the Planning Area, the implementation of ARB'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.
- 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.
- 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.

3.3.2 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 to the project site are residences along Phillip Road, approximately 235 feet south of the project site; residences along South Brewer Road, located approximately 0.25 miles southwest and west of the western project boundary; and residences approximately 1.7 miles east of the eastern project boundary.

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 particulate matter (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 SVAB through the Carquinez Strait, the only breach in the western mountain barrier, and moves across the Sacramento River–San Joaquin River Delta (Delta) from the San Francisco Bay area. The Mediterranean climate type of 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, which leads to the entrapment of air pollutants when meteorological conditions are unfavorable for transport and dilution. The highest frequency of poor air movement occurs in the fall and winter when high-pressure cells are often 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 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 NOx, which result in ozone formation. Typically, the Delta breeze transports air pollutants northward out of 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 (WRCC) 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 3.3-2. Placer County's attainment status for the CAAQS and the NAAQS are shown in Table 3.3-3.

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 2000 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 2024).

Particulate Matter

As discussed above, 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, as well as particulate matter formed in the atmosphere by reaction of gaseous precursors (CARB 2013). 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 $PM_{2.5}$ have steadily declined in the SVAB between 2000 and 2010 and then 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 3.3-2 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 2025c.

MONITORING STATION DATA AND ATTAINMENT DESIGNATIONS

Criteria air pollutant concentrations are measured at several monitoring stations in the SVAB. The Sacramento International Airport station is located approximately 9 miles southwest 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 3.3-3 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 3.3-3 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=Severe	Nonattainment (8-hour)
Respirable particulate matter (PM_{10})	Attainment (24-hour)	Nonattainment (24-hour)
	Attainment (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 Pending) (1-Hour)	Attainment (1-hour)
	(Attainment Pending) (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	No Federal Standard	Attainment (24-hour)
Visibly Reducing Particles	No Federal Standard	Unclassified (8-hour)
Vinyl Chloride	No Federal Standard	Unclassified (24-hour)

Notes:

[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 Section 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; EPA 2025d.

In August 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 (EPA 2025d). The Sacramento Regional 2015 8-hour Ozone Attainment and Reasonable Further Progress Plan was prepared to meet the requirements of the federal CAA 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 are 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, except for levels of para-dichlorobenzene and formaldehyde, levels of TACs 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. Residential dwellings, 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.

Existing sensitive land uses near the project site include residences. The nearest existing sensitive receptors to the project site are residences along Phillip Road, approximately 235 feet south of the project site; residences along South Brewer Road, located approximately 0.25 miles southwest and west of the western project boundary; and residences approximately 1.7 miles east of the eastern project boundary.

3.3.3 Environmental Impacts and Mitigation Measures

METHODOLOGY

Criteria Air Pollutants and Ozone Precursors

Construction and operational emissions of criteria air pollutants and precursors were quantified using calculation sheets, California Emissions Estimator Model (CalEEMod) Version 2022.1.1.21 computer program, and emission factors from CARB's EMFAC 2025 model and OFFROAD 2025 model. Emission estimates were based on available project-specific information and model defaults. The detailed methodology used to estimate air pollutant emissions is described below, by project component/emissions source.

Construction

Construction Phasing

Phase 1 activities would involve grading of the entire area and construction of the RRTO Facility (phase 1), EU Services Facility, Equipment Maintenance Facility, Vendor Lease Area, electrical substation, and Philip Road and force main improvements. Phase 2 would involve completion of construction of the RRTO (phase 2) and Future Potential Organics Processing Facility (which could include a potential future organics compost facility and/or biomass gasification facility). Construction activities would occur between 7:00 a.m. and 7:00 p.m. Monday through Friday. Emissions rates were calculated based on an anticipated construction schedule of 8 hours per day, 5 days per week, over a 7-year active construction period (Phase 1 and Phase 2). Overall construction phasing was used to assign equipment use and vehicle trips to daily activities to derive maximum emissions and total emissions scenarios. Specifically, mass grading of the entire site is anticipated to occur in Phase 1 to allow construction and installation of facilities during future years. Finish grading, installation, and deliveries of building materials would be phased out over time associated with the construction of each individual component. A detailed phasing schedule is provided in Appendix C.

Off-Road Equipment Exhaust

Specific equipment number, types, horsepower, and load factors for each phase of construction were developed based on default equipment lists contained in the CalEEMod, for representative model runs conducted based on the anticipated acreage to be developed. In addition, project-specific information (i.e., cut / fill quantities) were available and used to adjust CalEEMod defaults to account for the anticipated earthwork that would occur. Exhaust emissions were calculated using emissions rates contained in CalEEMod for each piece of equipment, using statewide fleet average emissions rates, default horsepower and usage factors.

On-Road Vehicles Exhaust and Fugitive Dust

On-road vehicles (e.g., heavy-duty trucks, passenger vehicles) would be required for material hauling, delivery, and employee commuting. Exhaust emissions rates were derived from CARB's EMFAC 2025 model based on the number of truck trips by trip type (e.g., employee commuting, material deliveries and material hauling) anticipated for construction. Emissions from haul and delivery trucks were estimated using Heavy-Heavy Duty Truck (HHDT) emission factors from EMFAC 2025, a CalEEMod default of 8.8 miles for each one-way vendor trip, 9.8 miles for each one-way demolition waste

hauling, and the anticipated amount of haul and delivery truck trips for each phase of construction. Emissions associated with construction worker commute travel were estimated based on a weighted average of light duty auto (LDA), light duty truck 1 (LDT1), and light duty truck 2 (LDT2) emission rates from EMFAC 2025, similar to the vehicle split used in CalEEMod (e.g., LDA = 25 percent, LDT1 = 50 percent, LDT2 = 25 percent). In addition, CalEEMod model defaults were used for trip lengths (14.3 miles per worker trip), workers per day (60), and vehicle trips per worker per day (2.5).

Fugitive dust (PM_{10} and $PM_{2.5}$) emissions were derived using emissions factors contained in EPA's AP-42 documentation for grading/dozing activities and vehicular travel on paved and unpaved roads. Emissions factors were applied to grading/dozing/scraping activities as well as vehicle miles travelled (VMT) associated with on- and off-road truck travel. Travel distances were derived using default trip lengths in CalEEMod, as described above, and the project site plan/work area for on-site travel. Standard construction dust suppression practices (e.g., watering twice daily) would be implemented during construction and, thus, were assumed for purposes of modeling.

Operations

Operational emissions were estimated for the initial phase operation in the year 2028, Phase 2 in the year 2040, and full operation in the year 2058. Sources of operational emissions would include project site building operation, on-site off-road equipment exhaust, employee vehicle exhaust, and waste pickup and transfer truck exhaust, fuel delivery truck exhaust, fuel station dispensing emissions, fleet service and maintenance chemical use emissions, biomass compost fugitive emissions, and biomass gasification stack emissions. The following text provides a summary of the methodology used to estimate emissions from each source. Comprehensive assumptions and calculation details are presented in Appendix C.

Building Operation

Regarding operations of the RRTO Facility, Vendor Lease Area, EU Services Facility, and Equipment Maintenance Facility, because the buildings would be all-electric, the default CalEEMod natural gas demand was converted to an equivalent electricity demand and combined with the default electricity consumption values.

On-site Equipment

On-site off-road equipment would be used for material movement at the Material Transfer Station and the Potential Future Organics Processing Facility. Project-specific diesel fueled equipment type, number, horsepower, and annual usage were available. Emissions were estimated using CalEEMod emissions factors and default inputs, as described above for construction-related off-road equipment. Other on-site equipment (e.g., material sorting, screening, grinding) would be electric and would not result in direct air pollutant emissions.

On-Road Vehicle Exhaust and Fugitive Dust

On-road vehicles (e.g., waste pickup trucks, waste transfer trucks, fuel delivery truck, and employee commuting vehicles) would be required for daily operation of the facilities. All emissions associated with vehicle use were based on anticipated daily and annual trip numbers available from the traffic study and VMT analysis prepared for the project (Kittelson & Associates 2025).

Similar to construction vehicles, combustion exhaust, paved road and brake and tire wear fugitive dust (PM_{10} and $PM_{2.5}$) were estimated using a combination of emission factors and methodologies from CalEEMod and emission factors from CARB's EMFAC 2025 model based on the number of truck trips projected in year 2028, 2040, and 2058.

Emissions from waste pickup, transfer, and fuel delivery trucks were estimated using EMFAC 2025 emission factors for T7 SWCV Class 8 and Heavy-Heavy Duty Trucks. An average of 14 miles for each one-way waste truck trip were estimated based on traffic analysis data, and 27.2 miles for each one-way fuel delivery were assumed for the refill of two on-site fuel tanks. For modeling purposes, the waste pickup and transfer trucks were assumed to operate from 6:00 a.m. to 3:00 p.m. Monday through Friday, and the fuel delivery truck was predicted to deliver at approximately 11:00 a.m. and 5 p.m., Monday and Wednesday.

Emissions associated with the employee commute travel were estimated based on a weighted average of light duty auto (LDA), light-duty truck 1 (LDT1, and light-duty truck 2 (LDT2) emission rates from EMFAC 2025, similar to the vehicle split

used in CalEEMod (e.g., LDA = 25 percent, LDT1 = 50 percent, LDT2 = 25 percent). The CalEEMod default trip length of 10.9 miles per worker trip was applied to the project.

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

Dispersion modeling was conducted using the CARB-approved American Meteorological Society/Environmental Protection Agency Regulatory Model Improvement Committee modeling system (AERMOD) Version 21112, with a unit emission rate of 1 gram per second (g/s) for all modeled sources. 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 operation). 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. The methods used to estimate health risks from construction and operation of the proposed project are briefly described below. Detailed model assumptions, inputs and output for the HRA are presented in the HRA memo 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 a 7-year active construction period (Phase 1 and Phase 2).

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. 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 estimated were modeled using CARB's Hotspot Analysis and Reporting Program (HARP) risk tool (HARP2, version 22118) and the most updated Health Database (July 20, 2025). Specific methods by source, are described in greater detail below and the complete HRA methodology, including model input parameters, is included in Appendix B.

Equipment Maintenance Facility

The facility is anticipated to use 50 gallons each of solvent, degreaser, and paint per year at full operation. VOC emissions were estimated assuming the limit quantity of VOC content per PCAPCD rules: 50 grams of VOC per liters of solvent or degreaser (PCAPCD 1998), and 5.7 pounds per gallons of paint (PCAPCD 2003). Emissions sources were modeled as area sources.

Fueling Station

A fueling station would be located between Phillip Road and the Equipment Maintenance Facility area. This fueling area would provide fuels for all the non-EV vehicles envisioned at the site, including gasoline, diesel, and possibly other fuels as appropriate. Fueling station emissions were estimated following CARB's guide (CARB 2022), for gasoline and diesel, based on City of Roseville fuel consumption data and anticipated facility capacity increase over time. The emissions include bulk transfer emissions, breathing emissions, fueling vapor emissions from fuel tanks of vehicles without Onboard Refueling Vapor Recovery (ORVR) systems, fueling vapor emissions from fill-pipe of ORVR

vehicles, emissions due to spillage, and emissions through hose permeation. The emissions were estimated using fuel daily throughput (gallons of fuels per day) and CARB emission factors and assumptions (CARB 2022). Emissions sources were modeled as points and volumes.

Diesel Trucks and Equipment

On-site off-road equipment activity was modeled as an area source, and on-road truck emissions were modeled as line-volume sources, consistent with PCAPCD's HRA guidance. Diesel PM emissions from off-road equipment were estimated using anticipated annual equipment use supplemented with CalEEMod default values. Diesel PM emission rates from on-road trucks were estimated using VMT-based emission factors derived from EMFAC 2025 emission dataset in Placer County and VMT of trucks in the receptor region. Emissions sources were modeled as line-volumes.

Organics Composting

Air pollution emissions from composting would primarily result from the biological decomposition of organic materials (i.e., green and food materials), which could generate VOCs, ammonia, and GHGs. In addition, material handling activities, including offroad equipment transferring from material recover facility to composting site would result in fugitive dust emissions. Baseline emission factors of 3.58 pounds of VOC and 0.78 pounds of ammonia per ton of wet compost represent an uncontrolled (i.e., not actively managed to control air emissions, odors, or leachate) organics windrow composting (SJVAPCD 2023a).

Aerated static pile (ASP) or covered aerated static pile (CASP) systems with biofiltration either through a compost cap, geomembrane cover, or biofilter would be used for composting. ASP or CASP type composting systems represent statewide Best Available Control Technology (BACT) as determined by several local air districts across the state. CASP systems would achieve approximately 80 percent reduction in VOC emissions and approximately 53 percent reduction in ammonia emissions compared to baseline uncontrolled composting emissions (SJVAPCD 2023b). Because the composting system is designed to be ASP or CASP, the BACT reductions were applied to the ammonia and VOC emission estimations. Fugitive dust PM_{10} emissions are associated with transferring equipment travel on unpaved surfaces, and material handling and sorting. Fugitive dust generated from material handling and sorting activities would primarily consist of particulate matter and is not considered a toxic air contaminant. Toxic air contaminant emissions at the facility would be dominated by diesel PM from off-road and on-road equipment. Therefore, fugitive dust emissions from material sorting and handling were evaluated as criteria pollutants and were not included in the health risk assessment. Metal TACs resulted from traveling of transfer equipment (loaders) were estimated using PM_{10}-based emission factors from operations generating dust from green waste composting (SJVAPCD 2016a).

The estimated compost throughput is 210,000 tons for full operation. The emission factors were calculated on a per wet ton basis of organic material, and to ensure conservatism, the analysis assumes that the compost feedstock was composed entirely of organic materials (i.e., green and food materials). To be conservative, the entire composting site was modeled as an area source for composting VOC emissions. TAC speciation refers to the breakdown of emissions into individual TAC compounds based on emission factors or profiles. The TAC speciation of VOC emissions from composting is determined using the Composting Green Waste VOC Calculator (SJVAPCD 2016b). Off-road equipment paths are not fixed and, thus, off-road equipment activities were assumed to be distributed over the site, and both DPM and metal TACs in fugitive dust were modeled as area sources in AERMOD.

Biomass Gasification Facility

The specific technology and capacity of the future potential biomass facility are unknown. However, based on the current understanding of the EU Facility design and anticipated capacity, it was determined that a 2.5 megawatt (MW) gasification (biomass to energy) facility would be a representative facility to model for the HRA. Applying a factor of 12,000 tons of biomass per MW, for a 2.5 MW facility, an annual throughout of biomass fuel of 30,000 tons was assumed in the modeling (City of Roseville 2024). Emissions factors for another similar biomass gasification were applied as a representative facility (Climate Registry Default Emissions Factors 2021; Mustafa et al. 2017; EPA 2017; Yu et al. 2020). Biomass gasification emissions were modeled as a point source in AERMOD.

Odors

Impacts related to odors were assessed qualitatively, based on proposed construction activities, equipment types and duration of use, overall construction schedule, operational activities, 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's 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, 82 lb/day for NO_X, or 82 lb/day PM_{10} (PCAPCD 2017: 21);
- result in a net increase in long-term project level operational criteria air pollutant or precursor emissions that exceed the PCAPCD-recommended thresholds of 55 lb/day for ROG, 55 lb/day for NO_x, and 82 lb/day for PM_{10} (PCAPCD 2017: 21);
- expose sensitive receptors to substantial concentrations of CO;
- expose sensitive receptors to substantial incremental increase in TAC emissions that exceed 10 in 1 million for carcinogenic risk (i.e., the risk of contracting 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

Localized emissions of mobile-source CO are not assessed 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 3.3-1: Conflict with or Obstruct Implementation of the Applicable Air Quality Plan

Phase 1

The implementation of Phase 1 of the project would not conflict with the City of Roseville 2035 General Plan, which is developed to guide growth in a manner that minimizes air pollution and protect public health and is used as a basis for regional air quality planning. Therefore, Phase 1 of the project would not conflict with the objectives of the applicable air quality plan (i.e., *Sacramento 2015 Regional 8-Hour Ozone Attainment and Reasonable Further Progress Plan*) or with further progress towards achieving attainment. This impact would be **less than significant**.

In August 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 (EPA 2025d). The SVAB is currently designated as nonattainment for the CAAQ PM_{10} standard and the NAAQ 2015 8-hour ozone standard, as discussed in Section 3.3.2, "Environmental Setting." PCAPCD is part of SMAQMD AQAP, which presents comprehensive strategies to reduce volatile organic compounds, NO_X and PM_{10} emissions from stationary or area, mobile, and indirect sources to achieve attainment status with respect to NAAQS

and CAAQs. As shown under Impact 3.3-2, construction and operational emissions of PM_{10} and ozone precursors (ROG and NO_X) from Phase 1 of the project would not exceed the PCAPCD thresholds of significance. Phase 1 of the project would not exceed the applicable thresholds and thus would not conflict with or obstruct implementation of the *Sacramento 2015 Regional 8-Hour Ozone Attainment and Reasonable Further Progress Plan* to attain NAAQS and CAAQS in the SVAB.

The emission inventories used to develop applicable air quality plans are based primarily on projected population and employment growth 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 (e.g., General Plan, regional transportation plan). Therefore, projects that result in increases in employment growth beyond that projected in regional or local plans could result in emissions beyond those forecasted in the applicable plans. The General Plan land uses and associated growth projections are used to inform regional transportation planning (i.e., SACOG MTP/SCS), in which the air quality planning emissions forecasts and reduction are based, As discussed above in Section 3.3.1, "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 MTP/SCS addresses air quality by aligning transportation and land use planning with regional and State air quality goals. The SACOG 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 employment growth (SACOG 2026). Therefore, land use and growth consistency with the General Plan and the MTP/SCS would inherently demonstrate consistency with regional air quality planning. The existing General Plan land use designation for the project site is Public/Quasi-Public (P/QP) which establishes areas for municipal, governmental, or public facilities. The zoning for the project site is Planned Development (PD). A Planned Development district is a special purpose district that is intended to be applied in circumstances where the desired mix of uses cannot be achieved with a residential, commercial, or industrial mixed-use district when combined with a special area overlay. Because Phase 1 includes the development of government offices and municipal corporation yard facilities, the project would be consistent with the land use designations and zoning established by the City of Roseville. Therefore, Phase 1 of the project would not conflict with the City General Plan or the emissions forecasts contained within the AQAP, and the project would not conflict with long-term regional air quality planning efforts. This impact would be **less than significant**.

Mitigation Measures

No mitigation is required.

Phase 2

PCAPCD and other air districts within the SVAB develop air quality plans to enable the region to achieve compliance with the 8-hour ozone attainment standards. These air quality plans are based on an inventory of existing emission sources and projections under future land use development. Further, relating to stationary emissions sources specifically, the plan identifies that through air district permit compliance, stationary sources emissions would be limited and controlled appropriately. Because the project would not result in increases in population or employment growth beyond that projected in the regional MTP/SCS, and would not conflict with the City General Plan, the project would not conflict with the objective of the applicable air quality plan (i.e., *Sacramento 2015 Regional 8-Hour Ozone Attainment and Reasonable Further Progress Plan*). For these reasons, this impact would be **less than significant**.

PCAPCD and other air districts within the SVAB developed the *Sacramento 2015 Regional 8-Hour Ozone Attainment and Reasonable Further Progress Plan* to address 8-hour ozone attainment. The emission inventories used to develop applicable air quality plans are based primarily on projected population and employment growth 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 (e.g., General Plan, regional transportation plan). Therefore, projects that result in increases in employment growth beyond that projected in regional or local plans could result in emissions beyond those forecasted in the applicable plans. Phase 2 of the project would be operational by 2040 and would include an additional 122,000 square feet of building area for the RRTO Facility and the construction of 37,000 square feet of building area for the potential Future Organics Processing Facility. As shown in Table 3.3-5, operational emissions associated with Phase 2

would exceed the PCAPCD thresholds of significance. In addition, as specified under Impact 3.3-3, daily operational emissions associated with full operation (2058) would exceed PCAPCD thresholds. However, the AQAP identifies that for stationary emission sources, compliance with air district permitting and associated emissions limits is the primary action needed for the region to continue further progress towards attainment (see additional discussion below in Impact 3.3-2 regarding permitting).

As discussed above in Section 3.3.1, "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 MTP/SCS addresses air quality by aligning transportation and land use planning with regional and State air quality goals. The SACOG 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 employment growth (SACOG 2026). The project does not include land use development that would result in population growth beyond what has already been anticipated and planned for, and, therefore, would not generate long-term emissions that would conflict with the applicable AQAP. Rather, the project would continue to serve the City's existing population and waste generation (Phase 1) and would be designed to accommodate increased growth anticipated in the City of Roseville, which is planned for in the 2035 Roseville General Plan. Because the project would not result in employment growth beyond that projected in the regional plan, the project would not conflict with or obstruct the implementation of the air quality plan. In addition, as discussed above for Phase 1, the existing land use designation for the project site is P/AQP and the zoning is PD. Phase 2 and full operation (2058) of the project would be consistent with the land use designations and zoning established in the City General Plan. Because the City General Plan was developed to guide growth in a manner that minimizes air pollution and protects public health and is the basis for the regional emissions forecasts and reduction targets in the AQAP, consistency with land uses and growth in the General Plan would also be consistency with the AQAP; thus, a project that is consistent with the General Plan would not impede attainment of air quality standards.

For these reasons, implementation of the project would not conflict with the goals of the *Sacramento 2015 Regional 8-Hour Ozone Attainment and Reasonable Further Progress Plan* to attain NAAQS and CAAQS in the SVAB.

This impact would be **less than significant**.

Mitigation Measures

No mitigation is required.

Impact 3.3-2: Construction Emissions of Criteria Air Pollutants and Ozone Precursors

Phase 1

The construction activities associated with Phase 1 would involve mass grading and facility construction, which 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 exceed the applicable PCAPCD daily threshold of 82 lb/day for ROG, NO_X, or PM_{10}. Therefore, this impact would be **less than significant**.

Construction of Phase 1 would involve approximately 116 acres of ground disturbance including vegetation removal and grading. Typical construction activities associated with Phase 1 would require earthmoving equipment (e.g., graders, compactors, loaders, dozers, and excavators), concrete mix trucks and concrete pumps, cranes, welders, pavers, rollers, trucks, and personal autos as necessary. Pile driving and blasting are not anticipated. Excavation would be required for the installation of drains, utilities, and foundations. Emissions of NO_X would be primarily associated with off-road (e.g., gas and diesel) construction equipment exhaust. On-road trucks for the import and export of materials and worker commuting would be secondary sources. Worker commute trips in gasoline-fueled vehicles and application of architectural coatings would be the primary sources of ROG, with additional ROG coming from off- and on-road construction equipment. Fugitive dust emissions of PM_{10}, and $PM_{2.5}$ 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.

Construction mass emissions were modeled based on anticipated construction activities (e.g., earth work, building construction, equipment installation, paving) that would be required for each phase of the project. During Phase 1, initial earth work and construction of associated components is anticipated to take up to 18 months, with construction beginning as early as 2027. For construction activities associated with Phase 2, construction would involve expansion of the RRTO Facility and construction of the Potential Future Organics Processing Facility and generally is anticipated to occur on an as-needed basis as the facility's capacity increases through Phase 2. Overall, the totality of construction activities would occur over a 14-year period (2027 through 2040) with an anticipated gap of approximately seven years prior to Phase 2 development. To determine maximum daily emissions, initial earthwork was overlapped with subsequent activities (Phase 1) and the most intensive construction activities associated with Phase 2 were used. Refer to Appendix B for specific equipment hours and construction activity associated with each component of the project.

Table 3.3-4 summarizes the modeled construction-related emissions of criteria air pollutants and ozone precursors for the project. The significance of construction-related air quality impacts was determined by comparing these modeling results with the applicable PCAPCD significance thresholds.

Table 3.3-4 Unmitigated Maximum Daily Emissions of Criteria Air Pollutants and Precursors Emissions Associated with Project Construction (lb/day)[1]

Construction Component	ROG (lb/day)	NO_X (lb/day)	PM_{10} (lb/day)
Phase 1 (2027-2038)			
Project Earthwork	5	31	31
RRTO Facility (Phase 1)	3	17	8
EU Services Facility	4	19	10
Equipment Maintenance Facility	4	24	11
Vendor Lease Area	3	14	8
Phillips Rd and Force Main Improvements	5	27	26
Electrical Substation	3	13	3
Overlap Project Earthwork and Vendor Lease Area	8	45	39
Overlap Project Earthwork, Philip Road and Force Main Improvements, and Electrical Substation	13	71	60
Overlap EU Services Facility and Equipment Maintenance Facility	8	43	22
Phase 1 Max Daily	**13**	**71**	**60**
PCAPCD Thresholds of Significance	**82**	**82**	**82**
Exceed Threshold?	**No**	**No**	**No**
Phase 2 (2035-2040)			
RRTO Facility (Phase 2)	3	12	8
Potential Future Organics Processing Facility	3	17	8
Overlap RRTO Facility (Phase 2) and Potential Future Organics Processing Facility	6	30	16
Phase 2 Max Daily	**6**	**30**	**16**
PCAPCD Thresholds of Significance	**82**	**82**	**82**
Exceed Threshold?	**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. Daily emissions for overlapping components are calculated by summing the daily emissions of each individual component.

[1] The emissions for Phase 1 and Phase 2 are not additive as components associated with each project phase were modeled separately, based on the anticipated phasing of development.

[2] Fugitive dust controls incorporated into the emissions modeling, in accordance with commitments in Chapter 2, "Project Description."

Source: Modeling conducted by Ascent in 2025.

According to the PCAPCD guidance, projects with daily emissions exceeding the thresholds of 82 lb/day for ROG, NO_x, or PM_{10} would have a significant impact on air quality. As shown in Table 3.3-4, Phase 1 project construction is anticipated to generate emissions that would not exceed the established maximum daily for ROG, NO_x, or PM_{10} daily thresholds. Further, all construction activities would be required to comply with PCAPCD rules and regulations designed to reduce particulate matter emissions. Specifically, these include Rule 401.1 through 401.9 and would require active watering/stabilizing of exposed dirt, reduced speeds for trucks, and covering active piles. Complete details are described above in Section 3.3.1, "Regulatory Setting." Incorporation of these measures would further reduce dust emissions. Because PCAPCD thresholds of significance are directly tied to attaining the NAAQs, projects that do not exceed these thresholds would be considered not to contribute to adverse health effects. For these reasons, construction emissions associated with Phase 1 of the project would be **less than significant**.

Mitigation Measures

No mitigation is required.

Phase 2

Phase 2 of the project would involve the construction of additional square footage at the RRTO Facility and the construction of a Potential Future Organics Processing Facility, which could include a future composting and/or biomass facility. Construction of Phase 2 of the project would include the use of off-road equipment, material delivery, worker commute trips, and building construction. Because Phase 2 construction activities would not exceed the PCAPCD-recommended thresholds of 82 lb/day for ROG, NO_X, or PM_{10}, this impact would be **less than significant**.

Phase 2 of the project would include expansion of the RRTO Facility and construction of the Potential Future Organics Processing Facility, all of which would be located within the boundaries of the project site and would not include improvements to Phillip Road (which would be constructed as part of Phase 1). For modeling purposes, Phase 2 construction is estimated to take place between 2035 and 2040 (see Table 3.3-4). Similar to Phase 1, Phase 2 construction activities (e.g., hauling and operation of off-road equipment, material delivery, worker commute trips, building construction, paving, and architectural coating) would result in emissions of ROG, NO_X, and particulate matter (e.g., $PM_{2.5}$ and PM_{10}). The maximum daily emissions for Phase 2 project construction are presented in Table 3.3-4 and model inputs and outputs are available in Appendix C.

According to PCAPCD guidance, projects with daily emissions exceeding the thresholds of 82 lb/day for ROG, NO_X, or PM_{10} would have a significant impact on air quality. As shown in Table 3.3-4, construction of Phase 2 is not anticipated to generate emissions that would exceed the established daily maximum for ROG, NO_X, or PM_{10}. Because PCAPCD thresholds of significance are directly tied to attaining the NAAQS, projects that exceed thresholds would be considered to contribute to adverse health effects. For these reasons, construction emissions from Phase 2 of the project would not result in negative health outcomes. This impact would be **less than significant**.

Mitigation Measures

No mitigation is required.

Impact 3.3-3: Long-term Operational Emissions of Criteria Air Pollutants and Ozone Precursors

Phase 1

Implementation of Phase 1 of the project would result in operational emissions from the use of on-site equipment and waste acceptance activities, building-related energy, and area-wide sources (e.g., landscaping equipment) as well as from mobile sources associated with employee commute and truck travel. Based on the modeling conducted, operational emissions would not exceed the PCAPCD thresholds of significance or substantially contribute to concentrations that exceed NAAQS or CAAQS. Impacts related to these long-term operational (regional) emissions would be **less than significant**.

Phase 1 of the project would involve the operation of the RRTO Facility that would provide an on-site materials recovery facility to segregate recyclable material; an area for receiving and transferring municipal solid waste; and an area for receiving, processing, and transferring organic waste; the Vendor Lease Area for prospective vendors to commit materials to the RRTO Facility; and the Corporation Yard. Emissions associated with operation of Phase 1 include emissions from mobile sources, including trucks used to transport municipal solid waste (MSW) and organic wastes and vehicles used by employees to travel to and from the facility. Table 3.3-5 summarizes the modeled operational emissions of criteria air pollutants and ozone precursors for the project.

Table 3.3-5 Unmitigated Criteria Air Pollutant and Precursor Emissions Associated with Project Operation

Operation Component	ROG (lb/day)	NO_X (lb/day)	PM_{10} (lb/day)
Phase 1 (2028)			
Area Sources	6	<1	<1
Building Energy[1]	0	0	0
Mobile - Trucks	1	16	2
Mobile - Worker Commute	16	8	1
MRF Material Sorting/Handling	0	0	1
MRF Material Transfer Off-road	<1	2	<1
Total Daily Operational Emissions	**23**	**26**	**4**
Significance Threshold	**55**	**55**	**82**
Exceed Threshold?	**No**	**No**	**No**
Phase 2 (2040)			
Area Sources	16	<1	<1
Building Energy[1]	0	0	0
Onsite Fueling Station	1	0	0
Equipment Maintenance	1	0	0
Mobile - Trucks	1	9	4
Mobile - Worker Commute	14	3	1
MRF Material Sorting/Handling	0	0	2
MRF Material Transfer Off-road	1	3	<1
Organic Material Transfer Off-road	1	3	<1
Organics Compost	218	0	22
Biomass Gasification	5	320	254
Total Daily Operational Emissions	**256**	**339**	**283**
Significance Threshold	**55**	**55**	**82**
Exceed Threshold?	**Yes**	**Yes**	**Yes**
Full Operation (2058)			
Area Sources	16	<1	<1
Building Energy[1]	0	0	0
Onsite Fueling Station	1	0	0
Equipment Maintenance	1	0	0
Mobile - Trucks	1	14	7

Operation Component	ROG (lb/day)	NO_X (lb/day)	PM_{10} (lb/day)
Mobile - Worker Commute	8	1	1
MRF Material Sorting/Handling	0	0	2
MRF Material Transfer Offroad Emission	1	4	<1
Organic Material Transfer Offroad Emission	1	6	<1
Organics Compost	412	0	42
Biomass Gasification	5	320	254
Total Daily Operational Emissions	**446**	**345**	**306**
Significance Threshold	**55**	**55**	**82**
Exceed Threshold?	**Yes**	**Yes**	**Yes**

Notes: ROG = reactive organic gas; NO_x = oxides of nitrogen; PM = particulate matter; lb/day = pounds per day; PCAPCD = Placer County Air Pollution Control District. Area source refers to the reapplication of architectural coating every 10 years. These unmitigated emissions include the project-specific VMT provided by Kittelson & Associates (2025). For Phase 2, the projected biomass feedstock quantities for the composting and gasification facilities at full operation (2058) were used, providing a conservative estimate of criteria air pollutant emissions. Note that the emissions for Phase 1 and Phase 2 are not additive as components associated with each project phase were modeled separately, based on the anticipated phasing of development.

[1] Consistent with CalEEMod, "building energy" refers to energy use associated with building operations such as space heating, water heating. Because buildings would be all electric (no natural gas boiler, furnaces or engines), there would be no onsite (direct) emissions of air pollutants. Indirect emissions of air pollutants from power plants are generally associated with the permitted stationary source (the power plant itself), not the individual buildings.

Source: Modeled by Ascent in 2025.

As shown in Table 3.3-5, implementation of Phase 1 would generate emissions of criteria air pollutants currently under nonattainment status (i.e., ROG, NO_X, and PM_{10}). Based on the characteristics of Phase 1, operational maximum daily emissions would not exceed the PCAPCD significance thresholds (i.e., 55 lb/day for ROG and NO_X or the threshold of 82 lb/per day for PM_{10}. As detailed under Section 3.3.3, "Thresholds of Significance," PCAPCD mass emissions thresholds have been developed in consideration of long-term air quality planning to attain the NAAQS and CAAQS. Because the PCAPCD thresholds of significance are directly tied to attaining NAAQS and CAAQS, projects that do not exceed these thresholds would not contribute to adverse health effects. For these reasons, operational emissions from Phase 1 would not result in negative health outcomes. This impact would be **less than significant**.

Mitigation Measures

No mitigation is required.

Phase 2

Phase 2 would involve the operation of additional square footage at the RRTO Facility and the operation of a Potential Future Organics Processing Facility, which could include a future composting and/or biomass facility. Similar to Phase 1, Phase 2 of the project would result in operational emissions from the use of on-site equipment and building-related energy as well as from mobile sources associated with employee commutes and operational truck travel. Based on the modeling conducted, operational emissions from Phase 2 and full operations would exceed PCAPCD thresholds of 55 lb/day for ROG and NO_x, and the threshold of 82 lb/day for PM_{10} (Table 3.3-5). This impact would be **significant**.

Phase 2 of the project would be operational by 2040 and would include an additional 122,000 square feet of building area for the RRTO Facility and the construction of 37,000 square feet of building area for the Potential Future Organics Processing Facility (including the development of 34 acres of land). Similar to Phase 1, emissions associated with operation of Phase 2 would include emissions from mobile sources, including trucks used to transport MSW and organic wastes and vehicles used by employees to travel to and from the facility. Table 3.3-5 summarizes the modeled operation-related emissions of criteria air pollutants and ozone precursors under buildout conditions in 2040 after Phase 1 and Phase 2 have been completed. In addition, a full operations (2058) scenario was modeled to capture

additional anticipated waste throughput associated with long-term demand (i.e., 660,000 tons per year), including additional onsite equipment use and facility staff, to handle increased activities. As shown in Table 3.3-5, based on the characteristics of Phase 2, operational maximum daily emissions would exceed the PCAPCD thresholds of 55 lb/day for ROG and NO_X and the threshold of 82 lb/per day for PM_{10}, which could result in adverse health effects. The Potential Future Organics Processing Facility, which could include a future composting and/or biomass gasification facility, would generate the majority of operational emissions. Operation of the composting facility would result in an exceedance of ROG emissions during Phase 2, and operation of the biomass gasification facility would generate exceedances of NOx and PM_{10} emissions. Expansion of the RRTO Facility alone would not result in an exceedance of the ROG, NO_x, or PM_{10} thresholds. Nevertheless, because emissions associated with the RRTO Facility and Potential Future Organics Processing Facility would exceed the applicable thresholds, this impact would be **significant**.

Mitigation Measures

Mitigation Measure 3.3-3a: Reduce Fugitive Dust From Composting

The following mitigation measure would be required if the City constructs and operates the composting component of the Potential Future Organics Processing Facility. To minimize fugitive PM_{10} emissions from composting operations, including the use of an Aerated Static Pile (ASP) or a Covered Aerated Static Pile (CASP) system, the City shall implement the following dust control measures during all compost feedstock handling, pile building, screening, and on-site material movement activities:

- Moisture Control: Maintain compost feedstocks and active piles at optimal moisture levels to reduce dust generation during pile construction, loading, and unloading.
- Water or Suppressants: Apply water or environmentally safe dust suppressants to stockpiles and material handling areas as needed to minimize visible dust emissions.
- Wind Barriers or Vegetative Buffers: Install fencing, berms, or vegetative windbreaks around the perimeter of the composting and feedstock handling areas to reduce windblown dust generation.
- Enclosed or Covered Operations: Where feasible, enclose or provide wind-sheltered structures for high-dust-generating activities such as grinding or screening.
- Monitoring and Response: Implement a visible dust observation program during active operations. If visible dust is observed beyond the property line, operations contributing to dust shall be temporarily suspended until effective dust control measures are applied.

Mitigation Measure 3.3-3b: Permitting-Level Ambient Air Quality Evaluation for Composting and/or Stationary Biomass Facility

The following mitigation measure would be required if the City constructs and operates the Potential Future Organics Processing Facility, which could include a future composting and/or biomass facility. Prior to issuance of a building permit or air quality permit for the installation or operation of the composting and/or any stationary biomass energy generation system, the City of Roseville shall prepare a permitting-level emissions evaluation, in coordination with PCAPCD. The evaluation shall:

- Estimate all criteria air pollutant emissions based on the proposed technology type, combustion or conversion process, equipment specifications, fuel throughput, stack parameters, and emission factors;
- Quantitatively estimate daily and annual emissions in accordance with PCAPCD Rule 502 New Source Review; and
- Identify and evaluate Best Available Control Technology (BACT) and other emission control measures or procure emissions offsets to reduce emissions, in accordance with PCAPCD emissions limits contained in Rule 502.

The ambient air quality evaluation shall be submitted to PCAPCD for review and the City shall incorporate identified BACT controls and/or emissions offsets, if necessary, to ensure that emissions achieve all emissions limits contained in PCAPCD's Rule 502. Implementation of control technology and final site design shall be demonstrated prior to issuance of building permits.

Significance after Mitigation

Implementation of the identified dust control measures in Mitigation Measure 3.3-3a would substantially reduce fugitive PM_{10} emissions from potential future composting operations by requiring site-specific best practices such as moisture control, traffic management, and suppression of dust-generating activities. Onsite dust suppression can generally achieve up to 75 percent reduction from onsite moving equipment, resulting in 6 lbs/day (Phase 2) and 11 lbs/day (Full Operation) associated with onsite equipment movement/material loading and unloading during composting, reported in Table 3.3-5 under the Biomass Composting category (SMAQMD 2020). However, considering the PM emissions are dominated by the gasification process and those alone exceed the thresholds, a 75 percent reduction in onsite PM emissions from material transfer would not bring total emissions down to below the thresholds. Implementation of Mitigation Measure 3.3-3b would require a permitting-level specific evaluation of the anticipated daily and annual emissions associated with the potential future on-site composting and/or biomass facility. Understanding that technology advances over time, the specific technology and associated emissions with the potential future composting and/or biomass facility is likely to be different than what was evaluated in this EIR; thus, Mitigation Measure 3.3-3b requires that based on the specific technology chosen in the future, including potential cogeneration features and emissions controls, that the facility meet all PCAPCD permitting requirements including emissions limits/offsets established by PCAPCD's permitting process. Nonetheless, because ROG, NO_x, and PM emissions may continue to exceed thresholds, this impact would remain **significant and unavoidable.**

Impact 3.3-4: Expose Sensitive Receptors to Substantial Pollutant Concentrations

Phase 1 and Phase 2 (Construction)

An HRA was conducted to assess potential health risk exposure from construction and operation of the project. The HRA analyzed short-term diesel PM emissions during construction activities and long-term on- and off-site emissions sources (e.g., on-site: equipment use, fuel dispensing, vehicle maintenance, composting, biomass gasification; off-site: diesel PM from waste delivery trucks). Based on the modeling conducted for the project-specific HRA, construction emissions would result in exceedances of PCAPCD's risk threshold of 10 per million at nearby receptors. Non-cancer risk thresholds of Health Index 1 would not be exceeded. Because construction emissions would exceed PCAPCD's risk threshold, this impact would be **significant**.

To fully evaluate the impacts of the project, a construction and operational HRA was conducted in accordance with PCAPCD guidance and CARB recommendations. 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. This analysis considers all construction associated with Phase 1 and Phase 2 of the project. The operational phase of the project is discussed below under Phase 2, which assumed full operation in 2040. Further, risk calculations also considered the extended duration of exposure that could occur as one portion of the project is built out and begins to operate while another portion begins to be constructed. The localized levels of TAC emissions from the proposed project were evaluated against existing health-based standards and CEQA guidelines.

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.

The nearest sensitive receptors that could be adversely affected by construction are existing residences including a residence along Phillip Road, approximately 235 feet south of the project site and residences along South Brewer Road, approximately 0.25 mile southwest of the project site. In addition, there is an existing, unoccupied residential structure within the Vendor Lease Area that may be demolished or repurposed for use by prospective vendors. The project site is also located within a 2-mile radius of several planned developments/communities (e.g., Creekview Specific Plan, West Roseville Specific Plan areas). The Phillip Road Site Project, a proposed mixed-use development in the City, is located approximately two miles east of the project site.

To estimate diesel PM emissions, the same modeling output that was described above for Impact 3.3-2 was used, and PM_{10} exhaust emissions were considered to be a surrogate for diesel PM. Average construction fleet vehicle emissions rates were applied. Diesel PM emissions from construction emissions modeling were applied to the air dispersion modeling outputs to obtain emissions concentrations, which were used to estimate health risks, using HARP 2. For more detailed information regarding the HRA methodology, inputs and outputs, refer to Appendix B.

Based on the emissions modeling conducted for construction activities alone, the maximally exposed individual receptor (MEIR) (i.e., home located approximately 235 feet south of the project site) would be exposed to an incremental increase in cancer risk of 12.5 per million, which would exceed PCAPCD's health risk threshold for cancer risk of 10 per million. Non-cancer health risk would not exceed PCAPCD's health risk threshold of 1 on the HI. See Table 3.3-6 and Figure 3.3-1. Because construction emissions would exceed PCAPCD's risk threshold, this impact would be **significant**.

Table 3.3-6 Cancer and Non-Cancer Risks due to Construction Emissions

Phase	MEIR Cancer Risk (Per Million)	MEIR Chronic Hazard Index
Construction, Unmitigated	12.5	<0.1
Threshold	10	1
Threshold Exceeded?	Yes	No

Notes: MEIR = maximally exposed individual receptor; Hazard Index = non-cancer health risk.

Source: Modeled by Ascent in 2025.

Mitigation Measures

Mitigation Measure 3.3-4: Implement Clean Construction Fleet

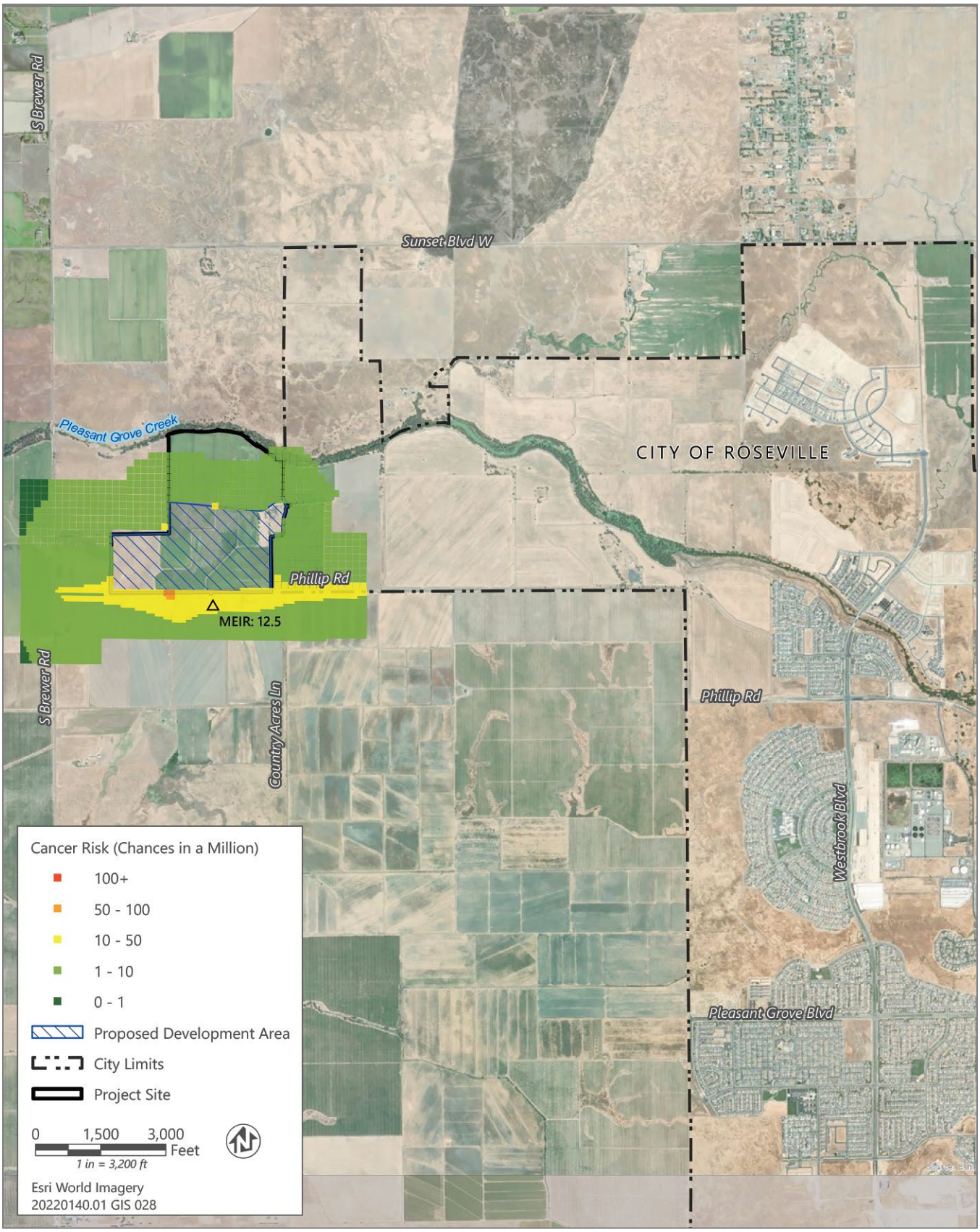
During all phases of project construction, all off-road diesel-powered construction equipment greater than 25 horsepower shall meet EPA's Tier 4 emission standards, as defined in 40 CFR 1039, and comply with the appropriate test procedures and provisions contained in 40 CFR Parts 1065 and 1068. This measure can also be achieved by using battery-electric off-road equipment as it becomes available. The City 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. Implementation of this measure shall be required in the contract the City establishes with its construction contractors.

Significance after Mitigation

Applying Mitigation Measure 3.3-4 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, cancer risk at the MEIR would be reduced from 12.5 per million to 2.0 per million for contracting cancer over a 70-year lifetime, which is below the PCAPCD thresholds of 10 per million. Figure 3.3-2 shows the cancer risk results from project construction after mitigation is applied. See Appendix B for further details. With incorporation of Mitigation Measure 3.3-4, this impact would be reduced to a **less-than-significant** level.

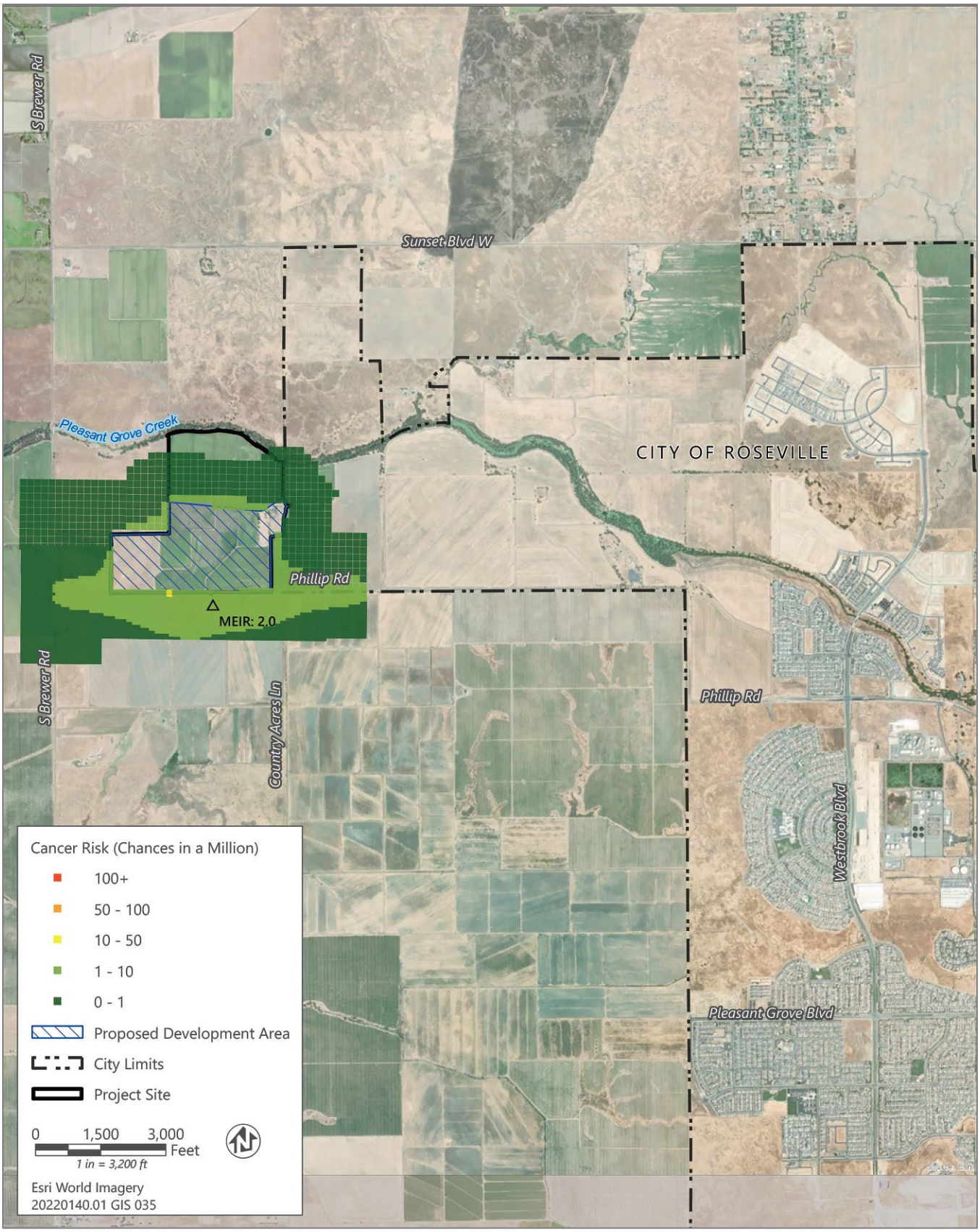
Phase 1 and Phase 2 (Operation)

The HRA for combined Phase 1 and Phase 2 of the project evaluated all on-site activities as well as the operation of a potential future compost facility and a 2.5 MW potential future biomass gasification facility, which could be developed at full operation (2058) of the project. Based on the modeling conducted for the project-specific HRA, Phase 2 of the project (operations alone) would not result in the exposure of sensitive receptors to TAC emissions in excess of 10 in 1 million cancer risk or a non-carcinogenic health risk greater than 1.0 on the Hazard Index. When considering the combined effect of project construction with full operation, the project would result in a combined excess cancer risk of 18.5 per million, exceeding PCAPCD's 10 per million threshold. The Hazard Index threshold would not be exceeded. Because the combined effect of project construction with full operation would exceed PCAPCD's risk threshold, this impact would be **significant**.



Source: Adapted by Ascent in 2025.

Figure 3.3-1 Cancer Risk Map (Project Construction, Unmitigated)



Source: Adapted by Ascent in 2025.

Figure 3.3-2 Cancer Risk Map (Project Construction, Mitigated)

As detailed above, to fully evaluate the impacts of the project, a construction and operational HRA was conducted in accordance with PCAPCD guidance and CARB recommendations. The HRA for combined Phase 1 and Phase 2 of the project evaluated all on-site activities as well as the operation of a potential future compost facility and a 2.5 MW potential future gasification biomass facility.

Operations

Operational activity was modeled in the HRA to determine the maximum future risk exposure associated with full operation of the project. Full operation would include the maximum anticipated waste throughput of 660,00 tpy of waste, including 210,000 tpy of organics. Based on the anticipated 2.5 MW potential future biomass facility and estimated capacity of 12,000 tons of biomass per 1 MW, 30,000 tpy of organic waste was assumed to be processed through the potential future biomass facility. In addition, to handle the waste, on-site diesel equipment would be required at the potential future composting site, on-site diesel material trucks would be used to deliver and transfer material, gasoline and diesel dispensing would occur at the on-site fueling station, maintenance of equipment could result in VOC off-gassing emissions, and various TAC emissions would be associated with the potential future composting and biomass gasification facility.

For the purposes of the HRA, operational-related emissions of diesel PM were estimated using CalEEMod emission factors, as described above in Impact 3.3-2 and under the "Methodology" subheading. Emissions from other sources (e.g., biomass gasification, composting, on-site fuel dispensing) were modeled using appropriate emissions factors and anticipated operational activity schedules. Similar to methods described above, air dispersion modeling was conducted in AERMOD for full operation and ground-level concentrations were obtained at nearby receptors. Full details of emissions factors and operational activity rates are contained in Appendix B.

Based on the emissions modeling conducted for operational activities alone, the MEIR (i.e., home located approximately 225 feet south of the project site) would be exposed to an incremental increase in cancer risk of 6.0 per million, which would not exceed PCAPCD's health risk threshold for cancer risk of 10 per million. In addition, non-cancer health risk would not exceed PCAPCD's health risk threshold of 1 on the Hazard Index. See Table 3.3-7 and Figure 3.3-3.

Table 3.3-7 Cancer and Non-Cancer Risks due to Operational Emissions

Phase	MEIR Cancer Risk (Per Million)	MEIR Chronic Hazard Index	MEIR Acute Hazard Index
Full Operation (2058)	6.0	<0.1	0.3
Threshold	10	1	1
Threshold Exceeded?	No	No	No

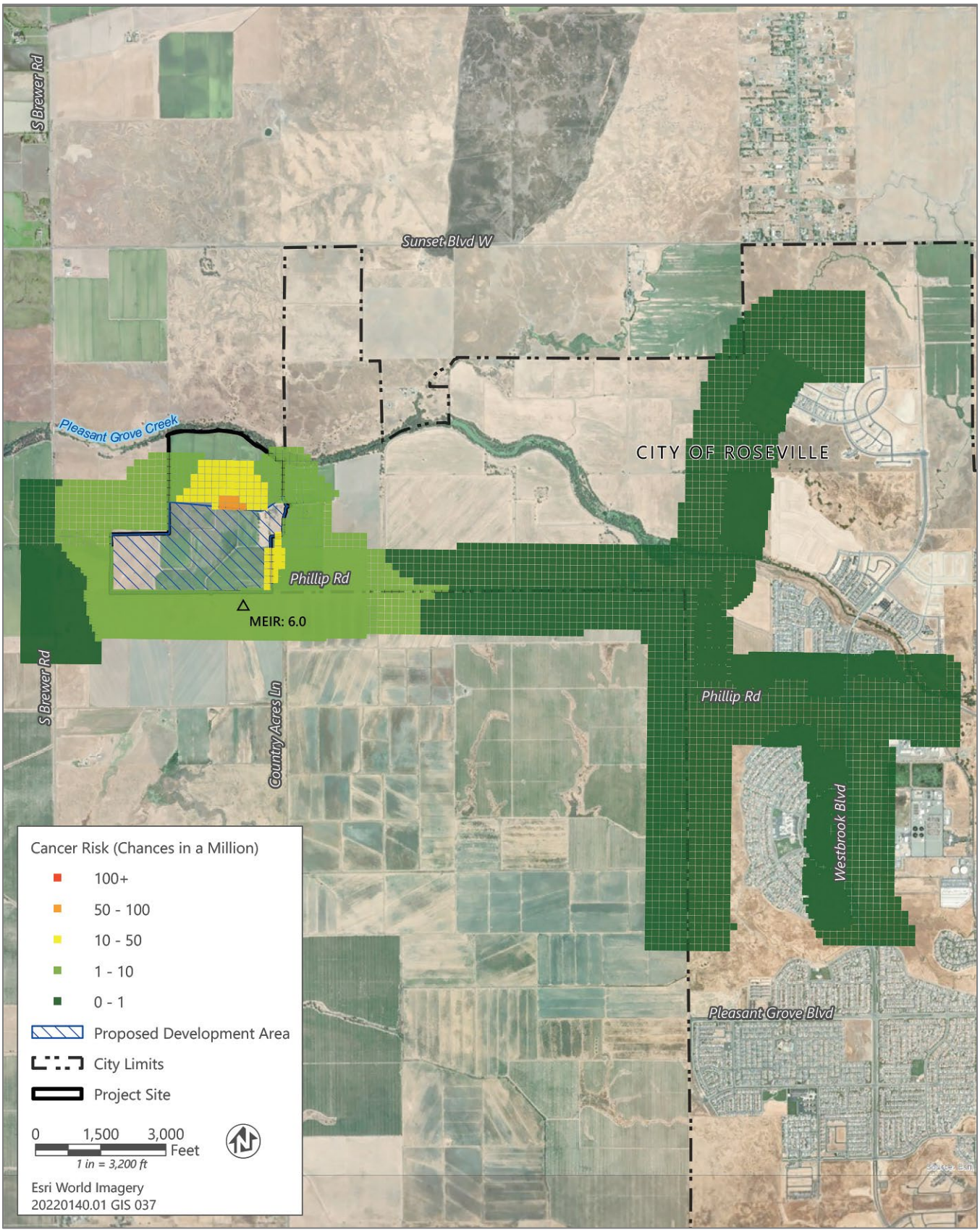
Notes: MEIR = maximally exposed individual receptor; Hazard Index = non-cancer health risk.

Source: Modeled by Ascent in 2025.

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 the same receptors could potentially be exposed to TACs from both construction and operational activities, a combined construction and operational scenario was modeled. 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. Nonetheless, 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.

As shown in Figure 3.3-3, cancer risk results are concentrated closer to the onsite equipment (orange and yellow contours) with some cancer risk estimates also associated with primary access roads (dark green). The modeling assumes that 90 percent of traffic would move west from the site, while 10 percent heads east. Refer to Appendix B for more details regarding modeling inputs.



Source: Adapted by Ascent in 2025.

Figure 3.3-3 Cancer Risk Map (Project Operations, Unmitigated)

Understanding that construction risk alone at the MEIR (i.e., cancer risk of 12.5 per million) would exceed the 10 per million cancer-risk threshold, when combined with operations (i.e., 6.0 per million at the MEIR), the maximum cancer risk level at the MEIR would be 18.5 per million of excess cancer risk, exceeding the 10 per million threshold. Non-cancer risk would not exceed PCPACD's thresholds. See Table 3.3-8 and Figure 3.3-4 for cancer risk results from this combined scenario.

Table 3.3-8 Cancer and Non-Cancer Risks due to Construction and Operational Emissions

Phase	MEIR Cancer Risk (Per Million)	MEIR Chronic Hazard Index	MEIR Acute Hazard Index	MEIR Location (X, Y)
Combined Construction and Operation (Full Operation)	18.5	<0.1	0.3	635808.26, 4295924.81
Threshold	10	1	1	-
Threshold Exceeded?	Yes	No	No	-

Notes: MEIR = maximally exposed individual receptor; Hazard Index = non-cancer health risk.

Source: Modeled by Ascent in 2025.

Because the combined effect of project construction with full operation (2058) would exceed PCAPCD's risk threshold, this impact would be **significant**.

Mitigation Measures

Implement Mitigation Measure 3.3-4, described above.

Significance after Mitigation

Applying Mitigation Measure 3.3-4 would substantially reduce diesel PM and NOx emissions associated with construction activities. As described above, implementation of this measure would reduce construction-related cancer risk exposure to 2 per million. Combining this with operational risk alone (i.e., 6.0 per million) would result in a combined maximum cancer risk of 8.0 per million, which would be below PCAPCD's 10 per million threshold. Figure 3.3-5 shows the cancer risk results from project operation after mitigation is applied. Figure 3.3-6 shows the cancer risk results from project construction and operation combined after mitigation is applied. Refer to Appendix B for mitigated scenario modeling. With incorporation of Mitigation Measure 3.3-4, this impact would be reduced to a **less-than-significant** level.

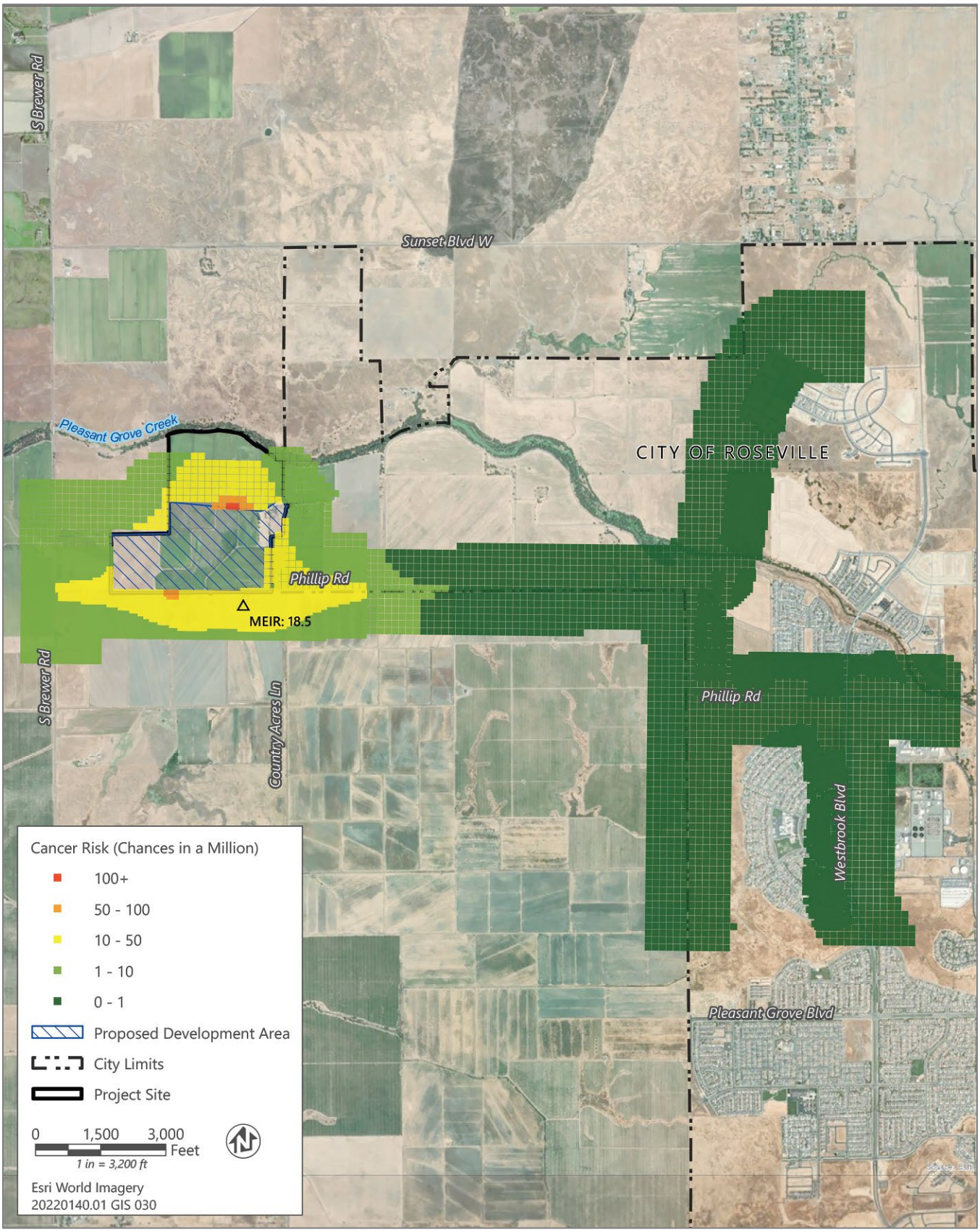
Impact 3.3-5: Create Objectionable Odors Affecting a Substantial Number of People

Phase 1

Phase 1 of the project would introduce new odor sources into the area such as temporary diesel exhaust emissions from construction equipment and the movement of trucks during construction. However, these odor sources would be temporary, intermittent, and dissipate rapidly from the source. Operational activities would include truck idling and municipal solid waste (MSW) and organic waste delivery and transfer. Implementation of applicable best management practices (BMPs) would minimize odors and the project would be subject to PCAPCD Rule 205, which prohibits the discharge of air contaminants or other materials that would cause detriment, nuisance, or annoyance. However, because existing sensitive uses are located within PCAPCD-screening distances and planned future growth in Roseville could occur prior to operations of Phase 1, resulting in new sensitive uses within the 2-mile buffer, the potential for the project to cause objectionable odors remains. Thus, this impact would be **potentially significant**.

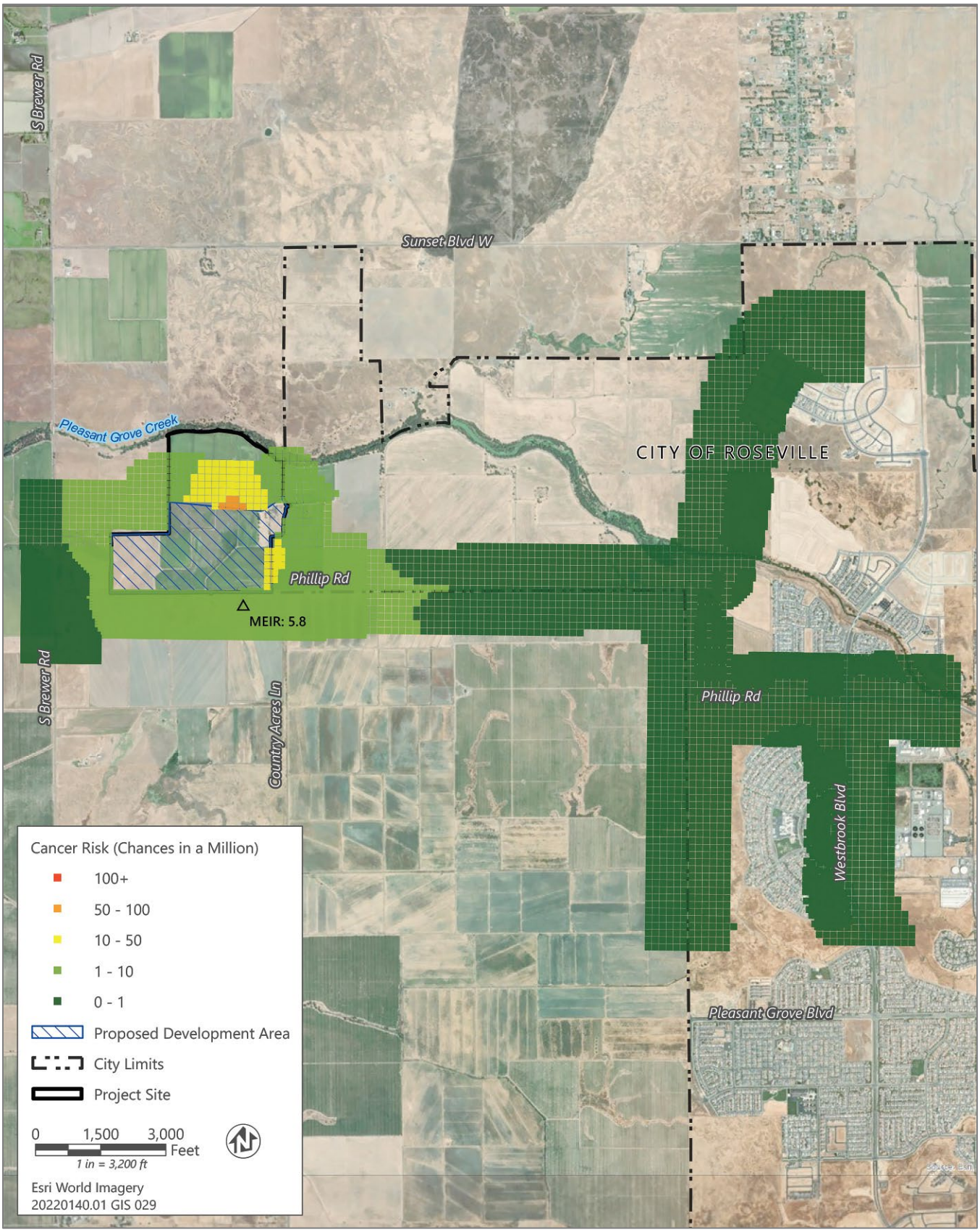
Construction

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 may 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.



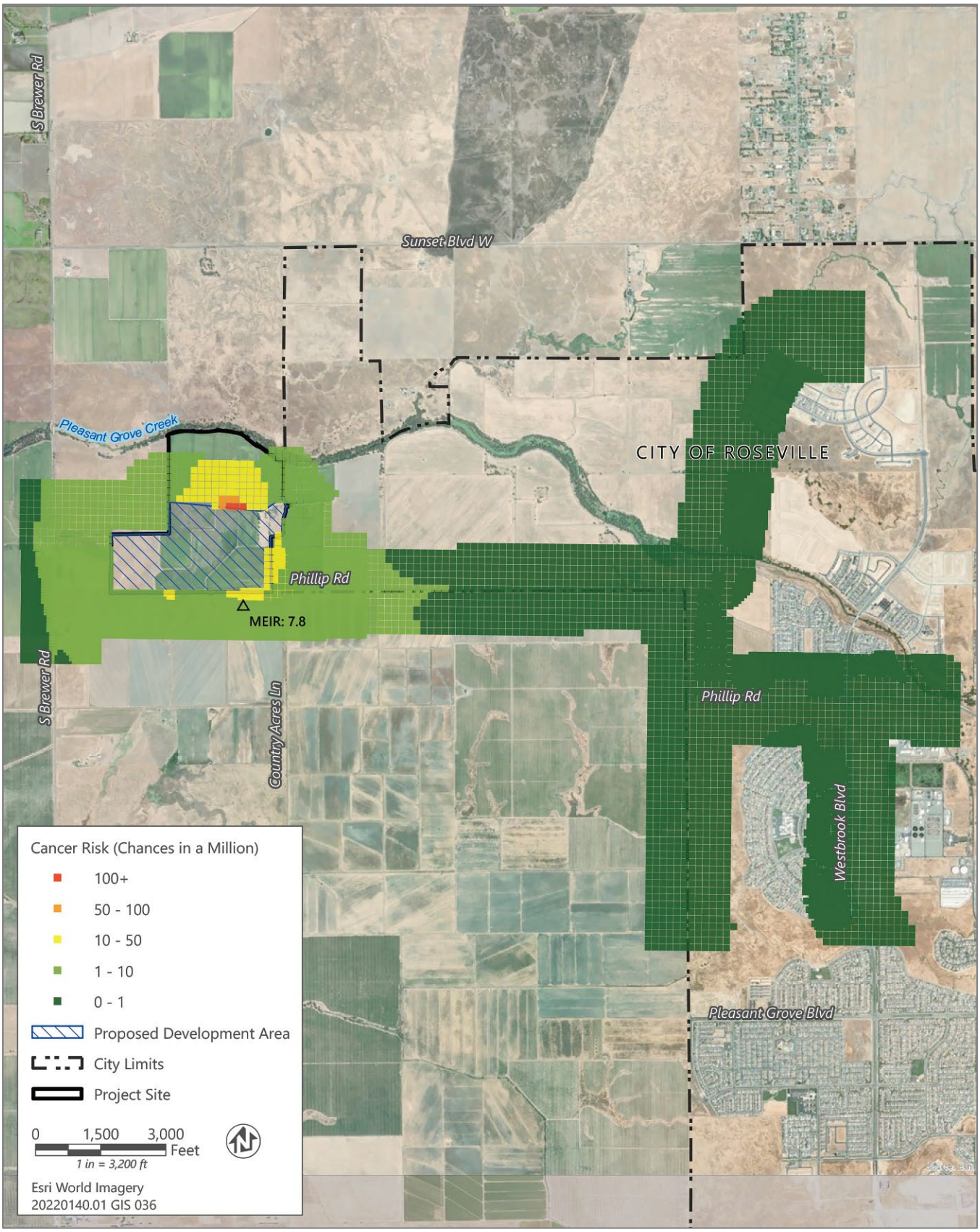
Source: Adapted by Ascent in 2025.

Figure 3.3-4 Cancer Risk Map (Project Construction and Operation Combined, Unmitigated)



Source: Adapted by Ascent in 2025.

Figure 3.3-5 Cancer Risk Map (Project Operations, Mitigated)



Source: Adapted by Ascent in 2025.

Figure 3.3-6 Cancer Risk Map (Project Construction and Operation Combined, Mitigated)

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) which requires volatile organic compound limits on coatings used, potential construction odors would be minimized. 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. Existing off-site receptors include residences located approximately 235 feet south, 0.25 miles west, and 1.7 miles east of the project site. 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 a significant odor-related impact.

Operations

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). The project site is predominantly agricultural and currently used for farming; thus, some odors (e.g., operation of equipment with diesel exhaust) would be similar to existing operations. Operational odor sources associated with Phase 1 of the project would include diesel exhaust from idling trucks, MSW, and organic waste. Diesel-fueled trucks would be moving in and out of the facility and would not be idling for an extended period (i.e., no longer than five minutes). In addition, over time, the EU fleet would convert from an internal combustion engine fleet to a zero emission or reduced emission fleet, thus reducing the odors associated with truck deliveries and operation.

Odors associated with project operation (i.e., transfer station, green waste) are identified as major odor sources by PCAPCD (PCAPCD 2017: 63-64). These objectionable odors are generated from the municipal solid waste delivered and processed at the transfer station. Waste materials received at transfer stations also include organic residues such as food and yard waste that generate odors when they decompose. Odiferous volatile organic compounds can be generated when organic waste breaks down. These odors can range from sweet to pungent to rancid or musty with the intensity of the smell depending upon the material received, the speed with which they are processed, whether or not the wastes are processed indoors, and the distance from the source.

PCAPCD identifies the distance between odor source and receptors as one of the most important factors influencing odor impacts and recommends screening distances for a variety of odor-generating facilities (PCAPCD 2017: 64). The recommended screening distance for green waste and composting facilities is 2 miles. Although the project site is located within 2 miles of existing sensitive receptors, one of the project objectives is to limit odors associated with recycling by maintaining an appropriate distance from nearby residential and other sensitive uses. In accordance with this objective, the RRTO Facility would be strategically configured such that more industrial features (e.g., waste unloading and transfer) are located further from Phillip Road and from nearby sensitive uses. In addition, as discussed in Chapter 2, "Project Description," the City is a member of the Western Placer Waste Management Authority (WPWMA) and would continue to send a portion of its waste to WPWMA through June 2043. WPWMA has developed a Site Wide Odor Plan (SWOP) that includes Best Management Practices (BMPs) utilized by WPWMA to mitigate the release of odors from WPWMA facilities, including material recovery facility and composting operations (WPWMA 2024: 3). The BMPs focus on timely and consistent processing of materials and regular facility maintenance to avoid the accumulation of potentially odiferous materials. The City would implement similar BMPs applicable to the RRTO Facility, many of which are required to comply with statewide regulations, such as processing waste materials within 48 hours of receipt of the material, regularly inspecting, and properly maintaining material stockpiles or alternative BMPs approved by the respective permitting authorities (WPWMA 2024: 16). Implementation of applicable BMPs would minimize odors associated with the RRTO Facility and other components of Phase 1 of the project.

In addition, emissions of odors would be subject to PCAPCD Rule 205, Nuisance, which prohibits the discharge of air contaminants or other materials that would cause detriment, nuisance, or annoyance to any considerable number of people. However, because existing sensitive uses are located within PCAPCD-screening distances and planned future growth in Roseville could occur prior to operations of Phase 1, resulting in new sensitive uses within the 2-mile buffer, the potential for the project to cause objectionable odors remains.

Summary

Construction of Phase 1 would not expose a substantial number of people to objectionable odors for an extended period. Operational activities associated with Phase 1 could generate perceptible odors following construction. New odor sources would be subject to PCAPCD Rule 205. However, because existing sensitive uses are located within PCAPCD-screening distances and planned future growth in Roseville could occur prior to operations of Phase 1, resulting in new sensitive uses within the 2-mile buffer, the potential for the project to cause objectionable odors remains. Thus, this impact would be **potentially significant**.

Mitigation Measures

Mitigation Measure 3.3-5: Implement Facility Odor Reduction Plan

Prior to commencement of operations involving municipal green waste and food organics, the City shall prepare, implement, and maintain a comprehensive Odor Reduction Plan to minimize the potential for objectionable odors affecting existing and reasonably foreseeable future sensitive receptors. The Odor Reduction Plan shall apply to all odor-generating activities at the facility and shall be implemented for the life of the project. At a minimum, the Odor Reduction Plan shall include the following elements:

- Odor source identification and controls
  The Odor Reduction Plan shall identify all odor-generating sources, and for each source, the Odor Reduction Plan shall specify operational and engineering controls designed to minimize odor generation and release. Odor sources include, but are not limited to:
  - receiving, unloading, and sorting of organics within the organics building enclosure; and
  - pre-processing and mixing of feedstocks.

  Odor sources associated with Phase 2 of the project include, but are not limited to:
  - covered aerated static pile (ASP) composting operations;
  - curing, screening, and product handling; and
  - management of leachate or contact water.
- Receiving and material recovery building requirements
  To address the highest odor potential activities, the Odor Reduction Plan shall require that:
  - reception and sorting of organic waste occur within the building enclosure, with doors closed except during active vehicle ingress and egress;
  - the organics building enclosure be operated to minimize odor emissions, including use of enclosures, ventilation, and odor control measures as applicable (e.g., negative pressure and treatment through a biofilter, scrubber, or equivalent system, if deemed necessary);
  - onsite staging time for unprocessed food organics be limited to a defined maximum duration of time not beyond the time necessary to move to the next stage, with covered or contained storage; and
  - putrescible residuals and screened contaminants be stored in covered containers and removed from the site on a regular schedule sufficient to prevent odor buildup.
- Covered aerated static pile operational controls
  The Odor Reduction Plan shall include procedures to maintain aerobic conditions within covered ASP bays, including monitoring and management of aeration, moisture, and pile conditions. Corrective actions shall be identified for upset conditions (e.g., power outages, aeration system failures, excessive moisture, or indications of anaerobic conditions) to promptly reduce odor potential.
- Odor monitoring, complaints, and adaptive management
  The Odor Reduction Plan shall include an odor monitoring and response program consisting of:

- installation of odor sensors throughout the site, surrounding the compost, collection, sorting, transfer, storage, areas, and any ancillary process location or odor source (e.g., stationary combustion sources, waste water retention or treatment)
- routine odor patrols during operations and under meteorological conditions conducive to odor transport;
- a public odor complaint reporting system and complaint log;
- defined response times for investigating and addressing complaints; and
- adaptive management triggers (e.g., repeated verified offsite odor events or complaint patterns) that require implementation of additional corrective actions or operational changes. Corrective actions will vary depending upon the trigger but could include, and are not limited to, improved containment, increased treatment capacity, modified operations, and increased monitoring and response.

If monitoring indicates that applicable controls are not met, the City shall implement corrective actions within 7 days and increase monitoring and patrol frequency. The City shall also publish an annual report that summarizes complaints, response times, and measures implemented to address complaints. This report shall be kept on file at the facility and made available to the public/PCAPCD upon request.

Documentation and updates

The Odor Reduction Plan shall be kept on file at the facility, made available to the public/PCAPCD upon request, and updated as necessary to reflect changes in operations, waste streams, control technologies, or regulatory requirements.

Significance after Mitigation

Implementation of Mitigation Measure 3.3-5 would require that an Odor Reduction Plan be established for the life of project operations, and specifically, the Odor Reduction Plan would be designed to address all potential odor sources. The Odor Reduction Plan would also require ongoing monitoring and adjustments, should odor issues arise. With specifically designed odor control measures in place at the facility, offsite odor emissions would be substantially controlled and limited. Therefore, this impact would be **less than significant** after mitigation.

Phase 2

Phase 2 of the project would include the construction and operation of additional square footage at the RRTO and the construction and operation of a Potential Future Organics Processing Facility. Phase 2 of the project would introduce new odor sources into the area such as composting and/or biomass operations. Construction odor sources would be temporary, intermittent, and dissipate rapidly from the source. Although Phase 2 would include implementation of odor minimization design features, implementation of an OIMP as required by California Code of Regulations (CCR) Title 14 Section 17863.4, and compliance with applicable PCAPCD BMPs, specific details relating to the anticipated future technology for the biomass facility and specific BMPs for each odor source have not been identified at this time. Therefore, Phase 2 could produce objectionable odors that could affect a substantial number of people. This impact would be **potentially significant**.

Construction

As described for Phase 1, exhaust odors from diesel engines, as well as emissions associated with paving and the application of architectural coatings may 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. 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) which requires volatile organic compound limits on coatings used, potential construction odors would be minimized. 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. Existing off-site receptors include residences located approximately 235 feet south, 0.25 mile west, and 1.7 miles east of the project site. Given the temporary nature of construction activities and the distance of the sensitive receptors from the project site, Phase 2 construction is not anticipated to result in a significant odor-related impact.

Operations

Operational odor sources associated with Phase 2 of the project would include the additional waste delivery anticipated with expansion of the RRTO facility. In addition, odors would be associated with the potential future compost facility, which would be designed to receive and process organic materials, and with a potential biomass facility, which would convert biomass (woody material) into energy using thermal means. These odors are identified as major odor sources by PCAPCD (PCAPCD 2017: 63-64).

Compost facilities involve active biological decomposition, which produces odorous gases. Compost odors vary depending upon whether the materials are breaking down aerobically (with oxygen) or anaerobically (without oxygen). Although compost facilities are designed to break down materials aerobically, anaerobic pockets in the piles can occur if they aren't sufficiently aerated. Within these pockets, sulfur compounds can be created that cause a characteristic rotten egg or skunky odor. Ammonia and nitrogenous odors can also be created due to the presence of nitrogen-rich waste materials in the compost feedstock. Contaminated feedstock such as pet waste or residual liquids can also create objectionable odors. When the compost has matured, or generally completed the curing process, it can have an earthy, soil-like smell that can be categorized as neutral or pleasant.

Biomass facilities primarily generate odors associated with wood combustion (smoke), diesel exhaust from onsite equipment, and mild organic odors from stored biomass feedstocks. Putrescible odors typical of composting operations are generally absent. Objectionable odors can be created during periods of incomplete combustion or feedstock degradation.

Future planned development is anticipated to be located approximately 2 miles east of the project site. Depending on development timing of future planned growth, it is possible that the operation of Phase 2 would begin after new future residences are built. If this were to occur, there would be more existing (future) receptors prior to operation of the primary onsite odor sources (i.e., composting) associated with the project. To address odors, the City would prepare and maintain a site-specific OIMP for the Potential Future Organics Processing Facility, as required by California Code of Regulations (CCR) Title 14 Section 17863.4 to reduce potential odors. The OIMP would be designed to provide guidance to on-site operations personnel by describing, at a minimum, the following items:

- an odor monitoring and data collection protocol for on-site odor sources, which describes the proximity of possible odor receptors and a method for assessing odor impacts at the locations of the possible odor receptors;
- a description of meteorological conditions affecting migration of odors and/or transport of odor-causing material off-site, including seasonal variations that affect wind velocity and direction;
- a complaint response and recordkeeping protocol;
- design considerations and/or projected ranges of optimal operation to be employed in minimizing odor, including method and degree of aeration, moisture content of materials, feedstock characteristics, airborne emission production, process water distribution, pad and site drainage and permeability, equipment reliability, personnel training, weather event impacts, utility service interruptions, and site-specific concerns as applicable; and
- operating procedures for minimizing odor, including aeration, moisture management, feedstock quality, drainage controls, pad maintenance, wastewater pond controls, storage practices (e.g., storage time and pile geometry), contingency plans (i.e., equipment, water, power, and personnel), biofiltration, and tarping, as applicable.

In accordance with 14 CCR Section 17863.4(e), the OIMP would be reviewed annually by the operator to determine if any revisions are necessary. Although the project site is located within 2 miles of existing sensitive receptors (i.e., PCAPCD suggested screening criteria for odor impacts associated with composting facilities), one of the project objectives is to limit odors associated with recycling and composting by maintaining an appropriate distance from nearby residential and other sensitive uses. In accordance with this objective, the RRTO Facility and Potential Future Organics Waste Facility would be strategically configured such that more industrial features (e.g., waste unloading and transfer) are located further from Phillip Road and from nearby sensitive uses. Specifically, the potential future compost and/or biomass facility operations would be located at the northernmost portion of the project site, the farthest from Phillip Road to maximize separation between odor sources and offsite receptors. In addition, emissions of odors would be subject to PCAPCD Rule 205, Nuisance, which prohibits the discharge of air contaminants or other materials that would cause detriment, nuisance,

or annoyance to any considerable number of people. The Aeriated Static Pile (ASP) technology, implementation of the OIMP, and compliance with applicable PCAPCD BMPs (e.g., limited storage duration for unprocessed materials), would reduce odors. However, because existing sensitive uses are located within PCAPCD-screening distances and planned future growth in Roseville could occur prior to operations of Phase 2, resulting in new sensitive uses within the 2-mile buffer, the potential for the project to cause objectionable odors remains. Further, while the OIMP would be required and BMPs likely would be in place, because specific details relating to the anticipated future technology for the biomass facility and specific BMPs for each odor source have not been identified at this time, this impact would be **potentially significant**.

Summary

Construction of Phase 2 would not expose a substantial number of people to objectionable odors for an extended period. Operational activities associated with Phase 2 could generate perceptible odors associated with composting and/or operation of a potential biomass facility. Because existing sensitive uses are located within PCAPCD-screening distances and planned future growth in Roseville could occur prior to operation of Phase 2, resulting in new sensitive uses within a 2-mile buffer of the project site, the potential for the project to cause objectionable odors remains. Further, while the OIMP would be required and BMPs likely would be in place, specific details relating to the anticipated future technology for the potential future biomass facility and specific BMPs for each odor source have not been identified at this time. Therefore, this impact would be **potentially significant.**

Mitigation Measures

Implement Mitigation Measure 3.3-5, described above.

Significance after Mitigation

Implementation of Mitigation Measure 3.3-5 would require that an Odor Reduction Plan be established for the life of project operations, and specifically, the Odor Reduction Plan would be designed to address all potential odor sources. The Odor Reduction Plan would also require ongoing monitoring and adjustments, should odor issues arise. With specifically designed odor control measures in place at the facility, offsite odor emissions would be substantially controlled and limited. Nonetheless, considering the subjective nature of odors and how people perceive them in conjunction with the anticipated future growth in the vicinity, placing more people in closer proximity to odor sources compared to existing conditions, and that the proposed project is a known major odor source, the possibility remains that odors could affect a substantial number of people, resulting in odor complaints. This impact would remain **significant and unavoidable**.

3.4 GREENHOUSE GAS EMISSIONS

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).

Several comments regarding the project's contribution to GHG emissions were received in response to the notice of preparation (see Appendix A). The comments include requests to evaluate emissions generated by moving City divisions to a location at the edge of the city versus a centralized location, mobile-source GHG emissions, and on-site operational GHG emissions. These issues are addressed in this section as well as in Chapter 6, "Alternatives."

3.4.1 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). The public comment period closed on September 22, 2025. 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 2024a).

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 2024b).

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 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, 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.

Executive Order N-19-19

Among other things, this EO required the Department of Finance to create a climate investment framework and required the State Transportation Agency to align transportation spending with achieving objectives of the Climate Change Scoping Plan, and to reduce vehicle miles traveled (VMT) through strategic discretionary investments. In July 2021, the California State Transportation Agency adopted the Climate Action Plan for Transportation Infrastructure (CAPTI). The CAPTI was prepared in the wake of EO N-19-19 and serves as an integrated climate change infrastructure plan. An update to the CAPTI was adopted in February 2025. The update maintains the existing CAPTI framework while committing to new strategies and actions (CalSTA 2025).

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 five 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 (SLCPs), 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 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. The proposed project is designed to address SB 1383 goals.

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°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.

California State Priority Climate Action Plan

California's State Priority Climate Action Plan (PCAP), as funded by EPA's Climate Pollution Reduction Grants (CRPG) Program, was developed to achieve GHG reductions across the geographic extent of California from nearly every economic sector. The PCAP includes several elements: a 2021 statewide GHG emissions inventory, the state's overarching GHG targets codified by AB 32 and AB 1279, an overview of the state's approach to low-income and disadvantaged community benefits analysis, workforce considerations, and GHG-reduction measures that target reductions in the transportation, industrial, energy, high GWPs, agriculture, natural and working lands, and waste sectors. The PCAPs were submitted on March 1, 2024 (April 1 for Tribal Nations). Those who received funding under the CRPG must now complete the Comprehensive Climate Action Plan (CCAP), which is due by June 1, 2026. The CRPG program will then track the efficacy of the CCAP in a status report in 2027.

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 below), 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. 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 (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.

Energy Sources

Renewables Portfolio Standard

SB 1078 (Sher 2002) established California's Renewables Portfolio Standard (RPS). The program sets continually escalating renewable electricity procurement requirements for the state's load-serving entities. Generation must be procured from RPS-certified facilities. SB 2 (1X) of 2011 obligates all California electricity providers to obtain at least 33 percent of their energy from renewable resources by 2020. The California Public Utilities Commission (CPUC) and California Energy Commission (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.

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). 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.

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 $MTCO_2e$/year, applicable to the operational phase of projects, as well as an efficiency matrix based on per capita or per square feet of land use development. In addition, they have adopted a brightline 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 3.4.3 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 AQ1.6** 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 AQ1.17** 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 AQ1.19** 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:

Air Quality and Climate Change Mitigation Strategies - Area and Stationary Sources (Ongoing in General Plan)
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 in General Plan)
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:

- Promote commercial/industrial project proponent sponsorship of van pools or club buses;
- Encourage commercial/industrial project day care and employee services at the employment site;
- Encourage the provision of transit, especially for employment-intensive uses; and
- Provide incentives for the use of transportation alternatives.

Air Quality and Climate Change Mitigation Strategies - Land Use (Ongoing in General Plan)
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:

- Locate 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); and
- Provide 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.

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 3.4-1.

Table 3.4-1 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.

3.4.2 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 Emissions Sources and Sinks

Emissions of CO_2 are byproducts of fossil fuel combustion. Methane, a highly potent GHG, primarily results from off-gassing (the release of chemicals from nonmetallic substances under ambient or greater pressure conditions) and is largely associated with agricultural practices, landfills, and forest fires. Nitrous oxide (N_2O) is also largely attributable to agricultural practices and soil management. CO_2 sinks, or reservoirs, include vegetation and the ocean, which absorb CO_2 through sequestration and dissolution (CO_2 dissolving into the water) and are two of the most common processes for removing CO_2 from the atmosphere.

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 3.4-2.

Table 3.4-2 City of Roseville Communitywide Greenhouse Gas Emissions Inventory for 2008 ($MTCO_2e$)

Sector	Emissions ($MTCO_2e$)
On-Road Mobile Sources	530,088
Commercial/Industrial Energy Use	292,730
Residential Energy Use	156,267

Sector	Emissions ($MTCO_2e$)
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.

As shown in Table 3.4-2, on-road mobile sources and commercial/industrial energy use sectors are the largest GHG emission sectors for the city.

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 degrees Celsius (°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).

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.

3.4.3 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, 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 Carbon Dioxide (CO_2), Methane (CH_4), and Nitrous Oxide (N_2O), primarily associated with construction equipment and vehicle use. As described in more detail in Section 3.3, "Air Quality," construction-related emissions were modeled using a combination of methods, consistent with PCAPCD methods. Exhaust emissions were quantified based on project-specific information (e.g., construction phasing, building square footage, earthwork quantities) and defaults contained in the California Emissions Estimator Model (CalEEMod) [equipment horsepower, equipment type]. 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 C.

Operational Greenhouse Gas Emissions

Operational emissions of GHGs were estimated for Phase 1 operation beginning in the year 2028, Phase 2 operation beginning in the year 2040, and full operation in the year 2058. The full operation (2058) emissions reflect full operation to the capacity allowed in Phase 2. Sources of operational emissions would include building operation, on-site off-road equipment exhaust, employee vehicle exhaust, and waste pickup and transfer truck exhaust, fuel delivery truck exhaust, fuel station dispensing emissions, fleet service and maintenance equipment emissions, composting emissions, and biomass gasification stack emissions. While current City waste haul fleets use Tier 4 equipment with renewable diesel, the emissions modeling applied all fuel consumption emissions as standard diesel. Greenhouse gas emissions from material decomposition at the composting facility, including CO_2, CH_4, and N_2O, were calculated using average emission factors (Nordahl et al. 2023) based on a total throughput of 210,000 tons at full operational capacity. Non-biogenic $MTCO_2e$ was calculated as the combined $MTCO_2e$ contributions from CH_4 and N_2O. The methodologies of other operational GHG estimations are the same as the methodologies of estimating operational criteria pollutant emissions, as described in Section 3.3, "Air Quality." Indirect emissions associated with electricity were estimated in CalEEMod using GHG intensity factors based on project location and operational year. Comprehensive assumptions and calculation details are presented in Appendix C.

THRESHOLDS OF SIGNIFICANCE

The issue of global climate change is inherently cumulative 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 an 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 in their jurisdiction as follows:

- Bright-line Threshold of 10,000 $MTCO_2e$/year applies to the construction phase of land use development projects as well as to operational emissions of stationary projects.

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-related emissions that exceed 10,000 $MTCO_2e$/year,
- operational-related emissions that exceed 10,000 $MTCO_2e$/year, or
- inconsistency with the 2022 Scoping Plan and City General Plan.

ISSUES NOT DISCUSSED FURTHER

All issues pertaining to GHG emissions are discussed below.

ENVIRONMENTAL IMPACTS AND MITIGATION MEASURES

Impact 3.4-1: Generate Greenhouse Gas Emissions, Either Directly or Indirectly, That May Have a Significant Impact on the Environment

Phase 1

Phase 1 of the project is estimated to generate maximum annual emissions of 4,445 $MTCO_2e$ from construction activities and 6,676 $MTCO_2e$/year during operations. Annual maximum construction emissions and operational emissions would not exceed the PCAPCD bright-line threshold of 10,000 $MTCO_2e$/year. Therefore, Phase 1 of the project would not result in a considerable contribution to cumulative emissions related to global climate change. This impact would be **less than significant**.

Construction

Implementation of Phase 1 of the project would include the partial construction of the RRTO, the Vendor Lease Area, and the Corporation Yard, for a total developed area of 116 acres and 402,400 square feet of building area. Construction activities associated with this phase would result in the generation of GHG emissions. Heavy-duty off-road construction equipment, materials transport, and worker commutes during construction of Phase 1 would result in exhaust emissions of GHGs. Phase 1 construction activities are anticipated to begin in March 2027 and be completed in 2028. Occupancy for Phase 1 is projected to occur in 2028. Table 3.4-3 summarizes the projected emissions associated with construction of Phase 1. See Appendix C for detailed input parameters and modeling results.

Table 3.4-3 Summary of Maximum Construction-Generated Emissions of Greenhouse Gas Emissions for Phase 1 of the Project

Construction Component	Unmitigated GHG Emissions ($MTCO_2e$/year)
Project Earthwork	798
RRTO Facility (phase 1)	523
EU Services Facility	758
Equipment Maintenance Facility	1,008
Vendor Lease Area	280
Phillips Rd and Force Main Improvements	849
Electrical Substation	229
Phase 1 Total	**4,445**
Bright-Line Threshold of Significance	**10,000**
Exceeds Threshold of Significance?	**No**

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

Source: Modeled by Ascent in 2025.

The maximum level of GHG emissions generated by the Phase 1 construction in a single year of construction between 2027 and 2028 would be 4,445 $MTCO_2e$, as shown in Table 3.4-3. This would not exceed the PCAPCD bright-line threshold of 10,000 $MTCO_2e$/year.

Operations

Operation of Phase 1 of the project would result in mobile-source GHG emissions associated with vehicle trips to and from the project site, area-source emissions from maintenance equipment (e.g., landscape equipment, waste processing equipment), energy-source emissions from the consumption of electricity, water-related energy consumption associated with water use and the conveyance and treatment of wastewater, and waste-generated emissions from MSW and organic waste. Refer to Section 3.3, "Air Quality," for detailed methodology. Operational emissions associated with Phase 1 of the project are shown in Table 3.4-4.

Table 3.4-4 Phase 1 Project-Generated Operational Greenhouse Gas Emissions

Emissions Source	GHG Emissions ($MTCO_2e$/year)
Area Sources	3
Building Energy	580
Water	37
Waste	59
Mobile - Trucks	3,117
Mobile - Worker Commute	1,866
MRF Material Sorting/Handling[1]	865
MRF Material Transfer Offroad Emission	155
Total Annual Emission	**6,676**
Bright-Line Threshold of Significance	**10,000**
Exceeds Threshold of Significance?	**No**

Notes: Totals may not add due to rounding; GHG = greenhouse gas; $MTCO_2e$/year = metric tons of carbon dioxide equivalent per year.

[1]Based on the Roseville Electric Power Content Label, approximately 34 percent of the electricity supply is non-renewable. Accordingly, GHG emissions from project electricity use were estimated by multiplying the project's annual electricity demand (MWh) by Roseville Electric's reported GHG emission intensity factor and applying the 34-percent non-renewable proportion.

Source: Modeled by Ascent in 2025.

As shown in Table 3.4-4, Phase 1 operational activities would generate GHG emissions of 6,676 $MTCO_2e$/year and, thus, would not exceed the 10,000 $MTCO_2e$ bright-line threshold. Because Phase 1 operations would not result in an increase in GHG emissions that exceed applicable thresholds, it would not result in a considerable contribution to global climate change.

Summary

The maximum level of GHG emissions generated by Phase 1 construction would be 4,445 $MTCO_2e$ and, therefore, would not exceed the PCAPCD bright-line threshold of 10,000 $MTCO_2e$. Operation of Phase 1 of the project would generate 6,676 $MTCO_2e$ and, thus, would also not exceed the applicable threshold of 10,000 $MTCO_2e$. For these reasons, implementation of Phase 1 of the project would not result in an increase in GHG emissions that exceed applicable thresholds. This impact would be **less than significant**.

Mitigation Measures

No mitigation is required.

Phase 2

Phase 2 of the project is estimated to generate maximum annual emissions of 1,106 $MTCO_2e$ from construction activities, which would not exceed the PCAPCD bright-line threshold of 10,000 $MTCO_2e$/year. However, Phase 2 operational emissions of 13,980 $MTCO_2e$/year would exceed the bright-line threshold. In addition, full operation of the project (2058) is estimated to generate maximum annual emissions of 17,862 $MTCO_2e$, which would also exceed the PCAPCD bright-line threshold of 10,000 $MTCO_2e$/year. Therefore, implementation of Phase 2 would result in a considerable contribution to cumulative emissions related to global climate change. This impact would be **potentially significant**.

Construction

Implementation of Phase 2 of the project would include the construction of 37,000 square feet of building area for the potential Future Organics Processing Facility (including the development of 34 acres of land). The RRTO Facility Expansion (Phase 2) would be constructed on an as-needed basis and construction of the Potential Future Organics Processing Facility is anticipated to begin in 2035 (see Table 2-4 in Chapter 2, "Project Description," for additional detail) and would result in the generation of GHG emissions. Construction emissions were quantified for one maximum year of construction during Phase 2 activities. Heavy-duty off-road construction equipment, materials transport, and worker commutes during construction of Phase 2 would result in exhaust emissions of GHGs. Table 3.4-5 summarizes the projected emissions associated with the construction of Phase 2. See Appendix C for detailed input parameters and modeling results.

Table 3.4-5 Summary of Unmitigated Maximum Construction-Generated Emissions of Greenhouse Gas Emissions for Phase 2 of the Project

Construction Component	GHG Emissions ($MTCO_2e$/year)
RRTO Facility (phase 2)	513
Potential Future Organics Processing Facility	594
Phase 2 Total	**1,106**
Bright-Line Threshold of Significance	**10,000**
Exceeds Threshold of Significance?	**No**

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

Source: Modeled by Ascent in 2025.

As shown in Table 3.4-5, the total level of GHG emissions generated by Phase 2 construction would be 1,106 $MTCO_2e$/year. This would not exceed the PCAPCD bright-line threshold of 10,000 $MTCO_2e$/year.

Operations

Operation of Phase 2 (2040) and full operation (2058) of the project would result in mobile-source GHG emissions associated with vehicle trips to and from the project site, area-source emissions from the operation of landscape

maintenance equipment, energy-source emissions from the consumption of electricity, water-related energy consumption associated with water use and the conveyance and treatment of wastewater, and waste-generated emissions from MSW and organic waste and biomass compost emissions. Refer to Section 3.3, "Air Quality," for detailed methodology. Operational emissions associated with Phase 2 (2040) and full operation (2058) of the project are shown in Table 3.4-6.

Table 3.4-6 Phase 2 Project-Generated Operational Greenhouse Gas Emissions

Emissions Source	GHG Emissions ($MTCO_2e$/year)
Phase 2 (2040)	
Area Sources	8
Building Energy	2,110
Water	49
Waste	153
Mobile - Trucks	4,931
Mobile - Worker Commute	1,052
MRF Material Sorting/Handling[1]	844
MRF Material Transfer Off-road	293
Organic Material Transfer Off-road	288
Composting[2]	4,253
Biomass Gasification[3]	0
Total Annual Emission	**13,980**
Bright-Line Threshold of Significance	**10,000**
Exceeds Threshold of Significance?	**Yes**
Full Operation (2058)	
Area Sources	8
Building Energy	0
Water	50
Waste	153
Mobile - Trucks	8,260
Mobile - Worker Commute	419
MRF Material Sorting/Handling[1]	0
MRF Material Transfer Off-road	381
Organic Material Transfer Off-road	544
Composting[2]	8,047
Biomass Gasification[3]	0
Total Annual Emission	**17,862**
Significance Threshold	**10,000**
Exceed Threshold?	**Yes**

Notes: Totals may not add due to rounding; GHG = greenhouse gas; $MTCO_2e$/year = metric tons of carbon dioxide equivalent per year.

1. Based on the Roseville Electric Power Content Label, approximately 34 percent of the electricity supply is non-renewable. Accordingly, GHG emissions from project electricity use were estimated by multiplying the project's annual electricity demand (MWh) by Roseville Electric's reported GHG emission intensity factor and applying the 34-percent non-renewable proportion. Operational GHG emissions during full buildout in 2058 would be zero as all material sorting and handling equipment would be electrically powered, and electricity-related emissions are expected to be substantially reduced as California progresses toward its 2045 carbon-neutrality goal.

[2] Only fossil-based CO_2 is treated as a net increase in GHG emissions. Biogenic CO_2, which results from the natural decomposition of organic material, is not counted toward a project's net GHG increase as these do not result in net increases in anthropogenic GHG emissions into the atmosphere. For composting operations, the net GHG increase is driven by methane (CH_4) and nitrous oxide (N_2O), which could be generated during organic materials processing and storage. Accordingly, the project's 8,047 $MTCO_2e$ represents emissions of CH_4 and N_2O. Although the composting process also emits 10,726 MT CO_2, these emissions are not included in the project's net GHG emissions under CEQA. Detailed composting GHG emission breakdowns are included Appendix A.

[3] CO_2 emissions from the gasification process—estimated at approximately 455 metric tons of CO_2e per year at Ultimate Build—originate from renewable organic feedstock and are considered biogenic. As such, these emissions are not counted toward the project's net increase in GHG emissions.

Source: Modeled by Ascent in 2025.

As shown in Table 3.4-6, Phase 2 operational activities would generate GHG emissions of 13,980 $MTCO_2e$/year. This would exceed the applicable bright-line threshold of 10,000 $MTCO_2e$/year. In addition, at full operation (2058) the project would generate 17,862 $MTCO_2e$/year, also exceeding the applicable threshold of 10,000 $MTCO_2e$/year. It is important to note that the emissions associated with composting are a substantial portion of the total emissions and the estimated emissions do not include any emissions control technology that are likely to be installed in conjunction with the composting (e.g. use of biofiltration and/or best management practices) or with gasification equipment (e.g., exhaust filtration, flare, gas-to-energy, etc.). These controls either convert methane to CO_2 when combusted as a flare, which has a lower GWP than methane, or reuse some of the methane gas to generate energy (i.e., through the gasification process), resulting in cogeneration benefits. Due to the programmatic nature of this analysis, specific technologies and processes including details required to quantify this potential GHG emissions benefit, are not known but it can reasonably be assumed that the GHG emissions will likely be less than estimated now. Further, while a comparative analysis between composting/gasification and landfilling organic waste was not conducted, because CEQA requires an evaluation of project emissions compared to baseline conditions, based on knowledge of typical emissions factors between composting and landfilling organic waste (e.g., 0.0009 kg CH4/kg of waste [Nordahl et al. 2023] for composting compared to 0.038 kg CH4/kg of organic waste landfilled [EPA 2023]), emissions associated with landfilling organic waste can be as much as six times that of composting.

Nevertheless, because Phase 2 and full operation of the project would result in GHG emissions increases that exceed applicable thresholds, the project would result in a considerable contribution to global climate change. Therefore, this impact would be **potentially significant**.

Mitigation Measures

Mitigation Measure 3.4-1a: Use Low- or Zero-Emission Heavy-Duty Trucks and Equipment

The City shall expedite a transition to zero GHG emission vehicles for all vehicle fleets that the City owns (i.e., no net increase in anthropogenic emissions [renewable diesel counts toward compliance]), with the applicable City fleet fully zero-emission by December 31, 2039 to coincide with Phase 2 becoming operational. The City shall ensure use of a "clean fleet" of vehicles/delivery vans/trucks (Class 2 through 7) as part of Phase 2 operations as follows:

- For any vehicle (Class 2 through 6) domiciled at the project site, the following "clean fleet" requirements apply:
  - 50 percent of the fleet shall be zero emissions by the year 2035,
  - 100 percent of the fleet shall be zero emission vehicles by January 1, 2040.
  - "Domiciled at the project site" shall mean the vehicle is either (1) parked or kept overnight at the project site more than 70 percent of the calendar year or (2) dedicated to the project site (defined as more than 70 percent of the truck routes (during the calendar year) that start at the project site even if parked or kept elsewhere). This applies to City vehicles and fleets that the City has direct control over, but not personal employee vehicles.
- For on-site diesel-powered equipment, the following shall be required:
  - During Phase 2 operations, all on-site diesel-powered equipment shall use 100 percent renewable diesel fuel. Alternatively, as comparable zero-emission equipment alternatives (e.g., renewable natural gas, electric) to diesel-powered equipment become available and existing equipment are replaced, they shall be replaced with such equipment.

This shall be enforced through bi-annual reports submitted for review by the City, submitted to the Placer APCD if so directed.

Mitigation Measure 3.4-1b: Prepare an Emissions Capture and Control Plan

The following mitigation measure will be required if the City constructs and operates the Potential Future Organics Processing Facility. Prior to the approval of final design plans and issuance of any building or operating permits for a composting or biomass gasification facility developed under the project, the City shall prepare an Emissions Capture and Control Plan that shall demonstrate incorporation of best available methane capture and control technology that is reasonably expected to be commercially available and technically feasible at the time of facility construction (anticipated prior to 2040). At a minimum, the plan shall:

- **Technology Benchmarking:** Identify and evaluate technologies anticipated to represent Best Available Control Technology (BACT) or Maximum Achievable Control Technology for methane and other short-lived climate pollutants (e.g., advanced biofilters, composting with negative aeration and gas collection, anaerobic digestion with biogas upgrading, or comparable capture systems).
- **Design Requirements:** Include design features to achieve at least 95 percent capture efficiency of methane generated within process areas of the biomass gasification facility, or the highest level of capture demonstrated to be achievable at the time of permitting, whichever is greater. For composting operations, methane generation will be mitigated through implementation of BACT to optimize aerobic conditions and/or provide biofiltration appropriate to the technology application selected for the project.
- **Control System Integration:** Ensure captured methane is directed to beneficial use (e.g., renewable natural gas production, combined heat and power) or, if beneficial use is not feasible, to destruction through flaring or equivalent high-temperature oxidation consistent with BACT for the biomass gasification facility. Composting technology deployment will provide controls consistent with BACT, as described in the Design Requirements above.
- **Performance Verification:** Incorporate monitoring, reporting, and verification protocols (continuous monitoring or periodic testing) to demonstrate ongoing compliance with methane capture and control performance standards.

Significance after Mitigation

Most operational GHG emissions would be generated from mobile sources, including on-site equipment use, City fleet vehicles, and waste collection vehicles, and composting, as shown in Table 3.4-6. Implementation of Mitigation Measure 3.4-1a would require that the City's vehicle fleet meet a zero-emissions standard by operational year 2040, which could include a combination of renewable diesel fuel use and vehicle electrification. The use of renewable diesel, which would still result in tailpipe emissions, would not result in increases in anthropogenic GHG emissions and, therefore, emissions associated with vehicles/equipment fueled by this fuel type would be counted as "zero."

As shown in Table 3.4-6, during Phase 2 of the project, emissions from off-road material transfer and organic material transfer using off-road vehicles would result in 581 $MTCO_2e$/year and emissions from trucks would be 4,931 $MTCO_2e$/year, totaling 5,512 $MTCO_2e$/year. During full operation (2058), these sources would amount to 9,185 $MTCO_2e$/year.

Mitigation Measure 3.4-1a would establish a zero-emissions City-owned fleet target. Based on emissions modeling and project-specific information, approximately 70 percent of vehicles that would be operated would be City-owned and, therefore, emissions associated with these vehicles could reach zero emissions with implementation of this mitigation. For Phase 2, mitigating 70 percent of vehicle emissions results in a reduction of 3,858 $MTCO_2e$/year (i.e., 70 percent * 5,512 $MTCO_2e$/year = 3,858 $MTCO_2e$/year), bringing total project emissions to 10,122 $MTCO_2e$/year. For full buildout, mitigating 70 percent of vehicle emissions results in a reduction of 6,430 $MTCO_2e$/year (i.e., 70 percent * 9,185 $MTCO_2e$/year = 6,430 $MTCO_2e$/year), bringing total project emissions to 11,433 $MTCO_2e$/year. In both project phases, with implementation of Mitigation Measure 3.4-1a, project-generated emissions would continue to exceed PCAPCD's 10,000 $MTCO_2e$/year threshold.

Further, while Mitigation Measure 3.4-1a would substantially reduce emissions, there remains uncertainty that the technological advancements in off-road vehicles and trucks, in combination with the availability of 100 percent zero

carbon fuels would be available in sufficient quantities, such that achieving the prescribed target (i.e., 100 percent fleet shall be zero emissions by 2040) would be achieved. Due to this uncertainty, it is possible that Mitigation Measure 3.4-1a would be less effective than discussed above.

Implementation of Mitigation Measure 3.4-1b requires that the City prepare and implement an Emissions Capture and Control Plan that incorporates the best available methane capture and control technology that is reasonably expected to be commercially available and technically feasible at the time of facility construction (anticipated prior to 2040). Although the preparation and implementation of this plan would reduce operational emissions associated with the Potential Future Organics Processing Facility, the emission reductions cannot be quantified. Given this uncertainty, this analysis conservatively assumes that emission thresholds could still be exceeded with implementation of Mitigation Measure 3.4-1b. For these reasons, this impact would remain **significant and unavoidable**.

Impact 3.4-2: Conflict with an Applicable Plan, Policy, or Regulation Adopted for the Purpose of Reducing the Emissions of Greenhouse Gases

Phase 1

One of the project objectives is to meet organics and recycling diversion requirements established by SB 1383 and, thus, the project would be designed to align with the CARB SLCP Reduction Strategy to decrease GHG emissions. Therefore, Phase 1 of the project would not conflict with an applicable state plan, policy, or regulation adopted for the purpose of reducing GHG emissions. In addition, Phase 1 of the project would result in construction-related GHG emissions totaling 4,445 $MTCO_2e$ and would result in 6,676 $MTCO_2e$/year in operational emissions. Because the construction and operational emissions would not exceed the applicable bright-line threshold of 10,000 $MTCO_2e$/year, the project would not be inconsistent with applicable local and state GHG reduction targets. For these reasons, this impact would be **less than significant**.

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 includes strategies for achieving success, including maximizing and expanding infrastructure to reduce landfill disposal with strategies such as composting and investing in the infrastructure needed to support growth in organic recycling capacity (CARB 2022: 235). In March 2017, CARB adopted the SLCP Reduction Strategy, establishing a path to decrease GHG emissions and displace fossil-based natural gas use. Strategies include avoiding landfill methane emissions by reducing the disposal of organics through edible food recovery, composting, in-vessel digestion, and other processes. Phase 1 of the project would support the goals of the SLCP Reduction Strategy and compliance with SB 1383 (Lara, Chapter 395, Statues of 2016) by diverting organic materials from landfills. In addition, the project would be consistent with City General Plan Policy AQ1.6 which requires City projects to reduce GHG emissions consistent with the State's legislative framework. As detailed in Section 3.4.2, "Regulatory Setting," SB 1383 targets SLCPs, including methane emissions related to organic waste disposal in landfills. To reduce methane emissions at landfills, SB 1383 requires the reduction of landfill disposal of organic waste to 75 percent below 2014 levels by 2025, including establishing energy infrastructure development and procurement policies needed to encourage in-vessel digestion projects and increase the production and use of renewable gas. The project, in and of itself, is intended to achieve SB 1383 requirements and reduce GHGs. By diverting organic waste out of a landfill, the project would be consistent with applicable plans, policies, and regulations adopted for the purpose of reducing GHG emissions. This impact would be **less than significant**.

Mitigation Measures

No mitigation is required.

Phase 2

As described for Phase 1, one of the project objectives is to meet organics and recycling diversion requirements established by SB 1383 and, thus, the project would be designed to align with the CARB SLCP Reduction Strategy to decrease GHG emissions. Phase 2 would include the construction of 37,000 square feet of building area for the potential Future Organics Processing Facility, the implementation of which would align with the state strategies to decrease GHG emissions. Therefore, Phase 2 of the project would not conflict with an applicable state plan, policy, or regulation adopted for the purpose of reducing GHG emissions. This impact would be **less than significant**.

As discussed above, CARB adopted the SLCP Reduction Strategy in 2017, establishing a path to decrease GHG emissions and displace fossil-based natural gas use. The project would not require the installation of new or expansion of existing natural gas infrastructure; however, at full operation, approximately 149,296 gallons of compressed natural gas (CNG) would be consumed by on-road trucks as part of the project.

Phase 2 of the project would include an additional 122,000 square feet of building area for the RRTO Facility and the construction of 37,000 square feet of building area for the potential Future Organics Processing Facility (including the development of 34 acres of land). The potential Future Organics Processing Facility could involve a composting facility and/or biomass facility. Alternative organics processing technologies are possible, and while not specifically evaluated in this EIR, should other options be chosen, they would be subject to additional review. Composting and/or biomass were analyzed as conservative options from an emissions standpoint. The potential future compost facility would involve the composting of green waste, wood, and food wastes. The compost facility would use an Aerated Static Pile (ASP) or an Covered Aerated Static Pile (CASP) type of composting system which are considered BACT for reducing pollutants (SJVAPCD 2023). The potential future biomass facility would convert biomass (woody materials) into energy using thermal means and would likely include food, agricultural, and yard trimming waste though the specific type of biomass facility is currently unknown. The conversion of woody materials to electricity results in co-benefits as the energy is using non-fossil fuel while also diverting organic waste from the landfill and avoiding landfill-related methane emissions. Although biomass gasification would result in 455 $MTCO_2e$/year, the conversion of woody materials to energy releases GHG emissions already contained in woody mass. Thus, biomass gasification emissions are considered biogenic and not an increase in anthropogenic emissions (see Table 3.4-6). Further, and as described above, composting and associated biomass gasification would result in substantially lower emissions than the likely alternative of landfilling organic waste. The implementation and operation of Phase 2 and full operation (2058) of the project would support the goals of the SLCP Reduction Strategy and compliance with SB 1383 (Lara, Chapter 395, Statues of 2016) by diverting organic materials from landfills and potentially increasing the production and use of renewable energy. The project, in and of itself, is intended to achieve SB 1383 requirements and reduce GHGs and thus would be consistent with the strategies of the 2022 Scoping Plan and City General Plan, as discussed above. By diverting organic waste out of a landfill, the project would be consistent with applicable plans, policies, and regulations adopted for the purpose of reducing GHG emissions. This impact would be **less than significant**.

Mitigation Measures

No mitigation is required.

3.5 BIOLOGICAL RESOURCES

This section addresses biological resources that could be affected by implementation of the Roseville Environmental Utilities Operations Project. The analysis includes a description of the existing environmental conditions, the methods used for assessment, the potential direct and indirect impacts of project implementation, and mitigation measures recommended to address impacts determined to be significant or potentially significant. Federal, state, and local laws and regulations that pertain to biological resources are summarized. This analysis is based on the following:

- results of California Natural Diversity Database (CNDDB) record search of the Citrus Heights, Rio Linda, Taylor Monument, Roseville, Pleasant Grove, Verona, Lincoln, Sheridan, and Nicolaus US Geological Survey (USGS) 7.5-minute quadrangles (CNDDB 2025);
- results of California Native Plant Society (CNPS), Inventory of Rare and Endangered Plants of California search of the Citrus Heights, Rio Linda, Taylor Monument, Roseville, Pleasant Grove, Verona, Lincoln, Sheridan, and Nicolaus USGS 7.5-minue quadrangles (CNPS 2025);
- list of species that may be affected by activities implemented on the project site obtained from US Fish and Wildlife Service (USFWS) Information for Planning and Consultation (IPaC) (USFWS 2025);
- the *Placer County Conservation Program Western Placer County Habitat Conservation Plan/Natural Community Conservation Plan* (Placer County 2020);
- results of records searches of the online databases eBird and iNaturalist (eBird 2025; iNaturalist 2025);
- the Open Space and Conservation Element of the *City of Roseville 2035 General Plan* (City of Roseville 2020);
- the *Draft Environmental Impact Report for the Roseville Industrial Park Project* (City of Roseville 2023);
- the Wetlands and Biological Resources Assessment on APN: 017-101-008 6382 Phillip Road in Placer County, California 95747 (Barnett Environmental 2026);
- reconnaissance-level survey of the project site by an Ascent wildlife biologist on April 3, 2024; and
- aerial photographs and topographic maps of the project site and region.

Comment letters regarding biological resources were received from the California Department of Fish and Wildlife (CDFW), Placer County, and the Placer Conservation Authority in response to the notice of preparation (see Appendix A).

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 off-site 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. These issues are addressed in this section.

Placer County requested that the EIR analyze the direct and indirect effects of the project on special-status species, wetlands, waters and streams, including Pleasant Grove Creek, as well as the Mourier West Property. In addition, the

County recommended that the EIR analyze whether the project is consistent with the Placer County Conservation Program (PCCP). These issues are addressed in this section.

The Placer Conservation Authority requested that the EIR include an assessment of both the direct and indirect effects of the conversion of lands from natural and semi-natural habitat into urban development land uses associated with the project and the surrounding conservation lands including the overall viability of the associated conservation plans and listed and unlisted species. These issues are addressed in this section.

3.5.1 Regulatory Setting

FEDERAL

Federal Endangered Species Act

Pursuant to the federal Endangered Species Act (ESA) (16 US Code [USC] Section 1531 et seq.), USFWS and National Oceanic and Atmospheric Administration (NOAA) Fisheries regulate the taking of species listed in ESA as threatened or endangered. In general, persons 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." USFWS has also interpreted the definition of "harm" to include significant habitat modification that could result in take.

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 regarding the project's potential to adversely affect species listed under ESA.

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. The MBTA provides that it will be unlawful, except as permitted by regulations, to pursue, take, or kill any migratory bird, or any part, nest, or egg of any such bird. Under the MBTA, "take" is defined as "to pursue, hunt, shoot, wound, kill, trap, capture, or collect, or any attempt to carry out these activities." A 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 the 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.

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 verifying 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).

STATE

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. 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 the federal 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 as threatened or endangered 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 fish or wildlife resources are subject to regulation by CDFW under Section 1602 of the California Fish and Game Code. Under Section 1602, it is unlawful for any person, governmental agency, or public utility to do any of 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 Title 14, Section 1.72). CDFW jurisdiction over altered or artificial waterways is based on the value of those waterways to fish and wildlife. A streambed alteration agreement must be obtained for any diversion or alteration that would substantially adversely affect a fish or wildlife resource in a river, stream, or lake. A substantial change or use of material from bed, bank, or channel includes the alteration or removal of riparian vegetation associated with a lake or stream.

Porter-Cologne Water Quality Control Act

Under the Porter-Cologne Act, waters of the state fall under the jurisdiction of the appropriate RWQCB. The project site is within the Central Valley RWQCB. The RWQCB must prepare and periodically update water quality control plans (basin plans). Each basin plan sets forth water quality standards for surface water and groundwater, as well as actions to control point and nonpoint sources of pollution to achieve and maintain these standards. The RWQCB's jurisdiction includes federally protected waters as well as areas that meet the definition of "waters of the state." Waters of the state are defined as any surface water or groundwater, including saline waters, within the boundaries of the state.

In addition to water quality certifications under Section 401 of the federal CWA, discharges to waters of the state, including wetlands, must meet the RWQCB waste discharge requirements. RWQCB has the discretion to take jurisdiction over areas not federally protected under Section 401 of the CWA provided they meet the definition of waters of the state, including meeting the state definition of a wetland. The state definition of a wetland is an area that, under normal circumstances, (1) 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 either lacks vegetation or the vegetation is dominated by hydrophytes (i.e., wetland plants).

The California Water Code generally regulates more substances contained in discharges and defines discharges to receiving waters more broadly than does the CWA. Waste discharge requirements are addressed comprehensively in Section 3.11, "Hydrology and Water Quality," as well as in this section with respect to state protected wetlands. Requirements related to fill or discharge to waters of the state subject to the Porter-Cologne Act are described in the *State Wetland Definition and Procedures for Discharges of Dredged or Fill Material to Waters of the State* (California Water Boards 2019). Mitigation requiring no net loss of wetland functions and values of waters of the state typically is required by the RWQCB if there will be impacts to state protected wetlands.

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 the 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 of 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. The City would also be required to obtain a Tree Permit for approval by the City Council.

Protected trees that are retained on a project site would be subject to the tree preservation measures contained 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 that has been certified by an arborist to be a dead tree without any replacement or mitigation requirements.

Placer County Conservation Program

On September 1, 2020, Placer County adopted the PCCP, which is a Habitat Conservation Plan (HCP) under the federal ESA and an NCCP under the California Natural Community Conservation Planning Act. The PCCP includes the County Aquatic Resources Program to issue permits related to the CWA and the California Fish and Game Code (Placer County 2020).

The permit coverage area under the PCCP has two main parts and associated subcomponents. Plan Area A is the main focus of the PCCP and where all future growth and most of the covered activities will take place; the area is covered by a comprehensive permit. Plan Area A is the City of Lincoln plus all unincorporated lands within western Placer County: approximately 210,000 acres, or roughly five-sixths of western Placer County. Plan Area B comprises several specific additional areas in Placer County and adjacent Sutter County where only specific covered activities may occur (Placer County 2020).

The PCCP addresses 14 Covered Species and several Covered Natural Communities, and includes conservation measures to protect all 14 Covered Species and their habitats. Avoidance and minimization measures are set forth in Chapter 6 of the PCCP, and are intended to ensure that adverse effects on Covered Species and natural communities are avoided and minimized (Placer County 2020).

The City of Roseville is not a participant in the plan and the project site is not within the plan area, but is immediately adjacent to Plan Area A of the plan (Placer County 2020).

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, 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.

3.5.2 Environmental Setting

HABITAT TYPES

The project site is in an undeveloped portion of the City of Roseville and is surrounded by agricultural land uses to the west, south, and east; and Pleasant Grove Creek and undeveloped areas containing vernal pool-grassland complexes to the north (Figure 3.5-1). The project site contains agricultural habitats including hay fields/row crops and rice fields. The site also contains annual grassland habitat and developed areas consisting of a former residence and associated structures. A segment of Pleasant Grove Creek with associated valley oak riparian woodland habitat forms the northern boundary of the project site (Figure 3.5-1). Total acreage of each habitat type present on the project site is summarized in Table 3.5-1, and descriptions of each habitat type are provided below.

In addition to the habitats described on the project site, the area of the PUE (not included in Table 3.5-1) contains a mix of agricultural habitat, as well as vernal pool wetland (Barnett Environmental 2026).

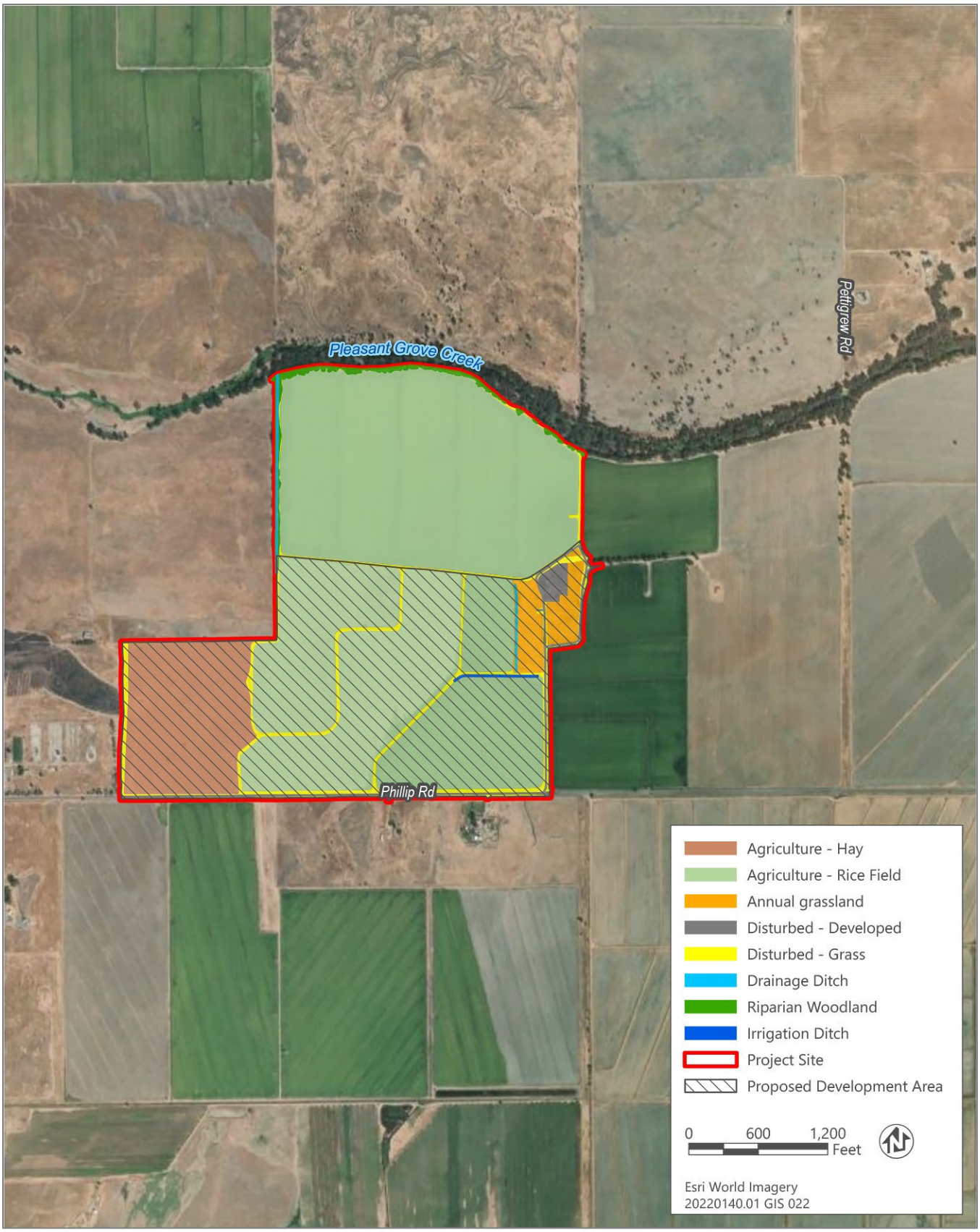
Table 3.5-1 Habitats on the Project Site

Habitat	Area or Length
Agricultural (Hay Fields/Row Crops)	31.06 acres
Agricultural (Rice Field)	188.55 acres
Annual Grassland	7.74 acres
Valley Oak Riparian Woodland	1.70 acres
Disturbed/Developed	4.59 acres
Disturbed - Grass	14.89 acres
Drainage Ditch	0.17 acres (2,463 feet)
Irrigation Ditch	0.10 acres (725 feet)

Source: Compiled by Ascent in 2025.

Agricultural (Rice Fields)

Approximately 189 acres of rice fields are present on the project site (Table 3.5-1, Figure 3.5-1). This land is currently being leased for rice farming. The northern portion of the project site has been in cultivation at least since 1947, with some off years in between. The south portion of the project site has been in rice cultivation since at least 1957 (NETR Online n.d.). During the April 2024 site visit, the rice fields had limited vegetation and only the edges of the fields contained vegetation including small patches of cattails (*Typha latifolia*), broadleaf arrowhead (*Sagitaria latifolia*), tall flatsedge (*Cyperus eragrostis*), buttercup (*Ranunculus* sp.), curly dock (*Rumex crispus*), and Bermuda grass (*Cynodon dactylon*).



Source: Adapted by Ascent in 2025.

Figure 3.5-1 Habitat Types on the Project Site

Berms supported annual grasses and forbs including barley (*Hordeum marinum*), Italian rye grass (*Festuca perennis*), wild oat (*Avena fatua*), wild radish (*Raphanus raphanistrum*), pineapple weed (*Matricaria discoidea*), shepherd's purse (*Capsella bursa-pastoris*), yellowbeak owl's clover (*Triphysaria versicolor*), and California poppy (*Eschscholzia californica*).

Agricultural (Hay Fields/Row Crops)

Approximately 31 acres in the western portion of the project site is leased for hay farming. The hay field had a majority of wildrye (*Elymus* spp.), perennial ryegrass (*Lolium perenne*), and barley (*Hordeum* sp.). Plant species observed along the periphery include barley, Italian rye grass, wild oat, wild radish, birdsrape mustard, pineapple weed, annual lupine (L*upinus bicolor*), hairy vetch (*Vicia villosa*), and California poppy.

Annual Grassland

This habitat type occupies 7.74 acres around the former residence and associated buildings on the eastern side of the project site. A small portion of the annual grassland habitat next to the former residence is used as pasture for grazing livestock. The annual grassland habitat is an open, herb-dominated landscape characterized predominantly by nonnative grasses but also containing some native and nonnative forbs. Plants species observed in the annual grassland include barley, Italian rye grass, wild oat, wild radish, ripgut brome (*Bromus diandrus*), redstem filaree (*Erodium cicutarium*), tidy tips (*Layia* sp.), buttercup, plantain (*Plantago lanceolata*), burclover (*Medicago* sp.), prickly lettuce (*Lactuca serriola*), Bermuda grass, and Dallis grass (*Paspalum dilatatum*).

Valley Oak Riparian Woodland

This habitat type forms the northern and northwest boundary of the project site. The area is 1.70 acres and is associated with Pleasant Grove Creek and a connected drainage ditch. It is characterized by a dense tree canopy with shrubby understory and herbaceous species in openings. This habitat is dominated by valley oak, interior live oak, Fremont cottonwood, and willow. Understory plant species include Himalayan blackberry (*Rubus armeniacus*), poison oak (*Toxicodendron diversilobum*), and nonnative grasses dominated by barley, ripgut brome, and wild oat.

Disturbed/Developed

Disturbed or developed land cover is approximately 4.6 acres, and it is associated with the former residence, sheds, and associated buildings. It also includes the access road to the former residence and shed. Vegetation in this area consists of ornamental vegetation such as roses (*Rosa* sp.), firethorn (*Pyracantha* sp.), grape (*Vitis* sp.), variegated privet (*Ligustrum* sp.), bottlebrush (*Callistemon* sp.), and rosemary (*Salvia* sp.). Trees in this area include valley oak, cottonwood, eucalyptus, pine (*Pinus* sp.), deodar cedar, mulberry (*Morus alba*), and cedar (*Calocedrus* sp.). A number of trees are planted along the driveway and fence lines associated with the former residence, including interior live oak (*Quercus wislizeni*), valley oak (*Quercus lobata*), cottonwood (*Populus fremontii*), eucalyptus (*Eucalyptus* sp.), deodar cedar (*Cedrus deorara*), fig (*Ficus carica*), Paradox black walnut (*Juglans* x *Paradox*), willow (Salix sp.), and Canary Island date palm (*Phoenix canariensis*).

Disturbed - Grass

This area (14.89 acres) includes all the access roads around the agricultural areas. These areas are typically mowed, but during the April 3, 2024 visit, they were overgrown with nonnative grasses dominated by barley and wild oats.

Drainage Ditch

The project site supports two drainage ditches that help drain uplands into lowlands. One drainage ditch runs south to north between the annual grasslands and adjacent rice fields near the former residence. The drainage ditch (725 feet long) was bare and supported no vegetation during the April 3, 2024 visit. The vegetation on both sides of the ditch consisted of annual grasses.

The second drainage ditch (1,710 feet) runs south to north along the northwest boundary of the site, between the project site and the adjacent property. This ditch drains into Pleasant Grove Creek. This drainage ditch supports a narrow strip of valley oak riparian woodland habitat on its banks.

Irrigation Ditch

An approximately 0.14-mile segment of irrigation ditch runs east to west in the central portion of the project site, southwest of the former residence. No vegetation was observed within the ditch and the top portions of the ditch are covered in nonnative grasses such as wild oat.

Vernal Pool Wetlands

Wetland features, having strong floristic assemblages and hydro geomorphological signatures associated with vernal pools, were identified in portions of the off-site PUE area (Barnett Environmental 2026). These features were previously identified within the 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 allied with or having vernal pool indicator species.

SENSITIVE BIOLOGICAL RESOURCES

Sensitive biological resources include those species, natural communities, and habitats that receive special protection through ESA, CESA, CWA, California Fish and Game Code, or local plans, policies, and regulations; or that are otherwise considered sensitive by federal, state, or local resource conservation agencies. Sensitive biological resources evaluated as part of this analysis include special-status plant and animal species, sensitive natural communities, state and federally protected wetlands, and wildlife movement corridors and nursery sites. These resources are discussed below.

Special-Status Species

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 under the CESA or the federal government under ESA as endangered, threatened, or rare;
- a candidate for state or federal listing as endangered or threatened under CESA or ESA;
- taxa (i.e., taxonomic category or group) that meet the definitions of rare and endangered under CEQA; CEQA Guidelines 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;
- species identified by CDFW as "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 1, or 2. The CDFW system includes rarity and endangerment ranks for categorizing plant species of concern, and ranks 1 and 2 are summarized as follows:
    - 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; and
    - CRPR 2B - Plants that are rare, threatened, or endangered in California but more common elsewhere.

A preliminary list of special-status species with potential to occur on the project site was developed based on review of the information sources listed in the introduction to Section 3.5 and the biological reconnaissance survey. Of the 10

special-status plant species that are known to occur within the nine USGS 7.5-minute quadrangles including and surrounding the project site, eight species were determined to have potential to occur on the project site based on the presence of habitat suitable for the species (CNDDB 2025; CNPS 2025; Table 3.5-1). Six of these species are associated with vernal pool or other wetland habitat, which may be present in the off-site portion of the PUE. Of the 52 special-status wildlife species that could occur in area, 18 species were determined to have potential to occur on the project site based on the presence of habitat suitable for the species (CNDDB 2025; USFWS 2025; Table 3.5-2). Four of these species are associated with vernal pool or other wetland habitat, which may be present in the off-site portion of the PUE. Tables 3.5-1 and 3.5-2 describe the species' regulatory status, habitat, and potential for occurrence on the project site.

Table 3.5-1 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. Often on serpentine. 115–4,806 feet in elevation. Blooms March–June.	Not expected to occur. Although the project site does contain grassland habitat, the grassland has been modified over more than 70 years of farming activities and is no longer suitable for this species.
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.
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 project site does not contain vernal pool habitat; however, the wetlands identified in the off-site portion of the PUE may provide suitable habitat.
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 does not contain vernal pool or lake margin habitat; however, the wetlands identified in the off-site portion of the PUE may provide suitable habitat.
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. Vernal pool wetland in the off-site portion of the PUE may provide habitat suitable for woolly rose-mallow.
Ahart's dwarf rush *Juncus leiospermus* var. *ahartii*	–	–	1B.2	Vernal pools and swales in areas of low cover of competing vegetation; most often on gopher turnings along margins of pools (Witham 2006: 38). 98–328 feet in elevation. Blooms March–May.	May occur. The project site does not contain vernal pool or swale habitat; however, the wetlands identified in the off-site portion of the PUE may provide suitable habitat.
Red Bluff dwarf rush *Juncus leiospermus* var. *leiospermus*	–	–	1B.1	Vernal pools, meadows and seeps, and other seasonally wet habitats. 98–3,363 feet in elevation. Blooms March–June.	May occur. The project site does not contain vernal pool habitat; however, the wetlands identified in the off-site portion of the PUE may provide suitable habitat. There is one CNDDB record of this species from Placer County (Roseville), which is outside the species' typical range and thought to be erroneous (CNDDB 2025).

Species	Listing Status[1] Federal	Listing Status[1] State	CRPR	Habitat	Potential for Occurrence
Legenere *Legenere limosa*	–	–	1B.1	In beds of vernal pools. 3–2,887 feet in elevation. Blooms April–June.	May occur. The project site does not contain vernal pool habitat; however, the wetlands identified in the off-site portion of the PUE may provide suitable habitat.
Pincushion navarretia *Navarretia myersii* ssp. *myersii*	–	–	1B.1	Vernal pools in clay soils (often acidic). 65–1,085 feet in elevation. Blooms April–May.	May occur. The project site does not contain vernal pool habitat; however, the wetlands identified in the off-site portion of the PUE may provide suitable habitat.
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 northwest drainage ditch and the wetlands identified in the off-site portion of the PUE 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)

Sources: CNDDB 2025; CNPS 2025.

Table 3.5-2 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
Amphibians and Reptiles				
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. The project site is outside of the current known range of this species.
Northwestern pond turtle *Actinemys marmorata*	FC	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 miles from water for egg-laying.	May occur. The segment of Pleasant Grove Creek that forms the northern boundary of the project site contains aquatic habitat potentially suitable for northwestern pond turtle. Due to ongoing rice farming, the project site does not provide suitable upland habitat for the species; however, the species may travel through the site looking for nesting habitat.

Species	Listing Status[1] Federal	Listing Status[1] State	Habitat	Potential for Occurrence
Western spadefoot *Spea hammondii*	FC PT	SSC	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. The project site does not contain vernal pool habitat suitable for this species; however, vernal pools present on the off-site portion of the PUE may provide suitable habitat.
Birds				
American peregrine falcon *Falco peregrinus anatum*	FD	SD FP	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.
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 habitat suitable for this species.
Bald eagle *Haliaeetus leucocephalus*	FD	SE FP	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.
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.
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	Not expected to occur. The project site does not contain lake, pond, or marsh habitats or flooded agricultural fields.
Burrowing owl *Athene cunicularia*	–	SSC	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.	Not expected to occur. Although the project site contains earthen berms that may provide burrow habitat suitable for this species, the grass covering the berms is high and dense likely precluding use by this species.
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.
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 this species.

Species	Listing Status[1] Federal	Listing Status[1] State	Habitat	Potential for Occurrence
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.	Not expected to occur. The grassland around the former residence and associated structures is maintained for fire prevention. The grassland habitat within the enclosed pasture is not large enough to support the species and it is also mowed for fire prevention.
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 suitable foraging habitat and on-site trees and shrubs provide potential nesting habitat.
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 site is outside of the known breeding range of this species.
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 edges; nest built of a large mound of sticks in wet areas.	May occur. Rice field berms at the project site may provide nesting habitat suitable for northern harrier.
Olive-sided flycatcher *Contopus cooperi*	–	SSC	Nesting habitats are mixed conifer, montane hardwood-conifer, Douglas fir, redwood, red fir, and lodgepole pine. Most numerous in montane conifer forests where tall trees overlook canyons, meadows, lakes or other open terrain.	Not expected to occur. The project site does not contain montane conifer forest habitat.
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.
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 this species.
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. Agricultural landcover and wetlands identified in the off-site portion of the PUE may provide habitat suitable for nesting short-eared owls.

Species	Listing Status[1] Federal	Listing Status[1] State	Habitat	Potential for Occurrence
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 this species.
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.	Present. Trees on the project site, especially trees within the riparian corridors along Pleasant Grove Creek on the northern edge of the project site, provide nesting habitat suitable for Swainson's hawk. A pair of Swainson's hawks were observed nesting during the April 2024 site visit along the riparian corridor of Pleasant Grove Creek. Annual grassland and hay fields within the project area provide foraging habitat suitable for Swainson's hawk.
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.
Vaux's swift *Chaetura vauxi*	–	SSC	Redwood, Douglas-fir, and other coniferous forests. Nests in large hollow trees and snags. Often nests in flocks. Forages over most terrains and habitats but shows a preference for foraging over rivers and lakes.	Not expected to occur. The project site does not contain coniferous forest habitat.
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) along 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.	Present. Trees on the project site, especially trees within the riparian corridors along Pleasant Grove Creek, provide nesting habitat suitable for white-tailed kite. A pair was observed foraging on-site during the April 2024 survey.
Willow flycatcher *Empidonax traillii*	–	SE	Inhabits extensive thickets of low, dense willows on edges of wet meadows, ponds, or backwaters; 2,000-8,000 feet elevation Requires dense willow thickets for nesting/roosting. Low, exposed branches are used for singing posts/hunting perches.	Not expected to occur. The riparian habitat adjacent to Pleasant Grove Creek does not provide the habitat components (e.g., meadow, marsh) preferred by this species.
Yellow warbler *Setophaga petechia*	–	SSC	Riparian plant associations in close proximity to water. Also nests in montane shrubbery in open conifer forests in Cascades and Sierra Nevada. Frequently found nesting and foraging in willow shrubs and thickets, and in other riparian plants including cottonwoods, sycamores, ash, and alders.	Not expected to occur. The project site is outside of the known breeding range of this species.

Species	Listing Status[1] Federal	Listing Status[1] State	Habitat	Potential for Occurrence
Yellow-breasted chat *Icteria virens*	–	SSC	Summer resident; inhabits riparian thickets of willow and other brushy tangles near watercourses. Nests in low, dense riparian, consisting of willow, blackberry, wild grape; forages and nests within 10 feet of ground.	Not expected to occur. The project site is outside of the known breeding range of this species.
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. Freshwater marsh wetlands that maintain deep water through the breeding season are not present on the project site; however vernal pool wetlands in the off-site PUE area may provide habitat suitable for the species, and agricultural landcover in the project area and off-site PUE area provides foraging habitat.
Fish				
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. 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.
Chinook salmon - Central Valley spring-run ESU *Oncorhynchus tshawytscha* pop. 6	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. 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.
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. 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.
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.
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.

Species	Listing Status[1] Federal	Listing Status[1] State	Habitat	Potential for Occurrence
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. The portion of Pleasant Grove Creek on the northern edge of the project site may provide habitat suitable for this species; however, Pleasant Grove Creek is outside of the proposed development area.
Longfin smelt *Spirinchus thaleichthys*	FC	SSC	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.
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. However, Pleasant Grove Creek is hydrologically connected to watercourses occupied by 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. Riffle sculpin is not known to occur in Pleasant Grove Creek; however, Pleasant Grove Creek is hydrologically connected to watercourses occupied by this 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.	Not expected to occur. The portion of Pleasant Grove Creek on the northern edge of the project site may provide habitat suitable for this species; however, Pleasant Grove Creek is outside of the proposed development area.
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.
Steelhead - Central Valley DPS *Oncorhynchus mykiss irideus* pop. 11	FT	–	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. 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.
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; however, Pleasant Grove Creek is hydrologically connected to watercourses occupied by this species.

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 is within the current known range of this species. The project site contains flowering plants that may provide foraging habitat for Crotch's bumble bee. Berms, annual grassland, and dilapidated buildings/sheds may provide nesting habitat for Crotch's bumble bee.
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. While the project site may have historically contained vernal pool habitat, the original hydrology of the site has been modified over more than 70 years of farming activities, and this habitat is no longer present. Vernal pool wetland in the off-site portion of the PUE does not include cooler-water, moderately turbid vernal pool habitat suitable for the species.
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. While the project site may have historically contained vernal pool habitat, the original hydrology of the site has been modified over more than 70 years of farming activities, and this habitat is no longer present; however, the off-site portion of the PUE contains vernal pool habitat suitable for the species.
Monarch *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 site is within the current known range of this species. The project site contains flowering plants that may provide foraging habitat and milkweed plants at the site could serve as host plants for egg laying and caterpillar food.
Valley elderberry longhorn beetle *Desmocerus californicus dimorphus*	FT	–	Riparian scrub. Occurs only in the Central Valley of California, in association with blue elderberry (*Sambucus nigra* ssp. *caerulea*). Prefers to lay eggs in elderberries 2-8 inches in diameter; some preference shown for "stressed" elderberries.	Not expected to occur. No elderberry shrubs are present on the project site.
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. While the project site may have historically contained vernal pool habitat, the original hydrology of the site has been modified over more than 70 years of farming activities, and this habitat is no longer present; however, the off-site PUE area contains vernal pool habitat suitable for the species.

Species	Listing Status[1] Federal	Listing Status[1] State	Habitat	Potential for Occurrence
Mammals				
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 that likely supports American badgers. However, the agricultural land on the project site is regularly cultivated and flooded and it is unlikely that American badgers would establish dens on the project site. The annual grassland habitat is regularly mowed and is too small and fragmented to support this species.
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. Some of the old, dilapidated buildings may provide night roost habitat for this species.
Northern California ringtail *Bassariscus astutus raptor*	–	FP	Riparian habitats, forest habitats, and shrub habitats in lower to middle elevations.	May occur. Large valley oak trees within the Pleasant Grove Creek riparian habitat may provide den habitat suitable for ringtails and this habitat may also act as a movement corridor for the species.
Western red bat *Lasiurus blossevillii*	–	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.

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)
FC Federally Candidate
PT Proposed Threatened
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: CNDDB 2025; USFWS 2025.

Fisheries

Pleasant Grove Creek and its tributaries support warmwater fisheries characterized by introduced species (Wildlands 2005; Placer County 2006). Fish species known to occur in these streams in the project vicinity 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*) (Wildlands 2005). 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 habitats include those that are of special concern to resource agencies or are afforded specific consideration through CEQA, Section 1602 of the California Fish and Game Code, Section 404 of the CWA, and the state's Porter-Cologne Act. Sensitive habitat may be of special concern to agencies and conservation organizations for a variety of reasons, including their locally or regionally declining status, or because they provide important habitat to common and special-status species.

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 (CDFW 2018). These communities may or may not contain special-status plants or their habitat (CDFW 2018). 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 and its equivalents (CDFW 2018).

Sensitive natural communities are generally identified at the alliance level of vegetation classification hierarchy using the Manual of California Vegetation (Sawyer et al. 2009). Known occurrences of sensitive natural communities are included in the CNDDB; however, no new occurrences have been added to the CNDDB since the mid-1990s when funding was cut for this portion of the CNDDB program. In addition, the sensitive natural communities identified in the CNDDB are classified according to an outdated vegetation classification system no longer used by CDFW to designate sensitive natural communities; however, each of these meet the definition of a sensitive habitat type either because they are state or federally protected wetland habitats, they are riparian habitats that are subject to review pursuant to Section 1602 of the California Fish and Game Code, or they may support vegetation alliances that are designated as sensitive natural communities by CDFW based on the current Manual of California Vegetation classification system. The six sensitive habitat types identified within the nine USGS quadrangles including and surrounding the project site through a query of the CNDDB are northern hardpan vernal pool, northern claypan vernal pool, northern volcanic mud flow vernal pool, alkali meadow, alkali seep, and great valley mixed riparian forest (CNDDB 2025).

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 (vulnerable).

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 78 or more years has modified the original hydrology of the project site to effectively remove any native vernal pool wetlands that likely occurred historically.

Wildlife Nursery Sites

Nursery sites are locations where fish or wildlife concentrate for hatching, birthing, 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 approximately 1.5 miles east of the project site. Large accumulations of guano within rookery trees tends to eventually kill the tree. There were no signs of rookeries within the portion of Pleasant Grove Creek bordering the project site; however, large trees along Pleasant Grove Creek provide habitat for potential rookeries now or in the future.

In addition, 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 for common bat species (e.g., big brown bat [*Eptesicus fuscus*], Mexican free-tailed bat [*Tadadira brasiliensis*]).

Wildlife Movement Corridors

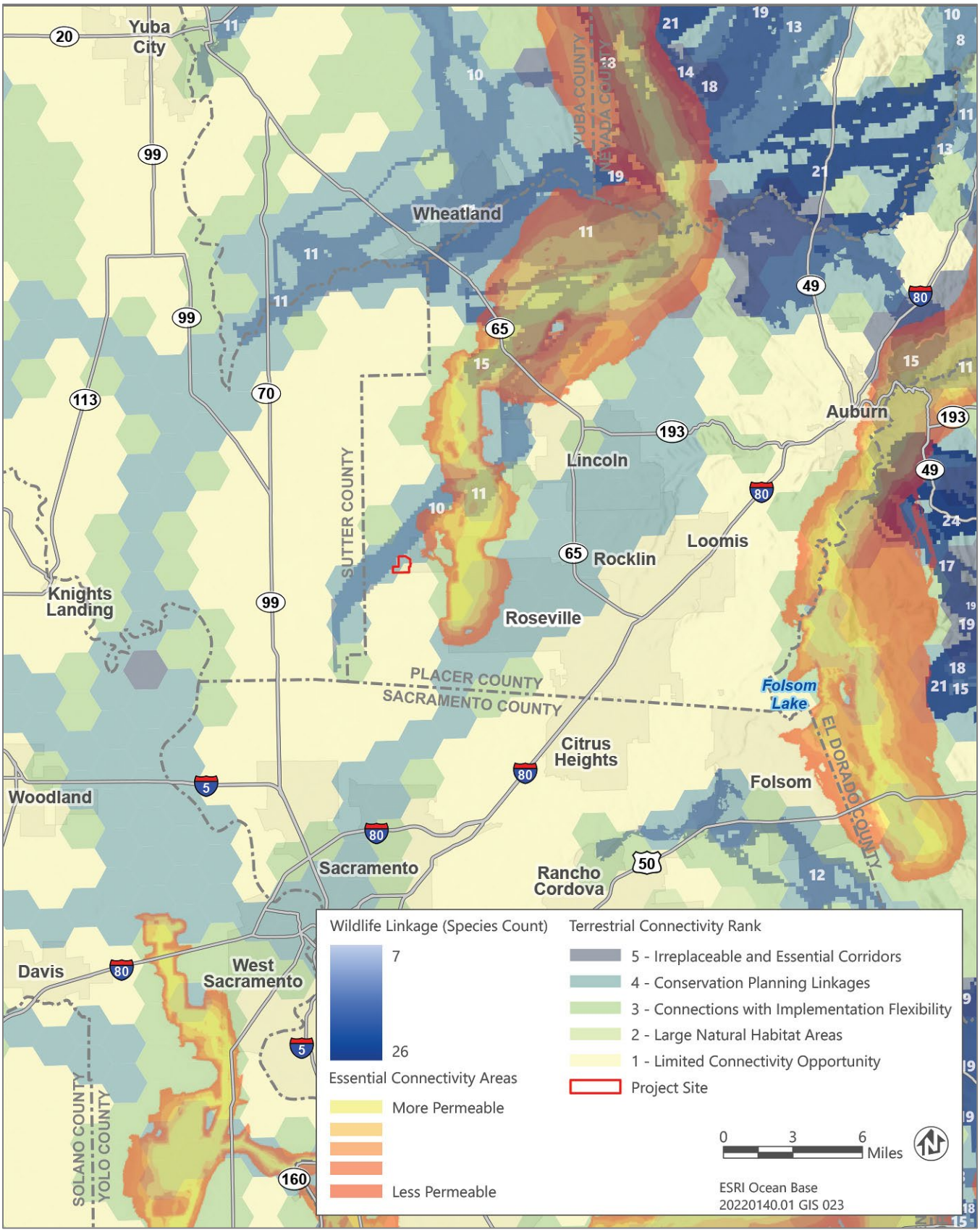
A wildlife movement corridor is generally a topographical or landscape feature or movement zone that connects two or more natural habitat areas. Wildlife corridors link areas of suitable wildlife habitat that are separated by variation in vegetation, rugged terrain, human disturbance, and habitat fragmentation, 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 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 wildlife-vehicle collisions (Spencer et al. 2010). The Essential Connectivity Areas were not developed for the purpose of defining areas subject to specific regulations by CDFW or other agencies. The northwest corner of the project site, which is bordered by Pleasant Grove Creek, is identified as a wildlife linkage area for conservation planning (Figure 3.5-2).

As noted above, the project site is surrounded by agricultural land uses and vernal pool-grassland complex habitat. The undeveloped nature of the project site likely supports movement of local wildlife, including small mammals (e.g., rodents, rabbits), wild turkey (*Meleagris gallopavo*), and mule deer (*Odocoileus hemionus*). 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.

Waters of the United States and Waters of the State

Natural aquatic habitat on the project site includes wetlands in the off-site portion of the PUE. Pleasant Grove Creek would qualify as waters of the United States due to its connectivity to other waters of the United States; however, it is north of the project site and lies outside the project's proposed development area. The irrigation and drainage ditches in the center of the project site would not be considered waters of the United States because these were excavated in dry land and do not convey a relatively permanent flow of water. The northern portion of the drainage ditch, along the northwestern boundary, supports riparian vegetation, indicating that it is a relatively permanent water and it drains into Pleasant Grove Creek and, thus, may qualify as a water of the United States; however, this ditch would be avoided because it is outside of the area of disturbance. 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.



Source: Data downloaded from CNDDB in 2025; adapted by Ascent in 2025.

Figure 3.5-2 Modeled Wildlife Linkage Areas in the Region

3.5.3 Environmental Impacts and Mitigation Measures

METHODOLOGY

This impact evaluation is based on data collected during a reconnaissance-level field survey conducted on April 3, 2024, review of aerial photographs, review of existing databases that address biological resources in the project vicinity, and review of existing resource reports as described previously.

THRESHOLDS OF SIGNIFICANCE

Thresholds of significance are based on Appendix G of the State CEQA Guidelines. An impact on biological resources is considered significant if implementation of the project would do any of the following:

- 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

Although some special-status fish species have potential to occur within Pleasant Grove Creek, the creek and riparian corridor are outside of the proposed construction area. The proposed development area of the project site would be between 930 and 1,614 feet away from Pleasant Grove Creek. The project's Phase 1 anticipated stormwater output would be managed on-site or would utilize the Pleasant Grove Stormwater Retention Basin Project (depending on the implementation schedule for that project). Stormwater from the potential future compost facility would be managed using a stormwater retention basin. Contact water from the compost facility would be retained, treated in accordance with regulatory requirements, and reused in the organics process. Each on-site stormwater detention basin would be designed to accommodate its respective tributary runoff area to limit runoff from the site and manage it in a manner that is consistent with applicable regulations and historic discharge levels. Therefore, the project would have no direct or indirect effects on special-status fish species, or their habitat, and this issue is not discussed further.

The project site is not within the plan area of any adopted HCP or NCCP. The nearest PCCP Reserve Acquisition Area [Mourier West Property] is approximately 930 feet north of the proposed development area (Placer County 2020). The City of Roseville is not a participant in this PCCP and the project site is not within the PCCP plan area. Therefore, this issue is not discussed further.

ENVIRONMENTAL IMPACTS AND MITIGATION MEASURES

Impact 3.5-1: Result in Disturbance to or Loss of Special-Status Plant Species

Phase 1

One special-status plant (Sanford's arrowhead) may occur on the project site, associated with the drainage ditch along the northwest boundary of the project site. Project construction would avoid the drainage ditch, and no direct effects would occur. In addition, eight special-status plant species may occur in association with the vernal pools that may be present in the off-site portion of the PUE. The installation of utilities in the PUE 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.

One special-status plant (Sanford's arrowhead) may occur on the project site. This species is associated with aquatic habitats that have a hydrologic regime that can support marsh vegetation. The only habitat suitable for this species on the project site is the drainage ditch along the northwest boundary of the project site. Project construction would avoid the drainage ditch, and no direct effects would occur. The rice fields just south of Pleasant Grove Creek would continue to be used as rice fields and drainage into the drainage ditch would continue. Potential indirect effects from project operation include reduction in water quality caused by storm water runoff, erosion, and siltation; alteration of the hydrologic regime through modification of surface flows or perched groundwater flows; and introduction or spread of invasive species that could result in habitat degradation. As explained in Section 3.11, "Hydrology and Water Quality," construction activities are subject to NPDES General Permit requirements as well as the City's Urban Stormwater Quality Management and Discharge Control Ordinance. Compliance with these regulations would reduce potential impacts related to water quality and hydrology. Therefore, changes to habitat that could support Sanford's arrowhead on the project site would be avoided.

Eight special-status plant species (dwarf downingia, Bogg's Lake hedge-hyssop, woolly rose-mallow, Ahart's dwarf rush, Red Bluff dwarf rush, legenere, pincushion navarretia, and Sanford's arrowhead) are associated with vernal pools that may be present in the off-site area of the PUE. The installation of utilities in the off-site portion of 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 Measure 3.5-1: Conduct Special-Status Plant Surveys and Implement Avoidance Measures and Mitigation

- Prior to implementation of project activities within the PUE, and during the blooming period for the special-status plant species with potential to occur within the PUE (i.e., approximately May to October), a qualified botanist shall conduct protocol-level surveys for special-status plants within the PUE 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 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 City of Roseville 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.

Significance after Mitigation

Implementation of Mitigation Measure 3.5-1 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 installation of utilities in the PUE and implementation of avoidance measures and compensation for impacts on special-status plants.

Phase 2

One special-status plant (Sanford's arrowhead) may occur on the project site, associated with the drainage ditch along the northwest boundary of the project site. Project construction would avoid the drainage ditch, and no direct effects would occur. Further, the Phase 2 footprint does not include the off-site PUE area. Therefore, Phase 2 of the project would not result in disturbance to or loss of special-status plants. This impact would be **less than significant**.

As described for Phase 1, one special-status plant (Sanford's arrowhead) may occur on the project site, associated with the drainage ditch along the northwest boundary of the project site. For the same reasons described for Phase 1, project construction would avoid the drainage ditch, and no direct effects would occur.

As described for Phase 1, eight special-status plant species are associated with vernal pools that may be present in the off-site area of the PUE; however, the Phase 2 footprint does not include the off-site PUE area because the new electrical substation, 60 kV line extension, and other associated infrastructure would be installed during Phase 1. Therefore, Phase 2 of the project would not result in disturbance to or loss of special-status plants. This impact would be **less than significant**.

Mitigation Measures

No mitigation is required.

Impact 3.5-2: Result in Disturbance to or Loss of Special-Status Wildlife Species and Habitat

Phase 1

Implementation of Phase 1 would involve land use conversion and associated development activities such as ground disturbance and vegetation removal both within the project site and in the PUE, resulting in the overall loss of wildlife habitat. These actions could result in disturbance, injury, or mortality of special-status wildlife species, if present, as well as reduced breeding success and habitat loss. This impact would be **potentially significant**.

Table 3.5-2 provides information about the special-status wildlife species that may occur on the project site and/or within the PUE: northwestern pond turtle; western spadefoot; vernal pool fairy shrimp; vernal pool tadpole shrimp; Crotch's bumble bee; monarch; special-status birds (including loggerhead shrike, northern harrier, short-eared owl, song sparrow, Swainson's hawk, tricolored black bird, western yellow-billed cuckoo, white-tailed kite, yellow-headed blackbird); ringtail; pallid bat; and western red bat. Common native nesting birds protected under the California Fish and Game Code and the federal MBTA may also be present on the project site.

Northwestern Pond Turtle

Aquatic habitat suitable for northwestern pond turtle is present in Pleasant Grove Creek. 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 creek on the project site as well as uncultivated areas in the understory of the valley oak riparian woodland habitat adjacent to the creek may provide upland habitat suitable for northwestern pond turtle nesting. 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.

All 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 because the planned development area is a minimum of 930 feet south of Pleasant Grove Creek. Construction activities would include ground disturbance and vegetation removal. However, the berms and road shoulders on the project site provide marginal upland habitat for northwestern pond turtle and, as a result, construction activities associated with Phase 1 could result in loss of or injury to northwestern pond turtles if present on the project site.

Potential indirect effects from project operation include reduction in water quality caused by storm water runoff, erosion, and siltation; increased litter; noise and light pollution; alteration of the hydrologic regime through modification of surface flows or perched groundwater flows; intrusion of humans; and introduction or spread of invasive species that could result in habitat degradation. As explained in Section 3.11, "Hydrology and Water Quality," construction activities for the project are subject to NPDES General Permit requirements as well as the City's Urban Stormwater Quality Management and Discharge Control Ordinance. Compliance with these regulations would reduce potential indirect effects on water quality and hydrology.

Phase 1 includes development of new municipal uses on land that is currently undeveloped. This development would result in approximately 116 acres of new impervious surfaces. Phase 1 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 stormwater ponds, retention basins, and providing landscape setbacks that would serve as a buffer between the project and Pleasant Grove Creek.

In addition, 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 Phase 1 would be minimized.

Phase 1 would include implementation of design measures, including stormwater detention basins shown in Figure 2-4 in Chapter 2, "Project Description," to minimize impacts to Pleasant Grove Creek by limiting runoff from the site and managing it in a manner that is consistent with applicable regulations and historic discharge levels. In addition, Phase 1 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.

To minimize trespassing into Pleasant Grove Creek after buildout of Phase 1, the project design measures include the installation of a perimeter fence that may include screening as necessary, thus reducing potential trespassing into the creek area from the project site. The RRTO Facility, EU Services Facility, and Equipment Maintenance Facility areas would be fenced separate from one another with gates providing controlled access between the facilities. The Vendor Lease Area would be fenced separately. This fencing would also help maintain potential debris within the project site.

In addition, project operation may attract nuisance wildlife that could prey on northwestern pond turtles. Raccoons, skunks, Virginia opossums, foxes, coyotes, feral cats, ravens, and gulls are known to prey on northwestern pond turtle adults, their nests, and juveniles. Without mitigation, the project may attract predators that could result in the loss or injury of northwestern pond turtles.

Although compliance with water quality and stormwater management regulations would reduce indirect impacts on northwestern pond turtle, pond turtles could be killed or mortally wounded during project construction and operation. Loss or injury of northwestern pond turtles would be a potentially significant impact.

Mitigation Measures

Mitigation Measure 3.5-2a: Conduct Preconstruction Surveys for Northwestern Pond Turtle, Implement Avoidance Measures, and Relocate Individuals

- Prior to implementation of project activities within the project site, a qualified biologist familiar with the life history of northwestern pond turtles and experienced in performing surveys for northwestern pond turtle shall conduct a focused survey of aquatic habitat and upland habitats suitable for the species within approximately 1,600 feet of aquatic habitat. 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 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. These nest and overwintering sites shall be monitored until the northwestern pond turtles have left the nest on their own accord.
- 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.

Mitigation Measure 3.5-2b: Provide Stream Setbacks, Best Management Practices

Although the project would have a buffer between the edge of construction and Pleasant Grove Creek of between 930 and 1,614 feet, the following protection measure shall be implemented during construction:

- Prior to the start of construction activities on the project site, the limits of disturbance shall be established, flagged or fenced with brightly visible construction flagging and or fencing under the direction of a qualified biologist, and no project activities (e.g., vegetation removal, ground disturbance, staging) shall occur beyond

these areas. All workers and contractors shall be made aware that this area is an environmentally sensitive area and it is off-limits. After construction is completed, this temporary fencing shall be removed from the area.

Mitigation Measure 3.5-2c: Develop and Integrate a Nuisance Wildlife Management Plan into the City's Environmental Utilities Facility Management Plan

- The City shall develop a nuisance wildlife management plan and incorporate it into the City's Environmental Utilities Facility Management Plan that includes BMPs to minimize attracting nuisance wildlife, ensuring the measures comply with local, state and federal regulations.

Significance after Mitigation

Implementation of Mitigation Measures 3.5-2a, 3.5-2b, and 3.5-2c 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, implementing construction BMPs and providing stream setbacks by fencing or flagging the limits of disturbance, and developing a nuisance wildlife management plan and incorporating it into the City's Environmental Utilities Facility Management Plan.

WESTERN SPADEFOOT

Vernal pool habitat potentially suitable for western spadefoot is present in the off-site portion of the PUE. Most project activities would occur within the agricultural land on the project site and would avoid potential western spadefoot habitat. However, 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 3.5-2d: 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 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

City, 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 City 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 City 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 3.5-2d 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.

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 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 vernal pool fairy shrimp and vernal pool tadpole shrimp would be a **potentially significant** impact.

Mitigation Measures

Mitigation Measure 3.5-2e: 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 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 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 City of Roseville shall report all survey results to 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 City 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 City 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 3.5-2e would reduce impacts on 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

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 sites for the queens. The long-term productivity of bumble bee populations is affected by the quantity and quality of nectar and pollen available and the proximity of these resources to nesting habitat.

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).

Crotch's bumble bees are generalist foragers and have been reported visiting a wide variety of flowering plants (Xerces Society 2018). Crotch's bumble bee has a very short tongue and is best suited to forage at open flowers with short corollas (Xerces Society 2018). Very little is known about the hibernacula, or overwintering sites utilized by Crotch's bumble bees. Generally, bumble bees overwinter in soft, well-drained, disturbed soil (Liczner and Colla 2019), or under leaf or needle litter or other debris (Williams et al. 2014; Williams et al. 2019) in woody forest edges (CDFW 2023). 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. 2014). 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).

In the Survey Considerations for CESA Candidate Bumble Bee Species, CDFW recommends reviewing the CNDDB, iNaturalist (a citizen science database), and Bumble Bee Watch databases for recorded observations in the vicinity of a given project site (CDFW 2023). The CNDDB includes six Crotch's bumble bee occurrences in the vicinity of the project site from 2020 through 2024 (CNDDB 2025). iNaturalist contains 10 observations and Bumble Bee Watch contains five observations, and at least five of these are also reported in the CNDDB (iNaturalist 2025; Xerces Society et al. 2021).

The annual grassland habitat on the project site and the ornamental vegetation surrounding the existing residence provide flowering plants that provide potential nectar sources for Crotch's bumble bee. These areas also typically contain rodent burrows, dirt mounds, and clumps of dead grass, which may provide nesting habitat for Crotch's bumble bees.

Agricultural areas on the project site (hay fields and rice fields) are routinely tilled, irrigated, or otherwise managed in a way that is generally not considered suitable for bumble bee nesting or overwintering. Most studies on the nesting habitat of bumble bees focus partly on agricultural areas, and few nests are found within arable agricultural land

(Liczner and Colla 2019). Most bumble bee nests found in agricultural areas are found in field margins or hedgerows, in adjacent patches of other habitat types (e.g., woodlands, gardens), or pastures (Liczner and Colla 2019).

Initial ground disturbance and vegetation removal activities could result in direct loss of bumble bees while foraging aboveground or nesting underground. Project implementation could result in loss of individual Crotch's bumble bees or Crotch's bumble bee nests and loss of foraging and breeding habitat for the species. While loss of individual Crotch's bumble bees or a colony as a result of project activities may not cause the population to drop below self-sustaining levels, threaten to eliminate the species, or substantially reduce the range of the species, the population status of this species is poorly understood, and loss of a colony could have a substantial effect on the population. Loss of Crotch's bumble bees would be a **potentially significant** impact.

Mitigation Measures

Mitigation Measure 3.5-2f: Conduct Take Avoidance Surveys for Crotch's Bumble Bee and Implement Avoidance Measures

- 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 bees before the start of any ground-disturbing activities. Surveys shall be performed when Crotch's bumble bee is most likely to be identified, typically from April through August 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) or any subsequent protocol approved by CDFW. Surveys shall be conducted during the colony active period closest to the start of planned construction activities. At least three (3) on-site surveys shall take place prior to the initiation of ground disturbing activities. Each survey shall be spaced 2-4 weeks apart during the Colony Active Period.
- The City of Roseville shall submit a survey report to CDFW within 1 month of survey completion and shall notify CDFW within 24 hours if Crotch's bumble bees are detected.
- If Crotch's bumble bees are detected during the focused surveys, appropriate avoidance measures shall be implemented. Avoidance measures may include, but not be limited to, the following:
- Protective buffers shall be implemented around active nesting colonies or overwintering queens until these sites are no longer active. A qualified biologist, in consultation with CDFW, shall determine the appropriate buffer size to protect nesting colonies or overwintering queens.
- If impacts on crotch's bumble bee cannot be avoided, the City shall obtain an incidental take permit (ITP) from CDFW and shall implement all measures included in the ITP to reduce the amount of take and offset the loss of individuals or their habitat from the project site and provide compensatory mitigation for the loss of individuals or habitat.
- Compensatory mitigation for the loss of individual bumblebees or their habitat may include:
    1. Preserving existing habitat outside of the project site in perpetuity; this may entail purchasing mitigation credits and/or lands from a CDFW- or USFWS-approved entity in sufficient quantity to offset the residual significant impacts, generally at a ratio of 1:1 for habitat; and
    2. Restoring or enhancing existing habitat within the project site or outside of the project site but within the range of the species in the City limits.
- The City shall prepare a Compensatory Mitigation Plan that identifies the residual significant effects that require compensatory mitigation and describes the compensatory mitigation strategy being implemented to reduce residual effects:
    a. For preserving existing 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 mechanisms for long-term conservation (e.g., holder of conservation easement or fee title). The

City shall submit evidence that the necessary mitigation has been implemented or that the City has entered into a legal agreement to implement it and that compensatory habitat will be preserved in perpetuity.

b. For restoring or enhancing habitat within 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 habitat.

Significance after Mitigation

Implementation of Mitigation Measures 3.5-2f would reduce the potential impact on Crotch's bumble bee to a **less-than-significant** level by requiring focused surveys for bumble bees, implementing measures to avoid mortality of Crotch's bumble bees if nests or overwintering queens are detected, obtaining an ITP for unavoidable impacts, and developing a compensatory mitigation plan in consultation with CDFW to offset the loss of individuals or occupied habitat.

Monarch

The project site is located outside of the coastal overwintering range of this species but is located within the inland breeding and foraging range of the species. The project site contains annual grassland habitat that likely provides foraging habitat for monarch (i.e., floral resources) and provides breeding habitat for the species because milkweed (*Ascelepias* spp.) plants are present within the project site.

Project implementation would include conversion of annual grassland habitat and potential loss of foraging and breeding habitat suitable for monarch, as well as potential direct loss of individual monarch butterfly eggs and caterpillars if present on milkweed plants during construction. Project implementation could result in loss of individual monarchs and loss of foraging and breeding habitat. Direct loss of monarchs would be a **potentially significant** impact.

Mitigation Measures

Mitigation Measure 3.5-2g: Conduct Take Avoidance Survey for Monarch Eggs, Larvae and Pupae, and Implement Avoidance Measures

- No more than 14 days prior to implementing project activities that would result in ground disturbance or vegetation removal during the time when milkweed plants could host monarch eggs or caterpillars (approximately mid-March through late September), a qualified biologist shall conduct focused surveys for milkweed plants and inspect these plants for monarch eggs, larvae (i.e., caterpillars), and pupae. If monarch eggs, caterpillars, or pupae are found, the host plants shall be avoided until metamorphosis is completed and adult butterflies emerge and leave the host plant. If no eggs, caterpillars or pupae are detected, the qualified biologist shall submit a report summarizing the results of the survey to the City of Roseville, and further mitigation shall not be required.

Significance after Mitigation

Implementation of Mitigation Measure 3.5-2g would reduce potential impacts on monarch to a **less-than-significant** level by requiring focused surveys for milkweed plant, monarch eggs, larvae, and pupae and implementation of measures to avoid mortality of monarch eggs, larvae, and pupae if they are detected.

Special-Status Birds, Common Raptors, and Other Common Native Birds

Nine special-status birds have potential to occur on the project site (Table 3.5-2). 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. 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 development area of the project site and would avoid the valley oak riparian woodland habitat. Activities within the development area would include grading and soil excavation, 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 nesting on the project site or in nearby habitats such as along Pleasant Grove Creek where Swainson's hawks were observed nesting during the reconnaissance survey. If present during construction activities, special-status and common native birds could be disturbed by noise, vibration, or visual stimuli from equipment and personnel potentially leading to nest abandonment. Active nests could be inadvertently removed or destroyed during vegetation and tree removal activities, if present, potentially resulting in the loss of eggs or chicks. As shown in Table 3.5-1, the project site supports agricultural (hay field/row crops), annual grassland, and disturbed-grassland cover that provides foraging habitat for Swainson's hawk. Implementation of the project would result in removal of approximately 51.63 acres of these habitats. Removal of annual grassland, hay agricultural field, and disturbed-grass would reduce the available foraging habitat for Swainson's hawk in the area, potentially resulting in nest abandonment, reduced reproductive success, and ultimately, a decline in the local Swainson's hawk population. This would be a **potentially significant** impact.

Mitigation Measures

Mitigation Measure 3.5-2h: Conduct Focused Surveys for Special-Status Birds, Nesting Raptors, and Other Native Nesting Birds and Implement Protective Buffers; and Mitigate for the Loss of Swainson's Hawk Foraging Habitat

- 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, and before January 1, no further mitigation shall be required.
- If project construction activities, including tree removal, occur after January 1 but before February 1, a preconstruction survey for nesting great-horned owl shall take place. This survey shall be conducted within 500 feet of the development area where activities or tree removals are to take place. If no nesting great-horned owls are found, the qualified biologist shall prepare and submit a report summarizing the result of the survey to the City of Roseville, and construction or tree removals can move forward. If nesting great-horned owls are found, impacts on nesting great-horned owls shall be avoided by establishing a 500-foot buffer around the active nest site(s) 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.
- Within 14 days before the onset of project construction activities during the breeding season of other birds besides great-horned owl (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 0.25 miles of the project site for Swainson's hawk; 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., 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 City of Roseville, and no further mitigation shall be required.

- 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 0.25 miles shall be implemented for Swainson's hawk 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. Buffers typically will be 500 feet for other special-status birds and common raptors. For other species, a qualified biologist shall determine the size of the buffer for non-raptor nests after a site- and nest-specific analysis. 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.
- The City shall mitigate for the loss of 51.63 acres of Swainson's hawk foraging habitat by purchasing foraging habitat credits at a CDFW-approved mitigation bank in the area at a 1:1 ratio for each acre of foraging habitat removed by the project. This mitigation shall occur before the approval of any grading or improvement plans for the project.
- 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.

Significance after Mitigation

Implementation of Mitigation Measure 3.5-2h 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, implementation of measures to avoid disturbance, injury, or mortality of the species if nests are detected and compensatory mitigation to offset the loss of Swainson's hawk foraging habitat.

Northern California Ringtail

Large trees within the valley oak riparian woodland habitat on the project site may provide den habitat suitable for Northern California ringtail (i.e., large cavities). Most project activities would occur within the agricultural land in the development area of the project site and would avoid Pleasant Grove Creek, the drainage ditch, and associated valley oak riparian woodland habitat. However, ringtails are known to move between suitable habitat areas and occupy abandoned buildings. Removal of trees within the development area of the project site or activities associated with the repurposing of the former residence and related structures could result in injury or mortality of ringtails or direct loss of occupied dens during ground disturbance or vegetation removal, or disturbance to active dens potentially resulting in direct loss or abandonment of an active den with dependent young and subsequent mortality of ringtail kits. This would be a **potentially significant** impact.

Mitigation Measures

Mitigation Measure 3.5-2i Conduct Focused Surveys for Northern California Ringtail Dens and Implement Avoidance Measures

- To minimize the potential loss of ringtail and active ringtail dens, tree removal within the development area 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 development area on the project site or demolishing or repurposing of the associated buildings during the ringtail breeding season, a qualified biologist familiar with ringtail shall conduct a focused survey for potential ringtail dens (e.g., hollow trees, snags) within the trees planned for removal, and buildings within the development area of the project site. The qualified biologist shall identify individual ringtails, as well as potential dens.
- If individuals or occupied dens are not found, the qualified biologist shall submit a report summarizing the results of the survey to the City of Roseville, and further mitigation shall not be required.
- If ringtails are identified or if potential dens are found in the trees planned for removal or within one of the existing unoccupied buildings, 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 or structure may be removed.
  - If a den is found to be occupied by a ringtail, the tree or building 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 or building 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 no longer occupied as determined by the qualified wildlife biologist in coordination with CDFW.

Significance after Mitigation

Implementation of Mitigation Measure 3.5-2i would reduce potential impacts on Northern California ringtail to a **less-than-significant** level by requiring focused surveys for ringtail dens prior to tree removal, demolishing or repurposing of unoccupied buildings at the site, 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 or individual large trees elsewhere on the project site may provide roost habitat suitable for pallid bat and western red bat (i.e., large cavities, foliage). The former residence and associated buildings could also provide roosting habitat for these species. Most project activities would occur within the agricultural land in the development area of the project site and would avoid Pleasant Grove Creek and associated valley oak riparian woodland habitat. However, large trees elsewhere on the project site may be removed during construction activities. Removal of trees and demolition or repurposing of existing buildings could result in roost abandonment and 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 3.5-2j: Conduct Focused Bat Surveys and Implement Avoidance Measures

- Prior to tree removal activities and demolition or repurposing of existing buildings, a qualified biologist familiar with bats and bat ecology and experienced in conducting bat surveys shall conduct surveys for bat roosts in large trees and existing buildings 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 City of Roseville, and no further mitigation 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 the roosts are no longer occupied by bats 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 or structure 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 or building may be removed, demolished, or repurposed.

Significance after Mitigation

Implementation of Mitigation Measure 3.5-2j would reduce potential impacts on pallid bat and western red bat to a **less-than-significant** level by requiring focused surveys for bat roosts, no-disturbance buffers around active special-status bat roosts, and consultation with CDFW if special-status bat roosts would be removed.

Phase 2

Implementation of Phase 2 would involve an additional 34 acres of land use conversion. However, because the project site would need to be made suitable for development for Phase 1, the existing surface of the development area would need to be raised to be equal or higher than the flood elevation during Phase 1. Because the area of Phase 2 would also need to be raised to help achieve a buildable area concurrent with Phase 1, the area of Phase 2 would be disturbed concurrent with Phase 1. However, because the area would remain undeveloped, the site could revert to a natural state between completion of Phase 1 and the start of Phase 2 and, depending on conditions, could provide suitable habitat for special-status species. Development activities associated with Phase 2, such as ground disturbance and vegetation removal, would result in the overall loss of potential wildlife habitat. These actions could result in disturbance, injury, or mortality of special-status wildlife species, if any are present, as well as reduced breeding success and habitat loss. This impact would be considered **potentially significant**.

Phase 2 of the project would include an additional 122,000 square feet of building area for the RRTO Facility and the construction of 37,000 square feet of building area for the Potential Future Organics Processing Facility (including the development of 34 acres of land). Similar to Phase 1, construction of Phase 2 would involve land conversion and associated development activities such as ground disturbance and vegetation removal. These actions could result in disturbance, injury, or mortality of special-status wildlife species, if present, as well as reduced breeding success and habitat loss.

The Phase 2 footprint does not include the off-site PUE area because the new electrical substation, 60 kV line extension, and other associated infrastructure would be installed during Phase 1. Therefore, Phase 2 of the project would not result in disturbance, injury, or mortality of special-status wildlife species that are associated with vernal pool habitat (i.e., wester spadefoot, vernal pool fairy shrimp, and vernal pool tadpole shrimp) or other habitat provided in the off-site PUE area (i.e., short-eared owl and yellow-headed blackbird).

Operation of Phase 2 would include a Potential Future Organics Processing Facility, which may involve a composting facility and/or biomass facility. The potential future compost facility would involve the composting of green waste, wood, and food waste. The potential future biomass facility would convert biomass (woody materials) into energy using thermal means and would likely include food, agricultural, and yard trimming waste. The specific type of biomass device is not yet known, and the potential biomass facility would be developed at a later time after being evaluated by the City on its financial, environmental, and regulatory merits.

Depending on the type of organics processing facility constructed, it may be housed in a fully enclosed environment or an open-air organics processing facility. Potential effects on wildlife will differ depending on the type of facility that is selected. A fully enclosed processing facility would reduce attraction of nuisance wildlife to the area, whereas an open processing facility would need to implement industry standard BMPs to minimize such attraction.

Phase 1 would involve the construction and operation of organics waste receipt, pre-processing, and transfer facilities, which would require the City to implement measures to minimize attracting nuisance wildlife species. As such, Phase 2 construction activities and operation would have similar impacts on wildlife as identified during the Phase 1 construction and operation.

Development and operation activities associated with Phase 2, such as ground disturbance, vegetation removal, new lighting sources, noise impacts, and nuisance wildlife species that could result in disturbance, injury, or mortality of special-status wildlife species, if present, as well as reduced breeding success and habitat loss, which would be similar as those impacts identified from Phase 1. For the same reasons described for Phase 1, this impact would be **potentially significant**.

Mitigation Measures

Implement Mitigation Measures 3.5-2a, 3.5-2b, 3.5-2c, 3.5-2f, 3.5-2g, 3.5-2h, 3.5-2i, and 3.5-2j, described above.

Significance after Mitigation

Implementation of Mitigation Measures 3.5-2a, 3.5-2b, and 3.5-2c 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, implementing construction BMPs and providing stream setback by fencing or flagging the limits of disturbance, developing a nuisance wildlife management plan and incorporating it into the City's Environmental Utilities Facility Management Plan.

Implementation of Mitigation Measures 3.5-2f would reduce the potential impact on Crotch's bumble bee to a less-than-significant level by requiring focused surveys for bumble bees and implementation of measures to avoid mortality of the Crotch's bumble bees if nests or overwintering queens are detected.

Implementation of Mitigation Measure 3.5-2g would reduce potential impacts on monarch to a less-than-significant level by requiring focused surveys for milkweed plant, monarch eggs, larvae, and pupae and implementation of measures to avoid mortality of monarch eggs, larvae, and pupae if they are detected.

Implementation of Mitigation Measure 3.5-2h 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, implementation of measures to avoid disturbance, injury, or mortality of the species if nests are detected and compensate for the loss of Swainson's hawk foraging habitat.

Implementation of Mitigation Measure 3.5-2i would reduce potential impacts on Northern California ringtail to a less-than-significant level by requiring focused surveys for ringtail dens prior to removing trees or demolishing or repurposing unoccupied buildings at the site and implementing no-disturbance buffers around active dens in consultation with CDFW.

Implementation of Mitigation Measure 3.5-2j 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.

For the above reasons, implementation of Mitigation Measures 3.5-2a, 3.5-2b, 3.5-2c, 3.5-2f, 3.5-2g, 3.5-2h, 3.5-2i, and 3.5-2j would reduce impacts to special-status wildlife species to a **less-than-significant** level.

Impact 3.5-3: Result in Degradation or Loss of Riparian Habitat or Other Sensitive Natural Communities

Phase 1

Implementation of Phase 1 may include ground disturbance, vegetation removal, and direct removal of riparian habitat adjacent to wetlands identified in the off-site portion of the PUE, which could result in the degradation or loss of riparian and vernal pool habitat. This would be a **potentially significant** impact.

Although valley oak riparian forest and woodland habitat is present along the northern and northwestern project site boundaries, these areas are outside of the proposed development area. Therefore, the project would have no effect on riparian habitat or other sensitive natural communities on the project site.

Wetlands with vegetation assemblages associated with vernal pools have been previously identified in the off-site portion of the PUE. Ground disturbance, vegetation removal, and direct removal of riparian habitat adjacent to wetlands previously identified in the off-site portion of the PUE could result in degradation and/or fill of the identified wetlands. Degradation (e.g., reduction of vegetation cover, trampling, alteration of root structure, anthropogenic noise and light, human trespass) or removal of riparian and vernal pool habitat would be a **potentially significant** impact.

Mitigation Measures

Mitigation Measure 3.5-3: Provide Stream Setbacks, Best Management Practices, and Compensate for Unavoidable Loss of Riparian Habitat

The City 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:

- 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 City 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 City 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 City 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 City will provide evidence in the plan that the necessary mitigation has been implemented or that the City 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 City (e.g., Lake and Streambed Alteration Agreement), if these requirements are equally or more effective than the mitigation identified above.

Significance after Mitigation

Implementation of Mitigation Measure 3.5-3 would reduce potential impacts on riparian and vernal pool 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, and potentially including a streambed alteration agreement with CDFW.

Phase 2

Although valley oak riparian forest and woodland habitat is present along the northern and northwestern project site boundaries, these areas are outside of the proposed development area. Although the off-site PUE area does include vernal pools, the Phase 2 footprint does not include the off-site PUE area. Therefore, Phase 2 of the project would not result in the degradation or loss of riparian and vernal pool habitat. This impact would be **less than significant**.

As described for Phase 1, although valley oak riparian forest and woodland habitat is present along the northern and northwestern project site boundaries, these areas are outside of the proposed development area. Therefore, the project would have no effect on riparian habitat or other sensitive natural communities on the project site.

Wetlands with vegetation assemblages associated with vernal pools have been previously identified in the off-site portion of the PUE; however, the Phase 2 footprint does not include the off-site PUE area because the new electrical substation, 60 kV line extension, and other associated infrastructure would be installed during Phase 1. Therefore, Phase 2 of the project would not result in the degradation or loss of riparian and vernal pool habitat. This impact would be **less than significant**.

Mitigation Measures

No mitigation is required.

Impact 3.5-4: Result in Degradation or Loss of State or Federally Protected Wetlands

Phase 1

Implementation of Phase 1 would include ground disturbance, vegetation removal, and direct removal of riparian habitat adjacent to wetlands previously identified in the off-site portion of the PUE, which could result in inadvertent fill of the identified wetlands. Fill of wetlands would remove or degrade these features, which would be a **potentially significant** impact.

No state or federally protected wetlands or other waters of the United States or waters of the state are located within the proposed development area of the project site and, thus, the project would not result in any direct impacts to wetlands or other waters on the project site. Potential indirect effects from sedimentation or runoff from construction and operation of the project are addressed in Section 3.11, "Hydrology and Water Quality."

Wetlands with vegetation assemblages associated with vernal pools have been previously identified in the off-site portion of the PUE. Ground disturbance, vegetation removal, and direct removal of riparian habitat adjacent to wetlands previously identified in the off-site portion of the PUE could result in inadvertent fill of the identified wetlands. Fill of wetlands would remove or degrade these features, which would be a **potentially significant** impact.

Mitigation Measure 3.5-4a: Implement Mitigation Measure 3.5-3

The City shall implement Mitigation Measure 3.5-3, described above.

Mitigation Measure 3.5-4b: 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 project construction activities:

- The City 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 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 City shall comply with waste discharge requirements as described in Section 3.12, "Hydrology and Water Quality."
- The City 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 City 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 City 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 City 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 3.5-4a and 3.5-4b would reduce potential direct and indirect (i.e., downstream) impacts on wetlands in the PUE to a **less-than-significant** level by requiring protection measures to prevent discharge of silt into these features during project construction, implementation of avoidance measures for impacts on riparian habitat, delineation of wetlands on the project site and off-site PUE area, and permitting for unavoidable impacts.

Phase 2

No state or federally protected wetlands or other waters of the United States or waters of the state are located within the proposed development area of the project site. While the off-site PUE area does include wetlands, the Phase 2 footprint does not include the off-site PUE area. Therefore, Phase 2 of the project would not result in direct impacts to wetlands or other waters. This impact would be **less than significant**.

As described for Phase 1, no state or federally protected wetlands or other waters of the United States or waters of the state are located within the proposed development area of the project site and, thus, the project would not result in any direct impacts to wetlands or other waters on the project site. Potential indirect effects from sedimentation or runoff from construction and operation of the project are addressed in Section 3.11, "Hydrology and Water Quality."

Wetlands with vegetation assemblages associated with vernal pools have been previously identified in the off-site portion of the PUE; however, the Phase 2 footprint does not include the off-site PUE area because the new electrical substation, 60 kV line extension, and other associated infrastructure would be installed during Phase 1. Therefore, Phase 2 of the project would not result in direct impacts to wetlands or other waters. This impact would be **less than significant**.

Mitigation Measures

No mitigation is required.

Impact 3.5-5: Interfere with Wildlife Movement Corridors or Impede the Use of Wildlife Nurseries

Phase 1

Project construction and implementation could result in temporary and permanent impacts on wildlife movement corridors and wildlife nurseries, which would be a **potentially significant** impact.

Construction

During Phase 1, short-term construction noise levels would fluctuate depending on the type, number, and duration of equipment used. 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 topography and existing structures; and existing ambient noise levels. No special construction techniques such as blasting or pile driving are anticipated to be required.

Noise-generating construction activities that occur during the more noise-sensitive evening and nighttime hours are of increased concern for wildlife. Because exterior ambient noise levels typically decrease during the late evening and nighttime hours as traffic volumes and commercial activities decrease, and because typical sleep hours occur during these times, construction activities performed during these more noise-sensitive periods of the day can result in increased annoyance for diurnal species and potential changes in behavior (i.e., place avoidance) for nocturnal species.

Based on the modeled construction noise exposure levels detailed in Section 3.12, "Noise and Vibration," construction noise would attenuate to the City's daytime noise standards at a distance of 835 feet and 153 feet and the nighttime noise standards at a distance of 912 feet and 265 feet, respectively.

Regarding wildlife nursery areas, there are records of egret and heron rookeries approximately 1.5 miles east of the project site. Some of the trees along Pleasant Grove Creek on the northern boundary of the project site provide habitat suitable for egret and heron rookeries. Typically, if a colony is found within 1,000 feet of construction activities,

a 250- to 500-foot no-disturbance buffer would be implemented to reduce the risk of disrupting breeding or causing nest abandonment. However, the project's proposed developmental area is between 930 and 1,614 feet away from potential rookery trees, which is greater than the typical no-disturbance buffer distance. The proposed development area of the project site would be between 930 and 1,614 feet away from Pleasant Grove Creek and, thus, construction noise would attenuate to background noise levels before reaching the riparian area that may be used as a wildlife movement corridor and where rookeries and other wildlife nursery sites would most likely occur in the project vicinity.

Most construction activities would occur during the day, however, construction noise would be temporary and cease once construction is completed for the day and once construction is finished. Although daytime construction may lead to wildlife avoiding the general area near the construction site, wildlife should resume their normal behavior after construction stops. Because there are sensitive human receptors close to the construction area, Mitigation Measure 3.12-1 would be implemented and would require the installation of temporary noise barriers, so that noise levels associated with nighttime construction activities could be reduced to daytime levels. Although this measure is aimed at reducing potential impacts to nearby residents, this measure would further reduce noise levels for wildlife species using the riparian area as a movement corridor or nursery site. Therefore, construction noise impacts on wildlife movement and nursery sites during day or nighttime would be a **less-than-significant** impact.

Phase 1 construction during night-time hours would require the use of artificial lights. Because of project site topography, this light could spill over onto the modeled wildlife linkage area and the riparian area of Pleasant Grove Creek. Increases in artificial lighting could interfere with the movement of terrestrial wildlife species, resulting in a **potentially significant** impact to migratory terrestrial wildlife species.

Operation

The project site is not within a modeled Essential Connectivity Area (Spencer et al. 2010). However, the northwest portion of the project site, which is bordered by Pleasant Grove Creek, is within a modeled Northern Sierra Nevada Foothills wildlife linkage area connecting natural landscape blocks between the Sierra Nevada and the valley floor and within habitat modeled as providing potential conservation planning linkages.

Although a portion of the project site (north and northwest portion) is identified as a potential conservation planning linkage, the current conditions (i.e., fields in agricultural production) are not ideal for wildlife movement corridors. The remainder of the project site is identified as having limited connectivity opportunities for wildlife likely due to the agricultural nature of the site. Pleasant Grove Creek likely serves as a local wildlife movement corridor.

The proposed development area of the project site is outside of the modeled wildlife linkage on existing active agricultural fields and associated access roads between 930 and 1,614 feet south of Pleasant Grove Creek. Therefore, project implementation would not interfere with wildlife movement along Pleasant Grove Creek over the long-term and the northern portion of the project site would continue to have the same habitat linkage value as it does currently. Project development would not interfere substantially with the movement of any native resident or migratory wildlife species because the project would not result in any areas of natural habitat becoming isolated and inaccessible.

After buildout of Phase 1, operating the RRTO facility, Corporation Yard, and Vendor Lease Area would generate heavy truck trips that could potentially generate noise levels that would disrupt breeding behaviors of wildlife species using the Pleasant Grove Creek riparian corridor as a nursery site (e.g., heron or egret rookeries). As discussed above, most noise sources associated with the operation of the project would attenuate to the background noise level before reaching Pleasant Grove Creek and the riparian area. However, because the exact locations of these facilities are not currently known and could be located as close as 930 feet, backup generators could potentially result in a substantial permanent increase in noise that results in loss of nursery sites. Mitigation Measure 3.12-3 requires the implementation of stationary noise reduction methods to reduce potential noise impacts associated with the operation of backup generators. In addition, spillover lighting from buildings and outdoor lighting once buildout of Phase 1 is completed could cause wildlife to avoid using adjacent habitat for breeding or movement. Mitigation Measure 3.1-3 requires the implementation of design standards to minimize potential sources of light and glare. Without mitigation, this impact would be **potentially significant**.

Summary

Project construction and implementation could result in temporary and permanent impacts on wildlife movement corridors and wildlife nurseries from artificial lighting during construction and from noise disturbance during project operation, which would be a **potentially significant** impact.

Mitigation Measures

Implement Mitigation Measure 3.1-3, described in Section 3.1, "Aesthetics and Visual Resources."

Implement Mitigation Measures 3.12-1 and 3.12-3, described in Section 3.12, "Noise and Vibration."

Mitigation Measure 3.5-5: Utilize Wildlife-Friendly Building Design

In addition to Mitigation Measure 3.1-3, described in Section 3.1, "Aesthetics and Visual Resources," the City shall implement the following measures:

- Buildings and other permanent structures shall be designed to minimize impacts on wildlife, including disruption to wildlife movement.
  - 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).
- The City shall place structural barriers to screen construction lighting and construction vehicular headlights that are directed perpendicular to Pleasant Grove Creek. This may be accomplished through the placement of a 5-6-foot vegetated hedge or other structural method that would screen the northern portion of the project.
- To minimize light spillage from the project during operation into Pleasant Grove Creek, outdoor lighting shall be the minimum wattage required for the particular use, shall be shielded, and shall be directed to the specific location intended for illumination to prevent stray light spillover onto sensitive riparian habitat.

Significance after Mitigation

Implementation of Mitigation Measure 3.1-3 requires implementation of design standards to minimize potential sources of light and glare that could affect wildlife movement and nursery sites. Mitigation Measures 3.12-1 and 3.12-3 require the implementation of construction and stationary noise reduction methods that would minimize noise that could alter wildlife movement or nursery sites. Implementation of Mitigation Measure 3.5-5 would require the City to utilize wildlife-friendly design guidelines when designing the project and calls for the construction and installation of a structural barrier to screen construction and vehicular lighting associated with Phase 1 and follow BMPs to minimize light spillage into the riparian habitat. For the above reasons, implementation of these mitigation measures would reduce impacts related to wildlife movement corridors and wildlife nurseries to a **less-than-significant** level.

Phase 2

Construction and operation of Phase 2 of the project could result in temporary and permanent impacts on wildlife movement corridors or wildlife nurseries. However, a majority of the project site would be developed and operational by the time Phase 2 is developed. Further, implementation of project mitigation measures and compliance with applicable regulations would minimize noise as well as light and glare impacts along Pleasant Grove Creek. Thus, this impact would be **less than significant**.

Construction

Because construction of Phase 1 would include raising the Phase 2 project area, construction activity associated with Phase 2 would not be as disruptive as during Phase 1 and limited ground disturbance would likely be needed. Phase 2 of the project would include the construction of RRTO (Phase 2) and a potential future organics processing facility. Noise and new lighting sources associated with Phase 2 would be at a distance equal to those identified in Phase 1 construction.

As described in Section 3.1, "Aesthetics and Visual Resources," light and glare would be introduced to the project area during construction of Phase 2 from windshields of vehicles and construction equipment which could startle wildlife if unintentionally directed towards Pleasant Grove Creek. Nighttime construction for Phase 2 is not expected to be necessary and, thus, project construction would have a **less-than-significant** impact on the Pleasant Grove Creek local wildlife corridor.

Operation

Operation of Phase 2 would add metal and other reflective surfaces (e.g., glass) associated with the expanded RRTO and Potential Future Organics Processing Facility and parked cars in the parking lot. These facilities would also include exterior night lighting, including parking lot lighting and lighting of the electrical substation which could create glare and nighttime lighting spillage into the riparian area potentially disrupting wildlife movement in the area or wildlife nursery activities. The addition of nighttime lighting could result in skyglow and light pollution if lights are cast in an upward direction. Outdoor lighting for the facilities would consist of pole or building mounted lighting to provide appropriate illumination for night operations and safety. Lights would employ cut-off type lights to minimize off-site light pollution and skyglow.

As described in Section 3.1, "Aesthetics and Visual Resources," design of the project's facilities would be required to comply with CALGreen Building Regulations, Title 24 Outdoor Lighting Standards, and General Plan Policy LU7.9 to reduce light spillage and glare on adjacent properties and in private spaces and implementation of Mitigation Measure 3.5-3 requiring that new buildings and other permanent structures follow guidelines regarding building height, materials, external lighting, and landscaping provided in the American Bird Conservancy's "Bird Friendly Building Design." In addition, a majority of the project site would be developed and operational by the time Phase 2 implementation begins and Mitigation Measure 3.1-3, which requires implementation of design standards to minimize potential sources of light and glare, would be implemented. While Phase 2 would introduce new sources of light, compliance with applicable regulations would minimize light and glare impacts comparable to that of existing and surrounding development onto Pleasant Grove Creek. Thus, this impact would be **less than significant**.

Mitigation Measures

No mitigation is required.

Impact 3.5-6: Conflict with Local Policies and Ordinances

Phase 1

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 direct removal of or damage to trees that may be protected under the City of Roseville Municipal Code. This impact would be **potentially significant.**

Implementation of Phase 1 would require the removal of trees present within the proposed development area of the project site that may qualify as protected trees (see the discussion of the City of Roseville Municipal Code in Section 3.5.1, "Regulatory Setting"). As defined by the City of Roseville Municipal Code (Chapter 19.66, Tree Preservation), native oak trees greater than 6 inches diameter at breast height are protected. A Tree Permit would be required for the removal of any protected tree, and for any regulated activity within the protected zone of a protected tree where the encroachment exceeds 20 percent. A survey of the trees on the project site has not been completed; therefore, trees planned for removal as part of project implementation may meet the definition of protected trees pursuant to the City of Roseville Municipal Code. This would be a **potentially significant** impact.

Mitigation Measure 3.5-6: Remove and Replace Protected Trees Consistent with Chapter 19.66 of the City of Roseville Municipal Code, "Tree Preservation"

The City would implement the following measures to avoid or compensate for impacts on protected trees and comply with the City of Roseville Municipal Code (Chapter 19.66).

- The City shall retain an ISA-certified arborist to survey the trees within the project site and prepare an arborist report that meets the requirements under the City of Roseville Municipal Code.
- Prior to the start of construction activities (i.e., ground disturbance, tree removal, staging), the City or its contractor shall apply for a Tree Permit from the City of Roseville. The application shall include the arborist report and a site plan map with information 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 or design drawing to be included in the project plans.
- Protected trees that would be retained on the 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).
- The City shall compensate for the 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 that has been certified by an arborist to be a dead tree without any replacement or mitigation requirements.

Significance after Mitigation

Implementation of Mitigation Measure 3.5-6 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.

Phase 2

Implementation of Phase 2 of the project would result in direct removal of or damage to trees that may be considered protected under the City of Roseville Municipal Code. This impact would be **potentially significant.**

Phase 2 of the project would include the expansion of the RRTO and a potential future organics processing facility. Although all tree removals would likely be necessary during Phase 1 to prepare the development area for construction, as described in Chapter 2, "Project Description," construction of the Potential Future Organics Processing Facility is intended to begin in 2035, with the facility becoming operational by 2040. As such, there would be a gap between when Phase 1 is completed and when Phase 2 commences. Based on typical oak growth patterns, a native oak may reach 6 inches diameter at breast height in approximately 10 to 15 years depending on environmental conditions. At this time, it is not known what measures will be implemented to maintain the area for Phase 2 during that time, therefore, if native oaks were to be established in that time, some may qualify as protected trees under the City of Roseville Municipal Code. Removal of protected trees would be **potentially significant.**

Mitigation Measures

Implement Mitigation Measures 3.5-6, described above.

Significance after Mitigation

Implementation of Mitigation Measure 3.5-6 would reduce potential impacts related to conflicts with the City of Roseville Municipal Code to a **less-than-significant** level by requiring a survey and obtaining 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.

3.6 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 3.7, "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 resources and historic-period resources. Archaeological resources are locations where human activity has measurably altered the earth or left deposits of prehistoric or historic-period 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).

3.6.1 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 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

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 helps 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. In addition, 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 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 5097.5(a)

Pursuant to PRC Section 5097:

> 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 EIR lists the following policies related to archaeological, historic, cultural, and Tribal cultural resources that may be applicable to the project (City of Roseville 2020):

- **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."

3.6.2 Environmental Setting

The following information is from the *Cultural Resources Technical Report for the Roseville Environmental Utilities Center Project* (Ascent 2025).

REGIONAL PREHISTORY

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 Prehistoric 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 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

There is one geologic unit present in the project site, the Qr (of Quaternary age), and the surficial soils within the project site are the Alamo, Fiddyment, Cometa, and San Joaquin series. Because the Qr material formed long before the first human occupation of the area, it is very unlikely to contain or to have buried archaeological resources. The overlying soils of the San Joaquin Series are younger, dating to the Late Holocene (2,000 to 150 years ago), and so are generally more sensitive for buried cultural remains. The Alamo, Fiddyment, and Cometa series are older soils dating to the Pleistocene, which was before human occupation, are unlikely to contain or to have buried archaeological resources.

Landscape evolution and historic and modern development can affect the visibility of the archaeological record, but research has shown that archaeological sites tend to occur in specific geo-environmental settings (e.g., near reliable water sources and on stable land surfaces) rather than randomly throughout the landscape. For example, geoarchaeological studies have found that distance to water sources (e.g., stream, lake, spring) and landform slope (generally <18 percent) are two environmental variables that help accurately predict a location's potential to contain buried archaeological deposits. The topography of the terrain in the project site is relatively flat. The Pleasant Grove Creek runs roughly east/west directly north of the project site. The project site has been historically used for agriculture and graded for that purpose. Therefore, the geography, geology, soils, and topography across most of the project site suggest that the potential for the presence of buried deposits of cultural resources in the project site is low. Furthermore, based on the site's historic agricultural use, the potential for intact buried deposits is very low.

RECORDS SEARCH AND SURVEY

Records Search

On February 23, 2024, a search of records concerning the project site and a one-half-mile radius around the project area was conducted at the North Central Information Center (NCIC), at California State University, Sacramento (PLA-21-36). 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 and only four within a one-half-mile radius. The search also found that one previous investigation included the entirety of the project area, four previous investigations included only a portion of the project area, and five investigations have occurred within one-half-mile.

Survey

Field work for the project was conducted on December 11, 2024, 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 deposit. Three built-environment features were recorded and evaluated.

As described in Chapter 2, "Project Description," the project includes extension of an existing 60 kilovolt (kV) line from the Roseville Energy Park to the project site, roughly along Phillip Road. This alignment, which is referred to as the Public Utility Easement (PUE) area, was not surveyed for this project because the final location has not yet been determined at the time of this EIR. The extended line would also serve other proposed projects in the area, including the Phillip Road Project and the Pleasant Grove Stormwater Retention Basin Facility, and cultural resource evaluations of the PUE area are ongoing.

8100 Phillip Road is a rural residential property. There is no information in the archival record that indicates that the subject property is associated with events or people that have made a significant contribution to history; therefore, it does not appear to be eligible for the NRHP/CRHR under Criterion A/1 and B/2. The subject property does not appear to possess sufficient design or construction value to be eligible for the NRHP/CRHR under Criterion C/3. Criterion D/4 generally applies to archaeological resources or other resources that through study of construction details can provide information that cannot be obtained in other ways. 8100 Phillip Road does not appear to be significant under this criterion because it is not likely to yield any additional important information about our history.

Phillip Road is a narrow two-lane road. There is no information in the archival record that indicates that the road is associated with events or people that have made a significant contribution to history; therefore, it does not appear to be eligible for the NRHP/CRHR under Criterion A/1 and B/2. The road does not appear to possess sufficient design or construction value to be eligible for the NRHP/CRHR under Criterion C/3. Criterion D/4 generally applies to archaeological resources or other resources that through study of construction details can provide information that cannot be obtained in other ways. Phillip Road does not appear to be significant under this criterion because it is not likely to yield any additional important information about our history.

The Rio Oso-Lockeford transmission line is a 65.13-mile lattice steel tower type, approximately 1,326 feet of which runs through the project site. There is no information in the archival record that indicates that the transmission line is associated with events or people that have made a significant contribution to history; therefore, it does not appear to be eligible for the NRHP/CRHR under Criterion A/1 and B/2. The transmission line also does not appear to possess sufficient design or construction value to be eligible for the NRHP/CRHR under Criterion C/3. Criterion D/4 generally applies to archaeological resources or other resources that through study of construction details can provide information that cannot be obtained in other ways. The transmission line does not appear to be significant under this criterion because it is not likely to yield any additional important information about our history.

3.6.3 Impacts and Mitigation Measures

METHODOLOGY

The impact analysis for cultural resources is based on the findings and recommendations of the *Cultural Resources Technical Report for the Roseville Environmental Utilities Center Project* (Ascent 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 prehistoric or historic 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 prehistoric and historic-period), 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

The records search revealed no previously recorded historical resources within the project site (Ascent 2025). As described above, the pedestrian survey identified three historic-age built-environment features, which were evaluated and recommended ineligible for both the NRHP and CRHR; therefore, they are not historical resources under CEQA. For this reason, project construction and operation would have no impact on historical resources, and this issue is not analyzed further.

ENVIRONMENTAL IMPACTS AND MITIGATION MEASURES

Impact 3.6-1: Cause a Substantial Adverse Change in the Significance of Unique Archaeological Resources

Phase 1

Results of the records search and pedestrian survey did not result in the identification of archaeological resources within the project site. However, project-related ground-disturbing activities associated with Phase 1, 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 search revealed that no prehistoric or historic-period archaeological sites have been previously documented within the project site and only four have been documented within a one-half-mile radius. The pedestrian survey 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 precontact indigenous archaeological deposit. In addition, 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 survey.

A records search and pedestrian survey were not conducted for the off-site PUE area because the final alignment is not known. The extended 60 kV line would also serve other proposed projects in the area, including the Phillip Road Project and the Pleasant Grove Stormwater Retention Basin Facility, and cultural resource evaluations of the PUE area are ongoing. Because a records search and pedestrian survey were not conducted for the off-site PUE area, it is unknown if this area contains archaeological resources that could be discovered or damaged during project-related ground-disturbing activities.

As discussed previously, the geography, geology, soils, and topography across most of the project site suggest that the potential for the presence of buried archaeological deposits in the project site is low. Furthermore, based on the site's historic use, the potential for intact buried deposits is very low. While the potential for ground disturbance during Phase 1 construction to encounter previously undiscovered or unrecorded archaeological sites and materials is low, it is not zero. These activities could damage or destroy previously undiscovered archaeological resources. This would be a **potentially significant** impact.

Mitigation Measures

Mitigation Measure 3.6-1a: Conduct Records Search and Archaeological Resources Surveys for Off-Site Utilities, and Avoid Archaeological Resources

Once the final design and route of off-site utilities have been determined, and at least a month prior to the start of construction, a qualified archeologist who meets the US Secretary of the Interior Professional Qualifications Standards for Archaeology shall conduct a records search and perform archeological resources surveys for the off-site utilities that have not yet been surveyed. For the purposes of this mitigation measure, all archaeological resources discovered during surveys shall be assumed to be unique archaeological resources or historical resources as defined by State CEQA Guidelines Section 15064.5 and will be recorded by a qualified archaeologist on a California Department of Parks and Recreation DPR 523 primary form or equivalent documentation. Each such resource will be indicated, such as via a GIS device, through Environmentally Sensitive Area (ESA) mapping, with flagging tape, safety fencing, and/or signage designating it as an ESA to ensure that construction crews and heavy equipment will not intrude on these sites during construction. At the discretion of the City, monitoring may be done in lieu of or in addition to marking. If it is determined that the project cannot avoid impacts on one or more of the sites, then the City shall redesign the project site so that the archaeological sites will be completely avoided.

Mitigation Measure 3.6-1b: 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 3.7-1b). 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 3.6-1a and 3.6-1b would reduce impacts associated with archaeological resources to a **less-than-significant** level because it would require the performance of a records search and pedestrian survey of the off-site PUE area, as well as professionally accepted and legally compliant procedures for the discovery and protection of previously undocumented significant archaeological resources.

Phase 2

Results of the records search and pedestrian survey did not result in the identification of archaeological resources within the project site. However, similar to Phase 1, project-related ground-disturbing activities associated with Phase 2, 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.

As discussed for Phase 1, the NCIC records search revealed that no prehistoric or historic-period archaeological sites have been previously documented within the project site and only four have been documented within a one-half-mile radius. The pedestrian survey 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. In addition, 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 survey.

As described for Phase 1, a records search and pedestrian survey were not conducted for the off-site PUE area because the final alignment is not known; however, the Phase 2 footprint does not include the off-site PUE area because the new electrical substation, 60 kV line extension, and other associated infrastructure would be installed during Phase 1.

Nonetheless, similar to Phase 1, ground disturbance during Phase 2 construction could encounter previously undiscovered or unrecorded archaeological sites and materials on the project site. These activities could damage or destroy previously undiscovered archaeological resources. This would be a **potentially significant** impact.

Mitigation Measures

Implement Mitigation Measure 3.6-1b, described above.

Significance after Mitigation

Implementation of Mitigation Measure 3.6-1b would reduce impacts associated with archaeological resources to a **less-than-significant** level because it would require the performance of professionally accepted and legally compliant procedures for the discovery and protection of previously undocumented significant archaeological resources.

Impact 3.6-2: Disturb Human Remains

Phase 1

Based on documentary research, no evidence suggests that any precontact or historic-period 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. Compliance with California Health and Safety Code Section 7050.5 and California Public Resources Code Section 5097.5(e) would make this impact **less than significant**.

Based on documentary research, no evidence suggests that any precontact or historic-period 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.

California law recognizes the need to protect Native American human burials, skeletal remains, and items associated with Native American burials from vandalism and inadvertent destruction. The procedures for the treatment of Native American human remains are contained in California Health and Safety Code Section 7050.5 and California PRC Section 5097.5(e).

These statutes require that, if human remains are discovered, potentially damaging ground-disturbing activities in the area of the remains shall be halted immediately, and the appropriate County coroner shall be notified immediately. If the remains are determined by the coroner to be Native American, NAHC shall be notified within 24 hours and the guidelines of the NAHC shall be adhered to in the treatment and disposition of the remains. Following the coroner's findings, the NAHC-designated Most Likely Descendant, and the landowner shall determine the ultimate treatment and disposition of the remains and take appropriate steps to ensure that additional human interments, if present, are not disturbed. The responsibilities for acting upon notification of a discovery of Native American human remains are identified in PRC Section 5097.94.

Compliance with California Health and Safety Code Section 7050.5 and California PRC Section 5097.5(e) would provide an opportunity to avoid or minimize the disturbance of human remains, and to appropriately treat any remains that are discovered. Therefore, this impact would be **less than significant**.

Mitigation Measures

No mitigation is required.

Phase 2

Based on documentary research, no evidence suggests that any precontact or historic-period marked or un-marked human interments are present within or in the immediate vicinity of the project site. However, similar to Phase 1, ground-disturbing construction activities associated with Phase 2 could uncover previously unknown human remains. Compliance with California Health and Safety Code Section 7050.5 and California Public Resources Code Section 5097.5(e) would make this impact **less than significant**.

As discussed for Phase 1, no evidence suggests that any precontact or historic-period marked or un-marked human interments are present within or in the immediate vicinity of the project site, which includes Phase 2. 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.

Similar to Phase 1, compliance with California Health and Safety Code Section 7050.5 and California PRC Section 5097.5(e) would provide an opportunity to avoid or minimize the disturbance of human remains, and to appropriately treat any remains that are discovered. Therefore, this impact would be **less than significant**.

Mitigation Measures

No mitigation is required.

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3.7 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. In addition, one tribe, the United Auburn Indian Community (UAIC), responded during the AB 52 consultation. Consultation concluded in July 2025.

3.7.1 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 3.6.1. 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.

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 NAHC, which

notifies (and has the authority to designate) the most likely descendants of the deceased. The act stipulates the procedures the descendants may follow for treating or disposing of the remains and associated grave goods.

Public Resource Code Section 5097

PRC Section 5097 specifies the procedures to be followed in the event of the unexpected discovery of human remains on nonfederal land. The disposition of Native American human burials falls within the jurisdiction of the NAHC. Section 5097.5 of the Code states the following:

> No person shall 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, or any other archaeological, paleontological or historical feature, situated on public lands, except with the express permission of the public agency having jurisdiction over such lands. Violation of this section is a misdemeanor.

LOCAL

City of Roseville's 2035 General Plan

The City of Roseville 2035 General Plan includes the following policies related to Tribal cultural resources that may be applicable to the project (City of Roseville 2020):

- **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.

3.7.2 Environmental Setting

The following information is from the *Cultural Resources Technical Report for the Roseville Environmental Utilities Center Project* (Ascent 2025).

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

Tribal Consultation

On June 11, 2024, the City of Roseville sent AB 52 notification letters to the following Tribal representatives:

- United Auburn Indian Community (UAIC), Anna Starkey, Cultural Regulatory Specialist
- Tsi Akim Maidu, Don Ryberg, Chairperson
- Ione Band of Miwok Indians, Sara D. Setshwaelo, Cultural Committee Chair
- Shingle Springs Band of Miwok Indians, Regina Cuellar, Chairperson
- Wilton Rancheria, Jesus Tarango, Chairperson

On June 20, 2024, UAIC responded, requesting consultation and a site visit. On December 11, 2024, UAIC, City staff, and Ascent's archaeologists conducted a survey of the project area as a part of the consultation process. Although

UAIC did not identify any Tribal cultural resources in the project site, the Tribe did provide recommended mitigation measures on May 7, 2025; these are incorporated below. UAIC and the City mutually agreed to close consultation on July 17, 2025.

On April 23, 2025, Wilton Rancheria reached out to the EIR consultant to inquire whether the City would consult but the 30-day response period (as defined in PRC 21080.3.1(d) to request consultation had closed, and as such, the City declined at that time. On August 21, 2025, the City followed up with Wilton Rancheria indicating that the 30-day response period to request consultation had closed, that Wilton Rancheria would receive notification of availability of the Draft EIR, and that Wilton Rancheria is welcome to review and comment during the Draft EIR public review period.

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.

In addition, 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 SEARCHES AND SURVEY

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 December 11, 2024, UAIC Representative René Guerrero conducted a tribal survey for the identification of Tribal cultural resources. Surface visibility was good and there were no limitations to the survey. No resources or landscapes of cultural significance were identified.

Sacred Lands File Search

On February 22, 2024, a letter was sent to the NAHC requesting a search of the Sacred Lands File for the project area. NAHC responded by letter dated February 27, 2024, stating 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

There is one geologic unit present in the project site, the Qr, and the surficial soils within the project site are the Alamo, Fiddyment, Cometa, and San Joaquin series. Because the Qr material formed long before the first human occupation of the area, it is very unlikely to contain or to have buried Tribal cultural resources. The overlying soils of the San Joaquin Series are younger, dating to the Late Holocene (2,000 to 150 years ago), and so are generally more sensitive for buried cultural remains. The Alamo, Fiddyment, and Cometa series are older soils dating to the Pleistocene, which was before human occupation, are unlikely to contain or to have buried Tribal cultural resources.

Landscape evolution and historic and modern development can affect the visibility of the Tribal cultural resources, but tribal knowledge indicates that cultural sites tend to occur in specific geo-environmental settings (e.g., near reliable water sources and on stable land surfaces) rather than randomly throughout the landscape. For example, geoarchaeological studies have found that distance to water sources (e.g., stream, lake, spring) and landform slope (generally <18 percent) are two environmental variables that help accurately predict a location's potential to contain buried archaeological deposits. The topography of the terrain in the project site is relatively flat. The Pleasant Grove Creek runs roughly east/west directly north of the project site. The project site has been historically used for agriculture and landscaped for that purpose. Therefore, the geography, geology, soils, and topography across most of the project site suggest that the potential for the presence of buried deposits of Tribal cultural resources in the project site is low.

3.7.3 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 3.7-1: Cause a Substantial Adverse Change in the Significance of a Tribal Cultural Resource

Phase 1

Although Tribal consultation and the NCIC and NAHC record searches did not result in the identification of any Tribal cultural resources, UAIC expressed concern that resources could be discovered during ground-disturbing activities. Therefore, impacts to Tribal cultural resources would be **potentially significant**.

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. As detailed above, the City sent AB 52 notification letters to five Tribal representatives; only UAIC responded. Consultation with UAIC has not resulted in the identification of any Tribal cultural resources as defined by PRC Section 21074.

As discussed previously, the geography, geology, soils, and topography across most of the project site suggest that the potential for the presence of buried cultural deposits, which could also be Tribal cultural resources, in the project site is low. Nevertheless, UAIC did express concern that the area around Pleasant Grove Creek was sensitive. The Phase 1 area is located over 2,400 feet south of Pleasant Grove Creek; however, it is possible that ground-disturbing construction activities could damage or destroy Tribal cultural resources, and this would be a **potentially significant** impact.

Mitigation Measures

Mitigation Measure 3.7-1a: Prepare and Implement a Worker Awareness Training Program for Tribal Cultural Resources

Prior to project-specific ground-disturbing activities, a Tribal cultural resources awareness training program will be provided to all construction personnel active on the project site. A representative or representatives from culturally affiliated Native American Tribe(s) will be invited to participate in the development and delivery of the training program in coordination with a professional archaeologist meeting the United States Secretary of Interior's qualification standards for archaeology. The program will include relevant information regarding Tribal cultural resources, including applicable laws and regulations, the consequences of violating said laws and regulations, protocols for resource avoidance, and protocols for discoveries, including who to contact in the event of a discovery and what to do upon the discovery of human remains. The program will also underscore the requirement for confidentiality and culturally appropriate treatment of any find of significance to Native Americans and protocols, consistent with Native American Tribal values.

Mitigation Measure 3.7-1b: Unanticipated Discovery of Tribal Cultural Resources

During ground-disturbing construction activities, if any suspected Tribal cultural resources are discovered, all work shall cease within 100 feet of the find, and a Tribal monitor from culturally affiliated Native American Tribe(s) shall be retained, if one is not currently on site. The Tribal monitor shall determine if the find is a Tribal cultural resource. The consulting THPO will make recommendations for further evaluation and culturally appropriate treatment of discovered Tribal cultural resources as necessary. Consultation with an archaeologist who meets the secretary of the Interior's professional qualifications for archaeology may also occur.

Treatment and Documentation:

The culturally affiliated Tribe shall consult with the Lead Agency to (1) identify the boundaries of the new Tribal cultural resource 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 Tribal cultural resources 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 Tribal cultural resources 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 4 weeks of the discovery and submitted to the appropriate CHRIS center in a timely manner.

If articulated or disarticulated human remains, or human remains in any state of decomposition or skeletal completeness are discovered during construction activities, the County Coroner and the culturally affiliated Tribe shall be contacted immediately (per PRC 7050.5). 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.

Work at the discovery location cannot resume until all necessary investigation, evaluation, and treatment of the discovery under the requirements of the CEQA, specifically PRC Section 21084.3[b], have been satisfied.

Significance after Mitigation

Implementation of Mitigation Measures 3.7-1a and 3.7-1b would reduce impacts associated with Tribal cultural resources to a **less-than-significant** level by training workers to properly handle inadvertent discovery of sensitive resources and requiring appropriate treatment and proper care of significant Tribal cultural resources, in the case of a discovery.

Phase 2

Although Tribal consultation and the NCIC and NAHC record searches did not result in the identification of any Tribal cultural resources, UAIC expressed concern that resources could be discovered during ground-disturbing activities. Therefore, impacts to Tribal cultural resources would be **potentially significant**.

As discussed for Phase 1, 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. As detailed above, the City sent AB 52 notification letters to five Tribal representatives; only UAIC responded. Consultation with UAIC has not resulted in the identification of any Tribal cultural resources as defined by PRC Section 21074; however, UAIC expressed concern that the area around Pleasant Grove Creek was sensitive. The Phase 2 area is located over 1,600 feet south of Pleasant Grove Creek. Nonetheless, it is possible that ground-disturbing construction activities could damage or destroy Tribal cultural resources, and this would be a **potentially significant** impact.

Mitigation Measures

Implement Mitigation Measures 3.7-1a and 3.7-1b, described above.

Significance after Mitigation

Implementation of Mitigation Measures 3.7-1a and 3.7-1b would reduce impacts associated with Tribal cultural resources to a **less-than-significant** level by training workers to properly handle inadvertent discovery of sensitive resources and requiring appropriate treatment and proper care of significant Tribal cultural resources, in the case of a discovery.

3.8 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. This section also describes potential impacts related to existing electric and natural gas infrastructure, including whether the project would require or result in the relocation or construction of new or expanded electric or natural gas infrastructure, the construction or relocation of which could cause significant environmental effects.

No comments regarding energy were received in response to the notice of preparation (see Appendix A).

3.8.1 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 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.

As discussed in Section 3.4, "Greenhouse Gas Emissions," 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.

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.

Energy Independence and Security Act of 2007

The Energy Independence and Security Act of 2007 is designed to improve vehicle fuel economy and help reduce US dependence on oil. It represents a major step forward in expanding the production of renewable fuels, reducing dependence on oil, and confronting global climate change.

By addressing renewable fuels and the CAFE standards, the Energy Independence and Security Act of 2007 builds upon progress made by the Energy Policy Act of 2005 in setting out a comprehensive national energy strategy for the 21st century.

Construction Equipment Emission Standards

The Code of Federal Regulations 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 2021 California Energy Efficiency Action Plan which was published in 2021. The 2021 Energy Efficiency Action Plan was covered in two documents, the *2021 California Building Decarbonization Assessment* and the *2021 Integrated Energy Policy Report Volume 1 Building Decarbonization*. The 2025 Building Energy Action Plan will be published in late 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).

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).

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 (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.

Senate Bill 1383

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 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. The proposed project is designed to address SB 1383 goals.

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 the California Code of Regulations 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).

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 Executive Order B-18-12.

The 2025 CALGreen Code was adopted on September 11, 2024, and goes into effect for commercial uses on January 1, 2026. 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 proposed 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.

The City of Roseville General Plan 2035 (City of Roseville 2020) contains the following policies applicable to the proposed project that address electric resources and privately owned utilities:

Public Facilities Element Policies

- **Policy PF4.1:** Secure supply-side and demand-side electric resources, as necessary, to meet forecasted demand and reserve requirements.
- **Policy PF4.2:** Provide improvements to the sub-transmission and distribution system, consistent with facility planning studies, to maintain a reliable source of electricity.
- **Policy PF4.3:** Develop siting and land use compatibility standards for energy facilities.
- **Policy PF4.4:** Comply with federal, state, and local greenhouse gas reduction targets, renewable portfolio standards and carbon-free electricity requirements.
- **Policy PF4.5:** Maintain an Integrated Resource Plan, incorporating energy efficiency, demand- and supply-side management, greenhouse gas reduction, renewable portfolio standard compliance, conservation, load management, and reliability strategies.
- **Policy PF4.6:** Pursue reasonable and cost-effective energy efficiency, conservation, and load management programs that provide benefits to the community.
- **Policy PF4.7:** Pursue effective measures to enhance reliability through interconnection of the electric utility system with the region-wide grid.

- **Policy PF4.8:** Require new development to pay a fair share of the cost of new sub-transmission and distribution needed to serve the development and to dedicate sites and easements needed for substations, transmission, sub-transmission, and distribution.
- **Policy PF9.6:** Require large electricity users to submit a use and conservation plan concurrent with development review specifying measures to be taken to minimize demand.
- **Policy PF9.7:** Enforce energy requirements and encourage development and construction standards that promote energy efficiency and conservation.

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-1.2

- Qualifying existing commercial buildings should strive to achieve ENERGY STAR performance criteria. This rating denotes that the building's estimated energy use is intended to be in the top 25% compared to similar buildings throughout the nation.
- For building types not qualifying for ENERGY STAR, the design should strive for a 15% reduction in the overall energy budget over California Title 24 performance standards.

Measure E-1.5

- Continue to explore innovative ways to promote energy efficiency and renewable energy use in the community.

Measure WR-2.1

- Maximize reuse, recycling, and composting programs.

3.8.2 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 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).

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 and 18 million gallons of gasoline and diesel, respectively, 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 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 facilities would be required to serve the proposed project. The project would not require the installation of new or expansion of existing natural gas infrastructure; however, compressed natural gas (CNG) would be consumed by on-road trucks as part of the project.

3.8.3 Impacts and Mitigation Measures

METHODOLOGY

Appendix G 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, gallons of natural gas, gallons of gasoline, gallons of diesel fuel, and kilograms of hydrogen. Energy consumption estimates for construction and operational activities were calculated using the proposed phasing of the project, the California Emissions Estimator Model (CalEEMod) version 2020.4.0 computer program, and fuel consumption rates obtained from CARB's OFFROAD and EMission FACtors (EMFAC) model for Placer County. Where project-specific information was not known, CalEEMod default values based on the project's location were used.

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 are discussed in the analysis below.

ENVIRONMENTAL IMPACTS AND MITIGATION MEASURES

Impact 3.8-1: Wasteful, Inefficient, or Unnecessary Consumption of Energy, During Project Construction or Operation

Phase 1

Implementation of the project would result in the consumption of additional energy supplies during construction in the form of gasoline and diesel fuel as well as electricity and hydrogen. However, this energy expenditure would not be considered wasteful or inefficient as construction activities associated with Phase 1 would be temporary, completed in an efficient manner, and would not increase long-term energy or fuel demand. Operation of Phase 1 would result in increased energy consumption. However, Phase 1 of the project would be constructed in accordance with applicable building codes which include measures for energy efficiency. In addition, because operation of Phase 1 would be aligned with SB 1383 goals, which addresses emissions of short-lived climate pollutants and GHG, the increase in energy demand at the project site would not be considered wasteful, inefficient, or unnecessary. For these reasons, this impact would be **less than significant**.

Construction

The project site is predominantly agricultural in use and is leased for rice and hay farming. Several structures are located on the site and although most would be demolished prior to project development, the former residence could be used as a temporary office or by a vendor as the vendor lease office. Construction activities would include demolition, grading, construction of buildings, and paving. Energy would be required to construct, operate, and maintain construction equipment and to produce and transport construction materials associated with construction of Phase 1 of the project. A range of 40 to 60 construction personnel would be on-site throughout Phase 1 construction. 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 the operation of construction equipment and vehicle trips associated with commutes by construction workers and haul trucks supplying materials. See Table 3.8-1 for an estimate of fuel needed for construction activities associated with the project.

Table 3.8-1 Construction Energy Consumption

Construction Component	Gasoline (gallons)	Diesel (gallons)	Electricity (megawatt hours)
Phase 1			
Project Earthwork	7,990	556	29,571
RRTO Phase 1	18,542	8,526	68,625
EU Service Facility	19,845	36,727	73,446
Fleet Service Equip Maintenance	21,148	46,378	78,267
Vendor Lease Area	9,206	8,839	34,071
Phillips Rd and Force Main Improvements	23,884	16,278	88,392
Electrical Substation	17,240	187	63,803
Phase 2			
RRTO Phase 2	23,840	12,344	88,232
Compost/Biomass	23,840	15,319	88,232

Source: Calculations by Ascent in 2025.

Although construction activities would require fuel and other energy sources, these energy needs would be temporary. 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 Phase 1. 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").

Operations

Implementation of Phase 1 of the project would increase electricity consumption in the region relative to existing conditions. Energy in the form of electricity would be consumed from the operation of equipment (e.g., disc screen, optical sorters) and utilities (e.g., water, heating, and air conditioning). Energy would also be consumed during maintenance activities such as landscaping. Gasoline, diesel fuel, and electricity would be consumed during employee and haul trips to the site. As detailed in Chapter 2, "Project Description," the total estimated power demand of Phase 1 is approximately 5 megawatts (MW) with an estimated utility service size of 5 megavolt amperes (MVA). See Table 3.8-2 for an estimate of Phase 1 operational energy needs.

Table 3.8-2 Operational Energy Consumption at Full Operation (2058)

Operational Component	Gasoline (gallons)	Diesel (gallons)	Natural Gas (gallons)[1]	Electricity (megawatt hours)
Phase 1 (2028)				
Mobile - Trucks	0	253,206	51,688	0
Mobile - Worker Commute	213,009	222	0	198
Building Energy	0	0	0	2,412
On-site Equipment	0	15,184	0	19,290
Total Annual Energy Demand	**213,009**	**268,612**	**51,688**	**21,900[2]**
Phase 2 (2040)				
Mobile - Trucks	0	395,616	85,811	0
Mobile - Worker Commute	119,674	53	0	1,313
Building Energy	0	0	0	8,769
On-site Equipment	0	76,403	0	63,379
Total Annual Energy Demand	**119,674**	**472,073**	**85,811**	**74,460[2]**
Full Operation (2058)				
Mobile - Trucks	0	657,656	149,296	0
Mobile - Worker Commute	46,932	15	0	2,006
Building Energy	0	0	0	8,769
On-site Equipment	0	90,202	0	63,685
Total Annual Energy Demand	**46,932**	**747,873**	**149,296**	**74,460[2]**

Notes:

[1] Compressed natural gas (CNG) used by on-road trucks is assumed to have an energy content of 114,000 British thermal units (Btu) per gallon.

[2] The project's total anticipated electricity demand for each phase was estimated as the annual output of the substation at its full capacity (5 MW for Phase 1 operation and 17 MW for Phase 2 and Full operation, assuming 50 percent actual output and continuous operation (8,760 hours per year). Electricity demand from mobile sources was estimated based on anticipated worker commute trips. Building energy demand was estimated using default demand factors for industrial/office buildings in CalEEMod. Mobile energy demand was combined with building energy demand and the sum was subtracted from the project's total energy demand to obtain electricity demand associated with the on-site equipment.

Source: Calculations by Ascent in 2025.

Implementation of Phase 1 would result in energy consumption of 213,009 gallons of gasoline; 268,612gallons of diesel; 51,688 gallons of natural gas; and 21,900 MW of electricity as shown in Table 3.8-2. Although implementation of Phase 1 would increase overall energy use at the project site, it would support compliance with SB 1383 goals that address reduced methane (i.e., a potent short-lived climate pollutant) in the state. (See Section 3.4, "Greenhouse Gas Emissions," for further discussion of SB 1383.) In addition, all new buildings would, at a minimum, be constructed in accordance with the most recent and applicable building codes (e.g., Title 24) at the time of construction, which includes energy efficiency requirements. Because electricity associated with the project would support SB 1383 implementation goals and the project would be constructed in accordance with applicable building codes, the associated increased energy demand would not be considered wasteful, inefficient, or unnecessary. The project would also include design features such as water-efficient landscaping to improve energy efficiency and prevent wasteful or inefficient use of energy for building operations.

Summary

Implementation of Phase 1 of the project would increase energy demand for temporary construction activities related to vehicle use and material transport. However, construction activities would be temporary and would not permanently increase long-term energy or fuel demand. In addition, construction activities would consume the necessary amount of fuel/energy to complete work in an efficient and timely manner. Phase 1 of the project would support SB 1383 implementation goals and would be constructed in accordance with applicable building codes, which include energy efficiency requirements. For these reasons, the increased energy demand associated with construction and implementation of Phase 1 would not be considered wasteful, inefficient, or unnecessary. This impact would be **less than significant**.

Mitigation Measures

No mitigation is required.

Phase 2

Similar to Phase 1, construction activities associated with Phase 2 would be temporary and would not increase long-term energy or fuel demand. Operation of Phase 2 (2040) and full operation (2058) would result in increased energy consumption. However, because operation of Phase 2 would be aligned with SB 1383 goals, which address emissions of short-lived climate pollutants and GHG, the increase in energy demand at the project site would not be considered wasteful, inefficient, or unnecessary. For these reasons, this impact would be **less than significant**.

Phase 2 of the project would involve the construction and operation of an additional 122,000 square feet of building area at the RRTO and the construction and operation of 37,000 square feet of building area for a potential Future Organics Processing Facility.

Construction

Construction of the additional square footage at the RRTO would be constructed on an as-needed basis and construction of the potential Future Organics Processing Facility would begin in 2035. Similar to Phase 1 construction, a range of 40 to 60 construction personnel would be on-site throughout Phase 2 construction. Energy would be required to construct, operate, and maintain construction equipment and to produce and transport construction materials associated with the construction of the project. See Table 3.8-1 for an estimate of fuel needed for Phase 2 construction activities. Although construction activities would require fuel and other energy sources, these energy needs would be temporary. 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 Phase 2. Furthermore, all construction equipment would be subject to the most recent applicable regulations relating to diesel equipment.

Operations

Operation of Phase 2 (2040) and full operation (2058) would include the potential Future Organics Processing Facility, which may involve a composting facility and/or a biomass facility. The potential future compost facility would involve the composting of green waste, wood, and food wastes. The potential future biomass facility would convert biomass (woody

materials) into energy using thermal means and would likely include food, agricultural, and yard trimming waste. Phase 2 operations would involve the continued operation of the RRTO facility and vendor lease area. During operations, energy in the form of electricity and natural gas would be consumed from the operation of appliances (e.g., optical sorters, on-site trucks). Table 3.8-2 provides a summary of the estimated operational energy consumption associated with Phase 2 of the project and full operation (2058). Model inputs and outputs are included in Appendix C.

Implementation of Phase 2 would result in annual energy demand for 119,674 gallons of gasoline; 472,073 gallons of diesel; 85,811 gallons of natural gas; and 74,460 MWh of electricity as shown in Table 3.8-2. At full operation (2058), the project would generate annual energy demand for 46,933 gallons of gasoline; 747,873 gallons of diesel; 149,296 gallons of natural gas; and 74,460 MWh of electricity. Although Phase 2 and full operation of the project would increase overall energy use at the project site, it would support compliance with SB 1383 goals that address reduced methane (i.e., a potent short-lived climate pollutant) in the state with incorporation of the composting and biomass facility which diverts organic waste from landfills. (See Section 3.4, "Greenhouse Gas Emissions," for further discussion of SB 1383.) In addition, as with Phase 1, all new buildings would, at a minimum, be constructed in accordance with the most recent and applicable building codes (e.g., Title 24) at the time of construction, which includes energy efficiency requirements. Further, no natural gas infrastructure is proposed. In addition, while the precise process and technology associated with the future biomass facility is currently unknown, it is anticipated that the biomass facility would be a gasification unit that uses woody biomass to generate electricity. This cogeneration process would result in increased renewable energy sources that could power on-site structures or feed back into the electrical grid, increasing the project's proportion of renewable energy to fossil fuel.

Because electricity associated with the project would support SB 1383 implementation goals and the project would be constructed in accordance with applicable building codes, the associated increased energy demand would not be considered wasteful, inefficient, or unnecessary. The project would also include design features such as water-efficient landscaping to improve energy efficiency and prevent wasteful or inefficient use of energy for building operations. For these reasons, this impact would be **less than significant**.

Summary

Construction of Phase 2 and full operation (2058) of the project would increase energy demand for temporary construction activities related to vehicle use and material transport. However, construction activities would be temporary and would not permanently increase long-term energy or fuel demand. In addition, construction activities would consume the necessary amount of fuel/energy to complete work in an efficient and timely manner. Phase 2 of the project would continue to support SB 1383 implementation goals and would be constructed in accordance with applicable building codes which include energy efficiency requirements. For these reasons, the increased energy demand associated with construction and implementation of Phase 2 would not be considered wasteful, inefficient, or unnecessary. This impact would be **less than significant**.

Mitigation Measures

No mitigation is required.

Impact 3.8-2: Conflict with or Obstruct a State or Local Plan for Renewable Energy or Energy Efficiency

Phase 1

Implementation of Phase 1 of the project would include the construction and operation of a RRTO Facility that would provide an on-site materials recovery facility to segregate recyclable material as well as an area for receiving, processing, and transferring organic waste. The project would enable the City to manage its waste and recyclable materials locally while maintaining compliance with state requirements such as SB 1383, which required CARB to approve and implement a plan to achieve reductions of short-lived climate pollutants such as methane and tropospheric ozone. Reduction of short-lived climate pollutants is identified as a key strategy in the 2022 Scoping Plan. The project was designed to address SB 1383 goals; 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 plan that pertains to the efficient use of energy is the 2022 Scoping Plan. The 2022 Scoping Plan identifies specific actions directed to reduce energy consumption, improve energy efficiency, and increase renewable energy resources within the state. The 2022 Scoping Plan identifies strategies for achieving the reduction target of SB 1383, including expanding infrastructure to reduce landfill disposal with strategies such as composting, investing in infrastructure needed to support growth in organic recycling capacity, and reducing emissions from landfills through improvements in operational practices (CARB 2022). Phase 1 of the project would include the partial construction of the RRTO Facility that would provide an onsite materials recovery facility to segregate recyclable material; an area for receiving and transferring municipal solid waste; and an area for receiving, processing, and transferring organic waste; the Vendor Lease Area for prospective vendors to commit materials to the RRTO Facility; and the Corporation Yard, which includes the EU Operations Facility that would provide office and storage space for the EU Department and an equipment maintenance facility. As discussed in Impact 3.8-1, although implementation of Phase 1 of the project has the potential to result in the overall increase in consumption of energy resources during construction and operation of new buildings and facilities, the project in and of itself would provide a waste and recycling facility that would enable the City to manage its waste and recyclable materials locally while maintaining compliance with state requirements. Thus, the project would not conflict with or obstruct a state or local plan for renewable energy or energy efficiency and the impact would be **less than significant**.

Mitigation Measures

No mitigation is required.

Phase 2

Implementation of Phase 2 of the project would further allow the City to manage its waste and recyclable materials locally while maintaining compliance with state requirements such as SB 1383 and the 2022 Scoping Plan. 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**.

As discussed in Impact 3.8-1, Phase 2 of the project would include an additional 122,000 square feet of building area for the RRTO Facility and the construction of 37,000 square feet of building area for the potential Future Organics Processing Facility. Phase 2 and full operation (2058) of the project would include continued and expanded operations at the RRTO as well as a potential future compost facility and/or biomass facility which would be sized to accommodate the combined quantities of the City's forecasted organic wastes and organic wastes from sources outside the City. Thus, implementation of Phase 2 and full operation (2058) would further enhance the City's ability to manage its waste and recyclable materials as well as divert organic materials from landfills pursuant to SB 1383. As discussed above, the 2022 Scoping Plan identifies strategies for achieving the reduction target of SB 1383, including expanding infrastructure to reduce landfill disposal with strategies such as composting, investing in infrastructure needed to support growth in organic recycling capacity, and reducing emissions from landfills through improvements in operational practices (CARB 2022). Although implementation of Phase 2 of the project has the potential to result in the overall increase in consumption of energy resources during construction and operation of new buildings and facilities, the project in and of itself would provide a waste and recycling facility that would enable the City to further manage its waste and recyclable materials locally while maintaining compliance with state requirements. Thus, the project would not conflict with or obstruct a state or local plan for renewable energy or energy efficiency and the impact would be **less than significant**.

Mitigation Measures

No mitigation is required.

3.9 GEOLOGY AND SOILS

This section describes current conditions related to geology and soils at the project site. It includes a description of the site's geology and soils, an analysis of environmental impacts, and recommendations for mitigation measures for any significant or potentially significant impacts. The primary source of information used for this analysis is the Preliminary Conceptual Design Geotechnical Report (Preliminary Geotechnical Report) prepared by the City of Roseville (HDR 2024).

No comment letters regarding geology and soils were received in response to the notice of preparation (see Appendix A).

3.9.1 Regulatory Setting

FEDERAL

National Earthquake Hazards Reduction Act

In October 1977, the US Congress passed the Earthquake Hazards Reduction Act to reduce the risks to life and property from future earthquakes in the United States. To accomplish this, the act established the National Earthquake Hazards Reduction Program (NEHRP). The mission of NEHRP includes improved understanding, characterization, and prediction of hazards and vulnerabilities; improved building codes and land use practices; risk reduction through post-earthquake investigations and education; development and improvement of design and construction techniques; improved mitigation capacity; and accelerated application of research results. The NEHRP designates the Federal Emergency Management Agency as the lead agency of the program and assigns several planning, coordinating, and reporting responsibilities.

National Pollutant Discharge Elimination System Program

Under Section 402 of the Clean Water Act, the National Pollutant Discharge Elimination System (NPDES) regulates point sources of pollution of waters of the United States. The California State Water Resources Control Board administers the NPDES permit program in California. Projects that disturb 1 acre or more of soil must obtain coverage under the state's NPDES General Permit for Discharges of Storm Water Associated with Construction Activity. A stormwater pollution prevention plan (SWPPP) must be developed and implemented that provides specific construction-related best management practices (BMPs) to prevent soil erosion and loss of topsoil. The required components and BMPs commonly included in a SWPPP are described in greater detail in Section 3.11, "Hydrology and Water Quality."

STATE

Alquist-Priolo Earthquake Fault Zoning Act

The purpose of the Alquist-Priolo Earthquake Fault Zoning Act of 1972 (Public Resources Code [PRC] Section 2621-2630) is to reduce the risk to life and property from surface fault rupture during earthquakes by regulating construction in active fault corridors, and by prohibiting the location of most types of structures intended for human occupancy across the traces of active faults. The act defines criteria for identifying active faults, giving legal support to terms such as active and inactive, and establishes a process for reviewing building proposals in Earthquake Fault Zones. Under the Alquist-Priolo Act, faults are zoned and construction along or across these zones is strictly regulated if they are "sufficiently active" and "well-defined." A fault is considered sufficiently active if one or more of its segments or strands shows evidence of surface displacement during Holocene time (defined for purposes of the act as within the last 11,000 years). A fault is considered well defined if its trace can be clearly identified by a trained geologist at the ground surface or in the shallow subsurface, using standard professional techniques, criteria, and judgment (Bryant and Hart 2007). Before a project can be permitted in a designated Alquist-Priolo Earthquake Fault Zone, cities and counties must require a geologic investigation to demonstrate that proposed buildings would not be constructed across active faults. The law addresses only the hazard of surface fault rupture and is not directed toward other earthquake hazards.

Seismic Hazards Mapping Act

The purpose of the Seismic Hazards Mapping Act of 1990 (PRC Section 2690–2699.6) is to reduce damage resulting from earthquakes. While the Alquist-Priolo Act addresses surface fault rupture, the Seismic Hazards Mapping Act addresses other earthquake-related hazards, including ground shaking, liquefaction, and seismically induced landslides. The act's provisions are similar in concept to those of the Alquist-Priolo Act: The State is charged with identifying and mapping areas at risk of strong ground shaking, liquefaction, landslides, and other corollary hazards, and cities and counties are required to regulate development within mapped Seismic Hazard Zones. Under the Seismic Hazards Mapping Act, permit review is the primary mechanism for local regulation of development.

California Building Code

The California Building Code (CBC) (California Code of Regulations, Title 24) is based on the International Building Code. The CBC has been modified from the International Building Code for California conditions, with more detailed and/or more stringent regulations. Specific minimum seismic safety and structural design requirements are set forth in Chapter 16 of the CBC. The CBC identifies seismic factors that must be considered in structural design. Chapter 18 of the CBC regulates the excavation of foundations and retaining walls, while Chapter 18A regulates construction on unstable soils, such as expansive soils and areas subject to liquefaction. Appendix J of the CBC regulates grading activities, including drainage and erosion control. The CBC contains a provision that provides for a preliminary soil report to be prepared to identify "…the presence of critically expansive soils or other soil problems which, if not corrected, would lead to structural defects." (CBC Chapter 18 Section 1803.1.1.1).

LOCAL

City of Roseville General Plan

The General Plan Safety Element of the *Roseville 2035 General Plan* (City of Roseville 2020a) includes policies intended to address potential geology, soils, and seismic impacts. These policies are implemented through the Building Permit process (for structures) and the Design and Construction Standards. The specific goals and policies that may be applicable to the project are:

- **Policy SAFE1.3:** Minimize soil erosion and sedimentation though suitable building placement, maximum lot coverage standards, context-sensitive designs, and appropriate construction techniques.
- **Policy SAFE1.4:** Comply with state seismic and building standards in the design and siting of critical facilities, including police and fire stations, school facilities, hospitals, hazardous material manufacture and storage facilities, bridges, and large public assembly halls.

City of Roseville 2025 Design and Construction Standards

The City of Roseville Design and Construction Standards (last amended in January 2025) provide a reference to the City's requirements for the design and construction of civil improvement projects, which are to be dedicated to the public and accepted by the City for maintenance or operation, and to provide for coordinated development of those facilities to be used by and for the protection of the public (City of Roseville 2025).

City of Roseville Guidance for Stormwater Quality Best Management Practices

Control of construction site stormwater runoff is required by the NPDES stormwater permit that the SWRCB issued to the City in 2004. The *Stormwater Quality BMP Guidance Manual for Construction* (City of Roseville 2011) is designed to facilitate compliance with the City's Stormwater Management Plan. See Section 3.11, "Hydrology and Water Quality," for additional discussion of SWPPP requirements and BMPs.

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.

3.9.2 Environmental Setting

REGIONAL GEOLOGY

The project site is located in the Great Valley geomorphic province, which consists of the central part of California between the Coast Range and the Sierra Nevada. The Great Valley is an alluvial plain that is approximately 50 miles wide and 400 miles long where sediment has been deposited almost continually for roughly 160 million years. The proposed project would be located in the northern part of the Great Valley, which is drained by the Sacramento River (CGS 2002).

LOCAL GEOLOGY

The geology of the area consists of transitional formations between alluvial deposits of the valley and volcanic material of the Sierra Nevada. The City of Roseville is characterized by flat and rolling terrain, as well as rounded knolls and ridges separated by intermittent streams. Consequently, the geology in the project vicinity is entirely alluvial outwash deposits. The geology in the project vicinity consists of sedimentary deposits from the coalesced American River – Pleasant Grove Creek alluvial fan. These include, from west to east, the Riverbank, Modesto, Turlock Lake, and Mehrten Formations (HDR 2024).

The project site and vicinity are composed of the Riverbank Formation, and younger, unconsolidated Quaternary alluvium. The Riverbank Formation consists of weathered gravel, sand, and silt that were deposited between 0.13 million years ago and 0.45 million years ago. These stratigraphic units are all generally characterized by nested alluvial fans, grading larger from west to east (HDR 2024). The site topography has been modified to provide a series of terraced farm fields. The terracing steps down towards the north and northwest ranging in elevation from 72 feet down to 61 feet. As illustrated in the Preliminary Grading Plan (Figure 3.9-1), the project site is mainly flat with minimal slope.

SOILS

Subsurface conditions at the project site are generally defined by the characteristics present in the alluvial deposits of the Riverbank Formation and other, younger local alluvial deposits in shallow deposits. Soil limitations have been well-characterized in these units, and include slow or variable permeability, low-to-moderate soil strength, and low-to-moderate shrink-swell potential associated with clay content. Specific soil units mapped by NRCS in the project area include the following (HDR 2024):

- Cometa-Fiddyment complex (141), 1 to 5 percent slope: approximately 68 percent of the site area located in the central and eastern site area. The Cometa-Fiddyment complex ranges from low to high shrink-swell potential (depending on specific site conditions), has a moderate risk of corrosion of concrete, and has a moderate risk of corrosion to steel. In addition, Fiddyment soil is moderately deep silty and clayey loam over hardpan.
- Fiddyment Loam (146), 1 to 8 percent slope: approximately 27 percent of the site area limited to the eastern portion of the site. The Fiddyment series consists of moderately deep, well drained soils formed in material weathered from consolidated sediments of mixed rock sources.
- Alamo-Fiddyment complex (104), 0 to 5 percent slopes: approximately 4.4 percent of the site area located in the lowest lying area of the site in the floodplain. The Alamo-Fiddyment complex consists of moderately deep and somewhat poorly drained soils on hill terraces, with very slow permeability and slow surface runoff. The complex has a low to moderately high erosion hazard.

Based on the geotechnical investigation performed at the project site, cross sections indicate that the subsurface conditions become fine grained below 48 feet elevation. Above 48 feet elevation, the subsurface conditions are highly varied between clay, silts, silty and clayey sands, and poorly graded sands that are discontinuous reflecting the historical cycle of material deposition and formation of infilled shallow erosion channels that has occurred in the last few thousand years (HDR 2024).

SUBSIDENCE

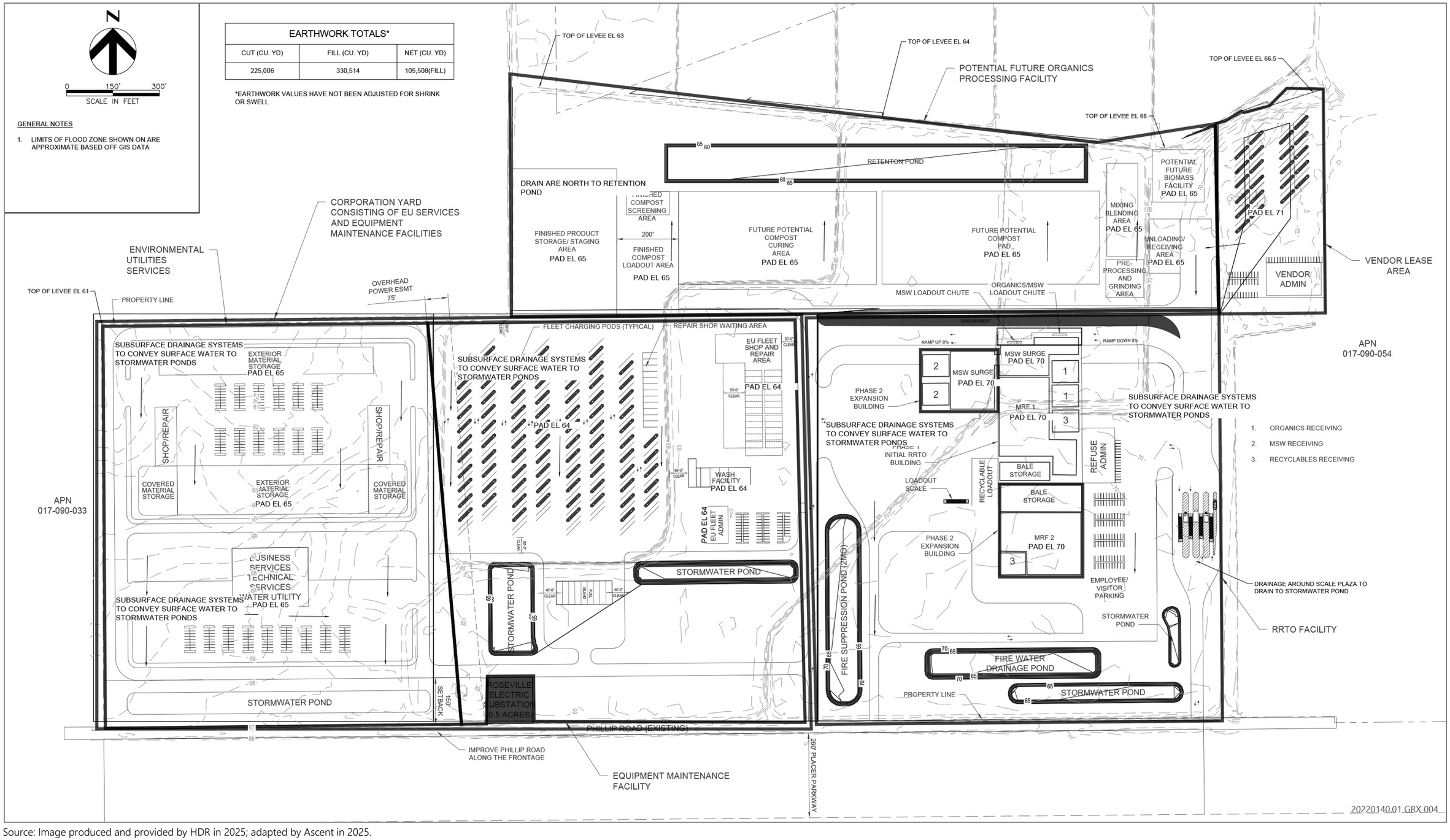
Land subsidence is the gradual settling or sinking of an area with very little horizontal motion. Subsidence can be induced by both natural and human phenomena. Natural phenomena include shifting of tectonic plates and dissolution of limestone resulting in sinkholes. Subsidence related to human activity includes pumping water, oil, and gas from underground reservoirs; collapse of underground mines; drainage of wetlands; and soil compaction.

The project site is not located within an area of known or reported land subsidence, and based on field observations and site reconnaissance, there is no evidence to support that the project site is susceptible to land subsidence (USGS 2025).

EXPANSIVE SOILS

Expansive soils (also known as shrink-swell soils) are soils that contain expansive clay minerals that can absorb significant amounts of water. The presence of these clay minerals makes the soil prone to large changes in volume in response to changes in water content. When an expansive soil becomes wet, water is absorbed and it increases in volume, and as the soil dries it contracts and decreases in volume. This repeated change in volume over time can produce enough force and stress on buildings, underground utilities, and other structures to damage foundations, pipes, and walls.

The quantity and type of expansive clay minerals affects the potential for the soil to expand or contract. Where native soils still exist, soil types may be expected to be similar to those of the nearby areas. However, potentially expansive soils were not identified during the geotechnical investigation conducted by HDR and the potential for them to occur is considered low (HDR 2024).



Source: Image produced and provided by HDR in 2025; adapted by Ascent in 2025.

Figure 3.9-1 Preliminary Grading Plan

FAULTS AND SEISMICITY

Seismically induced ground rupture, the physical displacement of surface deposits in response to an earthquake's seismic waves, is considered most likely along faults that have a record of displacement sometime in the past 11,000 years (the Holocene Epoch). These faults are considered active. Faults on which an event is believed to have occurred during the Quaternary time (approximately the last 1.6 million years) are considered potentially active. All other faults are considered inactive.

The nearest known active fault is the Spenceville Fault, located approximately 19.5 miles east of the project site, within the Foothill Fault System. The Dunnigan Hills and Deadman faults, which both have unknown histories of activity and are located approximately 19 and 20 miles from the project site, respectively, present the second highest potential to produce ground shaking at the project site. Ground shaking could also originate from seismic activity along the larger, but relatively distant San Andreas fault system, the nearest components of which are approximately 55 miles away from the City of Roseville (City of Roseville 2023).

There are also three inactive faults located near Roseville: the Volcano Hill fault, the Linda Creek fault, and one unnamed fault. The Volcano Hill fault is located northwest of Volcano Hill and extends northwesterly for approximately 1 mile starting just east of the city limits. The Linda Creek fault, the existence of which is disputed because of lack of recorded activity, is suspected to extend along a portion of Linda Creek through Roseville and a portion of Sacramento County. The unnamed fault extends in an east-west direction between Folsom Lake and the City of Rocklin. Portions of this unnamed fault are concealed, and it is possible that the fault is connected to the Bear Mountain Fault near Folsom Lake (City of Roseville 2023:11-9).

Seismic hazards resulting from earthquakes include surface fault rupture, ground shaking, liquefaction, and landslides. Each of these potential hazards is discussed below.

Surface Fault Rupture

Surface rupture is the surface expression of movement along a fault. Structures built over an active fault can be torn apart if the ground ruptures. The potential for surface rupture is based on the concepts of recency and recurrence. Surface rupture along faults is generally limited to a linear zone a few meters wide. The Alquist-Priolo Act (see the Regulatory Setting discussion above) was created to prohibit the location of structures designed for human occupancy across, or within 50 feet of, an active fault, thereby reducing the loss of life and property from an earthquake. The project site is not located within an Alquist-Priolo active fault zone (Bryant and Hart 2007), and there is no evidence of active faulting within or near the project site (City of Roseville 2023).

Ground Shaking

Ground shaking is a general term referring to all aspects of motion of the earth's surface resulting from an earthquake, and is normally the major cause of damage in seismic events. The extent of ground shaking is controlled by the magnitude and intensity of the earthquake, distance from the epicenter, and local geologic conditions.

The city is underlain by a relatively stable geology with low seismic shaking potential, but the soil and geologic characteristics still play a role in determining safety procedures (City of Roseville 2020b). An earthquake that registers 5.0 on the Richter magnitude scale (which is used to quantify the energy released by an earthquake) is of moderate intensity and would be widely felt but would not cause damage to buildings unless they are poorly constructed. The last nearby seismic event measuring at least 4.0 on the Richter scale occurred between Placerville and Roseville in 1908 on a north-south fault line between Folsom and Auburn (City of Roseville 2023: 11-6). No significant seismic event has been recorded since that time within the vicinity of Roseville, and the South Placer area is classified as a low severity earthquake zone. No Alquist-Priolo Earthquake Fault Zones are in the City of Roseville or in Placer County (DOC 2025a). The types of damage encountered for magnitudes of earthquakes can vary (Table 3.9-1).

Table 3.9-1 The Modified Mercalli Scale of Earthquake Intensities

If most of these effects are observed	Then the intensity is
Shaking: not felt.	1.0
Shaking: weak, felt only by few people at rest, especially on upper floors of buildings	2.0
Shaking: weak, felt noticeably by persons indoors, especially on upper floors of buildings. Many people do not recognize it as an earthquake. Standing motor cars may rock slightly. Vibrations similar to the passing of a truck.	3.0
Shaking: light, felt indoors by many outdoors by few during the day. At night, some awakened. Dishes, windows, doors disturbed; walls make cracking sound. Sensation like heavy truck striking building. Standing motor cars rock noticeably.	4.0
Shaking: moderate, felt by nearly everyone. Many awakened. Some dishes, windows broken. Unstable objects overturned.	5.0
Shaking: strong, felt by all. Many frightened. Some heavy furniture moved. A few instances of fallen plaster. Damage slight.	6.0
Shaking: very strong, damage negligible in buildings of good design and construction. Slight to moderate in well-built ordinary structures. Considerable damage in poorly built or badly designed structures. Some chimneys broken.	7.0
Shaking: severe, damage slight in specially designed structures. Considerable damage in ordinary buildings with partial collapse. Damage great in poorly constructed buildings. Fall of chimneys, factory stacks, columns, monuments, walls heavy furniture overturned.	8.0
Shaking: violent, damage considerable in specially designed structures and well-designed structures. Damage great in substantial buildings, with partial collapse. Buildings shifted on foundations.	9.0
Shaking: extreme, some well-built wooden structures destroyed. Most masonry and frame structures destroyed with foundations. Rails bent.	10.0

Source: USGS 1989.

Liquefaction and Lateral Spreading

Liquefaction is a phenomenon in which loose, saturated, granular soil deposits lose a significant portion of their shear strength because of excess pore water pressure buildup. An earthquake typically causes the increase in pore water pressure and subsequent liquefaction. These soils behave like a liquid during seismic shaking and re-solidify when shaking stops. The potential for liquefaction is highest in areas with high groundwater and loose, fine, sandy soils at depths of less than 50 feet. Based on mapping conducted pursuant to the Alquist-Priolo Act, the project site and surrounding area are not identified as located within an area of potential liquefaction (Bryant and Hart 2007). In addition, a geotechnical investigation conducted (HDR 2024) of the project site identified groundwater ranging from approximately 94 feet to 155 feet below the ground surface (bgs). Due to the material density encountered at the project site, liquefaction potential is considered to be minimal (HDR 2024).

Liquefaction may also lead to lateral spreading. Lateral spreading (also known as expansion) is the horizontal movement or spreading of soil toward an "open face," such as a streambank, the open side of fill embankments, or the sides of levees. It often occurs in response to liquefaction of soils in an adjacent area. The potential for failure from lateral spreading is highest in areas where there is a high groundwater table, where there are relatively soft and recent alluvial deposits, and where creek banks are relatively high. The city of Roseville is composed of well consolidated to very hard, older Pleistocene- to Eocene-age deposits, and active seismic sources are at least 30 miles away. Therefore, it is unlikely that the city would be subject to liquefaction in the event of a large magnitude earthquake. The Sacramento River is located approximately eight miles to the west of the project site and could offer a potential opportunity for lateral spreading. However, because the project site and vicinity are on flat terrain and relatively distant from the Sacramento River, lateral spreading caused by liquefaction is not expected to be a concern.

Landslides

Landslide susceptibility is based on various combinations of factors such as rainfall, rock and soil types, slope, vegetation, seismic conditions, and human construction activities. Generally, landslides are expected to occur most often on slopes steeper than 15 percent, in areas with a history of landslides, and in areas underlain by geologic units that are weakly cemented (City of Roseville 2020b). A landslide susceptibility database provided by the California Department of Conservation (DOC) indicates that the project site is located in an area where susceptibility to land

sliding is considered low due to the general flat terrain at the project site and surrounding area (DOC 2025b). In addition, as illustrated in Figure 3.9-1, slopes on the site are very gradual. Given the gentle nature of the slopes on the site and in the surrounding area, the probability of a landslide is considered low.

PALEONTOLOGICAL RESOURCES

Significant nonrenewable vertebrate and invertebrate fossils and unique geologic units have been documented throughout California. The fossil-yielding potential of a particular area is highly dependent on the geologic age and origin of the underlying rocks (refer to geologic timescale in Table 3.9-2). Paleontological potential refers to the likelihood that a rock unit will yield a unique or significant paleontological resource. All sedimentary rocks, some volcanic rocks, and some low-grade metamorphic rocks have potential to yield paleontological resources. Depending on location, the paleontological potential of subsurface materials generally increases with depth beneath the surface, as well as with proximity to known fossiliferous deposits.

Table 3.9-2 Divisions of Geologic Time

Era	Period	Time in Millions of Years Ago (approximately)	Epoch
Cenozoic	Quaternary	< 0.01	Holocene
		2.6	Pleistocene
	Tertiary	5.3	Pliocene
		23	Miocene
		34	Oligocene
		56	Eocene
		65	Paleocene
Mesozoic	Cretaceous	145	
	Jurassic	200	
	Triassic	251	
Paleozoic	Permian	299	
	Carboniferous	359	
	Devonian	416	
	Silurian	444	
	Ordovician	488	
	Cambrian	542	
Precambrian		2,500	

Source: USGS 2018.

Pleistocene or older (older than 11,000 years) continental sedimentary deposits are considered as having a high paleontological potential while Holocene-age deposits (less than 11,000 years old) are generally considered to have a low paleontological potential because they are geologically immature and are unlikely to have fossilized the remains of organisms. Metamorphic and igneous rocks have a low paleontological potential, either because they formed beneath the surface of the earth (such as granite), or because they have been altered under high heat and pressures, chaotically mixed or severely fractured. Generally, the processes that form igneous and metamorphic rocks are too destructive to preserve identifiable fossil remains.

As described above, the project site is located in the northern part of the Great Valley geomorphic province, which is drained by the Sacramento River (CGS 2002). Geology in the area consists of transitional formations between alluvial deposits of the central valley and volcanic material of the Sierra Nevada. The project site is located entirely within the

Riverbank Formation, which is made up primarily of Pleistocene-age sediments, and is considered paleontologically sensitive (City of Roseville 2020b).

3.9.3 Environmental Impacts and Mitigation Measures

METHODOLOGY

The examination of geology and soils is based on information obtained from reviews of:

- available literature, including documents published by the City of Roseville and state and federal agencies;
- applicable elements from City of Roseville General Plan; and
- the Preliminary Conceptual Design Geotechnical Report prepared for the project (HDR 2024).

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 geology and soils if it would:

- directly or indirectly expose people or structures to potential substantial adverse impacts, including the risk of loss, injury, or death through the rupture of a known earthquake fault, strong seismic shaking, seismic-related ground failure, soil liquefaction, or landslides;
- result in substantial soil erosion or the loss of topsoil;
- locate project facilities on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on-site or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse;
- locate project facilities on expansive soil, creating substantial direct or indirect risks to property;
- have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water; or
- directly or indirectly destroy a unique paleontological resource or site or unique geologic feature.

ISSUES NOT DISCUSSED FURTHER

Fault rupture impacts are limited to areas in the immediate vicinity of an earthquake fault. As previously discussed, the project site is not located in a state-designated Alquist-Priolo Earthquake Fault Zone, and there are no known fault traces that extend through, or occur in the immediate vicinity of, the project site. As described in the Preliminary Geotechnical Report, the project site is not located in an earthquake fault zone, no known faults are located on the project site, and no evidence of recent or active faulting was observed during the field study (HDR 2024). Therefore, surface fault rupture on-site is not anticipated to occur. In addition, the project would be required to comply with CBC requirements for municipal land uses. Compliance with the CBC would ensure that potential impacts related to fault rupture would be minimized. This issue is not discussed further.

As discussed above, the project site is not located in an area susceptible to landslides (DOC 2025b). Because of the generally flat topography that the project site would have following grading and construction activities, the probability of a landslide is considered low. A landslide susceptibility database provided by DOC indicates that the project site is located in an area where land sliding is considered low. As part of standard construction activities, the project site would be appropriately graded for municipal development, which would further reduce the gradient slopes on-site. Compliance with the CBC would ensure soil stability on the site is maintained. For these reasons, the risk of slope instability is negligible. This issue is not discussed further.

The project does not propose the addition of septic tanks or other alternative wastewater disposal systems. The project would be connected to the City's existing sewer lines and collection system and wastewater would be conveyed by a force main off-site to the Pleasant Grove Wastewater Treatment Plant. As a result, no impact to soils from the use of septic tanks or alternative wastewater disposal systems would occur. This issue is not discussed further.

ENVIRONMENTAL IMPACTS AND MITIGATION MEASURES

Impact 3.9-1: Loss, Injury, or Death Resulting from Seismic Hazards

Phase 1

Construction and operation of the project would not exacerbate existing seismic hazards. Compliance with the most recent version of the CBC's building standards requirements and incorporation of the recommendations of the Preliminary Geotechnical Report into the project design would minimize the project's potential to cause substantial adverse effects, including risk of loss, injury, or death involving strong seismic ground shaking. This impact would be **less than significant**.

The city is identified as having relatively low potential for seismic activity and a review of published geologic maps in the General Plan EIR and the Preliminary Geotechnical Report confirm that project implementation is not likely to cause potential adverse effects associated with strong seismic shaking. Excavation and grading would occur on the project site during project construction of Phase 1. However, excavation and grading activities would not alter fault conditions or exacerbate seismic risks. Project structures and final grading would be subject to CBC standards, including Chapter 18, Soils and Foundations, as well as the City of Roseville Design and Construction Standards, which identifies general building foundation design requirements. The project would also be required to comply with the CBC regarding Chapter 16, Structural Design, which identifies both general building structural design requirements and specific seismic safety design requirements for projects. These seismic design criteria are also included as recommendations in the Preliminary Geotechnical Report (HDR 2024). Standard regulatory compliance with the CBC and incorporation of the Preliminary Geotechnical Report recommendations would minimize the project's potential to cause direct or indirect adverse effects, including risk of loss, injury, or death, involving strong seismic shaking. Therefore, this impact would be **less than significant**.

Mitigation Measures

No mitigation is required.

Phase 2

As described above for Phase 1, construction and operation of Phase 2 would not exacerbate existing seismic hazards. Compliance with the most recent version of the CBC's building standards requirements and incorporation of the recommendations of the Preliminary Geotechnical Report into the project design would minimize the project's potential to cause substantial adverse effects, including risk of loss, injury, or death involving strong seismic ground shaking. This impact would be **less than significant**.

For the same reasons described above for Phase 1, compliance with the CBC and incorporation of the Preliminary Geotechnical Report recommendations would minimize the project's potential to cause direct or indirect adverse effects, including risk of loss, injury, or death involving strong seismic shaking. This impact would be **less than significant.**

Mitigation Measures

No mitigation is required.

Impact 3.9-2: Result in Substantial Soil Erosion or the Loss of Topsoil

Phase 1

The construction activities associated with Phase 1 would involve ground disturbance and soil compaction, which could lead to increased erosion. However, the project site is not located in an area that is highly susceptible to erosion. In addition, project construction would be required to comply with the City of Roseville's grading ordinance (Section 16.20) and municipal NPDES permit conditions requiring temporary and permanent erosion control best management practices (BMPs). Therefore, the potential for development of the project site to result in increased erosion would be a **less-than-significant** impact.

Phase 1 would include vegetation removal and mass rough grading of the entire project site (150 acres), including the Phase 2 area. Excavation would be required for the installation of storm drains, utilities, and foundations. Grading of the site would involve approximately 225,000 cubic yards of cut and approximately 333,500 cubic yards of fill, for a net fill of approximately 105,500 cubic yards (Figure 3.9-1). As described in Chapter 2, "Project Description," it is estimated that approximately 114,000 cubic yards of material would be imported to the site during construction of Phase 1.

These activities would result in temporary disturbance of soil and would expose disturbed areas to storm events. Rain of sufficient intensity and duration could dislodge soil particles, generate runoff, and cause localized erosion. Soil disturbance during the summer months could result in loss of topsoil because of wind erosion. Heavy equipment traffic on the site could result in soil compaction, which would reduce the water holding capacity of the soil, increasing the potential for runoff and erosion. However, because the soils of the project site have low to moderate runoff potential and the site is flat to gently sloped, erosion would be unlikely under normal conditions.

In addition, because Phase 1 would disturb more than one acre of land, a NPDES permit would be required for construction activities, including a SWPPP, prepared by a qualified SWPPP practitioner. The SWPPP would detail the BMPs that would be implemented to minimize erosion, reduce sediment transport, and control stormwater flow from the project area. In addition, the SWPPP would address grading and slope stabilization methods, as well as construction waste disposal methods. Typical temporary BMPs include properly installed physical barriers such as berms, silt fencing, wattles, straw bales, and gabions. Temporary BMPs would be installed before beginning site grading and would be maintained throughout construction until permanent erosion control features are functioning. The required elements of a SWPPP are discussed in greater detail in Section 3.11, "Hydrology and Water Quality."

The project site is not located in an area that is highly susceptible to erosion. In addition, project construction would be required to comply with City ordinances and NPDES permit conditions requiring temporary and permanent erosion control BMPs. Therefore, the potential for project construction to result in increased erosion would be a **less-than-significant** impact.

Mitigation Measures

No mitigation is required.

Phase 2

As described above, mass rough grading of the entire project site (150 acres), including the Phase 2 area, would occur during Phase 1. The project site is not located in an area that is highly susceptible to erosion and project construction would be required to comply with the City of Roseville's grading ordinance (Section 16.20) and municipal NPDES permit conditions requiring temporary and permanent erosion control BMPs. Therefore, the potential for development of the project site to result in increased erosion would be a **less-than-significant** impact.

As described above, mass rough grading of the entire project site (150 acres), including the Phase 2 area, would occur during Phase 1. Similar to Phase 1, future development at the project site would require earthwork activities that could temporarily increase the likelihood of erosion and loss of topsoil from wind or stormwater runoff. However, the potential for increased erosion would be addressed through compliance with the City and SWRCB erosion control requirements and project design, as described for Phase 1. Therefore, this impact would be **less than significant**.

Mitigation Measures

No mitigation is required.

Impact 3.9-3: Be Located on a Geologic Unit or Soil That is Unstable, or That Would Become Unstable as a Result of the Project

Phase 1

The project site has a relatively flat and level topography and does not contain hills or sharp gradients or slopes that would otherwise have the potential to become unstable. In addition, the project site is not located within an area prone to landslides or liquefaction. Therefore, 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. This impact would be **less than significant**.

As described in Chapter 2, "Project Description," Phase 1 may involve the demolition and site clearing of existing structures located on the project site, including a former residence, remnants from a former pheasant club, as well as agricultural support structures. As discussed above, the project site is relatively flat topographically and does not contain hills or sharp gradients or slopes that would otherwise have the potential to become unstable due to project construction. In addition, the project site is not identified as being within an area prone to liquefaction or landslides (DOC 2025a).

Based on the CGS's Earthquake Fault Zone map, which identifies liquefaction- and landslide-prone areas, the project site is not located in an area prone to liquefaction (DOC 2025b). The Preliminary Geotechnical Report concluded that, due to the distance to earthquake fault and seismic hazard zones, the potential for damage on the site from liquefaction, lateral spreading, seismic settlement, and slope instability/landslides is negligible (HDR 2024). In addition, the Preliminary Geotechnical Report states that the soils underlying the project site and depth to groundwater indicate that the project has a low potential for impact due to liquefaction from a seismic event.

The geotechnical recommendations are based on a review of existing geotechnical reports and a review of published geologic reports and maps of the region. A subsurface investigation was conducted and the interpretation of surface soil conditions based on the laboratory test results conducted during the investigation is provided in the Preliminary Geotechnical Report. Recommendations regarding soils included parameters for soil compaction; properly stripping the site of vegetation and reusing or stockpiling topsoil for fill; proper disposal of organic debris; parameters under which materials generated during construction can be reused; recommendations regarding the proper abandonment of any existing utility pipelines, if encountered, which extend beyond the limits of the proposed construction; and over-excavation recommendations for building foundations.

Furthermore, implementation of the recommendations of the Preliminary Geotechnical Report pertaining to site grading and earthwork improvements would further stabilize on-site soils. These geotechnical recommendations would be incorporated into the site's Improvement Plans, which the City would be responsible for monitoring and enforcing, and would require that the soils underlying the project site would be properly stabilized. Further, these recommendations would require that the project is constructed to the proper specifications and design standards of the most up to date codes and regulations governing building construction, materials, and safety provided in Section 16.20 of the Roseville Municipal Code and the 2022 CBC regarding geotechnical and soil stability.

Therefore, 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. This impact would be **less than significant**.

Mitigation Measures

No mitigation is required.

Phase 2

As described above for Phase 1, the project site has a relatively flat and level topography and does not contain hills or sharp gradients or slopes that would otherwise have the potential to become unstable. In addition, the project site is not located within an area prone to landslides or liquefaction. Therefore, 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. This impact would be **less than significant**.

Similar to Phase 1, implementation of the recommendations of the Preliminary Geotechnical Report pertaining to site grading and earthwork improvements would further stabilize onsite soils. These geotechnical recommendations would be incorporated into the site's Improvement Plans, which the City would be responsible for monitoring and enforcing, and would require that the soils underlying the project site would be properly stabilized. Further, these recommendations would require that the project is constructed to the proper specifications and design standards of the most up to date codes and regulations governing building construction, materials, and safety provided in Section 16.20 of the Roseville Municipal Code and the 2022 CBC regarding geotechnical and soil stability.

Therefore, 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. This impact would be **less than significant**.

Mitigation Measures

No mitigation is required.

Impact 3.9-4: Directly or Indirectly Destroy a Unique Paleontological Resource or Site or Unique Geologic Feature

Phase 1

As identified in the Preliminary Geotechnical Report, the project site consists of geologic conditions common in the region and does not contain unique geologic features. Nonetheless, the potential to discover paleontological resources on-site still exists. Project-related ground-disturbing activities associated with Phase 1, including off-site roadway and utility improvements, may result in inadvertent discovery of unique paleontological resources. If a unique paleontological resource or site is encountered during excavation, it could be damaged or destroyed if protective measures are not in place. As a result, this impact would be **potentially significant**.

Construction of Phase 1 would result in 116 acres of ground disturbance and could affect unique paleontological resources. The project vicinity and project site are composed of the Riverbank Formation, and younger, unconsolidated Quaternary alluvium, an area which is considered paleontologically sensitive (City of Roseville 2020b). However, although shallow excavations in younger Quaternary alluvium are unlikely to expose significant fossils, inadvertent discovery is possible if excavation extends below the topsoil into deeper, older Quaternary deposits.

As described in the Preliminary Geotechnical Report, excavation associated with preparation of the project site would involve depths of up to 6 feet bgs for the proposed building pads, stormwater retention basins, and underground utilities, before receiving imported fill. Therefore, the project would have the potential to unearth as-yet unknown paleontological resources. Because the project would involve excavation at depths up to 6 feet bgs, there is potential for inadvertent discovery of as-yet unknown paleontological resources on-site during construction activities. If a unique paleontological resource or site is encountered during excavation, it could be damaged or destroyed if protective measures are not in place. This impact would be **potentially significant**.

Mitigation Measures

Mitigation Measure 3.9-4a: Provide Paleontological Training for Construction Personnel

Before construction begins, the City shall ensure that all construction workers who will be on-site during construction receive training materials provided by a qualified paleontologist meeting the Secretary of the Interior's qualifications

to ensure that construction personnel can correctly identify fossilized materials in the event of inadvertent discovery. The training materials could be in the form of a presentation (live or recorded) and/or written materials provided to construction workers.

Mitigation Measure 3.9-4b: Implement Procedures for the Inadvertent Discovery of Paleontological Resources

If any paleontological resources are encountered during project construction, the construction contractor shall ensure that all activities in the immediate area of the find are halted and that the City is informed. The City shall then retain a qualified paleontologist meeting the Secretary of the Interior's qualifications to evaluate the discovery, prepare a report evaluating the discovery, and include recommendations in the report pursuant to the guidelines established by the Society of Vertebrate Paleontology, including, if applicable, development and implementation of a paleontological resource impact mitigation program for treatment of the discovery.

Significance after Mitigation

Implementation of Mitigation Measures 3.9-4a and 3.9-4b would reduce impacts to unique paleontological resources because construction personnel would be properly trained on the discovery of unique paleontological resources, and in the event fossil specimens are encountered during construction activities, a paleontologist would be retained to evaluate the fossil and recommend appropriate actions. As a result, implementation of these mitigation measures would reduce the project's potential impact associated with inadvertent discovery of paleontological resources to a **less-than-significant** level.

Phase 2

As mentioned above, the project site consists of geologic conditions common in the region and does not contain unique geologic features. Nonetheless, the potential to discover paleontological resources on-site still exists. Project-related ground-disturbing activities associated with Phase 2, including off-site roadway and utility improvements, may result in inadvertent discovery of unique paleontological resources. If a unique paleontological resource or site is encountered during excavation, it could be damaged or destroyed if protective measures are not in place. As a result, this impact would be **potentially significant**.

Construction of Phase 2 would result in 34 acres of ground disturbance and could affect unique paleontological resources. Similar to Phase 1, excavation associated with preparation of the project site would involve depths of up to 6 feet bgs during construction activities. Therefore, the project would have the potential to unearth as-yet unknown paleontological resources. If a unique paleontological resource or site is encountered during excavation, it could be damaged or destroyed if protective measures are not in place. This impact would be **potentially significant**.

Mitigation Measures

Implement Mitigation Measures 3.9-4a and 3.9-4b, described above.

Significance after Mitigation

Implementation of Mitigation Measures 3.9-4a and 3.9-4b would reduce impacts to unique paleontological resources because construction personnel would be properly trained on the discovery of unique paleontological resources, and in the event fossil specimens are encountered during construction activities, a paleontologist would be retained to evaluate the fossil and recommend appropriate actions. As a result, implementation of these mitigation measures would reduce the project's potential impact associated with inadvertent discovery of paleontological resources to a **less-than-significant** level.

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3.10 HAZARDS AND HAZARDOUS MATERIALS

This section describes the potential impacts of the proposed Environmental Utilities (EU) Operations Center (project) related to hazards and hazardous materials. Potential impacts to emergency response services, including fire, medical, and police services, are addressed in Section 3.14, "Public Services." Potential impacts related to wildfire and evacuation are addressed in Section 3.17, "Wildfire."

The evaluation provided in this section is based on a review of the Phase I Environmental Site Assessment (ESA) and Phase II ESA completed for the project by Rosewood Environmental Engineering (REE) (REE 2002, 2003), and an updated data search of various agency lists of hazardous materials sites, including the California Department of Toxic Substances Control's (DTSC) EnviroStor Database (DTSC 2025a) and the State Water Resources Control Board's (SWRCB) GeoTracker Database (SWRCB 2025).

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.

One comment letter regarding hazards and hazardous materials was received in response to the notice of preparation (see Appendix A). Placer County Division of Environmental Health requested that the City consider the potential impacts related to the receipt and/or handling of hazardous waste as part of project operation.

3.10.1 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.

Department of Transportation Hazardous Materials Regulations

The US Department of Transportation (USDOT) 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. This is also covered in 49 Code of Federal Regulations Part 100 through 185 (49 CFR 100-185), which covers all aspects of hazardous materials packaging, handling, and transportation. Parts 107 (Hazard Materials Program), 130 (Oil Spill Prevention and Response), 172 (Emergency Response), 173 (Packaging Requirements), 177 (Highway Transportation), 178 (Packaging Specifications), and 180 (Packaging Maintenance) would all apply to goods movement to and from the project site. Hazardous materials transport regulations are enforced by the Federal Highway Administration (FHWA), the US Coast Guard, the Federal Railroad Administration, and the Federal Aviation Administration (FAA). Enforcement of these USDOT regulations is shared by each of the following administrations under delegations from the Secretary of the USDOT:

- Research and Special Programs Administration is responsible for container manufacturers, reconditioners, and re-testers and shares authority over shippers of hazardous materials.
- FHWA enforces all regulations pertaining to motor carriers.
- Federal Railroad Administration enforces all regulations pertaining to rail carriers.
- FAA enforces all regulations pertaining to air carriers.
- US Coast Guard enforces all regulations pertaining to shipments by water.

Occupational Safety and Health Act of 1970

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 29 CFR 1910 Subpart H regarding hazardous materials and 29 CFR 1926 Subpart H regarding construction activities. These regulations set standards for safe workplaces and work practices, including training, outreach, and education regarding the standards of safely handling hazardous materials. A major component of the Act is the requirement that employers implement the OSHA Hazard Communication Standard to provide information to employees about the existence and potential risks of exposure to hazardous substances in the workplace. As part of the Hazard Communication Standard, employers must:

- obtain material safety data sheets from chemical manufacturers that identify the types and handling requirements of hazardous materials used in given areas;
- make the material safety data sheets available to their employees;
- label chemical containers in the workplace;
- develop and maintain a written hazard communication program; and
- develop and implement programs to train employees about hazardous materials.

STATE

Superfund Amendments and Reauthorization Act, Emergency Planning and Community Right-to-Know Act

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.

California Health and Safety Code

The corresponding state law is Chapter 6.95 of the California Health and Safety Code (Health and Safety Code). This program consolidates, coordinates, and makes consistent the administrative requirements, permits, inspections, and enforcement activities of the environmental and emergency response programs and provides authority to the Certified Unified Program Agency (CUPA). The CUPA Program was created by Senate Bill 1082 in 1993 to consolidate, coordinate, and make consistent the administrative requirements, permits, inspections, and enforcement activities of six environmental and emergency management programs (CalCUPA Forum 2025). The CUPA Program is intended to provide relief to businesses complying with the overlapping and sometimes conflicting requirements of formerly independently managed programs. Cities and counties can apply to become a CUPA and receive delegated authority from state agencies to enforce laws in their jurisdiction. Placer County Environmental Health is the designated CUPA for all areas of the county, except within the City of Roseville. The Roseville Fire Department is the CUPA for the City of Roseville and therefore has jurisdiction over the project site and is responsible for implementing and enforcing the following:

- California Accidental Release Prevention Program. This program requires any business that handles more than threshold quantities of an extremely hazardous substance to develop a Risk Management Plan. The Risk Management Plan is implemented by the business to prevent or mitigate releases of regulated substances that could have offsite consequences through hazard identification, planning, source reduction, maintenance, training, and engineering controls.
- Hazardous Materials Business Plan/Hazardous Materials Inventory Statements. Hazardous Materials Business Plans contain basic information regarding the location, type, quantity, health risks of hazardous materials and/or waste, emergency response procedures including emergency spill cleanup supplies and equipment. Each business must prepare a Hazardous Material Business Plan if that business uses, handles, or stores a hazardous material and/or waste or an extremely hazardous material in quantities greater than or equal to the following:
  - 55 gallons for a liquid;
  - 500 pounds for a solid;
  - 200 cubic feet for any compressed gas; or
  - Threshold planning quantities of an extremely hazardous substance
- Hazardous Waste Generator Program. This program regulates businesses that generate any amount of a hazardous waste. Proper handling, recycling, treating, storing, and disposing of hazardous waste are key elements to this program.

California Department of Toxic Substances Control

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 (LUSTs). The project site is located in Region 5, the Central Valley Region, and governed by the Central Valley Regional Water Quality Control Board (see also Section 3.11, "Hydrology and Water Quality").

California Department of Transportation

The State of California has adopted USDOT 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 (CHP) and the California Department of Transportation. 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.

Porter-Cologne Water Quality Act

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 3.11, "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 Construction 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.

SWRCB also maintains GeoTracker, which is the data management system for sites that affect, or have the potential to affect, water quality in California, with an emphasis on groundwater. GeoTracker contains records for sites that require cleanup, such as LUSTs, Department of Defense sites, and Cleanup Program sites. GeoTracker also contains records for various unregulated projects as well as permitted facilities, including irrigated lands, oil and gas production, operating permitted USTs, and land disposal sites.

California Occupational Safety and Health Administration

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.

California Labor Code (Division 5 Parts 1 and 7)

California Labor Code regulations ensure appropriate training regarding the use and handling of hazardous materials and the operation of equipment and machines that use, store, transport, or dispose of hazardous materials. For example, Division 5, Part 1, Chapter 2.5, requires that employees who handle hazardous materials are appropriately trained and informed about the materials; Division 5, Part 7, requires that employees who work with volatile flammable liquids are outfitted with appropriate safety gear and clothing.

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 meets 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/california-state-emergency-plan/).

LOCAL

City of Roseville General Plan

The Safety Element of the *City of Roseville General Plan* (2020a) 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 4.4:** 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. 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 2011) 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 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, CUPA inspections, and construction inspections.

City of Roseville Municipal Code

Chapter 9.60 of the Roseville Municipal Code establishes regulations for the identification and disclosure of hazardous materials use and its management within the City.

3.10.2 Environmental Setting

The following describes existing conditions related to hazards and hazardous materials at and near the project site, including the degree to which sensitive receptors (i.e., schools and residences) are located nearby.

PHASE I ESA

A Phase I ESA for a 427-acre property (that includes the project site) located at 8100 Phillip Road, near Pleasant Grove, California, was completed by REE in September 2002 (REE 2002). A review of available historical information for the site indicates that the site has been continuously cultivated since at least the 1930s with rotational crops, primarily hay and rice; various herbicides are used at the site to control weeds in the rice fields and pesticides are used as needed, depending on the year's prevalence of rice-destroying organisms, and the pest-control chemicals are subcontracted such that no products are stored onsite (REE 2002). The pesticides and herbicides used on the site have low environmental persistence in soil and water; however, persistent chemicals may have been used from the 1940s through the 1970s (REE 2002). Due to this, a screening-level assessment was recommended for these substances in the soil to determine any potential health hazards or need for disposal. The results of the screening assessment are provided below.

Diesel fuels, hydrocarbon-based lubricants, and hydraulic fluid have been used in conjunction with farming operations onsite for several decades and soil staining was observed near the storage and transfer areas of these substances; the staining indicates a release of petroleum products onto the land surface (REE 2002). Other hazardous substances, including lead-acid batteries, paint, and pesticides are stored in the equipment yard or barn on the property, and these potentially hazardous substances require proper disposal if not utilized prior to demolition (REE 2002). No indication of hazardous waste or refuse disposals, such as artificially mounded soil, ground settlement, chemical odors, or empty hazardous material containers were observed during the site reconnaissance.

As a result of the Phase I ESA analysis, further environmental assessment was recommended to characterize the substances and evaluate the vertical and horizontal extent of the stained soil in areas of the equipment yard and adjacent to the irrigation wells. As a result of these conclusions, a Phase II ESA was conducted for the project site in February 2003.

PHASE II ESA

A Phase II ESA was completed to screen soil samples in certain stained areas for possible residual persistent pesticides related to past agricultural activities onsite and for petroleum products in the area of aboveground fuel tanks and 55-gallon drums (REE 2003). The results of the Phase II ESA concluded that petroleum hydrocarbon

staining onsite is very minor and does not represent a significant or reportable environmental concern. In the area of the 250-gallon aboveground storage tank located southwest of the former residence (where the Vendor Lease Area would be located), it is estimated that approximately 5 cubic yards of soil are affected. The Phase II ESA recommended sampling and evaluation of this soil prior to building demolition and/or ground disturbance to determine the potential for contaminants.

HAZARDOUS MATERIALS DATABASE RESULTS

A record search was conducted to identify any onsite or nearby known contamination site. As shown on the DTSC EnviroStor database, the project is not located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 (DTSC 2025a). The project site is also not listed on GeoTracker, which is the SWRCB data management system for sites that impact or have the potential to impact water quality in California, with an emphasis on groundwater (SWRCB 2025).

SCHOOLS

The nearest school to the project site is Orchard Ranch Elementary School, which is 2.25 miles southeast of the project site and approximately 1 mile southeast of the easternmost point of Philip Road that would be improved as part of the project. Orchard Ranch Elementary School serves transitional kindergarten through 5th grade.

AIRPORTS

The nearest airport is Lincoln Regional Airport, which is approximately 8 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.

3.10.3 Environmental Impacts and Mitigation Measures

METHODOLOGY

The following reports and data sources document potential hazardous conditions at the project site and were reviewed for this analysis:

- the DTSC EnviroStor Database (DTSC 2025a);
- the SWRCB GeoTracker Database (SWRCB 2025);
- the Safety Element of the *City of Roseville General Plan* (City of Roseville 2020a);
- the City of Roseville Final Environmental Impact Report for the 2035 General Plan Update (City of Roseville 2020b);
- the Phase I ESA prepared for the project site (REE 2002); and
- the Phase II ESA prepared for the project site (REE 2003).

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.

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.

ISSUES NOT DISCUSSED FURTHER

The school nearest to the project site is Orchard Ranch Elementary School, which is 2.25 miles southeast of the project site. Because there are no schools within 0.25-mile of the site, 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). Therefore, this issue is not discussed further in this Draft EIR.

The nearest airport is Lincoln Regional Airport, which is 7.5 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.

ENVIRONMENTAL IMPACTS AND MITIGATION MEASURES

Impact 3.10-1: Create a Significant Hazard to the Public or the Environment through the Routine Transport, Use, Storage, or Disposal of Hazardous Materials

Phase 1

Construction of Phase 1 of the project would involve the storage, use, and transport of hazardous materials at the project site. Handling hazardous materials would be required to comply with existing local, state, and federal regulations. Operation of Phase 1 of the project would also require storage, use, and transport of hazardous materials. Additionally, the project includes a household hazardous waste drop off facility, which would receive, classify, bulk, store, and ship hazardous waste. Because the transport, use, storage, and disposal of hazardous materials would be required to comply with laws and regulations intended to reduce potential impacts to workers and the environment, this impact would be **less than significant**.

Phase 1 of the project would include the partial construction of the Resource Recovery and Transfer Operations (RRTO) Facility that would provide an onsite materials recovery facility to segregate recyclable material; an area for receiving and transferring municipal solid waste; and an area for receiving, processing, and transferring organic waste; the Vendor Lease Area for prospective vendors to commit materials to the RRTO Facility; and the Corporation Yard, which includes the EU Operations Facility that would provide office and storage space for the EU Department and an equipment maintenance facility. The total acreage for Phase 1 is 116 acres and includes 402,400 square feet of building area (see Table 2-2 in Section 2, "Project Description").

The project site is predominantly agricultural in use and is leased for rice and hay farming. Several structures are located on the site and these structures would be demolished prior to project development, although the former residence may be used as a temporary office or by a vendor as the vendor lease office.

Construction activities would include demolition, grading, construction of buildings, and paving. This would involve the temporary transport, use, storage, and disposal of typical construction-related hazardous materials and petroleum products, such as cement products, fuels, lubricants, solvents, and cleaning agents with strong basic or acidic chemicals. Use of hazardous materials during construction would be in small quantities and would be temporary. These materials would be required to be properly stored, handled, used, transported, and disposed of in accordance with applicable regulations and laws, which include the Resource Conservation and Recovery Act (RCRA), US DOT Hazardous Materials Regulations, the Health and Safety Code, Labor Code, NPDES Construction General Permit, and Roseville Municipal Code Chapter 9.60, all of which are discussed above under Section 3.10.1, "Regulatory Setting."

For example, because project construction activities would disturb an overall area of more than one acre of land, the project would be subject to the SWRCB NPDES Construction General Permit requirements. This would require the implementation of a SWPPP to address spill prevention and containment plans to avoid spills and the release of hazardous materials and wastes into the environment. In addition, BMPs would also be implemented as part of the SWPPP to minimize stormwater pollution and erosion control measures, which may include scheduling construction activity during dry weather when possible; drainage swales to control runoff flow; protection of storm drainage inlets with gravel bags or catch basin inserts; perimeter sediment control with silt fencing or fiber rolls; sediment traps to retain sediment onsite; and stabilized construction exits to limit the amount of mud, dirt, and rocks transported onto public roads. Hazardous waste is required to be transported only by California registered hazardous waste transporters to a state-permitted treatment, storage, or disposal facility (DTSC 2025b). These transporters are registered by the DTSC and CHP and hazardous waste must be packaged and labeled for transportation in accordance with USDOT standards for transport. In addition, Cal/OSHA provides specific standards for maintaining safe and healthy working conditions pertaining to hazardous materials in Title 8 of the CCR. Adherence to these regulations would minimize the potential for significant hazards to the public or environment during construction.

As described in Chapter 2, "Project Description," the project would include a household hazardous waste (HHW) receiving, storing, and shipping/transfer area. HHW materials typically consist of leftover household products that can catch fire, react, or explode under certain circumstances, or those that are corrosive or toxic. This can include anything from paints, cleaners, pesticides, and oils to "universal wastes," including batteries, electronics, and certain types of light bulbs. HHW would be received at the RRTO Facility in two ways: entrained in the mixed waste or recyclables materials streams, or collected separately by the City's HHW waste collection vehicles from residents and businesses within the City and delivered to the RRTO Facility. HHW materials observed in the arriving waste or recycling materials streams would be gathered by waste transfer or recycling staff and taken to the HHW area. Waste collection trucks that have obtained HHW from generators within the City and collected by the City would be received at the HHW area where the materials would be unloaded from the collection trucks.

The HHW area would occupy approximately 6,000 square feet of the waste transfer portion of the RRTO Facility. HHW operators would receive these materials and categorize them into areas with compatible materials for temporary storage. Then, HHW operators would combine compatible materials or pack the materials into containers used to transfer the materials to a designated off-site facility where the materials would be properly disposed.

Project operation may require the storage, use, and transport of larger quantities of hazardous materials (e.g., fuels, lubricants, paint, solvents, cleaners) in the long-term. 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; a hazardous business materials plan; and compliance with the DTSC Hazardous Waste Generator Program. In particular, operation of the RRTO Facility would involve a household hazardous waste drop off facility to ensure proper disposal of household hazardous materials and wastes, the handling and storing of which would be subject to the RCRA regarding responsibility over "cradle to grave" from the time the waste is generated until its final disposal; US DOT Hazardous Materials Regulations regarding any operational transport of hazardous

materials (enforced at the state-level by the CHP); the Health and Safety Code, Labor Code, and Cal/OSHA pertaining to the safe and proper handling of hazardous materials and waste; compliance with CUPA enforcement and regular inspections; and the Roseville Municipal Code Chapter 9.60 to comply with regulations for the identification and disclosure of hazardous materials use and their management within the City. Because the transport, use, storage, and disposal of hazardous materials would be required to comply with laws and regulations intended to reduce potential impacts to workers and the environment, this impact would be **less than significant**.

Mitigation Measures

No mitigation is required.

Phase 2

Phase 2 of the project would involve the construction and operation of additional square footage at the RRTO and the construction and operation of a Potential Future Organics Processing Facility. Construction of Phase 2 of the project would involve the storage, use, and transport of hazardous materials at the project site. Handling hazardous materials would be required to comply with existing local, state, and federal regulations. Operation of Phase 2 of the project would also require storage, use, and transport of hazardous materials, including at the Potential Future Organics Processing Facility. Because the transport, use, storage, and disposal of hazardous materials would be required to comply with laws and regulations intended to reduce potential impacts to workers and the environment, this impact would be **less than significant**.

Phase 2 of the project would be operational by 2040 and would include an additional 122,000 square feet of building area for the RRTO Facility and the construction of 37,000 square feet of building area for the Potential Future Organics Processing Facility (including the development of 34 acres of land). Similar to Phase 1, construction of Phase 2 would involve the transport, storage, and disposal of hazardous materials and hazardous wastes, handling of hazardous materials would be required to comply with existing local, state, and federal regulations.

Operation of Phase 2 would include a Potential Future Organics Processing Facility, which may involve a composting facility and/or biomass facility. The potential future compost facility would involve the composting of green waste, wood, and food waste. The potential future biomass facility would convert biomass (woody materials) into energy using thermal means and would likely include food, agricultural, and yard trimming waste. The specific type of biomass device is not yet known, and the potential biomass facility would be developed at a later time after being evaluated by the City on its financial, environmental, and regulatory merits. Operation of a future composting and/or biomass facility could involve the handling and storage of materials such as fuels, lubricants, cleaning agents, and processing additives, as well as the generation of byproducts such as leachate, bioaerosols, or ash containing trace metals. Depending on facility design and feedstock characteristics, there is also potential for accidental releases of hazardous substances associated with equipment maintenance, waste decomposition, or combustion processes. However, these risks are expected to be reduced to a less-than-significant level through compliance with applicable hazardous materials management, worker safety, and air quality regulations, as well as standard BMPs for composting and biomass operations. In addition, Phase 2 operations would involve the continued operation of the household hazardous waste drop off facility (constructed as part of Phase 1) to ensure proper management and disposal of household hazardous materials and wastes. Post-construction, the operational handling and storage of hazardous materials and wastes would continue to comply with existing local, state, and federal regulations, as described for Phase 1. Because the transport, use, storage, and disposal of hazardous materials would be required to comply with laws and regulations intended to reduce potential impacts to workers and the environment, this impact would be **less than significant**.

Mitigation Measures

No mitigation is required.

Impact 3.10-2: Result in Foreseeable Upset and/or Accident Conditions Involving Release of Hazardous Materials into the Environment

Phase 1

Agricultural and farming uses could have resulted in soil and/or groundwater contamination, specifically within the area of the project site that is designated for the Vendor Lease Area. Site disturbance could expose people in the area to hazardous materials from existing soil contamination. This impact would be **potentially significant.**

As discussed in Impact 3.10-1, Phase 1 of the project would include the partial construction of the RRTO, the Vendor Lease Area, and the Corporation Yard, for a total developed area of 116 acres and 402,400 square feet of building area. As described above, the project site is predominantly agricultural in use and is leased for rice and hay farming. Several structures are located on the site (where the Vendor Lease Area would be located) and these structures would be demolished prior to project development, although the former residence may be used as a temporary office or by a vendor as the vendor lease office.

As discussed in the Phase I ESA, soil staining was observed in association with petroleum hydrocarbons such as diesel fuel, and hydraulic fuels used in conjunction with farming operations onsite. Other hazardous substances, including lead-acid batteries, paint, and pesticides are or were stored in the equipment yard or barn on the property, and these potentially hazardous substances require proper disposal if not utilized prior to demolition (REE 2002). Further investigation in the Phase II ESA concluded that the stained soil from petroleum products is very minor and does not represent a significant or reportable environmental concern (REE 2003). In the area of the 250-gallon aboveground storage tank located southwest of the former residence (where the Vendor Lease Area would be located), an estimated 5 cubic yards of soil is affected. The Phase II ESA recommended sampling and evaluation of this soil to determine the potential for contaminants. If not mitigated, this minor contamination on the project site could result in a significant effect to the public or environment. This impact would be **potentially significant**.

Mitigation Measures

Mitigation Measure 3.10-2: Evaluate Site Soils

As recommended in the Phase II ESA prepared for the project site, the contractor shall implement the following measure during building demolition and/or ground disturbance in the portion of the project site that is designated as potentially contaminated in the Phase I or Phase II ESAs for the Vendor Lease Area. This measure would also be incorporated into the site's Improvement Plans, which the City would be responsible for monitoring and enforcing.

- When on-site buildings are being demolished or the site graded to prepare for future use, the affected soil shall be excavated and stockpiled on a visqueen sheet and sampled in four locations. The four samples shall be composited together to analyze for petroleum hydrocarbons as diesel and for lead to determine proper soil disposal. If the concentrations indicate no carcinogenic constituents (and are in the range of 0 to 100 ppm), the soil can be used as fill onsite. If the range is 100 to 600 ppm, the soil can be used as road base or beneath building foundations. If the range exceeds those concentrations, disposal at a Class II landfill shall be investigated.

Significance after Mitigation

The site investigation required by Mitigation Measure 3.10-2 would reduce potential impacts related to potential soil and/or groundwater contamination by identifying site soils requiring remediation and abating the hazard in compliance with applicable local, state, and federal regulations. After mitigation, the project would have a **less-than-significant** impact related to existing soil contamination.

Phase 2

The Phase 2 area does not include the Vendor Lease Area, and no other portions of the project site were identified in the Phase I or Phase II ESAs as having significant or reportable environmental concerns (REE 2002, 2003). Therefore, Phase 2 of the project would not expose people in the area to hazardous materials from existing soil and/or groundwater contamination. This impact would be **less than significant**.

As discussed in Impact 3.10-1, Phase 2 of the project would include an additional 122,000 square feet of building area for the RRTO Facility and the construction of 37,000 square feet of building area for the Potential Future Organics Processing Facility (including the development of 34 acres of land). The Phase 2 area does not include the Vendor Lease Area, and no other portions of the project site were identified in the Phase I or Phase II ESAs as having significant or reportable environmental concerns (REE 2002, 2003). Therefore, Phase 2 of the project would not expose people in the area to hazardous materials from existing soil and/or groundwater contamination. This impact would be **less than significant.**

Mitigation Measures

No mitigation is required.

Impact 3.10-3: Impair an Adopted Emergency Response Plan or Emergency Evacuation Plan

Phase 1

The City of Roseville maintains an *Emergency Operations Plan* (City of Roseville 2011) that serves as the official emergency plan for the city as well as a *Multi-Hazard Mitigation Plan* (City of Roseville 2023). As part of project operation, adequate emergency access routes to and from the project site would be established and emergency response would not be impaired. However, construction activities associated with Phase 1 of 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. This impact would be **potentially significant**.

The City of Roseville's *Emergency Operations Plan* (EOP) describes organizational and operational responsibilities in the event of an emergency, including hazardous materials emergencies and clean up and de-contamination procedures (City of Roseville 2011). The EOP is an extension of the City's *Multi-Hazard Mitigation Plan* (MHMP) and follows nationally adopted Incident Command System guidelines. The City's *2023 Multi-Hazard Mitigation Plan* 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). The Roseville Fire Department assists the CHP, OES, and other responding agencies as requested, in the event of a hazardous materials spill on State Route 65 or Interstate 80.

Construction of Phase 1 of the project would primarily occur on the project site but would also involve improvements to Phillip Road and offsite utility extensions. Phillip Road improvements would include road widening along the frontage of the project site and east to the westerly terminus of Blue Oaks Boulevard. The project would also extend a new 16-inch diameter water supply line for approximately 3 miles along Phillip Road from the existing water supply line located underneath Blue Oaks Road. In addition, the project would also require the construction of an approximately 4-mile force main sewer line to reach the Pleasant Grove Wastewater Treatment Plant.

Therefore, it is possible that project construction would require temporary lane closures along Phillip Road along the frontage of the project site and east to the westerly terminus of Blue Oaks Boulevard. These lane closures, if required, would be designed and constructed in accordance with the City's Design and Construction Standards, Sections 5 through 7, which contain specific requirements that are intended to provide safe access to property by both automobiles and pedestrians, as well as emergency vehicles, including designs for roadway width, sight lines from street view, markings, signals, location of driveways, and turn lanes. During construction, Phillip Road would also be required to maintain access for emergency vehicles. When needed, these temporary lane closures would be coordinated with, and approved by, the appropriate City department in coordination with emergency response services.

In the long-term, Phase 1 of the project would result in approximately 604 employees (including 165 relocated employees and 439 new employees) working onsite that would increase the use of Phillip Road, Blue Oaks Boulevard, and other area roadways. Additionally, Phillip Road would be improved from its current condition, thus improving emergency access. 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 (Bradley, pers. comm., 2025). These 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 project site would be established as required by state and local regulations, and with input and approval from the Roseville Fire Department.

Regulatory compliance with the City's Design and Construction Standards, as well as obtaining the proper approval from the City, would ensure that implementation of the project would not have a significant impact on emergency vehicle access, or the goals and objectives of the EOP and MHMP. Nevertheless, 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. This impact would be **potentially significant**.

Mitigation Measures

Mitigation Measure 3.10-3a: Implement a Construction Traffic Management Plan

A Construction Traffic Management Plan (CTMP) shall be developed/updated by the contractor and approved by the City of Roseville before construction begins on any component of the project. The CTMP shall be implemented during all phases of project construction and shall include, but not limited to, the following:

- name and telephone number of a contact person regarding traffic complaints or emergency situations;
- community notification procedures and contact information for local police, fire, and emergency response organizations and procedures for the continuous coordination of construction activity;
- procedures for training the flag person(s) used in implementing the plan;
- the location, times, and estimated duration of any temporary lane closures;
- developing, and once approved, managing the haul route plan and construction parking management plan;
- timing of disruptive construction activities; scheduling of deliveries, pick-ups and hauling of material during non-peak travel periods to the extent possible; and
- the contractor will provide an estimate of truck volume and schedule. Areas will be designated by the City for the staging of all trucks. All earth-moving and ready-mix trucks will be equipped with two-way radios so that the drivers at the staging areas are linked to a person controlling traffic at the project site. Trucks will follow a city-approved route to the project site.

Mitigation Measure 3.10-3b: Establish Evacuation Routes via a Hazard Mitigation Plan

The City shall, in coordination with the Roseville Fire Department, develop a Hazard Mitigation Plan for project operation that establishes appropriate evacuation routes for the project site. The hazard mitigation plan shall be developed prior to project operation and would be implemented throughout project operation.

Significance after Mitigation

Mitigation Measure 3.10-3a requires the project contractor to develop a CTMP to alleviate potential construction activity impacts during both Phase 1 and Phase 2. Implementation of Mitigation Measure 3.10-3a would require that adequate emergency access is provided during project construction to minimize impacts to emergency responders and evacuation access. Implementation of Mitigation Measure 3.10-3b would require the City to establish appropriate evacuation routes as part of a site-specific hazard mitigation plan. After mitigation, this impact would be **less than significant**.

Phase 2

The City of Roseville maintains an *Emergency Operations Plan* (City of Roseville 2011) that serves as the official emergency plan for the city as well as a *Multi-Hazard Mitigation Plan* (City of Roseville 2023). As part of project operation, adequate emergency access routes to and from the project site would be established and emergency response would not be impaired. However, similar to Phase 1, construction activities associated with Phase 2 of 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. This impact would be **potentially significant**.

Construction of Phase 2 of the project would include an additional 122,000 square feet of building area for the RRTO Facility and the construction of 37,000 square feet of building area for the Potential Future Organics Processing Facility (including the development of 34 acres of land), all of which would be located within the boundaries of the project site and would not encroach on adjacent properties or include improvements to Phillip Road (which would be constructed as part of Phase 1). In addition, the project would be constructed in accordance with the City's Design and Construction Standards, Sections 5 through 7, which contain specific requirements that are intended to provide safe access to properties by both automobiles and pedestrians, including emergency vehicles, and address designs for roadway width, sight lines from street view, markings, signals, location of driveways, and turn lanes.

In the long-term, Phase 2 of the project would result in approximately 79 new employees (in addition to the 604 employees that would be part of Phase 1) working onsite that would increase the use of Phillip Road, Blue Oaks Boulevard, and other area roadways. As described for Phase 1, 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 (Bradley, pers. comm., 2025). These 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.

Nevertheless, similar to Phase 1, construction activities associated with Phase 2 of the project 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. This impact would be **potentially significant**.

Mitigation Measures

Implement Mitigation Measures 3.10-3a and 3.10-3b, described above.

Significance after Mitigation

Mitigation Measure 3.10-3a requires the project contractor to develop a CTMP to alleviate potential construction activity impacts during both Phase 1 and Phase 2. Implementation of Mitigation Measure 3.10-3a would require that adequate emergency access is provided during project construction to minimize impacts to emergency responders and evacuation access. Implementation of Mitigation Measure 3.10-3b would require the City to establish appropriate evacuation routes as part of a site-specific hazard mitigation plan. After mitigation, this impact would be **less than significant**.

3.11 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 3.15, "Public Utilities."

Two 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) and the Placer County Conservation Program expressed concerns about the regulatory context that would apply to the project and the potential for water quality degradation of Pleasant Grove Creek from project development near the creek.

3.11.1 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 the 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 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 (i.e., Basin Plan, as stated above) 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 (WDRs), 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). With respect to WDRs, Order WQ 2020-0012-DWQ was adopted in 2020 and regulates composting activities. It establishes requirements for two tiers of composting facilities with specific requirements dependent on factors like feedstock, volume of materials, and site conditions.

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 (DWR 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 along the project site's northern boundary is identified in Table 8-1 of Title 23 as a Regulated Stream. However, no project activities are proposed to occur within 100 feet of this stream. The CVFPB has not adopted Pleasant Grove Creek as a Designated Floodway and the project site is not located within a SSJDD easement. Because the project is not located within any of the categories listed above, it does not require an encroachment permit from the CVFPB.

LOCAL

City of Roseville General Plan

The Open Space and Conservation and Safety Elements of the *City of Roseville 2035 General Plan* (2020a) contain the following policies that may be applicable to the project:

- **Policy OS2.2:** Preserve and restore continuous riparian corridors and adjacent habitat along the City's creeks and waterways.
- **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 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.

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).

3.11.2 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 approximately 4 miles west of the project site in Sutter County, which then flows into the Natomas Cross Canal and finally into the Sacramento River near Verona. The broader 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 (af) 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 is the northern boundary of the project site and flows in an east–west direction. Previous farming activities at the project site have modified the original hydrology/drainage of the site over 70+ years. The

majority of the project site drains toward Pleasant Grove Creek. Of the 243-acre project site, 114 acres comprise the FEMA designated Pleasant Grove Creek 100-year Floodplain. The southern portion of the site drains into Curry Creek and the Sacramento River (City of Roseville 2020a: V-17). The City of Roseville diverts water from the American River and from Folsom Reservoir (DWR 2021).

Flood Conditions

FEMA published a FIRM for the project site. A conceptual FEMA floodplain map is shown in Figure 3.11-1. The mapping delineates the boundary of the FEMA 100-year and 500-year floodplains. The areas north, northwest, and northeast of the project site are designated as 100-year floodplain for the Pleasant Grove Creek First North Tributary, and the northern portion of the project area adjacent to Pleasant Grove Creek is designated as 100-year floodplain for Pleasant Grove Creek. In addition, a portion of the project site on the southwest corner of the site is considered 500-year floodplain for Pleasant Grove Creek. Additional areas within the 500-year floodplain are located north and east of the project site. As stated above, 114 acres are within the FEMA 100-year floodplain and are also identified as the Roseville's Regulatory Floodplain. An additional 4 acres are within the FEMA 500-year floodplain (City of Roseville 2020a: VIII-13).

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: 4.13-7).

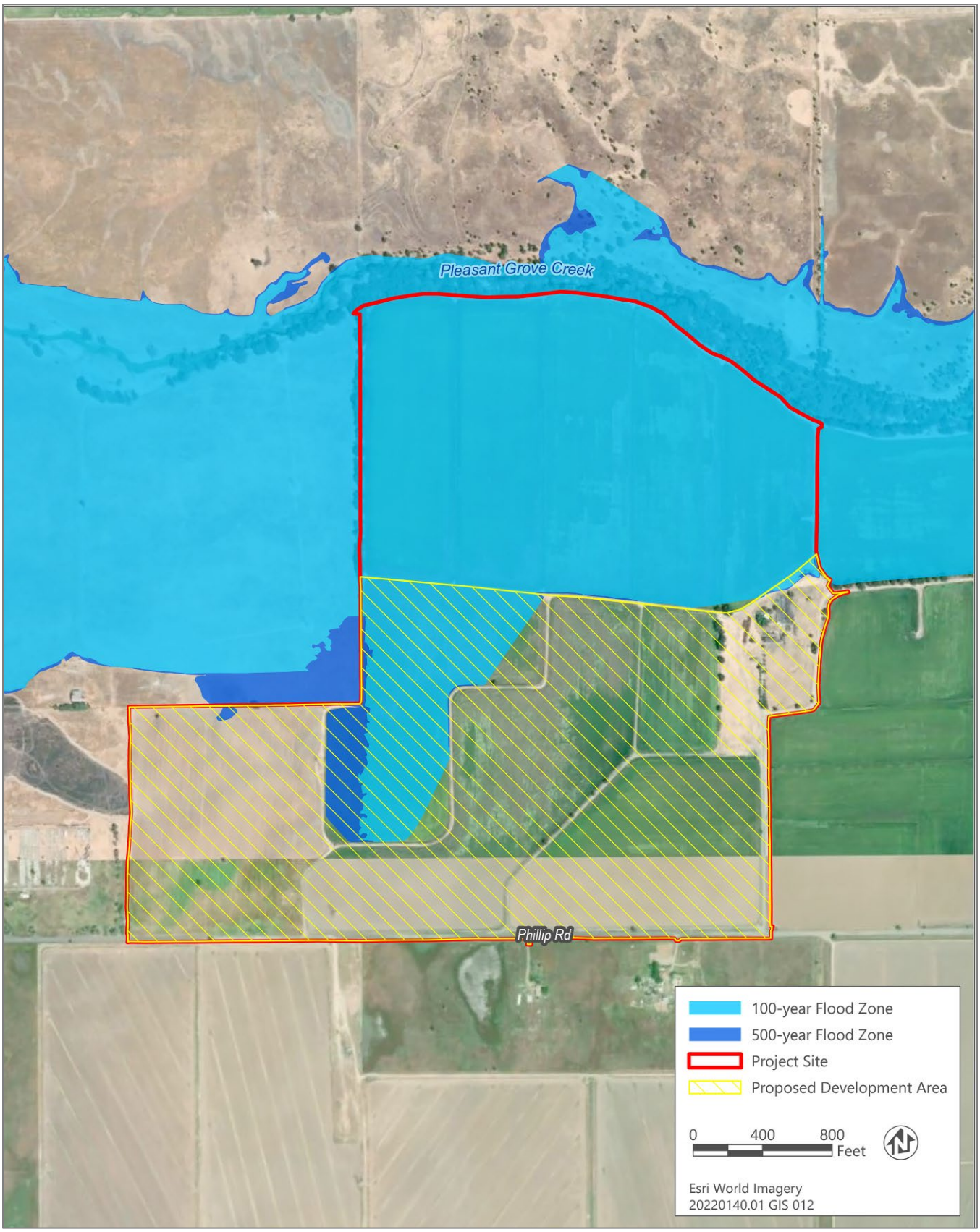
Placer County and the cities of Roseville, Rocklin, Lincoln, and Auburn participated in the *Auburn Ravine, Coon, and Pleasant Grove Creeks Flood Mitigation* (PCFCWCD 1993) to address concerns related to flooding related to regional development. The study found that the unmitigated peak flow increases 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.

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 to the east 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 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, and is estimated to be completed in 2028.

Groundwater Hydrology

The City of Roseville is located within the approximately 350,000-acre North American 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).



Source: Data downloaded from the City of Roseville in 2020 and FEMA in 2025; adapted by Ascent in 2025.

Figure 3.11-1 Flood Zones

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 5.5 million af (DWR 2021).

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 groundwater table is dropping and becoming deeper over time due to groundwater withdrawal for agricultural use (DWR 2021). More than 77 percent of monitoring wells in the Sacramento River Basin experienced a declining trend for groundwater levels from 1998 to 2018. Most monitoring wells in the region (61 percent) showed a decreasing trend of up to 2.5 feet per year (DWR 2021).

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 three-fourths of the valley on the east side of the Sacramento River and these hardpans severely restrict downward movement of water (DWR 2021).

The Pleistocene-age (10,000 to 2 million years ago) Modesto and Riverbank formations are the most widely exposed geologic units in the Subbasin and are underneath the project site (DWR 2021: 4-6). The combined thickness of these two formations can be up to 75 feet. These two formations are moderately permeable but include highly permeable coarse zones (DWR 2021).

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 (DWR 2021).

Three existing irrigation wells are located on the project site and have been used for the current rice farming and associated agricultural and residential operations. An additional on-site well is a designated domestic use well (HDR 2024). The agricultural wells do not have data on the depth of the wells or their water levels, however, the groundwater irrigation capacity is approximately 1,500, 1,100, and 900 gallons per minute, respectively. In 2023, the North American subbasin was coming out of a drought and the groundwater table was increasing in elevation. The domestic well on-site had a water depth of approximately 210 feet in 1991 when the last measurement was taken (HDR 2024). Over a thirty-year period between 1962 and 1991, the domestic well had an average depth of 101 feet (HDR 2024).

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 planned to be located within a 1,700-acre parcel to the east of the project site and would mitigate increased runoff from 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 (DWR 2021).

3.11.3 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 *Roseville Utilities Operation Facility Water Utility Strategy and Evaluation Report* (HDR 2024). This report was prepared to inform project design. 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
- 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 3.11-1: Violate Water Quality Standards or Waste Discharge Requirements, Otherwise Degrade Water Quality, or Interfere with Implementation of a Water Quality Control Plan

Phase 1

Phase 1 construction activities such as grading, excavation, trenching, and soil pile storage could result in erosion and sedimentation, and discharge of other nonpoint source pollutants. In addition, project operation 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 City or its contractor 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**.

Construction

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.

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. Stockpiling and grading conducted as part of the project would also be required to comply with Section 16.20.040 of the Roseville Municipal Code.

Operation

Phase 1 includes development of new municipal uses on land that is currently undeveloped. This development would result in approximately 116 acres of new impervious surfaces. Phase 1 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 Phillip Road 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 Phase 1 would be minimized.

Phase 1 would include implementation of design measures, including stormwater detention basins shown in Figure 2-4 in Chapter 2, "Project Description," to minimize impacts to Pleasant Grove Creek by limiting runoff from the site and managing it in a manner that is consistent with applicable regulations and historic discharge levels. Additionally, Phase 1 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.

Phase 2

Similar to Phase 1, Phase 2 construction activities such as grading, excavation, trenching, and soil pile storage could result in erosion and sedimentation, and discharge of other nonpoint source pollutants. In addition, project operation 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 City and/or its contractor 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** for Phase 2.

Construction

Phase 2 of the project would include an additional 122,000 square feet of building area for the RRTO Facility and the construction of 37,000 square feet of building area for the Potential Future Organics Processing Facility (including the development of 34 acres of land). Similar to Phase 1, construction of Phase 2 would involve grading, excavation, trenching, and soil pile storage, which could result in erosion and sedimentation, and discharge of other nonpoint source pollutants. These activities would be in compliance with existing local, state, and federal regulations cited above.

Operation

Operation of Phase 2 would include a Potential Future Organics Processing Facility, which may involve a composting facility and/or biomass facility. The potential future compost facility would involve the composting of green waste, wood, and food waste. Composting, the processing of food waste, the use of dry fermentation anaerobic digestion processes, the use of wet in-vessel digestion process, and the operation of biogas facilities may all occur at the Potential Future Organics Processing Facility. These operations may create leachate, which (if left untreated) could infiltrate into groundwater or surface water run-off. Phase 2 also has the potential to generate polluted runoff associated with storage of chemicals and vehicle/equipment leaks. However, consistent with applicable WDRs (including WQ 2020-0012-DWQ), leachate would be collected and stored in lined basin(s) for collection, treatment, evaporation, and/or and disposal. The project would be designed to minimize impacts to water quality, including providing landscape setbacks that would serve as a buffer along Phillip Road and Pleasant Grove Creek and on-site retention of runoff sitewide (consistent with NPDES requirements). Should the project connect to the Pleasant Grove Stormwater Retention Basin planned to the east of the project site, leachate associated with the potential organics processing facility would be managed separately

from the remainder of the developed area of the site (consistent with the requirements of WQ 2020-0012-DWQ). Additionally, post-construction, the operational handling and storage of materials that may generate polluted run-off would continue to comply with existing local, state, and federal regulations, as described for Phase 1. Because the design, use, and storage of pollutant-generating materials would be in compliance with laws and regulations intended to reduce potential impacts to water quality, this impact would be **less than significant**.

Mitigation Measures

No mitigation is required.

Impact 3.11-2: Substantially Decrease Groundwater Supplies, Interfere with Groundwater Recharge, or Interfere with Implementation of a Sustainable Groundwater Management Plan

Phase 1

Phase 1 would not directly use groundwater as a water supply source and no new wells are proposed. However, the project would receive its water supply from the City of Roseville, which relies on surface water and groundwater supplies. The project site is undeveloped land and implementation of Phase 1 would add approximately 116 acres of impervious surface to the site; however, this would account for less than 0.1 percent of the surface area of the North American Subbasin. Therefore, Phase 1 would not substantially decrease groundwater levels nor interfere with groundwater recharge. This impact would be **less than significant**.

A Water Utility Strategy and Evaluation Report, prepared for the project in 2024, analyzed four alternatives to providing water to the project site (HDR 2024). Although existing groundwater wells are located on-site, the report found that Alternative B, which does not utilize the groundwater wells, and instead relies on municipal potable water pipeline to provide water for potable, irrigation, non-potable, and fire uses would be the most cost-effective solution (HDR 2024).

Therefore, the project would receive its water supply from the City of Roseville via a 3.19-mile municipal water pipeline extended from surrounding development. The project would connect to this existing infrastructure via a new 16-inch water line. Phase 1 of the project is anticipated to require 21,000 gallons per day (gpd) of potable water and 24,000 gpd of non-potable and irrigation water, resulting in a total water demand for Phase 1 of 45,000 gpd. The proposed project would not directly use groundwater as a water supply source and no new wells are proposed.

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 3.15, "Public Utilities," 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 Phase 1 is not expected to substantially deplete groundwater supplies or interfere with sustainable management of the groundwater basin.

The project site is undeveloped, and implementation of Phase 1 would add approximately 116 acres of impervious surface to the site, as well as additional acreage for Phillip Road improvements. However, the 93 acres of the project site bordering Pleasant Grove Creek would continue to allow for infiltration. The addition of 116 acres of impervious surfaces would account for less than 0.1 percent of the surface area of the North American 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.

Phase 2

As described for Phase 1, Phase 2 would not directly use groundwater as a water supply source and no new wells are proposed. However, like Phase 1, Phase 2 would receive water supplies from the City of Roseville, which relies on surface water and groundwater supplies. Phase 2 would add approximately 34 acres of impervious surface to the site, which as stated above, is less than 0.1 percent of the surface area of the North American Subbasin. Therefore, Phase 2 would not substantially decrease groundwater levels nor interfere with groundwater recharge. This impact would be **less than significant**.

As stated above for Phase 1, no groundwater from the existing wells on-site would be used for the project (HDR 2024). By 2040 to provide for both Phases 1 and 2, it is anticipated that that project would require 50,000 gpd of potable water and 56,000 gpd of non-potable and irrigation water, resulting in a total water demand for the project (Phases 1 and 2) of 106,000 gpd (HDR 2024). Additionally, the non-potable fire water storage water demand would be 960,000 gallons based on the California Fire Code, with City of Roseville amendments, to meet the potential maximum fire flow demand for the project.

The City of Roseville Environmental Utilities would supply water to the site. As explained above, the City relies on surface and groundwater supplies. Implementation of Phase 2 is not expected to substantially deplete groundwater supplies or interfere with sustainable management of the groundwater basin.

Phase 2 would add approximately 34 acres of impervious surface to the currently undeveloped project site as well as additional acreage for Phillip Road improvements. The 93 acres along Pleasant Grove Creek would remain undisturbed and an additional 34 acres is less than 0.1 percent of land within the North American 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 3.11-3: 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

Phase 1

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. As a result, proposed development of the site could increase the potential for flooding. However, the project would be required to comply with City Improvement Standards, the City's Stormwater Quality Design Manual, and PCFCWCD's Stormwater Management Manual that requires 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 and to remove a portion of the project site out of the flood zone before that area can be developed. Additionally, on-site stormwater runoff would be managed through a series of stormwater retention basins on-site and by participation in the Pleasant Grove Stormwater Retention Basin Project to the east (depending on the implementation schedule for that project), which would be required to comply with West Placer Stormwater Quality Manual. With implementation of these measures, this impact would be **less than significant**.

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.

Phase 1 would add 116 acres of impervious surfaces to the project site, which would increase runoff and could increase the potential for flooding. In addition, the area south of Pleasant Grove Creek within the project site is designated as 100-year floodplain for Pleasant Grove Creek and the northwest corner of the south parcel is designated as 500-year floodplain for Pleasant Grove Creek (Figure 3.11-1). To develop this portion of the project site, a portion of the historically flooded area would need to be removed from the FEMA flood zone and Roseville's Regulatory Floodplain. Following City approval, grading plans and construction documents would be prepared, and the City would review and consider for approval the improvements. After the improvements have been constructed, FEMA would remove the northern portion of the proposed development area from the FEMA flood zone to reflect the added fill and raising that portion of the site.

HDR prepared a technical memorandum evaluating how the proposed fill and grading would affect flood conditions along Pleasant Grove Creek (HDR 2025). According to FEMA's Flood Insurance Study for Placer County, the area proposed for fill lies within the *floodway fringe*—the outer edge of the floodplain where limited development is allowed. FEMA's regulations permit development in this fringe area as long as it does not cause more than a one-foot increase in the height of the 100-year flood (also known as the base flood). However, the City requires a 'no rise' analysis for all flood plain improvements. The 'no rise' analysis will be performed as a part of the project design phase. Based on the shallow depth and backwater character of the proposed fill area, the analysis is expected to conclude that project implementation would have no effect on the height of a 100-year flood.

While the project would alter existing drainage patterns by adding fill, it would not be expected to result in substantial flooding on or off the site. Stormwater would be managed on-site by a series of stormwater detention basins, which are shown in Figure 2-4 in Chapter 2, "Project Description." Each on-site stormwater detention basin would be designed to accommodate on-site runoff generated at the site and manage it in a manner that is consistent with applicable regulations and historic discharge levels. The design would comply with the West Placer Stormwater Quality Manual.

Drainage facilities would be required to be designed and constructed in conformance with the City Improvement Standards, PCFCWCD's Stormwater Management Manual, and other permit criteria applicable at the time of development. These requirements include ensuring project operations are protected from flooding up to the 100-year storm event. Consistent with NPDES requirements and City standard, the drainage system's design (as shown in Figure 2-4 in Chapter 2, "Project Description") would be required to include sufficient capacity to accommodate stormwater flows generated from the site's developed uses.

The project includes the construction of eight on-site stormwater basins covering approximately six acres that would capture and retain peak stormwater flows during large storm events. Nearly all stormwater runoff from the developed portion of the site would be routed into these basins. The stormwater would be gradually discharged following storm events, thus ensuring the site's current peak stormwater discharge levels would not be exceeded following development. Additionally, the basins would be designed with sufficient capacity to retain a portion of the storm water for fire suppression uses (as shown in Figure 2-4 in Chapter 2, "Project Description").

As stated above, depending on timing of construction, the project could also utilize the planned, regional stormwater retention facility (the Pleasant Grove Stormwater Retention Basin Project) in place of on-site stormwater basins to achieve its stormwater capture requirements. The regional retention facility would be located within the Pleasant Grove watershed at the City's Reason Farms site located immediately east of the project site. This regional stormwater retention facility is being designed to capture increased volumetric runoff from local developments within the watershed. 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) for the retention project was filed in October 2024, and a 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).

Given these factors, although implementation of Phase 1 would alter the drainage pattern of the project site, it would not result in substantial flooding, additional sources of polluted runoff, or the exceedance of stormwater drainage system capacities. All proposed stormwater basins and utility hookups would occur within the disturbance area of the project site and the basins would capture peak stormwater runoff and urban pollutants. If the project participates in the Pleasant Grove Stormwater Retention Basin Project, it similarly would not result in substantial flooding, additional sources of polluted runoff, or the exceedance of stormwater drainage system capacities. Therefore, this impact would be **less than significant**.

Mitigation Measures

No mitigation is required.

Phase 2

Phase 2 would develop an additional 34 acres of the project site, which could increase runoff and could increase the potential for flooding. However, the retention basins proposed would be able to retain the potential runoff from construction of Phase 2. Phase 2 construction and operation would also be required to comply with City Improvement Standards, 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. As described for Phase 1, the project would be required to obtain a Letter of Map Revision from FEMA and to remove a portion of the project site out of the flood zone before that area can be developed. Additionally, the runoff would be managed by on-site stormwater retention basins and through participation in the Pleasant Grove Stormwater Retention Basin Project to the east, depending on the implementation schedule for that project, which would be required to comply with West Placer Stormwater Quality Manual. With implementation of these measures, this impact would be **less than significant** for Phase 2.

As discussed for Phase 1, Phase 2 of the project would include an additional 34 acres to be developed on the 243-acre project site and an additional 122,000 square foot building at the RRTO Facility, which would increase runoff and could increase the potential for flooding. The above-mentioned stormwater detention basins and flood zone area removal described for Phase 1 are designed to accommodate the additional building area that would be developed as part of Phase 2 and would remain in compliance with the City Improvement Standards, PCFCWCD's Stormwater Management Manual, grading permit criteria, and would provide flood protection up to the 100-year storm event. As described for Phase 1, the project would be required to obtain a LOMR from FEMA and to remove a portion of the project site out of the flood zone before that area can be developed.

Runoff from the potential future compost facility would be managed by on-site stormwater retention basins, as shown in Figure 2-4 in Chapter 2, "Project Description." Contact water from the compost facility would be retained, managed in accordance with regulatory requirements (e.g., WDR Order WQ-2020-0012-DWQ pertaining to composting), and reused in the composting process to the maximum extent possible. These basins for the Potential Future Organics Processing Facility would be completed during Phase 2, while the stormwater basins for the RRTO facility would likely be completed during Phase 1. As stated above, depending on timing of construction, the remainder of the project site could also utilize the planned, regional stormwater retention facility, the Pleasant Grove Stormwater Retention Basin Project, which would be located within the Pleasant Grove watershed, at the City's Reason Farms site located immediately east of the project site and has been designed to accommodate the City's stormwater needs, including stormwater from the project site.

For the same reasons described for Phase 1, implementation of Phase 2 would not substantially alter the drainage pattern of the project site such that substantial flooding, additional sources of polluted runoff, or exceedance of stormwater drainage system capacities would occur. This impact would be **less than significant**.

Mitigation Measures

No mitigation is required.

3.12 NOISE

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 impacts associated with the proposed Roseville Environmental Utilities (EU) Operations Center (project). Mitigation measures are recommended as necessary to reduce significant noise impacts. Additional data are provided in Appendix D.

Several comment letters regarding noise were received in response to the notice of preparation (see Appendix A). Placer County requested that the City consider potential noise impacts to County properties to demonstrate that development potential and future uses on adjacent and nearby unincorporated parcels are not compromised. Specifically, the County requested that the EIR evaluate potential noise impacts to existing and potential surrounding sensitive receptors and that noise impacts be evaluated in accordance with Placer County's noise ordinance given the proximity to unincorporated County property. In addition, the California Department of Fish and Wildlife requested that the EIR evaluate potential indirect effects, including noise, related to project activities occurring near natural areas and consider avoidance and minimization measures to avoid impacts to nesting birds and their nests from project-related noise. Finally, the Placer Conservation Authority requested that the EIR address potential indirect effects, such as noise on nesting birds and foraging habitat that could be associated with converting the project site from semi-natural habitat into urban developed land uses. These issues are addressed in this section, Section 3.5, "Biological Resources," and Chapter 4, "Cumulative Impacts."

3.12.1 Regulatory Setting

COMMON NOISE DESCRIPTORS

Before discussing the regulatory and environmental setting, relevant fundamental definitions of commonly used noise terms are provided in this section for context. Various noise descriptors have been developed to describe time-varying noise levels. The following are the noise descriptors used throughout this section.

A-Weighted Decibels (dBA): Noise levels are commonly reported in decibels using the A-weighting decibel scale (dBA). 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. Refer below to Acoustic Fundamentals for further clarification.

Equivalent Continuous Sound Level (L_{eq}): L_{eq} represents an average sound energy occurring over a specified period. 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 2013: 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 over 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 2013: 2-47; FTA 2018).

Maximum Sound Level (L_{max}): L_{max} is the highest instantaneous sound level measured during a specified period (Caltrans 2013: 2-48; FTA 2018).

Day-Night Level (L_{dn}): L_{dn} is the energy average of A-weighted sound levels occurring over 24 hours, with a 10-decibel (dB) "penalty" applied to sound levels occurring during nighttime hours between 10:00 p.m. and 7:00 a.m. (Caltrans 2013: 2-48; FTA 2018).

Community Noise Equivalent Level (CNEL): CNEL is the energy average of the A-weighted sound levels occurring over 24 hours, with a 10-dB penalty applied to sound levels occurring during the nighttime hours between 10:00 p.m. and 7:00 a.m. and a 5-dB penalty applied to the sound levels occurring during evening hours between 7:00 p.m. and 10:00 p.m. (Caltrans 2013: 2-48).

Vibration Decibels (VdB): VdB is the vibration velocity level on the 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).

Percentile-Exceeded Sound Level (L_X): L_X represents the sound level exceeded for a given percentage of a specified period (e.g., L_{10} is the sound level exceeded 10 percent of the time, and L_{90} is the sound level exceeded 90 percent of the time) (Caltrans 2013: 2-16).

FEDERAL

Federal Transit Administration

FTA has established guidelines for maximum-acceptable vibration criteria for various land use types to address the human response to ground vibration. These guidelines are presented in Table 3.12-1. FTA has also established construction vibration damage criteria, as shown in Table 3.12-2.

Table 3.12-1 Ground-Borne Vibration Impact Criteria for General Assessment

Land Use Category	Frequent Events[1] GVB Impact Levels (VdB, 1 micro-inch/second)	Occasional Events[2] GVB Impact Levels (VdB, 1 micro-inch/second)	Infrequent Events[3] GVB Impact Levels (VdB, 1 micro-inch/second)
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 3.12-2 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, 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.

LOCAL

City of Roseville 2035 General Plan

The Noise Element in the City of Roseville 2035 General Plan contains 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 (Table 3.12-3 below). 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 consistently 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 (Table 3.12-3 below) 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 (Table 3.12-3) or Policy N1.2 of the General Plan 2035, 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 (Table 3.12-3 below).
  - Where existing exterior noise is less than 60 dBA, a ≥ 5 dB 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 dBA, a ≥ 1.5 dB 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 3.12-3 Exterior Noise Compatibility Standards for Uses Affected by Transportation Noise

Land Use Category	Normally Acceptable Community Noise Exposure (L_{dn} or CNEL, dBA)	Conditionally Acceptable Community Noise Exposure (L_{dn} or CNEL, dBA)	Normally Unacceptable Community Noise Exposure (L_{dn} or CNEL, dBA)	Clearly Unacceptable Community Noise Exposure (L_{dn} or CNEL, dBA)
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

Land Use Category	Normally Acceptable Community Noise Exposure (L_{dn} or CNEL, dBA)	Conditionally Acceptable Community Noise Exposure (L_{dn} or CNEL, dBA)	Normally Unacceptable Community Noise Exposure (L_{dn} or CNEL, dBA)	Clearly Unacceptable Community Noise Exposure (L_{dn} or CNEL, dBA)
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:

- Section 9.24.030 provides exemptions for certain activities, including but not limited to: sound sources typically associated with residential uses (e.g., children at play, air conditioning and similar equipment, but not including barking dogs); property maintenance activities between the hours of 8:00 a.m. and 9:00 p.m.; and private construction between the hours of 7:00 a.m. and 7:00 p.m. Monday-Friday, and between 8:00 a.m. and 8:00 p.m. on Saturdays and Sundays, provided that all construction equipment is fitted with factory installed muffling devices and maintained in good working order (City of Roseville 2025).
- Section 9.24.100 establishes specific sound level standards by which exposure of sensitive receptors to noise is regulated for area-wide sources, including fixed sources, non-transportation sources, and amplified music when measured at the property line of any affected sensitive receptor. [Noise standards are recreated in Table 3.12-4.]

Table 3.12-4 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 decibel; L_{eq} = Equivalent continuous sound level.

A Each of the sound level standards specified in Table 3.12-4 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 3.12-4.

Source: City of Roseville 2025.

3.12.2 Environmental Setting

ACOUSTIC FUNDAMENTALS

Before discussing the project's noise setting, background information about sound, noise, and vibration is provided for context.

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, annoying, 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 decibels.

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 3.12-5 describes typical A-weighted noise levels for various noise sources.

Table 3.12-5 Typical A-Weighted Noise Levels

Common Outdoor Activities	Noise Level (dBA)	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

Common Outdoor Activities	Noise Level (dBA)	Common Indoor Activities
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: dBA = A-weighted decibel.

Source: Caltrans 2013: 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 2013: 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 2013). 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 peak particle velocity (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 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 3.12-6 summarizes the general human response to different ground vibration-velocity levels.

Table 3.12-6 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

Wind can carry noise, meaning that two receptors equidistant from a noise source can experience different levels of noise, depending on whether they are upwind or downwind (i.e., receivers downwind can be exposed to higher noise levels while receivers upwind may experience lower noise levels). 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 2013: 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 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. Several structures are located on the site, which are remnants from a former pheasant club, agricultural support structures, and a former residence. These structures may be demolished prior to project development or some of them may be repurposed. The closest existing residences to the project site are directly south across Phillip Road, approximately 650 feet to the south as measured from the center of the project site to the nearest existing property line. Figure 3.12-1 shows the layout of these receptors relative to the project site.

Existing Noise Sources and Ambient Levels

To characterize the existing ambient noise environment at the project site, a noise survey consisting of four short-term noise measurements was conducted May 12 and May 13, 2025, and two long-term measurements were conducted from May 12 to May 13, 2025. The locations of the noise monitoring sites are shown in Figure 3.12-1.

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 3.12-7 and 3.12-8. Detailed summaries of the measured noise level data are in Appendix D.

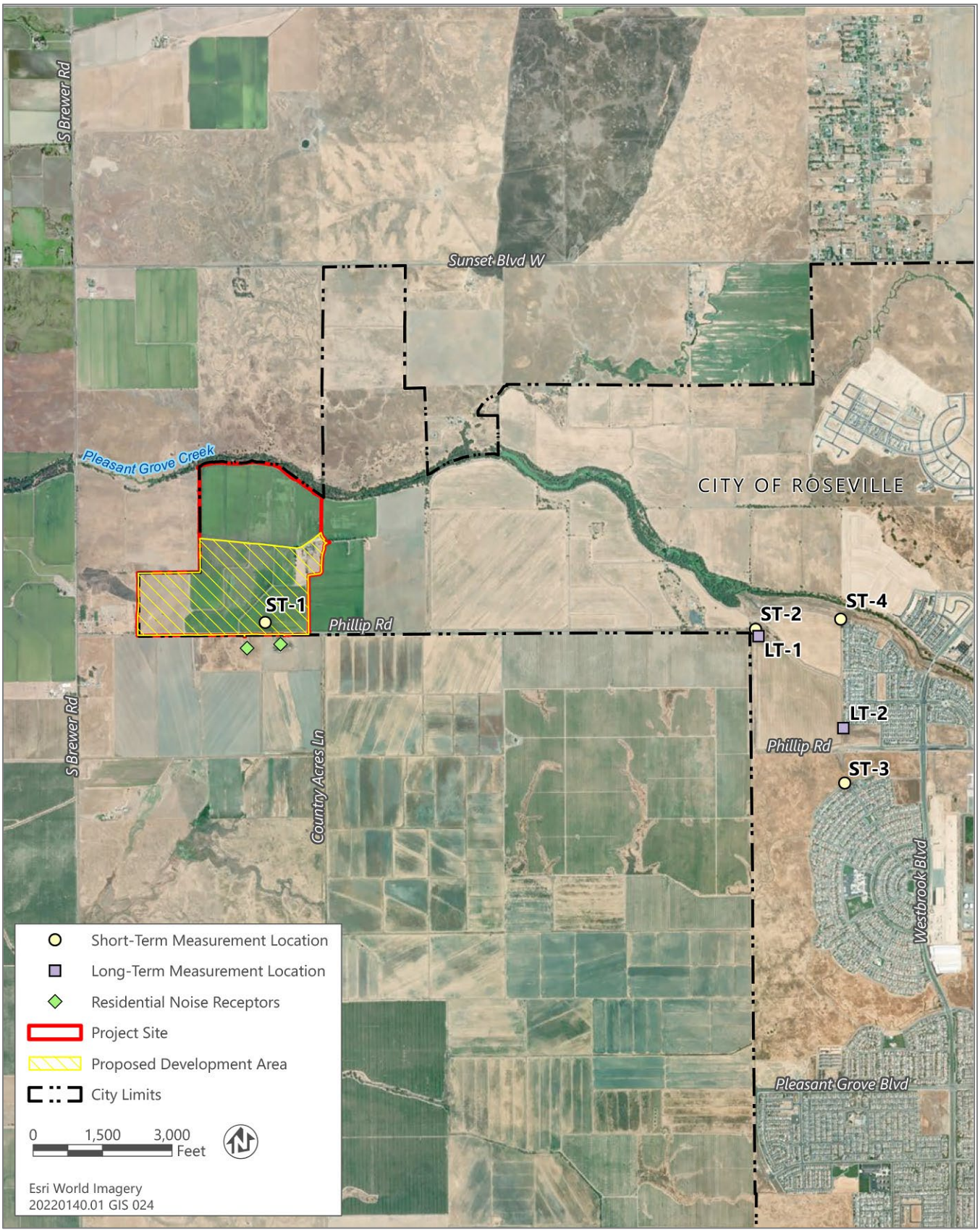
Table 3.12-7 Summary of Existing Ambient Short-Term Noise Measurements

Location[1]	Short-Term Measurements Date and Time	Duration	L_{eq} Noise Level Descriptors (dBA)	L_{max} Noise Level Descriptors (dBA)	L_{50} Noise Level Descriptors (dBA)	L_{90} Noise Level Descriptors (dBA)
ST-1	May 13, 2025 - 12:38 p.m.	15 Minutes	48.7	61.1	46.4	44.8
ST-2	May 13, 2025 - 12:18 p.m.	15 Minutes	48.7	66.0	42.4	37.6
ST-3	May 13, 2025 - 1:52 p.m.	15 Minutes	40.6	58.5	35.6	32.9
ST-4	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 3.12-1 for ambient noise level measurement locations.

Source: Data collected by Ascent in 2025.



Source: Adapted by Ascent in 2025.

Figure 3.12-1 Noise Measurement Locations

Table 3.12-8 Summary of Existing Ambient Long-Term Noise Measurements

Location[1]	Long-Term Measurements Date	Time of Day	L_{dn} Noise Level Descriptors (dBA)	L_{eq} Noise Level Descriptors (dBA)	L_{max} Noise Level Descriptors (dBA)	L_{50} Noise Level Descriptors (dBA)	L_{90} Noise Level Descriptors (dBA)
LT-1	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
LT-2	May 12 to May 13, 2025	Day Average	59.2	59.9	81.8	51.8	36.0
		Night Average		47.7	66.5	42.7	34.6

Notes: LT = Long-term; L_{dn} = day-night level; 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 3.12-1 for ambient noise level measurement locations.

Source: Data collected by Ascent in 2025.

3.12.3 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 Federal Highway Administration's (FHWA) *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.

Construction noise can be characterized based on the type of activity and associated equipment needed. In this analysis, construction noise was modeled based on the likely combination of construction equipment required for each phase of construction and their simultaneous operation. For a conservative analysis, this analysis modeled the simultaneous operation of two pieces of construction equipment anticipated to be used during each phase of construction. The on-site construction noise analysis is based on the concept that construction equipment moves about a construction site, with some pieces operating closer to the property edge (and subsequently nearer to sensitive receptors) while others are operating on another portion of the site (further from the same receiver). Propagating noise levels from the center of the construction site is appropriate in the field of acoustics, especially when evaluating construction noise, to account for the random pattern of noise-generating equipment moving about the site that generates different noise levels throughout the day. Construction activities have the potential to expose nearby buildings to levels of ground vibration that could result in structural damage and/or negative human response. These types of activities were assessed based on the types of construction equipment that would be used, the levels of ground vibration typically generated by these types of equipment, and the proximity of construction activity to nearby buildings. Referenced ground vibration levels for typical construction equipment are provided by the FTA Transit Noise and Vibration Impact Manual (FTA 2018). Construction vibration levels and contour distances were calculated based on reference vibration levels for construction equipment that would be used for commercial development.

In accordance with FTA guidance, noise levels at sensitive receptors are calculated based on the distance from the center of the nearest on-site construction activities (i.e., the acoustical center) and using the calculated hourly average noise level (i.e., L_{eq}) associated with multiple pieces of equipment operating at the same time. Similarly, vibration levels are determined using the distance from the center of the nearest anticipated operation of vibration-generating equipment (i.e. vibratory rollers).

Most project construction would occur between 7:00 a.m. and 7:00 p.m. Monday through Friday and between 8:00 a.m. and 8:00 p.m. on weekends in accordance with the City's Municipal Code. However, nighttime concrete pours may be required. Thus, an assessment of nighttime construction noise and associated impacts is included in this analysis.

Operational Noise and Vibration

With respect to non-transportation noise sources (e.g., stationary), 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, loading 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 FHWA's Traffic Noise Model Version 2.5 (FHWA 2004) and project-specific traffic data (Appendix E). 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 any natural or human-made shielding (e.g., the presence of walls or buildings) or 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, City of Roseville Municipal Code, and Caltrans and FTA guidance documents. The project would have a significant impact related to noise or vibration if it would:

Short-Term Construction Noise

Generate a substantial temporary increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan, noise ordinance, or applicable standards of other agencies.

Based on the City of Roseville General Plan Policy N1.5 and Municipal Code Section 9.24.030 and 9.24.100, the project would result in a significant noise impact if the following standards are exceeded:

- generate substantial construction noise occurring outside of the City's daytime noise exemptions 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 that exceeds 50 dBA L_{eq} and 70 dBA L_{max} for daytime (7:00 a.m. to 10:00 p.m.) and 45 dBA L_{eq} and 65 dBA L_{max} for nighttime (10:00 p.m. to 7:00 a.m.) at the property line of sensitive uses;
- generate temporary construction increases in ambient noise in the vicinity of the project that may result in adverse health effects (e.g., sleep deprivation)

Operational Transportation Noise

Generate a substantial permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan, noise ordinance, or applicable standards of other agencies.

Based on the City of Roseville General Plan Policy N1.5, the project would result in a significant permanent increase in ambient noise in the vicinity of the project if the following standards are exceeded:

- Where existing exterior noise is less than 60 dBA, a ≥ 5 dB 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 dBA, a ≥ 1.5 dB increase in noise is significant.

Operational Stationary Noise

Generate a substantial permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies.

Based on the City of Roseville Municipal Code Section 9.24.100 and General Plan Policy N1.5, the project would result in a significant noise impact if the following standards are exceeded:

- generate non-transportation noise that exceeds 50 dBA L_{eq} and 70 dBA L_{max} for daytime (7:00 a.m. to 10:00 p.m.) and 45 dBA L_{eq} and 65 dBA L_{max} for nighttime (10:00 p.m. to 7:00 a.m.) at the property line of sensitive uses;
- generate non-transportation increases in ambient noise in the vicinity of the project that exceeds the following standards:
  - Where existing exterior noise is less than 60 dBA, a ≥ 5 dB 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 dBA, a ≥ 1.5 dB increase in noise is significant.

Short-Term Construction and Long-Term Operational Vibration

Generate excessive groundborne vibration or groundborne noise 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) or FTA's maximum-acceptable-vibration standard with respect to human response (80 VdB for residential uses) at nearby existing vibration-sensitive land uses.

Airport Land Use Compatibility

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, expose people residing or working in the project area to excessive noise levels.

ISSUES NOT DISCUSSED FURTHER

No special vibration-intensive construction techniques, such as blasting or pile driving, would be anticipated to be required. The nearest vibration-sensitive receptor would be located approximately 150 feet as measured from where the closest vibration-generating construction activities (i.e., paving) could occur. At this distance, the use of typical construction equipment and activities would not result in potential vibration impacts. In addition, project operation would not result in new major sources of vibration such as transit, rail, or highways, and would not locate any new sensitive receptors near existing major sources of vibration. Therefore, the project would not result in excessive vibration or vibration levels such that any receptors would be adversely affected, and vibration-related impacts are not discussed further.

The project is not located within an airport land use plan, or within 2 miles of a public airport or public use airport. In addition, the project is not located within 2 miles of a private airstrip; Lincoln Regional Airport is the closest public airport and is located approximately 8 miles northeast of the project site. Van Dyke Strip is the closest private airport and is located approximately 3 miles northwest 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 3.12-1: Construction-Generated Noise

Phase 1

The nearest noise-sensitive receptor is approximately 650 feet south of the project site from the acoustical center of typical construction activities. Daytime construction noise would comply with the City's maximum allowable limits and would be exempt under the City's Municipal Code. Daytime construction is exempt and not expected to result in sleep disturbance. However, nighttime construction, though infrequent and not occurring on consecutive nights, could result in sleep disturbances and temporary increases in ambient noise levels. Therefore, construction activities occurring during nighttime hours would result in a **potentially significant** noise impact.

Phase 1 would include construction of the RRTO Facility, Corporation Yard, and Vendor Lease Area.

Construction would be expected to be consistent with the City of Roseville Municipal Code, which identifies daytime hours from 7:00 a.m. to 7:00 p.m. during weekdays and 8:00 a.m. to 8:00 p.m. during weekends. However, nighttime construction would likely be required for large concrete pours, on an as-needed basis, starting at night (e.g., 11:00 p.m.) and continuing through the following day. Short-term construction noise levels would fluctuate depending on the type, number, and duration of usage for the varying 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, and the relative locations of noise attenuating features such as topography, existing structures, and existing ambient noise levels. No special construction techniques, such as blasting or pile driving, would be anticipated to be required.

Construction equipment may include, but would not be limited to, dump trucks, loaders, air compressors, concrete mixers, concrete saws, cranes, dozers, graders, pavers, rollers, and pickup trucks. Noise levels for individual equipment can range from 55 to 89 dBA L_{max} at 50 feet, as indicated in Table 3.12-9.

Table 3.12-9 Typical Construction Equipment Noise Levels

Equipment Type	Typical Noise Level (dBA) @ 50 feet
Dump Truck	76
Loader	80
Air Compressor	80
Concrete Mixer	85
Concrete Saw	82
Crane	85
Backhoe	80
Dozer	85
Grader	85
Paver	89
Roller	85
Pickup Trucks	55

Notes: dBA = A-weighted decibel.

Source: FHWA 2018.

Noise-generating construction activities that occur 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 traffic volumes and commercial activities decrease, and typical sleep hours occur during these times. Thus, construction activities performed during these more noise-sensitive periods of the day can result in increased annoyance and potential sleep disruption for occupants of residential uses. Increased levels of annoyance may result in health impacts to sensitive receptors.

Construction generally occurs in several discrete stages, each phase requiring a specific complement of equipment with varying equipment type, quantity, and intensity. These variations in the operational characteristics of the equipment change the effect they have on the noise environment of the project site and in the surrounding area for the duration of the construction period.

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 is maintained in good working order (Ord. 3638 Section 1, 2001).

Specific timing of each construction phase and activity was not available at the time of this analysis and, therefore, the construction-noise evaluation conservatively assumed that two of the highest noise-generating pieces (e.g., grader and paver) of equipment could operate simultaneously near each other. Applying the reference noise levels as shown in Table 3.12-7 and combining noise from these pieces of equipment, construction noise levels would result in 82.2 dBA L_{eq} and 87.1 dBA L_{max} at 50 feet during expected daytime construction activities. Applying standard attenuation rates and equipment usage factors, the proposed construction activities would generate noise levels of 52.9 dBA L_{eq} and 58.4 dBA L_{max} during daytime construction activities at the property line of the nearest sensitive receptor (i.e., residence located 650 feet to the south). In addition, noise at further distances would continue to decrease. However, daytime construction activities would be exempt from the City of Roseville's noise standards (i.e., 50 dBA L_{eq} and 70 dBA L_{max}). For modeling details, refer to Appendix D.

In addition to typical daytime construction activities, it is possible that some limited nighttime work could be required, such as concrete pours. For this construction activity, a separate noise model was conducted, assuming the two loudest pieces of equipment associated with concrete pouring (i.e., concrete mixers and concrete pumps). Based on this model, the proposed nighttime construction activities would generate noise levels of 54.0 dBA L_{eq} and 58.4 dBA L_{max} at 50 feet. Applying standard attenuation rates and equipment usage factors, nighttime noise levels would attenuate to 48.8 dBA L_{eq} and 54.4 dBA L_{max} at the property line of the nearest sensitive receptor 650 feet south of the project site. Based on the modeling conducted, nighttime construction activities would exceed the City's nighttime standard of 45 dBA L_{eq} but not the 65 dBA L_{max} standard.

Construction activities that would occur during less-sensitive hours of the day (i.e., daytime hours), would avoid times where people typically sleep and are more prone to adverse effects from increased noise, and would be temporary and cease once construction is complete, the temporary perception of daytime construction noise would not result in a substantial increase in noise that could lead to adverse health effects at nearby receptors. Nighttime construction activities (i.e. concrete pouring) could potentially result in sleep disturbance and would exceed applicable City nighttime standards.

As described above, daytime construction activities would be exempt from the City's noise standards and would not be expected to result in adverse health impacts to nearby sensitive receptors, but nighttime construction activities would exceed noise limits established by the City (i.e., 45 dBA L_{eq}) and result in a temporary increase in existing noise levels that could adversely affect nearby receptors. Therefore, this impact would be **potentially significant**.

Mitigation Measures

Mitigation Measure 3.12-1: Construction Noise Reduction Methods

The City or its construction contractor shall implement the following measures to reduce potential noise impacts associated with nighttime construction activities:

- All residents and property owners within 1,000 feet of the project site shall be notified in writing of anticipated nighttime construction, including hours of operation and expected noise-generating activities, at least one week prior to the start of nighttime construction activities.
- Temporary noise barriers shall be installed where line-of-sight exists between noise-generating equipment and adjacent sensitive receptors for the duration of the proposed nighttime activities. These barriers shall be designed to achieve a minimum noise attenuation of 5 dBA or more.
- A construction manager shall be designated to ensure compliance with noise mitigation measures and to respond to noise complaints. A phone number or other instantaneous notification method shall be posted on site for use by the public in reporting any noise concerns.

Significance after Mitigation

With the installation of temporary noise barriers, noise levels associated with nighttime construction activities would be reduced by 5 dBA. As a result, the anticipated construction noise level of 48.8 dBA L_{eq} would be attenuated to approximately 43.8 dBA L_{eq} and 49.4 dBA L_{max}. Implementation of Mitigation Measure 3.12-1—including temporary barriers and other best management practices—would reduce nighttime construction noise to levels below the City's applicable nighttime noise standards of 45 dBA L_{eq} and 65 dBA L_{max}. Therefore, with implementation of Mitigation Measure 3.12-1, the impact of nighttime construction noise would be reduced to a **less-than-significant** level.

Phase 2

Phase 2 construction activities would occur at distances equal to or greater than those in Phase 1 and would be expected to generate equal or lower noise levels during project construction. However, nighttime construction could exceed City noise standards and result in a **potentially significant** impact due to the potential for sleep disturbance.

Implementation of Phase 2 of the project would include the expansion of the RRTO Facility and construction of a potential future organics processing facility. Construction activities would occur at a distance equal to or greater than what was identified for Phase 1 construction. As such, Phase 2 construction activities would generate noise levels equal to or less than noise levels identified during Phase 1. Nighttime construction activities associated with Phase 2 could exceed the City's nighttime noise standards and result in a temporary increase in existing noise levels that could result in sleep disturbance. Therefore, this impact would be **potentially significant**.

Mitigation Measures

Implement Mitigation Measure 3.12-1, described above.

Significance after Mitigation

Implementation of Mitigation Measure 3.12-1 would ensure that nighttime construction noise levels remain below the City's nighttime noise standards of 45 dBA L_{eq} and 65 dBA L_{max}. Therefore, with mitigation, this impact would be reduced to a **less-than-significant** level.

Impact 3.12-2: Exposure of Existing Sensitive Receptors to Excessive Traffic Noise Levels

Phase 1

Operation of Phase 1 would introduce additional vehicle trips (i.e., commuter trips, garbage trucks, and truck trips) that could increase daily traffic volumes and associated noise levels along several roadway segments, with the most notable increase of up to 0.4 dB occurring along Phillip Road. Because the City of Roseville considers a 1.5 dB increase in such noise environments where noise levels are greater than 65 dB to be significant, the project is not expected to result in a substantial permanent increase in noise at off-site sensitive receptors. Therefore, this impact would be **less than significant**.

Transportation Noise at Off-Site Receptors

Phase 1 is expected to be operational as early as October 2028. Vehicle trips associated with Phase 1 of the project would result in an increase in average daily traffic volumes and associated increases in traffic noise levels along affected roadway segments within the local roadway network. Implementation of the project would allow the City of Roseville to continue early morning garbage collection for residential neighborhoods as the city continues to grow. As such, the majority of project-generated vehicle trips would consist of employee-commuter trips, truck deliveries, and garbage collection. Garbage truck collection is a routine municipal service and is considered a standard component of the ambient noise environment in urban and suburban areas. Therefore, noise generated by garbage trucks would not substantially contribute to transportation noise levels at sensitive receptors.

Pursuant to Policy N1.5 of the City of Roseville General Plan, if existing noise levels exceed the noise compatibility standards in Table 3.12-3, 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 result in a significant increase in noise (i.e., +5 dB increase if ambient noise levels are below 60 dBA) then feasible methods of reducing noise to avoid a significant noise increase should be implemented. To analyze the impact of project-generated operational transportation noise sources under Phase 1, traffic noise levels under both baseline and baseline-plus-project conditions were modeled for affected roadway segments.

Long-term noise measurements were collected at location LT-1 adjacent to Phillip Road, at a similar distance as the noise sensitive receptors from Phillip Road. Therefore, this noise level data from long-term noise measurement location LT-1 represents the existing ambient noise environment of the closest receptors, located south of the project site. As shown in Table 3.12-8, existing ambient noise levels are estimated to be 52.7 dBA L_{dn}. Based on Phase 1 trip generation (e.g., 736

automobiles per day and 235 trucks per day), project-related trips would generate estimated noise levels of up 53.9 dBA L_{dn} at the closest noise sensitive receptor. Ambient noise levels are less than 60 dB along Phillip Road. Implementation of Phase 1 would cause an increase of 1.2 dB, whereas an increase of 5 dB or greater is the City's threshold for a substantial change in the noise environment. Therefore, transportation-related noise at the nearest off-site receptors would comply with the City's standards. Refer to Appendix D for detailed noise modeling input parameters.

Table 3.12-10 summarizes the modeled traffic noise levels at the nearest off-site receptors throughout the local roadway network under baseline (2028) and baseline (2028) plus project conditions, along with the overall net change in noise level as a result of project-generated traffic. As shown in Table 3.12-10, incremental increases in noise would all be below 1 dB and, considering the logarithmic nature of noise increase and perception, a more than doubling of the existing volumes would need to occur on a roadway to result in a 3+dBA increase. Thus, the slight difference in ADT averaging between 5 days and 7 days would not affect the traffic noise modeling conducted.

Summary

According to the City's noise standards, in areas where ambient noise levels are less than 60 dB, an increase of 5 dB or greater is the City's threshold for a substantial change in the noise environment. The project would cause a noise level increase of up to 0.4 dB to the existing noise receptors along Phillip Road, where the existing noise environment is approximately 68.7 dBA L_{dn}. An increase of less than 1.5 dB would not be considered significant according to the City's noise standards. As such, implementation of the project would not result in a substantial increase in noise at off-site receptors. Therefore, this impact would be **less than significant**.

Mitigation Measures

No mitigation is required.

Table 3.12-10 Summary of Modeled Traffic Noise Levels Under Baseline and Baseline-Plus-Project Conditions

Seg. No.	Road Segment	From	To	Baseline[1] Noise Levels (dBA L_{dn})	Baseline[1] + Project Noise Levels (dBA L_{dn})	Applicable Standards	Modeled Change Relative to Baseline[1] Conditions (dBA)	Exceeds Standard?
1	Westbrook Blvd	Blue Oaks Blvd	Ongoing	61.7	61.7	3.0	0.0	No
2	Phillip Road	Westbrook Blvd	Project Site	68.7	69.1	1.5	0.4	No
3	Blue Oaks Blvd	Westbrook Blvd	Hayden Pkwy	68.4	68.6	1.5	0.2	No
4	Westbrook Blvd	Blue Oaks Blvd	Brookstone Dr	66.8	66.9	1.5	0.1	No
5	Hayden Pkwy	Blue Oaks Blvd	Crawford Pkwy	63.4	63.4	3.0	0.0	No
6	Hayden Pkwy	Blue Oaks Blvd	Fiddyment Blvd	63.1	63.1	3.0	0.0	No
7	Blue Oaks Blvd	Hayden Pkwy	Fiddyment Blvd	68.9	69.1	1.5	0.2	No
8	Fiddyment Rd	Blue Oaks Blvd	Old Coach Dr	70.5	70.5	1.5	0.0	No
9	Fiddyment Rd	Blue Oaks Blvd	Hayden Pkwy	70.9	70.9	1.5	0.0	No
10	Blue Oaks Blvd	Fiddyment Rd	Del Webb Blvd	71.3	71.4	1.5	0.1	No
11	Diamond Creek Blvd	Blue Oaks Blvd	City Boundary	63.1	63.1	3.0	0.0	No
12	Prairie Wood Way	Blue Oaks Blvd	City Boundary	59.8	59.8	5.0	0.0	No
13	Blue Oaks Blvd	D. Creek Blvd/ P. Woods Wy	Woodcreek Oaks Blvd	72.6	72.7	1.5	0.1	No
14	Woodcreek Oaks Blvd	Blue Oaks Blvd	City Boundary	64.9	64.9	3.0	0.0	No
15	Woodcreek Oaks Blvd	Blue Oaks Blvd	Pleasant Grove Blvd	68.4	68.4	1.5	0.0	No
16	Blue Oaks Blvd	Woodcreek Oaks Blvd	Roseville Pkwy	72.7	72.8	1.5	0.1	No

Seg. No.	Road Segment	From	To	Baseline[1] Noise Levels (dBA L_{dn})	Baseline[1] + Project Noise Levels (dBA L_{dn})	Applicable Standards	Modeled Change Relative to Baseline[1] Conditions (dBA)	Exceeds Standard?
17	Roseville Pkwy	Blue Oaks Blvd	Foothill Blvd	60.7	60.7	3.0	0.0	No
18	Blue Oaks Blvd	Roseville Pkwy	New Meadow Dr	72.9	73.0	1.5	0.1	No
19	New Meadow Dr	Blue Oaks Blvd	End	63.2	63.2	3.0	0.0	No
20	Blue Oaks Blvd	New Meadow Dr	Foothill Blvd	73.4	73.4	1.5	0.1	No
21	Foothill Blvd	Foothill Blvd	City Boundary	65.7	65.7	1.5	0.0	No
22	Foothill Blvd	Blue Oaks Blvd	Roseville Pkwy	69.7	69.7	1.5	0.0	No
23	Blue Oaks Blvd	Foothill Blvd	Fidelity Wy	73.8	73.8	1.5	0.0	No
24	Blue Oaks Blvd	Fidelity Wy	Washington Blvd	73.1	73.1	1.5	0.1	No
25	Washington Blvd	Blue Oaks Blvd	Transition to SR 65	69.6	69.6	1.5	0.0	No
26	Washington Blvd	Blue Oaks Blvd	Pleasant Grove Blvd	70.8	70.8	1.5	0.0	No
27	Blue Oaks Blvd	Washington Blvd	City Boundary	73.1	73.2	1.5	0.1	No
28	Santucci Blvd	Pleasant Grove Blvd	Baseline Rd	46.5	46.5	5.0	0.0	No
29	Pleasant Grove Blvd	Santucci Blvd	Westbrook Blvd	48.2	48.2	5.0	0.0	No
30	Westbrook Blvd	Pleasant Grove Blvd	Brookstone Dr	66.8	66.9	1.5	0.1	No
31	Westbrook Blvd	Pleasant Grove Blvd	Baseline Rd	65.1	65.2	1.5	0.1	No
32	Pleasant Grove Blvd	Westbrook Blvd	Village Green Dr	69.2	69.3	1.5	0.0	No
33	Market St	Pleasant Grove Blvd	City Boundary	62.4	62.4	3.0	0.0	No
34	Westbrook Blvd	Pleasant Grove Blvd	Baseline Rd	65.1	65.2	1.5	0.1	No
35	Pleasant Grove Blvd	Village Green Dr	Fiddyment Blvd	70.6	70.6	1.5	0.0	No
36	Fiddyment Rd	Del Webb Blvd	Pleasant Grove Blvd	70.6	70.6	1.5	0.0	No
37	Fiddyment Rd	Pleasant Grove Blvd	Baseline Rd	73.9	73.9	1.5	0.0	No
38	Pleasant Grove Blvd	Fiddyment Rd	Woodcreek Oaks Blvd	71.7	71.8	1.5	0.0	No
39	Woodcreek Oaks Blvd	Pleasant Grove Blvd	Baseline Rd	68.1	68.1	1.5	0.0	No
40	Pleasant Grove Blvd	Woodcreek Oaks Blvd	Country Club Dr	72.9	72.9	1.5	0.0	No
41	Country Club Dr	Pleasant Grove Blvd	Baseline Rd	61.3	61.3	3.0	0.0	No
42	Pleasant Grove Blvd	Country Club Dr	Foothills Blvd	73.1	73.2	1.5	0.0	No
43	Foothill Blvd	Pleasant Grove Blvd	Main Road	72.5	72.5	1.5	0.0	No
44	Pleasant Grove Blvd	Foothill Blvd	Washington Blvd	74.5	74.5	1.5	0.0	No

Seg. No.	Road Segment	From	To	Baseline[1] Noise Levels (dBA L_{dn})	Baseline[1] + Project Noise Levels (dBA L_{dn})	Applicable Standards	Modeled Change Relative to Baseline[1] Conditions (dBA)	Exceeds Standard?
45	Washington Blvd	Pleasant Grove Blvd	Railroad	71.1	71.1	1.5	0.0	No
46	Pleasant Grove Blvd	Washington Blvd	Gold Coast Dr	74.0	74.0	1.5	0.0	No
47	Hallissy Dr/ Gold Coast Dr	Pleasant Grove Blvd	Washington Blvd	58.0	58.0	5.0	0.0	No
48	Pleasant Grove Blvd	Hallissy Dr	Roseville Pkwy	74.2	74.2	1.5	0.0	No
49	Pleasant Grove Blvd	Pleasant Grove Blvd	Washington Blvd	73.9	73.9	1.5	0.0	No
50	Pleasant Grove Blvd	Pleasant Grove Blvd	End	74.2	74.2	1.5	0.0	No
51	Roseville Pkwy	Pleasant Grove Blvd	Highland Pointe Dr	71.6	71.6	1.5	0.0	No
52	Pleasant Grove Blvd	Highland Pointe Dr	SR 65 Exchange	73.7	73.7	1.5	0.0	No
53	Baseline Rd	Santucci Blvd	City Boundary	68.4	68.4	1.5	0.0	No
54	Baseline Rd	Santucci Blvd	Westbrook Blvd	70.0	70.0	1.5	0.0	No
55	Watt Ave	Santucci Blvd	City Boundary	64.5	64.6	3.0	0.1	No
56	Baseline Rd	Westbrook Blvd	Market St.	69.6	69.6	1.5	0.0	No
57	Market St/ Stargazer Dr	Baseline Rd	Pleasant Grove Blvd	61.1	61.1	3.0	0.0	No
58	Baseline Rd	Market St	Fiddyment Blvd	69.4	69.4	1.5	0.0	No
59	Fiddyment Rd	Baseline Rd	Pleasant Grove Blvd	73.9	73.9	1.5	0.0	No
60	Fiddyment Rd	Baseline Rd	City Boundary	72.9	72.9	1.5	0.0	No
61	Baseline Rd	Fiddyment Rd	Woodcreek Oaks Blvd	69.2	69.2	1.5	0.0	No
62	Woodcreek Oaks Blvd/Cook Riolo Rd	Baseline Rd	Pleasant Grove Blvd	64.8	64.8	3.0	0.0	No
63	Woodcreek Oaks Blvd/Cook Riolo Rd	Baseline Rd	Ongoing	62.1	62.1	3.0	0.0	No
64	Baseline Rd	Woodcreek Oaks Blvd	Country Club Dr	69.0	69.0	1.5	0.0	No
65	Baseline Rd/Main St	Foothill Blvd	Country Club Dr	68.9	68.9	1.5	0.0	No
66	Baseline Rd/Main St	Foothill Blvd	Ongoing	63.7	63.7	3.0	0.0	No
67	Foothills Blvd	Main Street	Pleasant Grove Blvd	72.5	72.5	1.5	0.0	No
68	Foothills Blvd	Main Street	Ongoing	73.4	73.4	1.5	0.0	No

Notes: Seg. No. = Segment Number; L_{dn} = day-night noise level; dBA = A-weighted decibel; N/A = Non-Applicable; SR = State Route.

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 E for detailed traffic data, and traffic-noise modeling input data and output results.

[1] Baseline conditions is representative of Phase 1 of the project.

Source: Data provided by Kittelson & Associates in 2025; modeled by Ascent in 2025.

Phase 2

Similar to Phase 1, Phase 2 would increase average daily traffic volumes, resulting in corresponding increases in traffic-related noise along certain roadway segments. For example, along Phillip Road, where the existing ambient noise level is 68.4 dBA L_{dn}, the project would cause an increase of 0.3 dB, which is below the City's 1.5 dB threshold for significance in noise environments below 60 dBA L_{dn}. Therefore, the project would not result in a substantial permanent noise increase at off-site receptors, and this impact would be **less than significant**.

Phase 2 of the Roseville Environmental Utilities project is expected to be operational as early as 2040. As such, to analyze the impact of project-generated operational transportation noise sources under Phase 2, traffic noise levels under baseline and baseline-plus-project conditions were modeled for affected roadway segments. Refer to Appendix D for detailed noise modeling input parameters.

Vehicle trips associated with Phase 2 of the project would result in an increase in average daily traffic volumes and associated increases in traffic noise levels along affected roadway segments within the local roadway network.

Table 3.12-11 summarizes the modeled traffic noise levels at the nearest applicable off-site receptors throughout the local roadway network under cumulative (2040) and cumulative (2040)-plus-project conditions, along with the overall net change in noise level as a result of project-generated traffic.

As discussed above, existing vehicular volumes were obtained from project-generated vehicular volumes from the project-specific transportation study conducted (Kittelson & Associates 2025). All model inputs and outputs are provided in Appendix D.

Summary

Increases of 1.5 dB or greater would be considered substantial under the City's threshold where the ambient noise level exceeds 65 dB. The existing noise environment within the vicinity of Phillip Road is 68 dBA L_{dn}. Phase 2 of the project would be expected to cause a noise level increase of up to 0.3 dB to the existing noise receptors along Philip Road. Because the increase would be below the 1.5 dBA threshold, this impact would be **less than significant**.

Mitigation Measures

No mitigation is required.

Table 3.12-11 Summary of Modeled Traffic Noise Levels Under Cumulative and Cumulative-Plus-Project Conditions

Seg. No.	Road Segment	From	To	Cumulative[1] (2040) Noise Levels (dBA L_{dn})	Cumulative[1] (2040) + Project Noise Levels (dBA L_{dn})	Applicable Standards	Modeled Change Relative to Cumulative[1] (2040) Conditions (dBA)	Exceeds Standard?
1	Westbrook Blvd	Blue Oaks Blvd	Ongoing	70.0	70.0	1.5	0.0	No
2	Phillip Road	Westbrook Blvd	Project Site	71.1	71.4	1.5	0.3	No
3	Blue Oaks Blvd	Westbrook Blvd	Hayden Pkwy	71.8	71.9	1.5	0.2	No
4	Westbrook Blvd	Blue Oaks Blvd	Brookstone Dr	71.3	71.4	1.5	0.0	No
5	Hayden Pkwy	Blue Oaks Blvd	Crawford Pkwy	64.3	64.3	3.0	0.0	No
6	Hayden Pkwy	Blue Oaks Blvd	Fiddyment Blvd	63.3	63.3	3.0	0.0	No
7	Blue Oaks Blvd	Hayden Pkwy	Fiddyment Blvd	71.8	71.9	1.5	0.2	No
8	Fiddyment Rd	Blue Oaks Blvd	Old Coach Dr	72.4	72.5	1.5	0.0	No
9	Fiddyment Rd	Blue Oaks Blvd	Hayden Pkwy	72.8	72.8	1.5	0.0	No
10	Blue Oaks Blvd	Fiddyment Rd	Del Webb Blvd	72.6	72.7	1.5	0.1	No
11	Diamond Creek Blvd	Blue Oaks Blvd	City Boundary	65.1	65.1	1.5	0.0	No

Seg. No.	Road Segment	From	To	Cumulative[1] (2040) Noise Levels (dBA L_{dn})	Cumulative[1] (2040) + Project Noise Levels (dBA L_{dn})	Applicable Standards	Modeled Change Relative to Cumulative[1] (2040) Conditions (dBA)	Exceeds Standard?
12	Prairie Wood Way	Blue Oaks Blvd	City Boundary	59.3	59.3	5.0	0.0	No
13	Blue Oaks Blvd	D. Creek Blvd/ P. Woods Wy	Woodcreek Oaks Blvd	74.2	74.2	1.5	0.1	No
14	Woodcreek Oaks Blvd	Blue Oaks Blvd	City Boundary	69.5	69.5	1.5	0.0	No
15	Woodcreek Oaks Blvd	Blue Oaks Blvd	Pleasant Grove Blvd	71.5	71.5	1.5	0.0	No
16	Blue Oaks Blvd	Woodcreek Oaks Blvd	Roseville Pkwy	74.7	74.7	1.5	0.0	No
17	Roseville Pkwy	Blue Oaks Blvd	Foothill Blvd	59.7	59.7	5.0	0.0	No
18	Blue Oaks Blvd	Roseville Pkwy	New Meadow Dr	74.7	74.7	1.5	0.0	No
19	New Meadow Dr	Blue Oaks Blvd	End	62.1	62.1	3.0	0.0	No
20	Blue Oaks Blvd	New Meadow Dr	Foothill Blvd	74.8	74.9	1.5	0.0	No
21	Foothill Blvd	Foothill Blvd	City Boundary	72.0	72.0	1.5	0.0	No
22	Foothill Blvd	Blue Oaks Blvd	Roseville Pkwy	73.3	73.3	1.5	0.0	No
23	Blue Oaks Blvd	Foothill Blvd	Fidelity Wy	75.5	75.5	1.5	0.0	No
24	Blue Oaks Blvd	Fidelity Wy	Washington Blvd	74.2	74.2	1.5	0.0	No
25	Washington Blvd	Blue Oaks Blvd	Transition to SR 65	71.1	71.1	1.5	0.0	No
26	Washington Blvd	Blue Oaks Blvd	Pleasant Grove Blvd	72.4	72.4	1.5	0.0	No
27	Blue Oaks Blvd	Washington Blvd	City Boundary	74.8	74.9	1.5	0.0	No
28	Santucci Blvd	Pleasant Grove Blvd	Baseline Rd	70.7	70.9	1.5	0.1	No
29	Pleasant Grove Blvd	Santucci Blvd	Westbrook Blvd	68.8	68.8	1.5	0.0	No
30	Westbrook Blvd	Pleasant Grove Blvd	Brookstone Dr	71.4	71.5	1.5	0.0	No
31	Westbrook Blvd	Pleasant Grove Blvd	Baseline Rd	70.8	70.8	1.5	0.0	No
32	Pleasant Grove Blvd	Westbrook Blvd	Village Green Dr	71.8	71.9	1.5	0.1	No
33	Market St	Pleasant Grove Blvd	City Boundary	64.7	64.7	3.0	0.0	No
34	Westbrook Blvd	Pleasant Grove Blvd	Baseline Rd	70.8	70.8	1.5	0.0	No
35	Pleasant Grove Blvd	Village Green Dr	Fiddyment Blvd	72.2	72.3	1.5	0.1	No
36	Fiddyment Rd	Del Webb Blvd	Pleasant Grove Blvd	72.6	72.6	1.5	0.0	No

Seg. No.	Road Segment	From	To	Cumulative[1] (2040) Noise Levels (dBA L_{dn})	Cumulative[1] (2040) + Project Noise Levels (dBA L_{dn})	Applicable Standards	Modeled Change Relative to Cumulative[1] (2040) Conditions (dBA)	Exceeds Standard?
37	Fiddyment Rd	Pleasant Grove Blvd	Baseline Rd	76.2	76.2	1.5	0.0	No
38	Pleasant Grove Blvd	Fiddyment Rd	Woodcreek Oaks Blvd	73.8	73.9	1.5	0.0	No
39	Woodcreek Oaks Blvd	Pleasant Grove Blvd	Baseline Rd	70.3	70.3	1.5	0.0	No
40	Pleasant Grove Blvd	Woodcreek Oaks Blvd	Country Club Dr	74.7	74.7	1.5	0.0	No
41	Country Club Dr	Pleasant Grove Blvd	Baseline Rd	64.1	64.1	3.0	0.0	No
42	Pleasant Grove Blvd	Country Club Dr	Foothills Blvd	74.7	74.7	1.5	0.0	No
43	Foothill Blvd	Pleasant Grove Blvd	Main Road	73.6	73.6	1.5	0.0	No
44	Pleasant Grove Blvd	Foothill Blvd	Washington Blvd	75.1	75.2	1.5	0.0	No
45	Washington Blvd	Pleasant Grove Blvd	Railroad	72.4	72.4	1.5	0.0	No
46	Pleasant Grove Blvd	Washington Blvd	Gold Coast Dr	74.7	74.8	1.5	0.0	No
47	Hallissy Dr/Gold Coast Dr	Pleasant Grove Blvd	Washington Blvd	59.6	59.6	5.0	0.0	No
48	Pleasant Grove Blvd	Hallissy Dr	Roseville Pkwy	74.7	74.8	1.5	0.0	No
49	Pleasant Grove Blvd	Pleasant Grove Blvd	Washington Blvd	75.0	75.0	1.5	0.0	No
50	Pleasant Grove Blvd	Pleasant Grove Blvd	End	74.8	74.8	1.5	0.0	No
51	Roseville Pkwy	Pleasant Grove Blvd	Highland Pointe Dr	73.3	73.4	1.5	0.0	No
52	Pleasant Grove Blvd	Highland Pointe Dr	SR 65 Exchange	74.9	74.9	1.5	0.0	No
53	Baseline Rd	Santucci Blvd	City Boundary	73.9	73.9	1.5	0.0	No
54	Baseline Rd	Santucci Blvd	Westbrook Blvd	73.5	73.6	1.5	0.0	No
55	Watt Ave	Santucci Blvd	City Boundary	69.5	69.6	1.5	0.1	No
56	Baseline Rd	Westbrook Blvd	Market St.	73.3	73.3	1.5	0.0	No
57	Market St/Stargazer Dr	Baseline Rd	Pleasant Grove Blvd	62.5	62.5	3.0	0.0	No
58	Baseline Rd	Market St	Fiddyment Blvd	73.3	73.4	1.5	0.0	No
59	Fiddyment Rd	Baseline Rd	Pleasant Grove Blvd	75.3	75.3	1.5	0.0	No
60	Fiddyment Rd	Baseline Rd	City Boundary	74.1	74.1	1.5	0.0	No

Seg. No.	Road Segment	From	To	Cumulative[1] (2040) Noise Levels (dBA L_{dn})	Cumulative[1] (2040) + Project Noise Levels (dBA L_{dn})	Applicable Standards	Modeled Change Relative to Cumulative[1] (2040) Conditions (dBA)	Exceeds Standard?
61	Baseline Rd	Fiddyment Rd	Woodcreek Oaks Blvd	72.3	72.3	1.5	0.0	No
62	Woodcreek Oaks Blvd/Cook Riolo Rd	Baseline Rd	Pleasant Grove Blvd	67.7	67.7	1.5	0.0	No
63	Woodcreek Oaks Blvd/Cook Riolo Rd	Baseline Rd	Ongoing	66.1	66.1	1.5	0.0	No
64	Baseline Rd	Woodcreek Oaks Blvd	Country Club Dr	70.8	70.8	1.5	0.0	No
65	Baseline Rd/Main St	Foothill Blvd	Country Club Dr	70.3	70.4	1.5	0.0	No
66	Baseline Rd/Main St	Foothill Blvd	Ongoing	64.8	64.9	3.0	0.1	No
67	Foothills Blvd	Main Street	Pleasant Grove Blvd	73.6	73.6	1.5	0.0	No
68	Foothills Blvd	Main Street	Ongoing	74.5	74.5	1.5	0.0	No

Notes: Seg. No. = Segment Number; L_{dn} = day-night noise level; dBA = A-weighted decibel; N/A = Non-Applicable; SR = State Route.

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 E for detailed traffic data, and traffic-noise modeling input data and output results.

[1] Cumulative Conditions is representative of Phase 2 of the project.

Source: Data provided by Kittelson & Associates in 2025; modeled by Ascent in 2025.

Impact 3.12-3: Long-Term Non-Transportation Noise Levels

Phase 1

The project would introduce new stationary noise sources during operation, including loading dock activities (e.g., truck and forklift operations), building mechanical equipment (e.g., HVAC units), equipment maintenance activities, and backup generators. Based on reference noise levels and typical equipment usage rates, these sources have the potential to generate noise levels that exceed the City of Roseville's Municipal Code standards of 50 dBA L_{eq} and 70 dBA L_{max} during daytime hours and 45 dBA L_{eq} and 65 dBA L_{max} during nighttime hours, at the nearest sensitive receptors' property line. Noise generated by activities such as the release of truck air brakes and equipment maintenance operations may result in exceedances of applicable thresholds, particularly during nighttime hours. In accordance with City Policy N1.5, increases in ambient noise levels may be considered significant depending on the existing noise environment, with smaller increases being potentially significant in areas with higher baseline noise levels. However, backup generators, equipment associated with materials recovery facility (MRF), and the equipment maintenance facility could generate noise levels that exceed the City's absolute noise level and the noise increase standard. Therefore, this impact related to long-term non-transportation noise would be **potentially significant**.

Typical operational hours for Phase 1 would be 5:00 a.m. to 10:00 p.m., with the majority of service staff working from 6:00 a.m. to 7:00 p.m. Some facilities, however, would need to operate 24 hours per day (i.e., MRF and Corporation Yard). As such, project operation could occur during daytime (7:00 a.m. to 10:00 p.m.) hours and nighttime (10:00 p.m. to 7:00 a.m.) hours. Facilities such as the Equipment Maintenance Facility, waste delivery, offices, and the fueling area could be expected to operate during the hours of 6:00 a.m. to 10:30 p.m., and as such would be expected to operate during both daytime and nighttime hours.

Consistent with the identified significance thresholds, the noise sources associated with the project would have a significant effect if project-generated noise levels exceed the City's noise level standards and/or cause a permanent substantial increase in noise over existing conditions. Therefore, this analysis evaluates operational stationary noise in consideration of absolute noise levels and substantial increases in the existing noise environment. Non-transportation noise impacts are subject to the limits set forth in Section 9.24.100 of the Roseville Municipal Code, which specifies maximum allowable noise levels from stationary sources: 50 dBA L_{eq} and 70 dBA L_{max} during daytime hours (7:00 a.m. to 10:00 p.m.), and 45 dBA L_{eq} and 65 dBA L_{max} during nighttime hours (10:00 p.m. to 7:00 a.m.). As specified in the City of Roseville Policy N1.5, a noise level increase of 5.0 dB, or greater, would typically be considered to result in increased levels of annoyance where existing ambient noise levels are less than 60 dB. Within areas where the ambient noise levels range from 60 to 65 dB, increased levels of annoyance would be anticipated at increases of 3 dB, or greater. Increases of 1.5 dB, or greater, could result in increased levels of annoyance in areas where the ambient noise level exceeds 65 dB. The City's noise increase standards were applied to evaluate substantial increases in the existing noise environment due to project generated noise. Existing noise levels were quantified using noise level data taken from the short-term and long-term noise measurement locations (ST-1 and LT-1, as shown in Figure 3.12-1).

The RRTO facility may include loading docks or designated areas for receiving, transferring, or processing waste by commercial trucks. Substantial noise sources associated with the RRTO facility would include loading dock activities (e.g., heavy trucks and forklifts). Noise characteristics of 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. In addition, forklifts used for the transfer of material could generate noise levels during typical equipment operation or from backup alarms. The proposed Corporation Yard would provide an office located at the southern portion of the corporation yard for the EU Department, an equipment maintenance facility located at the northwest portion of the corporation yard, and storage facilities, consisting of outdoor and covered material storage located on the western section of the corporation yard. The proposed Corporation Yard would introduce new stationary noise sources associated with building mechanical equipment, primarily HVAC units, repair bays, and loading dock activities.

The vendor lease area located at the northwestern portion of the project site would be used as a staging area for prospective vendors to deliver materials to the RRTO facility. As such, the RRTO facility, Corporation Yard, and Vendor Lease Area would generate heavy truck trips which could potentially generate noise levels at the nearest sensitive receptor.

Detailed locations of these facilities can be found in Figure 2-4. Table 3.12-12 summarizes the operational stationary noise sources in comparison to applicable noise standards. Table 3.12-13 summarizes the operational stationary noise sources' effect on the noise environment.

Loading Dock Activities

The proposed loading dock would be expected to operate for 16 hours out of the day. Therefore, it could operate during daytime (7:00 a.m. to 10:00 p.m.) and nighttime (10:00 p.m. to 7:00 a.m.) hours as defined in the City of Roseville Municipal Code.

Phase 1 of the project would include the RRTO that would facilitate the loading and unloading of waste, organic waste, and recyclables. Noise sources would include typical truck activities (i.e. release of air brakes) and forklift operations. Loading dock activities would be focused at the outdoor area to the west of the RRTO, adjacent to the recyclable loadout area, approximately 780 feet from the property line of the nearest sensitive receptor as measured from the center of the recyclable loadout area.

The truck activities would last for a period ranging from a few seconds (e.g., release of air brakes) to a few minutes (e.g., idling) and could recur multiple times during a single truck visit. Typical truck operations would generate a noise level of 66-68 dBA L_{max} (i.e., idling), which, assuming a 50 percent usage rate, would result in noise levels ranging from 63-65 dBA L_{eq} at 50 feet. The loudest reference level for truck-related noise is the release of a truck's air brakes after it comes to a stop, which generates noise levels as high as 86 dBA L_{max} at 50 feet.

Typical forklift operations, which include general operation (e.g., transferring of waste) and short-term backup alarms, would generate a noise level of up to 77 dBA L_{max} at 3 feet and 74 dBA L_{eq} at 3 feet based on a 50 percent usage rate (LDN Consulting 2016). Loading dock activities associated with the proposed facilities would consist of both truck

activities and forklift operations. The combined noise levels of those two activities would serve as the reference noise level for loading dock activities, which calculates to 86.0 dBA L_{max} and 65.1 dBA L_{eq} at 50 feet.

Noise levels for these noise-generating activities are summarized and compared to the applicable noise standards in Tables 3.12-12 and 3.12-13.

Mechanical Equipment

Mechanical equipment associated with the project would include HVAC units associated with the new office spaces as well as equipment related to refuse collection and sorting (e.g., conveyors, sorters) located within the MRF. HVAC and MRF equipment are discussed separately, below.

The proposed office space would introduce new stationary noise sources associated with building mechanical equipment, primarily HVAC units. HVAC units would operate during the hours in which the offices are in use. As stated above, offices would be primarily used during the hours of 6:00 a.m. to 7:00 p.m., which would be during daytime (7:00 a.m. to 10:00 p.m.) and nighttime (10:00 p.m. to 7:00 a.m.) hours as defined in the City of Roseville Municipal Code. Detailed information regarding the stationary equipment to be installed is not available at this time. However, noise levels associated with air conditioning systems typically found in office spaces can reach levels of up to 78 dBA L_{max} 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. Proposed HVAC systems are assumed to be located near the exterior of the proposed office buildings within direct line-of-sight of adjacent land uses.

The proposed MRF would introduce new stationary noise sources associated with the processing of recyclable materials. Stationary mechanical equipment would be expected to operate during the hours at which the MRF is in use. As stated above, the MRF would be expected to operate 24 hours per day, which would be during daytime (7:00 a.m. to 10:00 p.m.) and nighttime (10:00 p.m. to 7:00 a.m.) hours as defined in the City of Roseville Municipal Code. Detailed information regarding the specific stationary equipment to be installed is not available at this time. However, based on a noise survey conducted at a comparable multi-purpose recycling facility in Islip, New York, noise levels associated with recyclable material processing were measured at up to 76 dBA L_{max} (EPA 1995). Noise measurements, in this study, were conducted at the fence line in line of sight of the entrance of the tipping floor approximately 140 feet from the open entrance of the facility's tipping floor.

For the purposes of this analysis, it was assumed that the loudest noise levels, up to 76 dBA L_{max}, could occur for up to 30 minutes during any given hour. Applying this reference noise level as an hourly average (L_{eq}) and assuming a 50 percent usage rate results in an estimated noise level of approximately 73 dBA L_{eq} at a distance of 140 feet from the source. While MRF equipment is anticipated to be located within the building, which would reduce noise levels, because specific building materials, design, and orientation are not at the design level adequate to calculate potential noise reduction from the building façade, this analysis conservatively applies the reference noise levels without any building-related or equipment-specific noise reduction. Noise levels for these noise-generating activities are summarized and compared to the applicable noise standards in Tables 3.12-12 and 3.12-13.

Equipment Maintenance Facilities

The proposed Corporation Yard would introduce new stationary noise sources associated with the equipment maintenance facilities. The proposed equipment maintenance facilities would be expected to operate during the hours from 6:00 a.m. to 10:30 p.m., which would be during daytime (7:00 a.m. to 10:00 p.m.) and nighttime (10:00 p.m. to 7:00 a.m.) hours as defined in the City of Roseville Municipal Code. Detailed information regarding the potential equipment to be used is not available at this time. However, equipment maintenance facilities would generally use general automotive repair equipment, such as air compressors, impact wrenches, and a tire bead removal machine. While the equipment maintenance facility is anticipated to be located within the building, which would reduce noise levels, because specific building materials, design, and orientation are not at the design level adequate to calculate potential noise reduction from the building façade, this analysis applies the reference noise levels without any building-related or directionality-based noise reduction. Noise levels associated with the potential repair equipment typically found in maintenance facilities (e.g., air compressors, impact wrenches, and a tire bead removal machine) can reach combined

noise levels of up to 100 dBA L_{max} at 3 feet (Navigator V1.5 2010). Applying this reference noise level as an hourly average (L_{eq}) and assuming a 50 percent usage rate would result in 97 dBA L_{eq} at 3 feet from the source. Therefore, activities associated with the equipment maintenance facilities could generate noise levels of 97 dBA L_{eq} and 100 dBA L_{max} at 3 feet. Noise levels for these noise-generating activities are summarized and compared to the applicable noise standards in Tables 3.12-12 and 3.12-13.

Backup 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. Generator sizes and locations would be determined during detailed design. Average reference noise levels for a generator would typically be 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 is also be applied as an L_{eq} (FTA 2018). Therefore, backup diesel generators could generate noise levels of 82 dBA L_{eq} and 82 dBA L_{max} at 50 feet. Noise levels for these noise-generating activities are summarized and compared to the applicable noise standards in Tables 3.12-12 and 3.12-13.

Peak Parking Lot Activity

The project includes the construction of three separate parking lots to accommodate the employees required to operate the facilities. Each could be expected to operate for 24 hours out of any given day, which would be during daytime and nighttime hours as defined in the City of Roseville Municipal Code.

Phase 1 of the project is expected to generate a typical peak parking lot activity of 109 employee trips during a typical weekday a.m. hour and 24 heavy truck trips during a typical weekday a.m. peak hour, for a total of 133 trips during a weekday p.m. peak hour (Kittelson & Associates 2025). The closest location where employee trips would primarily occur would be the RRTO Employee/Visitor parking lot, located approximately 620 feet as measured from the center of the parking lot to the property line boundary. In addition, truck trips would be focused on the Corporation Yard parking lot and Vendor Lease Area, the closest of which is located approximately 890 feet as measured from the center of the parking lot to the property line boundary. Based on the FTA's guidance for assessing stationary noise sources, Phase 1 parking activities would generate noise levels of 62.8 dBA L_{eq} at 50 feet. As seen in Figure 3.12-1, the nearest sensitive receptor would be the single-family residential homes located as close as 520 feet south of the closest proposed parking lot. Noise levels for these noise-generating activities are summarized and compared to the applicable noise standards in Tables 3.12-12 and 3.12-13.

Summary

Table 3.12-12 summarizes the distances where the project could exceed the City of Roseville's noise level standards.

Table 3.12-12 Projected Operational Noise Levels Exceedance at Nearest Noise Sensitive Receptor

Noise	Scenario	Average (L_{eq}) Threshold Applied (dBA)	Maximum (L_{max}) Threshold Applied (dBA)	Approximate Distance to Nearest Receptors (feet)	Average (L_{eq}) Attenuated Noise Level at Closest Receptor (dBA)	Maximum (L_{max}) Attenuated Noise Level at Closest Receptor (dBA)	Exceeds Thresholds (L_{eq}/L_{max})?
Loading Dock Activities	Daytime	50	70	780	41.2	62.1	No/No
	Nighttime	45	65		41.2	62.1	No/No
HVAC	Daytime	50	70	600	29.0	32.0	No/No
	Nighttime	45	65		29.0	32.0	No/No
MRF Mechanical Equipment	Daytime	50	70	735[1]	58.6	61.6	**Yes**/No
	Nighttime	45	65		58.6	61.6	**Yes**/No
Equipment Maintenance Facilities	Daytime	50	70	900	47.5	50.5	No/No
	Nighttime	45	65		47.5	50.5	**Yes**/No
Backup Generators (Average Noise Levels L_{eq})	Daytime	50	N/A	1,991[2]	50.0	N/A	**Yes/Yes**
	Nighttime	45	N/A	3,540[2]	45.0	N/A	**Yes/Yes**

Noise	Scenario	Average (L_{eq}) Threshold Applied (dBA)	Maximum (L_{max}) Threshold Applied (dBA)	Approximate Distance to Nearest Receptors (feet)	Average (L_{eq}) Attenuated Noise Level at Closest Receptor (dBA)	Maximum (L_{max}) Attenuated Noise Level at Closest Receptor (dBA)	Exceeds Thresholds (L_{eq}/L_{max})?
Backup Generators (Maximum Noise Levels L_{max})	Daytime	N/A	70	146[2]	N/A	70.0	**Yes/Yes**
	Nighttime	N/A	65	228[2]	N/A	65.0	**Yes/Yes**
Peak RRTO Employee Parking Activities	Daytime	50	70	620	30.9	33.9	No/No
	Nighttime	45	65				No/No
Peak Corporation Yard Parking Activities	Daytime	50	70	890	40.4	43.4	No/No
	Nighttime	45	65				No/No

Notes: dBA = A-weighted decibels; L_{eq}= continuous equivalent sound level; L_{max}= maximum sound level; N/A = Not Applicable

[1] As measured from the closest façade of the initial Phase 1 MRF to nearest sensitive receptor property line.

[2] Locations of backup generators are not determined at this time; therefore, the distance to the nearest receptor is representative of the minimum distance in which an exceedance of local standards would occur.

Source: Data modeled by Ascent in 2025.

Table 3.12-13 summarizes the modeled noise levels of the noise sources and their effect on the ambient noise environment.

Table 3.12-13 Substantial Noise Level Increases at Nearest Noise Sensitive Receptor

Noise	Scenario[1]	Existing Noise Levels (dBA, L_{eq})	Project Noise Levels (dBA, L_{eq})	Existing + Project Noise Levels (dBA, L_{eq})	Change	Applicable Threshold[2]	Exceeds Thresholds?
Loading Dock Activities	Daytime	48.7	41.2	49.4	0.7	+5.0 dB	No
	Nighttime	42.8	41.2	45.1	2.3		No
Mechanical Equipment	Daytime	48.7	29.0	48.7	0.0	+5.0 dB	No
	Nighttime	42.8	29.0	42.8	0.0		No
MRF Mechanical Equipment	Daytime	48.7	58.6	55.4	6.7	+5.0 dB	**Yes**
	Nighttime	42.8	58.6	54.7	11.9		**Yes**
Equipment Maintenance Facilities	Daytime	48.7	47.5	48.8	0.1	+5.0 dB	No
	Nighttime	42.8	47.5	43.2	0.4		No
Backup Generators	Daytime	48.7	52.0[3]	53.7	5.0	+5.0 dB	**Yes**
	Nighttime	42.8	46.1[4]	47.8	5.0		**Yes**
Peak RRTO Employee Parking Activities	Daytime	48.7	30.9	48.8	0.1	+5.0 dB	No
	Nighttime	42.8	30.9	43.1	0.3		No
Peak Corporation Yard Parking Activities	Daytime	48.7	44.3	50.0	1.3	+5.0 dB	No
	Nighttime	42.8	44.3	45.6	3.8		No

Notes: dBA = A-weighted decibels; L_{eq}= continuous equivalent sound level; L_{max}= maximum sound level; HVAC = heating, ventilation, and air conditioning.

[1] Daytime scenario is defined as average (L_{eq}) daytime noise level from ST-1; Nighttime scenario is defined as average (L_{eq}) nighttime noise level from LT-1.

[2] Based on Federal Interagency Committee on Noise (FICON)'s criteria for the impact of increases in ambient noise levels.

[3] Location of the backup generators are not yet determined, minimum distance where a substantial increase over ambient could occur is 1,991 feet from the nearest sensitive receptor property line.

[4] Location of the backup generators are not yet determined, minimum distance where a substantial increase over ambient could occur 3,101 feet from the nearest sensitive receptor property line.

Source: Data modeled by Ascent in 2025.

As discussed above, a majority of noise sources associated with the project would attenuate below the City's noise standards at the property line of the nearest sensitive receptor. However, equipment associated with the MRF facility would generate noise levels of up to 58.6 dBA L_{eq} and 61.6 dBA L_{max} during daytime and nighttime hours, which would exceed the daytime standard of 50 dBA L_{eq} and the nighttime standard of 45 dBA L_{eq}. In addition, equipment associated with the equipment maintenance facility would generate noise levels of 47.5 dBA L_{eq} exceeding the City's nighttime noise standard of 45 dBA L_{eq}. Further, the exact locations of the backup generators are not currently known and could be located as close as 146 feet from the property line of sensitive receptors, which could potentially exceed the City's daytime and nighttime standards and could result in a substantial permanent increase in noise. As such, noise generated by the MRF facility, the equipment maintenance facility, and the backup generators could exceed the City's daytime standards of 50 dBA L_{eq} and nighttime standards of 45 dBA L_{eq}, and the backup generators could also exceed the City's daytime standards of 70 dBA L_{max} and nighttime standards of 65 dBA L_{max}. Therefore, this impact would be **potentially significant**.

Mitigation Measures

Mitigation Measure 3.12-3: Stationary Noise Reduction Methods

The City shall implement one of the following measures to reduce potential noise impacts from mechanical equipment associated with the MRF:

- Building façades of the MRF that are in the direct line-of-sight of sensitive receptors shall incorporate acoustical upgrades (e.g., acoustical upgraded wall assemblies) to provide a minimum noise attenuation where attenuated noise levels would comply with the City of Roseville's City's daytime thresholds of 50 dBA L_{eq} and 70 dBA L_{max} and nighttime thresholds of 45 dBA L_{eq} and 65 dBA L_{max} at the nearest sensitive receptor property line; or
- Implement alternative noise reduction measures (e.g., quieter equipment, noise/vibration dampening mounts, and distance setbacks) that are demonstrated, by a qualified acoustical engineer, to be equally effective in reducing noise levels to below the City's daytime thresholds of 50 dBA L_{eq} and 70 dBA L_{max} and nighttime thresholds of 45 dBA L_{eq} and 65 dBA L_{max} at the nearest sensitive receptor property line.

The City shall implement one of the following measures to reduce potential noise impacts associated with the operation of backup generators:

- Locate the proposed backup generators as far as possible from the property line of the nearest sensitive receptor; or
- Incorporate shielding with on-site structures, acoustical enclosures, or other design measures, such that 45 dBA L_{eq} is not exceed at the property line of the nearest sensitive receptor; or
- Implement alternative noise reduction measures that are demonstrated, by a qualified acoustical engineer, to be equally effective in reducing noise levels to below applicable daytime thresholds of 50 dBA L_{eq} and 70 dBA L_{max} and nighttime thresholds of 45 dBA L_{eq} and 65 dBA L_{max} at the nearest sensitive receptor property line.

The City shall implement one of the following measures to reduce potential noise impacts associated with the operation of equipment maintenance facility:

- Limit noise generating activities associated with the operation of the equipment maintenance facility to daytime (7:00 a.m. to 10:00 p.m.) hours only; or
- The project shall orient main facility entrance to break direct line-of-sight to the nearest sensitive receptor at the property line. If such orientation is not feasible, doors shall remain closed during noise-generating activities that occur during nighttime (10:00 p.m. to 7:00 a.m.) hours; or
- Implement alternative noise reduction measures that are demonstrated, by a qualified acoustical engineer, to be equally effective in reducing noise levels to below applicable daytime thresholds of 50 dBA L_{eq} and 70 dBA L_{max} and nighttime thresholds of 45 dBA L_{eq} and 65 dBA L_{max} at the nearest sensitive receptor property line.

Measures 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

Implementation of the methods identified in Mitigation Measure 3.12-3 would reduce the noise levels of the proposed stationary equipment associated with the MRF and backup generators to below the City's noise level daytime standards of 50 dBA L_{eq} and 70 dBA L_{max} and nighttime standards of 45 dBA L_{eq} and 65 dBA L_{max} as well as ensure that the proposed equipment maintenance facility would not generate noise levels exceeding the City's nighttime standards of 45 dBA L_{eq} and resulting in a substantial increase in noise. Thus, implementing Mitigation Measure 3.12-3 would reduce this impact to a **less-than-significant** level.

Phase 2

Phase 2 of the project would expand the RRTO facility and add a potential future organics processing facility, but would not introduce any new or unique noise sources that would generate greater noise levels than those identified in Phase 1. However, backup generators and equipment associated with the MRF and the equipment maintenance facility could generate noise levels that exceed the City's absolute noise level and the noise increase standard. Because noise generated during Phase 2 operations could exceed the City's daytime and nighttime noise standards, this impact would be **potentially significant**.

Phase 2 of the project would include expansion of the RRTO and construction of a potential future organics processing facility. Phase 2 would expand hours of operation, operating for 24 hours per day throughout the year. Although not all facilities would be expected to operate during the entirety of a 24 hour period (e.g., offices and equipment maintenance facilities), it is feasible that any such facilities could be used during any given hour. As such, project operation could occur during daytime (7:00 a.m. to 10:00 p.m.) hours and nighttime (10:00 p.m. to 7:00 a.m.) hours. In addition, no additional backup generators are proposed with the implementation of Phase 2 of the project.

Buildout of the RRTO Facility would include construction of two additional buildings, closer to the nearest sensitive receptors. Noise sources associated with the expanded RRTO facilities would not introduce new or unique noise sources beyond those identified during Phase 1; rather, Phase 2 activities would involve similar types of operational noise already evaluated. Although Phase 2 would result in an increase in overall facility activity, this increase would not occur uniformly across the site and, as such, Phase 2 is not expected to result in a doubling of any individual noise source. However, the expansion of the RRTO would situate an additional MRF building closer to sensitive receptors than distances identified in Phase 1, which could generate noise levels that exceed the City's daytime and nighttime standards.

The potential future organics processing facility (consisting of a potential compost facility and/or a potential biomass facility) would be designed to receive and process the estimated quantities of organic materials generated within the City and may include materials delivered by prospective vendors. As such, substantial noise sources would generally include typical truck activities, forklift operations, grinders, fans, and compost turners. These activities are similar in type and operational characteristics (i.e., steady-state and continuous sound levels) to those evaluated under Phase 1. Because source types and equipment usage would be comparable, and because the Phase 2 facility would be located at a greater distance from the nearest sensitive receptor than in Phase 1, noise levels would be expected to be similar to or lower than those identified in Phase 1.

Implementation of Phase 2 is expected to cause an overall increase in peak parking lot activity to 340 employee trips during a typical weekday a.m. hour and 59 heavy truck trips during a typical weekday a.m. peak hour, for a total of 108 trips during a weekday p.m. peak hour (Kittelson & Associates 2025). The closest location where employee trips would primarily occur would be at the RRTO Employee/Visitor parking lot, located approximately 620 feet as measured from the center of the parking lot to the property line boundary. In addition, the closest location where truck trips would primarily occur would be at the Corporation Yard parking lot, located approximately 890 feet as measured from the center of the parking lot to the property line boundary. Based on the FTA's guidance for assessing stationary noise sources, Phase 2 parking activities would generate noise levels up to 57.7 dBA L_{eq} at 50 feet. The nearest single-family residential home is located as close as 620 feet south of the closest proposed parking lot. At this distance, noise levels would attenuate up to 44.3 dBA L_{eq} and 47.3 dBA L_{max}. Therefore, peak parking lot activities associated with Phase 2 would comply with the City's daytime standards of 50 dBA L_{eq} and 70 dBA L_{max} and nighttime standard of 45 dBA L_{eq} and 65 dBA L_{max}.

As discussed above, the noise sources proposed as part of Phase 1 would be installed and operational by the time Phase 2 is developed. Noise sources associated with Phase 2 of the project would attenuate below the City's noise standard, with the exception of the proposed backup generators and equipment associated with the MRF, which would generate noise levels at the property line of the nearest sensitive receptor that exceed the City's daytime and nighttime noise standards of 50 dBA L_{eq} and 45 dBA $L_{eq,}$ respectively. In addition, activities associated with equipment maintenance facilities would exceed the City's nighttime noise standard of 45 dBA L_{eq} at the property line of the nearest sensitive receptor.

Because noise generated during Phase 2 operations could exceed the City's daytime and nighttime noise standards, this impact would be **potentially significant**.

Mitigation Measures

Implement Mitigation Measure 3.12-3, described above.

Significance after Mitigation

Implementation of the methods identified in Mitigation Measure 3.12-3 would reduce the noise levels of the proposed stationary equipment associated with the MRF and backup generators to below the City's noise level daytime standards of 50 dBA L_{eq} and 70 dBA L_{max} and nighttime standards of 45 dBA L_{eq} and 65 dBA L_{max} as well as ensure that the proposed equipment maintenance facility would not generate noise levels exceeding the City's nighttime standards of 45 dBA L_{eq} and resulting in a substantial increase in noise. Thus, implementing Mitigation Measure 3.12-3 would reduce this impact to a **less-than-significant** level.

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3.13 POPULATION, EMPLOYMENT, AND HOUSING

This section addresses the potential impacts of the proposed Roseville Environmental Utilities Operations Center 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 Inducement," of this Draft EIR.

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

3.13.1 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 3.13-1.

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 3.13-1 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) outlines a framework for economic growth within Roseville (City of Roseville 2022). The Economic Development Strategy establishes goals, actions, and measurements 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."

3.13.2 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 3.13-2 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 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, three City specific plan areas (the Creekview Specific Plan, the West Roseville Specific Plan, and the Amoruso Ranch Specific Plan) are each located near or within a two-mile radius. The Regional University Specific Plan, in unincorporated Placer County, is located less than two miles from the project site. It is approved, but has not yet resulted in the development of any residences.

Table 3.13-2 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 3.13-3 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 3.13-4, the unemployment rate within Roseville decreased from 11.3 percent to 3.7 percent between 2010 and 2025. This unemployment pattern closely mirrored the state's unemployment rate drop from 12.8 percent to 5.3 percent.

Table 3.13-4 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 3.13-5, 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 3.13-5 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.

3.13.3 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 (Phase 1 and 2) of the proposed project. As described in Chapter 2, "Project Description," Phase 1 would employ 439 new employees and Phase 2 would employ 92 new employees, for a total of 531 new employees. It is estimated that 165 existing employees would be relocated to staff Phase 1 project components, resulting in a total of 696 employees at full operational buildout. Additionally, 40-60 temporary construction workers would be onsite throughout the construction of both Phase 1 and 2.

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 243 acres of undeveloped agricultural land owned by the City. Several structures are located on the site, including a former residence. These structures may be demolished prior to project development or some of them may be repurposed. For example, the former residence may be used as a temporary office or could be used by a vendor as the vendor lease office. 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 3.13-1: Potential to Induce Substantial Unplanned Population Growth

Phase 1

The proposed project would improve the City's waste management operations by allowing City services to increase as a result of increased projected demands for solid waste and recycling services. Construction and operation of Phase 1 of the project would generate temporary jobs (up to 60 construction workers) and 439 new permanent jobs that could induce population growth. Although the City's population is growing, current and projected growth has been anticipated and planned for in the City of Roseville's General Plan. Thus, this increase in population or housing demand from new or existing workers relocating to the area because of the project would be within the scope of growth projections of the City of Roseville General Plan. The project would require the extension of existing infrastructure and development of new infrastructure, which could induce unplanned population growth or increase housing demand in the area, this impact would be **significant**.

The project has been developed to address the City's current and projected demands for municipal services. As described in Section 2.2.4, "Projected Increases in Demand for Materials Handling," once the City reaches buildout of the General Plan (estimated in 2038), growth in the waste stream from within the City could plateau. However, SACOG growth projections indicate that areas immediately around the City will continue to grow at a 1 percent rate. The project has been sized to accommodate this planned regional growth, combined with the assumption that population growth within and surrounding the city will continue beyond General Plan buildout. The project would serve the City's existing and future demands, based on reasonable growth forecasts.

Phase 1 of the project involves the development of a Resource Recovery and Transfer Operations (RRTO) facility, a corporation yard, which would consist of an environmental utilities' services facility and equipment maintenance facility, and a vendor lease area. It is estimated that 165 existing employees would be relocated from the current Hilltop Circle Corporation Yard to staff the project. Additionally, project construction and operation of Phase 1 of the project would generate temporary (up to 60 construction workers) and 439 new permanent jobs that could directly induce unplanned population growth in the area if the local workforce could not support the employment needs of the project.

As shown in Table 3.13-5, Roseville had 4,345 people employed in the construction industry as of 2023. This would be sufficient to meet the demand for temporary construction workers (between 40-60 workers) that would be generated by the project. Therefore, construction of the project would not contribute to substantial unplanned population growth.

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 3.13-4). Within the City, there are approximately 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 3.13-5). Phase 1 of the project would employ 439 new workers, which is approximately 4.9 percent of the total professional, scientific, management, and administrative and waste management services 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 (Table 3.13-3). Three specific plan areas (the Creekview Specific Plan, the West Roseville Specific Plan, and the Amoruso Ranch Specific Plan) are each located near or within a two-mile radius of the project site. The Creekview Specific Plan area is planned to accommodate 2,011 new residential units at buildout; the West Roseville Specific Plan area will include 9,496 residential units, and the Amoruso Ranch Specific Plan area will include 2,827 new residential units. It is not possible at this time to predict the residential location of future employees of the project; however, it is possible that the jobs generated by the project could draw employees from outside of Roseville. Although, 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.

The project would require the extension of existing infrastructure and development of new infrastructure, including improvements to Phillip Road to provide access to the project site. The current condition of Phillip Road would be improved along the frontage of the project site and east to the westerly terminus of Blue Oaks Boulevard. The improvements to Phillip Road would meet the City's standard, 48-foot right of way Collector/Commercial Street requirements, excluding sidewalks. Water, wastewater, stormwater, data, and electrical infrastructure would also be extended to support operation of the project. As described in Chapter 2, "Project Description," other developments in the region may improve portions of Phillip Road and/or extend utility infrastructure ahead of this project. The off-site infrastructure improvements would be sized to serve the project's transportation, circulation, and utility requirements, and would also be sized to serve the proposed Philip Road project (not yet approved, but is under consideration by the City) and the approved Regional University project (approved, but not started). The off-site water, wastewater, stormwater, data, and electrical infrastructure improvements would be sized to meet only the demands of the proposed project.

However, by meeting City improvement standards for roadways, the improvement of Phillip Road would remove a constraint to growth, which could indirectly induce unplanned population growth, particularly in the areas located west and south of the project site. These areas are located within unincorporated Placer County and, as such, development activity in these areas cannot be controlled by the City. It is worth noting that the future Placer Parkway would be located just south of the project site; thus, the areas located in close proximity to the project site and future regional roadway facility are not likely to be developed with housing, but it cannot be ruled out as a possibility.

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 3.5, "Biological Resources"; Section 3.14, "Public Services"; Section 3.15, "Utilities and Service Systems"; Section 3.16, "Traffic and Transportation"). Given the existing number of workers within Roseville and adjacent communities, the future buildout of adjacent specific plan areas, and current unemployment rates, construction and operation of Phase 1 of the project would not contribute to direct unplanned population growth. However, improvements to Phillip Road, combined with potential for development in unincorporated Placer County, could potentially result in indirect unplanned population growth, which would be a **significant** impact.

Mitigation Measures

There are no available mitigation measures to reduce this impact.

Significance after Mitigation

By meeting City improvement standards for roadways, the improvement of Phillip Road would remove a constraint to growth, which could indirectly induce unplanned population growth, particularly in the areas located west and south of the project site. These areas are located within unincorporated Placer County and, as such, development activity in these areas cannot be controlled by the City. There are no available mitigation measures to reduce the potential for unplanned growth resulting from the project's improvement of Phillip Road. Therefore, this impact would be **significant and unavoidable**.

Phase 2

Phase 2 of the project would involve the construction and operation of additional square footage at the RRTO Facility and the construction and operation of a Potential Future Organics Processing Facility. Construction and operation of Phase 2 of the project would generate temporary (up to 60 construction workers) and 62 new permanent jobs that could induce population growth. Although the population in the City of Roseville is growing, current and projected growth has been anticipated and planned for the City of Roseville's General Plan. Thus, and similar to Phase 1, any increase in population or housing demand from new or existing workers relocating to the area because of the project would be within the scope of the growth projections of the City of Roseville General Plan. Additionally, Phase 2 would require the installation of a new electrical substation on the project site to serve the project; however, unlike Phase 1, there would be no new potentially growth-inducing infrastructure needed, as the substation would serve only the project's electricity requirements, and would not create opportunities for other development in a way that could induce substantial population growth. Because the project does not propose new housing, businesses, or other land use changes that would induce direct or indirect unplanned population growth or increase housing demand in the area, this impact would be **less than significant.**

Phase 2 of the project would involve the construction and operation of additional square footage at the RRTO facility and the construction and operation of a Potential Future Organics Processing Facility. Construction and operation of Phase 2 of the project would generate temporary jobs (up to 60 construction workers) and 62 new permanent jobs that could directly induce unplanned population growth in the area if the local workforce could not support the employment need of the project.

Similar to Phase 1, it is anticipated that the project would likely draw largely from the local employment pool, including the unemployed, for both construction and permanent workers. As a result, the employment opportunities provided by the project would not result in a large number of employees relocating from areas outside of the region. Additionally, given the City's 3.7 percent unemployment rate (Table 3.13-2) and the 1,939 vacant housing units (Table 3.13-3), it is anticipated that Phase 2 of the project would likely draw entirely from the local employment pool, including the unemployed. Further, the project site is located within a two-mile radius of three specific plan areas (the Creekview Specific Plan, the West Roseville Specific Plan, and the Amoruso Ranch Specific Plan), which would provide a total of over 14,000 residential units at buildout.

Improvements to Phillip Road and extension of utility infrastructure would be completed as part of Phase 1; however, Phase 2 would require the installation of a new substation on the project site to serve the project's electricity requirements. The substation would not be sized to support future development beyond the project. Therefore, the project would not create opportunities for other development in a way that could induce substantial population growth.

Given the existing number of workers within Roseville, the future buildout of nearby specific plan areas, and current unemployment rates, construction and operation of Phase 2 of the project would not contribute to unplanned population growth. For these reasons, Phase 2 of the project would have a **less-than-significant** impact related to unplanned population growth.

Mitigation Measures

No mitigation is required.

3.14 PUBLIC SERVICES

This section provides an overview of existing public services in the City of Roseville and evaluates the potential for implementation of the proposed Roseville Environmental Utilities Operations Center 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 3.15, "Public Utilities."

One comment letter regarding public services was received in response to the notice of preparation (see Appendix A). Placer County expressed concern regarding whether the project site is in close enough proximity for public service providers to respond to emergency calls and whether these public service facilities have sufficient capacity to respond in a timely manner. This issue is addressed in this section.

3.14.1 Regulatory Setting

FEDERAL

No federal plans, policies, regulations, or laws related to public services 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.

LOCAL

City of Roseville General Plan

The *City of Roseville General Plan* (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 SAFE3.8:** 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.
- **Policy PF3.4:** The City and the school districts will work together to develop criteria for the designation of school sites, consider the opportunities for reducing the cost of land for school facilities, and work to minimize vehicular traffic by ensuring opportunities for bicycle and pedestrian connections. The City shall encourage the school districts to comply with City standards in the design and landscaping of school facilities.
- **Policy PF3.6:** Designate public/quasi-public land uses in clusters so that the use of schools, parks, open space, libraries, child care, and community activity and service centers create a community or activity focus.

Parks and Recreation

- **Policy PR1.11:** Plan for safe and secure parks and recreation areas.
- **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. 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.

City of Roseville Municipal Code

Chapter 4.52, "Public Facilities Fee," of Municipal Code 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).

3.14.2 Environmental Setting

Public services are currently provided to the project site primarily by the City of Roseville, as noted in Table 3.14-1.

Table 3.14-1 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

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. 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 (Roseville Fire Department 2025).

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 10 minutes for an emergency call in 2023. In 2023, the Roseville Fire Department responded to over 19,647 calls for service with 90 percent of responses within 9 minutes and 33 seconds (City of Roseville 2024a: D-62).

Table 3.14-2 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 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 3.17, "Wildfire." 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, 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. From police headquarters at 1051 Junction Boulevard, 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). Also within 1051 Junction Boulevard, 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). In 2024, the City employed 226 full time equivalent positions and has an estimated population of 154,329 (California Department of Finance 2024), providing a police-to-population ratio of 1.46 officers per 1,000 residents. The Police Department's Fiscal Year 2024/2025 budget totals $63.8 million and provides funding to support current and future staff members (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 Roseville Police Department sets a response goal of 3 minutes or less for 90 percent of emergency calls (City of Roseville 2020b).

SCHOOLS

School services in Roseville are provided by the 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.

The Roseville City School District consists of 16 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 2024).

The Roseville Joint Union High School District currently operates six comprehensive high schools, a continuation school, an adult school, and an independent study school. Enrollment for the 2023–2024 school year for the entire Roseville Joint Union High School District was 12,626 students and enrollment for district high schools serving the City was 6,726 (California Department of Education 2024).

The Eureka Union School District operates three elementary schools that serve grades K-3, two schools that serve grades 4-6, and two schools that serve grades 7-8. Excelsior Elementary School, Maidu Elementary School, Olympus Junior High School are within the city limits. Enrollment for the 2023-2024 school year for the entire Eureka Union School District was 3,315 students and enrollment for district schools serving the City was 1,338 (California Department of Education 2024).

The Dry Creek Joint Elementary School District operates six elementary schools (grades K-5), one K-8 school, and two middle schools (grades 6-8). Coyote Ridge Elementary School, Heritage Oak Elementary School, Quail Glen Elementary School, and Silverado Middle School are within the city limits. Enrollment for the 2023-2024 school year for the entire Dry Creek Joint Union School District was 6,725 students and enrollment for district schools serving the City was 2,969 (California Department of Education 2024).

The Center Joint Unified School District consists of five elementary schools, one middle school (grades 7–8), and two high schools in unincorporated Sacramento County. Enrollment for the 2023-2024 school year for the entire Center Joint Unified School District was 4,439 students and enrollment for district schools serving the City was 2,876 (California Department of Education 2024).

The project site is located within the boundaries of the Roseville City School District and the Roseville Joint Union High School District. According to the City of Roseville General Plan EIR, multiple new schools are planned in the above school districts—including Roseville City School District and Roseville Joint Union High School District—several of which are currently under construction or will be constructed in the next few years (City of Roseville 2020b: 4.11-9).

PARKS AND RECREATION

Roseville's park and recreation facilities are operated by the City of Roseville Parks, Recreation & Libraries 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 Audrey Huisking Park (6485 Garland Way) and Sierra Crossing Park (4251 Brookstone Drive) (City of Roseville 2024b). 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 Reason Farms Preserve is located to the northeast of the site. 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. An entryway to the nature preserve is marked with a rock sign, and a main trail guides recreationalists through fields with scattered trees to Pleasant Grove Creek.

A series of multi-use paths for cyclists, pedestrians, and non-motorized vehicles are provided throughout Roseville. Multi-use paths are located to the southeast of the project site within the West Roseville Specific Plan area and are currently under construction to the east of the project site within the Creekview Specific Plan area (City of Roseville 2024b).

LIBRARIES

The City's library system 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.

3.14.3 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* (2020a), *City of Roseville 2035 General Plan Update Final Environmental Impact Report* (2020b), and consultation with appropriate public service providers. Impacts on public services that would result from the project were identified by comparing existing service capacity and facilities against future demand associated with project implementation.

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.

ISSUES NOT DISCUSSED FURTHER

The project is not expected to result in substantial, direct population growth, and indirect impacts related to population growth are addressed in Section 5.1, "Growth Inducement." The project includes the development of an environmental utilities operations center on undeveloped agricultural land in the northwest corner of Roseville. At full buildout, the project would provide up to 531 new permanent jobs. It is anticipated that the majority of these employees would be hired from the local population base. For further information on the project's impact on population, employment, and housing, see Section 3.3, "Population, Employment, and Housing." Therefore, the project is not expected to increase long-term demand for schools, parks, or other public facilities (e.g., libraries) necessitating the expansion of existing facilities or construction of new facilities. Further and as stated in the City's General Plan EIR (City of Roseville 2020b), existing and future school facilities and services within the City, as well as parks and recreational facilities, are considered adequate to serve the existing and future City residents. Based on the limited growth associated with the project and the conclusions of the General Plan EIR, the project would not increase long-term demand for schools, parks, or other public facilities such that new facilities would be required, and as such, these issues are not discussed further. The project's potential to increase the use of existing recreational facilities such that substantial physical deterioration of these facilities would occur or be accelerated is addressed in Chapter 1, "Introduction" under "Effects Not Found to Be Significant."

ENVIRONMENTAL IMPACTS AND MITIGATION MEASURES

Impact 3.14-1: Result in the Need for New or Expanded Fire Service Facilities

Phase 1

Development of Phase 1 of the project would generate 439 new permanent jobs and could result in an increased demand for fire services. Because Phase 1 of the project would be required to adhere to all applicable standards and fire codes 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.

Development of the project has the potential to adversely affect the ability of the Roseville Fire Department to adequately respond to fire emergencies. The project would include a new RRTO Facility, Corporation Yard, and Vendor

Lease Area, and would provide up to 439 new permanent jobs. Solid waste material contains combustible components and the operation of solid waste facilities can result in fire risks. The introduction of new structures and solid waste operations at the site could increase this risk. The City contacted CAL FIRE, which provides fire protection services to the Western Regional Sanitary Landfill in Lincoln, California. According to CAL FIRE staff, there are approximately two to five calls per year for CAL FIRE assistance to the landfill and most of these service calls are medical calls (Bradley, pers. comm., 2025b). Therefore, the Roseville Fire Department expects that the number and type of calls for service for the project would be similar and that the Roseville Fire Department could accommodate the small increase in calls for service without the need for additional facilities or infrastructure (Bradley, pers. comm., 2025b).

As a result, 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. 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, northeast of the project site (City of Roseville 2020b: 4.11-3). While the new fire station is planned to better serve the west Roseville area, according to the Roseville Fire Department, implementation of the project would not require construction of new or expanded fire protection services or facilities (Bradley, pers. comm., 2025a). The project would be required to adhere to all applicable requirements related to fire protection, is within the Fire Department's existing service area, and, most importantly, 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.

Phase 2

Development of Phase 2 of the project would generate 92 new permanent jobs and could result in an increased demand for fire services. Because Phase 2 of the project would adhere to all applicable standards and fire codes 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**.

As discussed for Phase 1, Phase 2 of the project would 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.

Phase 2 would expand the RRTO Facility and would include a Potential Future Organics Processing Facility, providing up to 92 new permanent jobs. As described for Phase 1, solid waste material contains combustible components and the operation of solid waste facilities, including the addition of a potential future compost and/or biomass facility as part of Phase 2, could result in fire risks. The introduction of new and expanded structures and operations at the site could increase this risk. However, the Roseville Fire Department expects that the number and type of calls for service for the project would be similar to those received for the Western Regional Sanitary Landfill in Lincoln, California, and that the Roseville Fire Department could accommodate the small increase in calls for service without the need for additional facilities or infrastructure (Bradley, pers. comm., 2025b).

Similar to Phase 1, implementation of Phase 2 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. According to the Roseville Fire Department, implementation of Phase 2 would not require construction of new or expanded fire protection services or facilities (Bradley, pers. comm., 2025a). Similar to Phase 1, Phase 2 of the project would be required to adhere to all applicable requirements related to fire protection, is within the Fire Department's existing service area, and, most importantly, 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 3.14-2: Result in the Need for New or Expanded Police Facilities

Phase 1

Although it is anticipated that there would be increased calls for service and requests for police due to the development of Phase 1, the project would not result in an increased need for new or expanded police services or facilities. Therefore, impacts related to police protection 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. Phase 1 of the project includes development of an RRTO Facility, Corporation Yard, and Vendor Lease Area on undeveloped, agricultural land in the northwest corner of Roseville. Phase 1 of the project would provide up to 439 new permanent jobs. Furthermore, the project would not add new residential units.

Similar to fire protection, project development would not adversely affect the ability of the Roseville Police Department to adequately respond to emergencies. 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.

Police services are funded primarily by sales tax and property tax revenue. 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 totals $63.8 million and provides funding to support current and future staff members (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. The Roseville Police Department has reviewed the project application and did not indicate that the revenue generated by the project would be insufficient to meet its needs or prevent the Roseville Police Department from maintaining current levels of service. Because the project would not result in an increased need for new or expanded police services or facilities, impacts related to police protection would be **less than significant**.

Mitigation Measures

No mitigation is required.

Phase 2

Although it is anticipated that there would be increased calls for service and requests for police due to the development of Phase 2, the project would not result in an increased need for new or expanded police services or facilities. Therefore, impacts related to police protection would be **less than significant**.

As described for Phase 1, the project is located within the city limits of Roseville and is served by the City of Roseville Police Department. Phase 2 of the project would expand the RRTO Facility and would include a Potential Future Organics Processing Facility, providing up to 79 new permanent jobs.

Similar to Phase 1, development of Phase 2 would not adversely affect the ability of the Roseville Police Department to adequately respond to emergencies. 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.

As described for Phase 1, the Roseville Police Department has reviewed the project application and did not indicate that the revenue generated by the project would be insufficient to meet its needs or prevent the Roseville Police Department from maintaining current levels of service. Because the project would not result in an increased need for new or expanded police services or facilities, impacts related to police protection would be **less than significant**.

Mitigation Measures

No mitigation is required.

3.15 PUBLIC UTILITIES

This section evaluates the availability of existing utility and infrastructure systems (i.e., water, wastewater, recycled water, 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 3.11, "Hydrology and Water Quality," and potential effects related to increased demand for electricity and natural gas are addressed in Section 3.8, "Energy."

Comments regarding the regulatory context that would apply to the project and the potential for water quality degradation of Pleasant Grove Creek from project development during construction and operations near the creek were received in response to the notice of preparation (see Appendix A); these comments are addressed in Section 3.11, "Hydrology and Water Quality." Additional comments were received from the California Department of Resources Recycling and Recovery (CalRecycle), the Pacific Gas and Electric Company (PG&E), Placer County Conservation Program, and Western Placer Waste Management Authority (WPWMA) about regulatory responsibility of implementing the proposed project and associated services, the need for a solid waste processing facility when a similar facility exists nearby, and the potential for solid waste processed at the project site contaminating nearby Pleasant Grove Creek. These issues are addressed in this section.

3.15.1 Regulatory Setting

DOMESTIC WATER

Federal

Safe Drinking Water Act

As mandated by the Safe Drinking Water Act (Public Law 93-523), passed in 1974, the US 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 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).

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 2022). Per that list, DWR ranked the North American Subbasin as "high priority." The Groundwater Sustainability Plan for the North American Subbasin was published in 2021 (DWR 2021).

Local

City of Roseville General Plan

The Public Facilities Element of the *City of Roseville 2035 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.

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 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.

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.

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 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 3.11, "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.

Industrial Pretreatment

40 CFR 403 requires control authorities (e.g., City of Roseville) to implement an industrial pretreatment program to control discharges of pollutants at industrial facilities prior to discharge into the sanitary sewer system. It is a required program identified within the City's NPDES permit issued by the Central Valley Regional Water Quality Control Board (RWQCB). The goal of this program is to protect sewer treatment and conveyance infrastructure, public health, and the environment.

State

NPDES Permit for the Pleasant Grove Wastewater Treatment Plant

In June 2019, the Central Valley RWQCB issued WDR Municipal General Order No. R5-2017-0085-005 (NDPES No. CAG585001). Based on the Notice of Intent the Executive Officer determined the Facility's discharge is eligible for coverage under the Municipal General Order and issued a Notice of Applicability (R5-2017-0085-005) on 28 June 2019. The Notice of Applicability includes effluent limitations with which the Discharger, the Pleasant Grove Wastewater Treatment Plant (PGWWTP), is expected to comply. PGWWTP treats wastewater from its service area before discharging it to Pleasant Grove Creek. This is an NPDES self-monitoring permit that contains performance standards for the effluent discharged into Pleasant Grove Creek. The water quality objectives established in the Central Valley RWQCB Basin Plan are protected, in part, by NPDES Permit No. CAG585001.

The quality of the effluent that can be discharged to waterways is established by the Central Valley RWQCB through Waste Discharge Requirements (WDRs) that implement the NPDES permit. WDRs are updated at least 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 2035 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.

City of Roseville Industrial Pretreatment Program

The City of Roseville's Industrial Pretreatment Program requires industrial dischargers to obtain wastewater discharge permits due to the potential to disrupt publicly owned treatment works operations from the discharge of industrial wastewater to the sanitary sewer system. These permits are designed to protect City wastewater infrastructure, public health, and the environment and do so by specifying permissible pollutant concentrations and volumes that may be discharged.

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 federal law governing disposal, storage, and transportation 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, 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.

In September 2016, the Governor signed into law SB 1383, establishing methane emissions reduction targets in a statewide effort to reduce emissions of short-lived climate pollutants in various sectors of California's economy. The new law codifies the California Air Resources Board's Short-Lived Climate Pollutant Reduction Strategy, established pursuant to SB 605. As it pertains to CalRecycle, SB 1383 establishes targets to achieve a 50 percent reduction in the level of the statewide disposal of organic waste from the 2014 level by 2020 and a 75 percent reduction by 2025. The law grants CalRecycle the regulatory authority required to achieve the organic waste disposal reduction targets and establishes an additional target that not less than 20 percent of currently disposed edible food is recovered for human consumption by 2025.

Local

City of Roseville General Plan

The Public Facilities Element of the *City of Roseville 2035 General Plan* (2020a) contains the following solid waste policies that may be applicable to the project:

- **Policy PF8.1:** Ensure existing and future recycling sites and operations remain viable through application of land use compatibility standards.
- **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.

3.15.2 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 (SJWD), and Citrus Heights Water District. The City provides drinking water from surface water and groundwater resources and diverts water from the American River and from Folsom reservoir (DWR 2021). Surface water is provided through contracts with PCWA, SJWD, and the US Bureau of Reclamation (USBR). Surface water from the American River is collected and 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). Additionally, the City has 19 inter-tie 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).

Water supplies for the City also include groundwater from the North American Subbasin of the Sacramento Valley Groundwater Basin (City of Roseville 2022). The City currently owns and maintains six groundwater wells. Four of the six 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 3.11, "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 3.15-1) (City of Roseville 2022).

In addition, groundwater is available in all year types and recycled water is used within the city for non-potable uses. Table 3.15-1 shows the City's schedule of authorized water supply over the next approximately 20 years.

Table 3.15-1 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	30,000	30,000	30,000	30,000	30,000
San Juan Water District	4,000	4,000	4,000	4,000	4,000
Water Forum Limitation[1]	-7,100	-7,100	-7,100	-7,100	-7,100
Placer County Water Agency (Future)[2]	0	0	3,360	3,360	3,360
Recycled Water	4,022	4,435	4,933	4,933	4,933
Groundwater	1,560	2,720	3,350	3,350	3,350
Total	**64,482**	**66,055**	**70,543**	**70,543**	**70,543**

Note:

[1] 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.

[2] An additional 3,360 AF of supply from the PCWA Ophir WTP is assumed to become available in all year types as of 2035.

Source: City of Roseville 2022: 7-8.

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, 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. Available water supplies during a single drought year and in year 5 of a 5-year drought would be the same and are presented in Table 3.15-2.

Table 3.15-2 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	8,000	8,000	8,000	8,000	8,000
Placer County Water Agency	30,000	30,000	30,000	30,000	30,000
San Juan Water District	0	0	0	0	0
Water Forum Limitation	0	0	0	0	0
Placer County Water Agency (Future)	0	0	3,360	3,360	3,360
Recycled Water	4,036	4,464	4,976	4,976	4,976
Groundwater	7,920	12,570	14,431	14,431	14,431
Total	**49,956**	**55,034**	**60,767**	**60,767**	**60,767**

Source: City of Roseville 2022.

It is important to note that during the drier and driest years, the City has agreed to the WFA, which causes Roseville to receive less water from Folsom Reservoir. Although Roseville's water contract entitlements total 66,000 afy, the City's diversions from the American River are limited by the WFA in normal/wet years, drier, and driest years. In normal/wet years, the City has agreed to limit surface water diversions from the American River to 58,900 afy. In

driest or critically dry years, the maximum diversion from the American River is limited to 43,800 afy. In drier years, the City may divert an amount between 43,800 and 58,900 afy from the American River, calculated linearly depending on the unimpaired flow into Folsom Reservoir (City of Roseville 2022: 7-3). However, 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. This 20,000 afy of water is not part of the City's contracted supply of 66,000 afy. Additionally, because the WFA limitations are calculated linearly (meaning the demand is assumed to increase at a constant rate over time), the limitations are excluded from Table 3.15-2 (City of Roseville 2022: 7-4). This is because real-world water demand often behaves non-linearly due to factors like conservation measures, seasonal variations, and economic changes.

Groundwater Supply

The project site consists of rice farming, a former residence and associated structures, and private groundwater wells. There are no public or municipal water sources on the project site. The site has two types of groundwater wells (irrigation and domestic). Typically, domestic groundwater wells are drilled to the shallow aquifer due to lower construction costs.

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 3.15-1 and 3.15-2). 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. As the City continues to develop this program and looks to the future of sustainable supply, groundwater pumping patterns will continue to evolve (City of Roseville 2022).

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 3.15-3, 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 1,647 afy in 2025 and 1,985 afy in 2030 (City of Roseville 2022). However, projected demands shown in dry years are conservative and do not assume any water conservation or include the additional 20,000 afy that PCWA would release in drier and driest years identified above. Because the additional 20,000 afy release from PCWA is not part of the contracted water supply, it is not included in the UWMP calculations (shown in the tables), but it would make up the deficit in water supply.

Additionally, 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 greater than 50 percent in the event of a water supply shortage or emergency (City of Roseville 2022). Currently, the State of California is calling for a voluntary 15 percent conservation. The City was in a Stage 3 drought in 2015 and achieved a 33 percent conservation compared with a normal year. In 2016, the City achieved approximately 25 percent conservation compared with a normal year.

Table 3.15-3 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
Recycled water supply	4,022	4,435	4,933	4,933	4,933
Groundwater supply	1,560	2,720	3,350	3,350	3,350
Total water supply (normal years)	**64,482**	**66,055**	**70,543**	**70,543**	**70,543**

	2025	2030	2035	2040	2045
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)[1]	**49,942**	**55,005**	**60,723**	**60,723**	**60,723**
Water demand[2]	51,589	56,990	62,547	62,547	62,547
Surplus (+)/Deficit (-) (single dry year or multiple dry years)	**-1,647[2]**	**-1,985**	**-1,824**	**-1,824**	**-1,824**

Notes:

[1] The 20,000 afy that PCWA would supply in drier and driest years is not part of the contracted supply of 66,000 afy and, therefore, not included in the table.

[2] 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.

WASTEWATER

The City of Roseville, the South Placer Municipal Utility District, and Placer County are regional participants in the South Placer Wastewater Authority (SPWA). 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 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 for full, unrestricted use. The PGWWTP was designed to treat 12 mgd average dry weather flow, an expansion was completed in 2023 to expand PGWWTP to treat the originally proposed 12 mgd (Chancey 2023). The City is currently conducting a PGWWTP capacity study.

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 2023, Roseville Electric consisted of 29 percent renewable energy, which consisted of solar, wind, hydroelectric, geothermal, and biomass (Roseville Electric 2023). 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 facilities would be required to serve the proposed project. The project would not require the installation of new or expansion of existing natural gas infrastructure; however, compressed natural gas (CNG) would be consumed by on-road trucks as part of the 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 is 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 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. 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).

Solid waste is collected through waste collection trucks from City residences and businesses. Recycling and organic waste is collected through the current WPWMA's One-Big-Bin program but is assumed to be recovered as separate recyclables and organics in the City's new 3-cart collection system. Using a combination of CalRecycle annual reporting data and City records, it is estimated that the City of Roseville currently delivers materials to the WPWMA facility as shown in Table 3.15-4.

Table 3.15-4 City of Roseville Waste Deliveries to WPWMA per Year by Waste Type

Waste Type	Amount of Materials (tons per year)
Municipal Solid Waste (MSW)	84,000
Recyclable Material[1]	33,000
Organic Waste[2]	33,000

Notes: WPWMA = Western Placer Waste Management Authority.

[1] Recyclable waste is currently collected comingled with MSW per WPWMA's One-Big-Bin program but is assumed to be recovered as recyclables in the City's new 3-cart collection system.

[2] Organic waste is currently either collected using a dedicated green can for residents or comingled with MSW per WPWMA's One-Big-Bin program but is assumed to be recovered as organics in the City's new 3-cart collection system.

Source: Estimates provided by the City of Roseville in 2025.

Under current agreements with WPWMA, the City will continue to send a portion of its waste to WPWMA through June 2043. The annual waste throughputs committed by the City to WPWMA are 9,000 tons per year (tpy) of organic waste, and 38,000 tpy of municipal solid waste (MSW), as described in Chapter 2, "Project Description."

3.15.3 Environmental Impacts and Mitigation Measures

ANALYSIS METHODOLOGY

The analysis of water supply in this EIR is based on information included in *Roseville Utilities Operations Facility Water Utility Strategy and Evaluation Report* (HDR 2024a) and the *City of Roseville 2020 Urban Water Management Plan* (City of Roseville 2022). Analysis of wastewater treatment, wastewater conveyance, and potable water conveyance is based on information also included in the *Roseville Utilities Operation Facility Water Utility Strategy and Evaluation Report* (HDR 2024a) and the *Technical Memorandum Sanitary Sewer System Recommendations* (Jacobs Engineering Group Inc 2025).

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 3.8, "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 public utilities 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 3.8, "Energy." Potential effects related to stormwater and drainage are addressed in Section 3.11, "Hydrology and Water Quality."

ENVIRONMENTAL IMPACTS AND MITIGATION MEASURES

Impact 3.15-1: New or Expanded Utility Infrastructure Capacity

Phase 1

The project would require extending the surrounding utility infrastructure onto the project site. All utility infrastructure extensions and hookups would occur within the disturbance area of the project site or within existing roadways (i.e., Phillip Road), the environmental effects of which have been analyzed in this EIR for which mitigation measures have been identified, where necessary, that would reduce or avoid most impacts to a less-than-significant level. The existing and proposed utility infrastructure would be sufficient to meet the project's estimated water supply, wastewater, and electrical needs. For these reasons, the impact would be **less than significant**.

The project site does not include any municipal water facilities on-site and is served by both domestic and irrigation wells. The domestic and irrigation wells would be used to serve the proposed project, as detailed below (HDR 2024a). Additionally, existing utility infrastructure would be extended onto the project site from existing, nearby connections to serve the project. 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. As detailed above in Section 3.15.2, "Environmental Setting," the City manages a water distribution system comprised of distribution and transmission mains, groundwater wells, 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 (City of Roseville 2022). Barton Road WTP has a treatment capacity of up to 100 mgd.

The total projected potable water demand for Phase 1 is 21,000 gallons per day (gpd). The total projected non-potable water demand for Phase 1 is 24,000 gpd. The non-potable fire water storage water demand was determined to be 960,000 gallons based on the California Fire Code, with City of Roseville amendments, to meet the potential maximum fire flow demand for the project.

To meet the water demands and redundancy requirements of the project, utility infrastructure extensions including a new water pipe would be extended to the project site along Phillip Road to meet both the potable and non-potable water requirements (HDR 2024a). A new 16-inch diameter water supply line would be extended approximately 3 miles along the alignment of Phillip Road, from the existing water supply line located in Blue Oaks Boulevard (HDR 2024a).

Water for fire suppression would be provided through either extending the public water supply system from Blue Oaks Boulevard to the project site or using existing non-potable water wells to fill an approximately 1 million gallon fire suppression water tank with a diesel-powered fire suppression water pumping system that would supply the fire sprinkler system and onsite hydrants. The extension of the public water from Blue Oaks to the project site is approximately 2.3 miles to the point of connection. The fire water supply for the EU Operations Center as a whole would be sized to meet the fire department requirement of 4,000 gallons per minute.

The project is not expected to exceed the capacity of the existing and future water system infrastructure such that it would require the construction of additional new or expanded infrastructure, beyond what is described above.

Wastewater

Sanitary sewer service would be required for the project for a variety of wastewater discharge needs. The primary sources of wastewater discharge would include industrial discharges from the fire protection pond; runoff from fleet vehicles washed at the site, MSW Transfer Station, and MRF floor washdown; and wastewater from the materials received at the RRTO building. Additional sources of wastewater discharge would include sewer discharges (e.g., toilets and sinks) from restrooms and kitchens within on-site structures. Installation of pretreatment equipment would be required to appropriately treat all industrial wastewater sources to the industrial standards outlined in Roseville Municipal Code Chapters 14.12 and 14.26; such pretreatment equipment could include but is not limited to screening, baffled trench drains, and sand-oil interceptors.

Sanitary sewer and wastewater flows would drain, or be pumped from each building area to a single, central duplex lift station, where the combined flow would be conveyed by a force main offsite to the PGWWTP. The project site is located west and lower in elevation than the PGWWTP. Consequently, the project site would be equipped with a pumping/lift station to pump sewerage from the site to a point in the City's sewer main with adequate capacity, as agreed to by the City Wastewater Utility (Jacobs Engineering Group 2025). A number of proposed developments are anticipated to need connection to the City sewer system, including City and County developments, and there is limited space in the potential Phillip Road and Blue Oaks Boulevard sewer alignment to the WWTP approximately 4 miles east of the site. There is potential for collaboration between these developments to share development of one or more sewer pipelines in this corridor to serve all needs with fewer impacts. Collaboration with these other projects could result in the construction of an approximately 2-mile force main for the project and sharing construction efforts on the remaining 2-mile distance. For purposes of this EIR analysis, however, the project is assumed to require construction of a force main from the project site directly to the WWTP, the entire 4-mile distance. 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.

The estimated average daily domestic flows for future development is based on 20 gpd per employee using the total number of employees estimated for each facility (Jacobs Engineering Group 2025). Table 3.15-5 summarizes the projected daily wastewater flow by year of project operation.

Table 3.15-5 Projected Wastewater Output by Year

Project Phase	Employees	Gallons per day (gpd)
Phase 1	439	8,780
Phase 2	531	10,620

Source: Jacobs Engineering Group 2025; adapted by Ascent in 2025.

PGWWTP has an average flow capacity of 12 mgd and currently treats 6.04 mgd (City of Roseville 2022). Therefore, current remaining capacity is 31 percent of average flow capacity. Phase 1 of the project is projected to generate up to 8,780 gpd or less than 0.01 mgd average dry weather flow of wastewater. Wastewater output for Phase 1 would be approximately 0.08 percent of the remaining capacity of the PGWWTP. This additional flow would be negligible. Therefore, the project is not anticipated to exceed the capacity of the wastewater treatment system such that it would require the construction of new or expanded wastewater infrastructure, beyond what is described above.

Fire protection pond discharge is expected to be very infrequent and therefore is not included in any of the discharge estimates provided above. If the fire protection system is needed and used, the fire water flow of one million gallons would be contained in a retention pond and discharged over a two-month timeframe (Jacobs Engineering Group 2025).

Electricity, Natural Gas, and Telecommunications

The project would require the construction of new or expanded electrical infrastructure. Natural gas infrastructure is not proposed to be installed or expanded as part of the project; however, CNG would be consumed by on-road trucks as part of the project until the change of fleet mix. As detailed in Chapter 2, "Project Description," the project would require an initial demand of approximately 5 megawatts (MW), and then increase to the larger, 20 MW demand when the City implements the electrical charging program for its truck fleet. The initial extension of power to the site for the 5 MW requirements would be provided via above grade power poles or below-ground conduits and conductors.

Prior to developing the EV charging system, electrical demands would likely require development of a new substation with Roseville Electric to serve the project. To accomplish this, Roseville Electric is expected to extend an existing 60 kV aerial power line from the existing 60 kV power supply system located near the City power production site on Phillip Road east of Westbrook Boulevard and build a new substation on the project site (shown in Figure 2-4 in Chapter 2, "Project Description"). Roseville Electric estimates approximately 1 acre of land would be needed for its substation. Physical environmental impacts associated with construction and operation of the new electrical substation, 60 kV line extension, and other 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, implementation of Phase 1 would not result in significant environmental effects associated with the relocation or construction of new or expanded electrical infrastructure.

Summary

The anticipated water demand and wastewater output for Phase 1 would be within the capacity of the existing utility infrastructure. All proposed utility hookups to existing infrastructure would occur within the disturbance area of the project site or adjacent roadways. In addition, given the small amount of wastewater that would be produced by the project compared to available capacity, the existing wastewater treatment facilities would have capacity to serve the project. The project would require the construction of new or expanded electrical infrastructure—including an electrical substation, 60 kV line extension, and other associated infrastructure—to serve the project's electrical needs. The environmental effects of installing these facilities 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. The project would therefore have a **less-than-significant** impact because it would not require or result in the relocation or construction of new utility infrastructure beyond what has been evaluated in this EIR.

Mitigation Measures

No mitigation is required.

Phase 2

Phase 2 would rely on the water, wastewater, and electrical infrastructure that is proposed for Phase 1. Utility infrastructure would remain within roadways and disturbed areas at the project site. Like Phase 1, Phase 2 would add water demand, wastewater output, and electrical demand to the regional utility providers. This proposed utility use would be within the existing and future capacity of the utility providers that would serve the project site. Additionally, the electrical substation installed during Phase 1 would be sized to meet the electrical needs of Phase 2. For these reasons, the impact would be **less than significant.**

Phase 2 would include expansion of the RRTO and development of the Potential Future Organics Processing Facility, both of which would increase water demand, wastewater output, and electrical demand.

Water Supply

Phase 2 would require additional water supply. The total projected potable and non-potable water demand for Phase 2 is 29,000 and 32,000 gpd, respectively. However, as stated above, the project's water supply infrastructure would be sized to include all project phases, including Phase 2 (HDR 2024a). Therefore, the new 16-inch diameter water supply line that would be extended approximately 3 miles along the alignment of Phillip Road, from the existing water supply line located in Blue Oaks Boulevard as part of Phase 1 would be sized to accommodate Phase 2 water demands. The project is not expected to exceed the capacity of the existing and future water system infrastructure such that it would require the construction of additional new or expanded infrastructure.

Wastewater

As described for Phase 1, sanitary sewer service is required for the project for a variety of wastewater discharge needs. Phase 2 would include discharges from sources such as wet trash, dust suppression, vehicle wash areas, and potential excess water in the compost yard, but these are expected to be minimal. Further, monitoring and pretreatment systems installed during Phase 1 of the project would be designed to accommodate increased discharge volumes that would be generated during Phase 2.

The Technical Memorandum for the project assumes there would be no wastewater output associated with the Potential Future Organics Processing Facility (Jacobs Engineering Group 2025). As stated above, the project's wastewater supply infrastructure would be sized to include all project phases, including Phase 2. Therefore, the new force main that would be extended approximately 4 miles from the project site directly to the WWTP as part of Phase 1 would be sized to accommodate Phase 2 wastewater demands. As shown in Table 3.15-5, there would be approximately 10,620 gpd of wastewater output once Phase 2 is completed. This increase from Phase 2 would still be approximately 0.09 percent of the remaining capacity of the PGWWTP. Therefore, the project is not anticipated to exceed the capacity of the wastewater treatment system such that it would require the construction of new or expanded wastewater infrastructure.

Electricity, Natural Gas, and Telecommunications

The new electrical substation, 60 kV line extension, and other associated infrastructure installed during Phase 1 would be sized to meet the electrical needs of Phase 2. Thus, no additional or expanded electrical infrastructure would be developed as part of Phase 2. As described for Phase 1, natural gas infrastructure is not proposed to be installed or expanded as part of the project; however, CNG would be consumed by on-road trucks as part of the project. The CNG consumed by on-road trucks would increase during Phase 2 and full operation (2058) because the amount of solid waste and the truck trips hauling it would increase between 2040 and 2058.

Summary

The anticipated water demand, wastewater output, and electrical demand for Phase 2 would be within the capacity of the existing utility infrastructure. The project would therefore have a **less-than-significant** impact because it would not require or result in the relocation or construction of new utility infrastructure beyond what has been evaluated in this EIR.

Mitigation Measures

No mitigation is required.

Impact 3.15-2: Adequacy of Water Supplies

Phase 1

The projected water supplies in normal years would exceed water demands for the city, including Phase 1 of the proposed project. In single dry and multiple dry years, there would be a deficit in projected water supplies. However, projected water demands do not assume any water conservation. With the implementation of water conservation measures, the City is expected to have adequate water supplies to serve the project in all water year types. In addition, in 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, which could be withdrawn from the river by the City to further increase their water supplies. The impact would be **less than significant**.

As described above in Section, 3.15.2, "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-used 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. Water demand associated with the project is expected to begin in 2025 and linearly increase until buildout in 2040. Projected water demand for the City in 2040 is anticipated to be 62,547 afy (Tables 3.15-3) (City of Roseville 2022).

The project would utilize both potable and non-potable water. Estimated potable water demands are based on the estimated staffing of the facilities by phase. A 1.5 safety factor (i.e., 1.5 times more water is identified than is estimated to be required) was included to account for visitors and additional miscellaneous demands. Additional non-potable water demands were estimated based on the anticipated building areas, with a 1.5 safety factor applied. The non-potable fire water storage water demand was determined to be 960,000 gallons based on the California Fire Code, with City of Roseville amendments, to meet the potential maximum fire flow demand for the project. Table 3.15-6 includes the required potable and non-potable demands per day for the project.

Table 3.15-6 Water Supply Demand for the Project

Project Phase	Potable (gallons per day)	Potable (acre-feet per year)	Nonpotable (gallons per day)	Non-potable (acre-feet per year)
Phase 1	21,000	23.54	24,000	26.90
Phase 2	50,000	56.04	56,000	62.77

Source: HDR 2024a; adapted by Ascent in 2025.

Available normal year water supply projected for 2040 for the City of Roseville is 70,543 afy, which would exceed the City's projected demand of 62,547 afy plus the project's projected demand of 118.81 afy. In dry years and multiple dry years, the City's projected water supply in 2040 would be 60,767 afy, which would not be adequate to serve the projected demands for the city or the combined demands of the city and the project (Tables 3.11-2 and 3.11-6)(City of Roseville 2022; HDR 2024a).

However, the City's projected water supply does not assume any water conservation. Currently, the State of California is calling for a voluntary 15 percent conservation. The City was in a Stage 3 drought in 2015 and achieved a 33 percent conservation compared with a normal year. In 2016, the City achieved approximately 25 percent conservation compared with a normal year. Considering that the City has been able to achieve up to a 33 percent conservation rate, it is reasonable to assume that the City could conserve water that would allow for the project to remain in operation. It is expected that the City would implement the provisions of its WSCP described above in Section 3.15.2, "Environmental Setting," to reduce demand in single and multiple dry years, which would include replacing turf with low water plants and using smart irrigation controllers. Implementation of these measures would reduce water

demands from the project. The project, if approved, would be subject to the same water use restrictions as other City water customers when the WSCP is implemented. With implementation of water conservation measures, the City is expected to have adequate water supplies to serve the project in all water year types (HDR 2024a). In addition, in 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 that is not part of the City's contracted supply of 66,000 afy, which would further increase the City's water supplies. The impact would be **less than significant**.

Mitigation Measures

No mitigation is required.

Phase 2

Phase 2 would rely on the water supply that is proposed for Phase 1 plus additional water to operate the project at buildout. Water supply would be subject to the UWMP, the City of Roseville water conservation measures, and additional agreements the City has entered with PCWA to allocate more water in the driest years to supplement the City's water supply. Like Phase 1, Phase 2 would add water demand to the regional water supply. This proposed water demand use would be within the existing and future capacity of the City of Roseville water supply that would serve the project site. For these reasons, the impact would be **less than significant**.

Phase 2 would require additional water supply (see Table 3.15-6); however, as stated above, the water supply infrastructure that would be developed as part of Phase 1 would be sized to include all project phases, including Phase 2 (HDR 2024a). Phase 2 is required to comply with the UWMP and City of Roseville water conservation measures which would allow for the water demand from Phase 2 to be accommodated and remain in operation during the driest years. In addition, in 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 that is not part of the City's contracted supply of 66,000 afy, and which would further increase the City's water supplies. The project is not expected to exceed the capacity of the existing and future water supply such that it would require the City to obtain new water sources. The impact would be **less than significant**.

Mitigation Measures

No mitigation is required.

Impact 3.15-3: Landfill Capacity and Compliance with Solid Waste Regulations

Phase 1

Phase 1 is projected to include 469 new employees. The waste from construction and operations on-site would be managed on-site or sent to the Western Regional Sanitary Landfill for the remainder of the contract with the City of Roseville through 2043. Given the project's small contribution to the Western Regional Sanitary Landfill's remaining capacity, it is not anticipated that the project would generate solid waste in excess of the capacity of local infrastructure. Additionally, Phase 1 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. 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 landfill capacity, and it would not otherwise impair the attainment of solid waste reduction goals.

Phase 1 is projected to support 469 new employees at the project site. 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 3,840 ppd or 1.9 tons per day of solid waste. 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 3.15.2, "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 reported in the WPWMA 's Waste Action Plan of 2022, the average daily tonnage at the Western Regional Sanitary Landfill was 1,900 tons per day of solid waste, 822 tons per day of recycled materials, 193 ton per day of organic waste, and 160 tons per day of construction and demolition materials (WPWMA 2022). Therefore, the project's anticipated solid waste production of 1.9 tons per day would comprise less than 0.1 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.

In addition, as stated above, the project would increase the capacity for the City of Roseville to manage solid waste in the city limits. The anticipated estimated range of annual material quantities that the RRTO facility would process once it is operational is listed in Table 3.15-7.

Table 3.15-7 RRTO Facility Estimated Range of Annual Material Quantities

Year	Recyclable (tons)	Organics (tons)	MSW Transfer (tones)	Total Throughput (tons)
2028	80,000 – 100,000	49,000 – 64,000	82,000 – 102,000	211,000 – 266,000
2044	110,000 – 148,000	82,000 – 111,000	200,000 – 248,000	392,000 – 507,000
2058	146,000 – 210,000	108,000 – 156,000	265,000 – 350,000	519,000 – 716,000

Source: HDR 2024b.

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 3.15.1, "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 and businesses that generate more than 8 cubic yards of organic waste per week arrange for organic waste recycling services. Recycling services would be provided by the City with the materials being transferred to the Western Regional Sanitary Landfill, which is a mixed waste processing facility. The project is not anticipated to generate more than 8 yards of organic waste per week; however, the City provides organic waste services that the project could use during operation. Given that the City provides both organic waste and recycling services and these services would be provided to the project site, 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). Policy PF8.1 in the City of Roseville General Plan also states that the City would ensure existing and future recycling sites and operations remain viable through application of land use compatibility standards. This project is in compliance with Policy PF8.1.

Further, the project would increase local infrastructure and support the attainment of solid waste reduction goals. Specifically, the project would provide a waste and recycling facility that will enable the City to manage its waste and recyclable materials locally while maintaining compliance with state requirements such as, but not limited to, SB 1383, AB 939, and AB 1826. The project would also create the infrastructure for the City to accommodate the option to implement a citywide waste/recycling services three-cart set out, which would create a system to allow the City to meet the organics and recycling diversion requirements established by SB 1383.

Solid waste generated by the project would be a small percentage 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 and PF8.1. Further, the project would increase local infrastructure and support the attainment of solid waste reduction goals. 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.

Phase 2

Phase 2 would involve expansion of the RRTO and the construction and operation of a Potential Future Organics Processing Facility. Phase 2 would add an additional 62 new employees at build-out to operate the expanded facilities. Phase 2 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. 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.

Phase 2 would include an additional 62 new employees. Similar to Phase 1, construction of Phase 2 would involve expanded waste processing facilities to be able to manage more waste within the city limits of Roseville and additional employees that would generate solid waste comprising less than 0.1 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. Operation of Phase 2 would include a Potential Future Organics Processing Facility, which may involve a composting facility and/or biomass facility. The potential future compost facility would involve the composting of green waste, wood, and food wastes which would continue to increase the capacity of the City of Roseville to process waste within city limits to comply with state law.

Phase 2 would also be required to comply with all applicable federal, state, and local management and reduction statutes related to solid waste consistent with the City of Roseville 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.

3.16 TRANSPORTATION AND CIRCULATION

This section describes the applicable federal, state, and local transportation regulations and policies; discusses the existing roadway network and transportation facilities in the vicinity of the project; and analyzes the potential impacts from implementation of the project on transportation. Mitigation measures that would reduce impacts, where applicable, are also discussed. Information contained within this section is found primarily in the *Roseville EU Operations Center Traffic Impact Analysis* (TIA) prepared for the project (Kittelson & Associates 2025), which is included as Appendix E of this EIR and incorporated herein.

Comments on the Notice of Preparation (NOP) related to transportation included a request for the number of trips generated during project construction with a traffic control plan and a total number of trips generated during project operation. Additional comments included requests to evaluate the project's potential impacts on the approved Placer Parkway plan line and County roadways. See Appendix A for all NOP comments received.

3.16.1 Regulatory Setting

FEDERAL

The Federal Highway Administration (FHWA), an agency of the US Department of Transportation, provides stewardship over the construction and preservation of the nation's highways, bridges, and tunnels. FHWA also conducts research and provides technical assistance to state and local agencies to improve safety, mobility, and livability and to encourage innovation in these areas. Further, FHWA provides regulation and guidance related to work zone safety, mobility, and temporary traffic control device implementation.

STATE

California Department of Transportation

The California Department of Transportation (Caltrans) is the state agency responsible for the design, construction, maintenance, and operation of the California State Highway System, as well as the segments of the Interstate Highway System that lie within California. Caltrans District 3 is responsible for the operation and maintenance of Interstate (I) 5, I-80, State Route (SR) 70, SR 99, and SR 65 in the project area. Caltrans requires a transportation permit for any transport of heavy construction equipment or materials that necessitates the use of oversized vehicles on state highways.

California Manual on Uniform Traffic Control Devices, Part 6: Temporary Traffic Control

The *California Manual on Uniform Traffic Control Devices* (CA-MUTCD), Part 6: Temporary Traffic Control provides principles and guidance for the implementation of temporary traffic control to ensure the provision of reasonably safe and effective movement of all roadway users (e.g., motorists, bicyclists, pedestrians) through or around temporary traffic control zones while reasonably protecting road users, workers, responders to traffic incidents, and equipment. In addition, this document notes that temporary traffic control plans and devices shall be the responsibility of the public body or official that have jurisdiction to guide road users (Caltrans 2024: 1029).

California Transportation Impact Study Guide

The *Caltrans Transportation Impact Study Guide* provides guidance to Caltrans districts, lead agencies, tribal governments, developers, and consultants regarding Caltrans review of a land use project or plan's transportation analysis using a vehicle miles traveled (VMT) metric. The *Transportation Impact Study Guide* is intended to be a reference and informational document and its guidance is not binding on public agencies (Caltrans 2020: 3).

California Code of Regulations Section 15064.3

On December 28, 2018, State CEQA Guidelines Section 15064.3 was introduced to address the determination of significance for transportation impacts. This amendment mandates that transportation analyses be based on VMT rather than congestion metrics, such as level of service. The shift in focus was a direct response to legislation, notably Senate Bill (SB) 743, passed in 2013, that required the Governor's Office of Land Use and Climate Innovation (LCI) (formerly the Governor's Office of Planning and Research [OPR]) to develop new State CEQA Guidelines that address traffic metrics under CEQA. As stated in the legislation, upon adoption of the new guidelines, "automobile delay, as described solely by level of service (LOS) or similar measures of vehicular capacity or traffic congestion shall not be considered a significant impact on the environment pursuant to this division, except in locations specifically identified in the guidelines, if any."

Following approval by the Office of Administrative Law, the updated State CEQA Guidelines took effect statewide on July 1, 2020, implementing the provisions outlined in State CEQA Guidelines Section 15064.3. As a result, VMT analysis has become a crucial component of project evaluations under CEQA. Therefore, VMT is considered in the analysis of this project.

In December 2018, LCI published the most recent version of the *Technical Advisory on Evaluating Transportation Impacts in CEQA* (Technical Advisory), which provides guidance for VMT analysis. The Technical Advisory provides guidance related to screening thresholds for small projects to indicate when detailed analysis is needed or if a project can be presumed to result in a less-than-significant VMT impact.

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 as well as 22 cities, including the City of Roseville. As a metropolitan transportation organization, SACOG is required to prepare a long-range transportation plan (the metropolitan transportation plan) for all modes of transportation, including public transit, automobile, trucks and other vehicles, bicycles, and pedestrians, every four years for the six-county area. SACOG also assists in planning for transit, bicycle networks, clean air, and airport land uses.

Metropolitan Transportation Plan/Sustainable Communities Strategy

SACOG is responsible for preparing and updating the Metropolitan Transportation Plan/Sustainable Communities Strategy (MTP/SCS) and the corresponding Metropolitan Transportation Improvement Program (MTIP) for the six-county Sacramento region. The purpose of the MTP/SCS is to establish regional access and identify mobility goals; identify present and future transportation needs, deficiencies, and constraints within the transportation system; analyze potential solutions; estimate available funding; and propose investments.

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).

Metropolitan Transportation Improvement Program

SACOG prepares and adopts the MTIP approximately every 2 years. The MTIP is a short-term listing of surface transportation projects that receive federal funds, are subject to federally required action, or are regionally significant. SACOG adopted the 2023-2026 MTIP in September 2022. The 2023-2026 MTIP covers four years of programming: federal fiscal years 2023-2026. The project listing in the MTIP provides a detailed description for each individual project in the 2023-2026 MTIP, including those in Placer County.

Placer County Transportation Planning Agency

The Placer County Transportation Planning Agency (PCTPA) is one of two regional transportation planning agencies within the SACOG area. PCTPA serves as the Placer County Congestion Management Agency and the Airport Land Use Commission for three local airports. Under an agreement with SACOG, PCTPA represents Placer jurisdictions in federal planning and programming issues (CALCOG 2025). Each city and town within Placer County as well as the County of Placer are members of PCTPA. PCTPA is responsible for all transportation planning activities in Placer County (excluding the Tahoe basin) and transportation revenue allocation.

2044 Regional Transportation Plan

In June 2024, the PCTPA adopted the 2044 Regional Transportation Plan (RTP), a long-range (20-year minimum) transportation funding plan that identifies the County's priorities in addressing traffic congestion, mobility needs, and the maintenance of existing transportation infrastructure (PCTPA 2024: 1-1). The RTP contains a financially constrained list of projects that PCTPA anticipates can be funded over the 20-year horizon of the plan. The RTP includes the following goal that is relevant to the project (PCTPA 2024):

- **GOAL 1:** Maintain and upgrade a safe, efficient, and convenient countywide roadway system that meets the travel needs of people and the movement of goods through and within the region.

Short-Range Transit Plan

The PCTPA Short-Range Transit Plan (SRTP) is the regional plan to create an integrated transit network for Auburn Transit, Placer County Transit, and Roseville Transit. The SRTP recommends operational changes, capital improvements, and interagency coordination strategies to be implemented over the next five years (PCTPA 2025).

Placer County Regional Bikeway Plan

The Placer County Regional Bikeway Plan establishes a vision and goals for improving bicycling in the unincorporated county, identifies a network of bikeways to connect the county, and recommends supportive programs and practices to encourage bicycling (Placer County 2018). The following policies are applicable to the project (Placer County 2018):

- **Policy S.1:** Ensure safe conditions on Placer County roadways and crossings for cyclists through signage, traffic controls, engineering, education, and law enforcement efforts.
- **Policy P.2:** Maintain bikeways and related facilities in a condition favorable to safe and efficient uses by cyclists.

LOCAL

City of Roseville 2035 General Plan

The General Plan serves as a blueprint for development and associated improvements in the city. The following policies from the *City of Roseville 2035 General Plan* are applicable to the project (City of Roseville 2020):

- **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 CIRC1.5:** Design intersections and public rights-of-ways in accordance with state and federal accessibility requirements.
- **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 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.

City of Roseville Active Transportation Plan

The City of Roseville Active Transportation Plan (Active Transportation Plan) is part of a City visioning initiative (Transportation 360) that is intended to help increase human-powered mobility, improve connectivity, better serve transit users, and help the City secure grant funding (City of Roseville 2025a: 2). The Active Transportation Plan serves as an update to the City of Roseville Bicycle and Pedestrian Master Plans (City of Roseville 2025a: 17). The City Council adopted the Active Transportation Plan in June 2025. In addition to establishing objectives and actions to achieve the plan's vision, the Active Transportation Plan also includes recommendations for bicycle and pedestrian improvements that aim to create a safer, more comfortable, and better-connected network.

City of Roseville Communitywide Sustainability Action Plan

The City Communitywide Sustainability Action Plan (SAP) outlines key objectives aimed at implementing transportation measures that reduce VMT and associated greenhouse gas (GHG), nitrous oxides (NO_X), and respirable particulate matter (PM) with aerodynamic diameter of 10 micrometers or less (PM_{10}). The objectives of the SAP aim to reduce the overall environmental footprint of the transportation system and serve as guidelines in setting VMT reduction strategies for projects.

City of Roseville Community Design Guidelines

The City of Roseville Community Design Guidelines establishes design and technical guidelines including a list of specific recommendations and requirements for land use categories (e.g., commercial, office and industrial, multi-family and compact residential) to include in project design. The following design guidelines for office and industrial development would be applicable to the project (City of Roseville 2008):

- **OI-20**: Vehicular access to the site, internal circulation, and parking lot designs should consider the following:
  - Conflicts between truck traffic and employee and visitor parking should be minimized.
- **OI-23:** Site circulation should allow for and facilitate emergency access to the site and all buildings.
- **OI-25:** Street and drive aisle widths, throat depths, stacking distances, and parking shall comply with current City standards.
  - All pedestrian circulation walks shall be designed to provide access to the disabled in compliance with the Americans with Disabilities Act (ADA), California Title 24, and the City's Improvement Standards.
  - Bicycle racks or lockers shall be provided in the quantity required by the Zoning Ordinance and should be located in highly visible and convenient areas at residential units and common areas.
  - Projects that are required to prepare and gain approval of a Transportation Management Plan shall provide the required and optional elements as stipulated in the TSM Ordinance.

City of Roseville Design and Construction Standards

The City Design and Construction Standards are intended to provide direction in the application of improvements which are to be dedicated to the public and accepted by the City for maintenance or operation including certain private works and improvements to be installed within existing City right-of-way (City of Roseville 2023a). The Design and Construction Standards include requirements for street and sidewalk design, requirements for site access and driveway locations, and minimum requirements for sight distance. The following guidance and recommendations related to traffic control and VMT analysis are also applicable to the project (City of Roseville 2025b, 2023a):

Section 6-2: Design Standards

- **U. Traffic Control:** Construction area traffic control shall be installed in accordance with the City accepted projects specific traffic control plan, the approved improvement plans and specifications, the Construction Standards, the

City Design Standards, the current California Manual on Uniform Traffic Control Devices (CAMUTCD), The State of California Standard Plans, and the latest edition of The State of California Department of Transportation Standard Specifications hereinafter referred to as the Cal Trans Standard Specs and as follows:

- Construction that inhibits free flow traffic shall not occur between the hours of 4:00 p.m. to 6:00 p.m. on Monday through Friday without prior written approval of the Engineer. Traffic control lasting more than one hour will be subject to additional time restrictions set by the City's Traffic Section in order to minimize the impact to the public.
- At least one lane in each direction shall remain open to traffic unless otherwise approved by the Engineer.
- Turning movement restrictions require approval of the City. A changeable message sign (CMS) shall be posted in the direction of travel affected by the restriction a minimum of three days prior to the implementation of the traffic control at the contractor's expense. Wording and placement of the CMS shall be "ACCEPTED" by the City's Traffic Section prior to installation.
- Traffic control hours are subject to limitation by the City.
- Lane closures that affect traffic flow may require night work, changeable message signs, and/or certified flaggers at the contractor's expense. The contractor should consider traffic control included in their cost of work and may contact the City's Traffic Section for requirements prior to bidding a job.
- Approved road closures require 72 hour advance notification to the City, the public and emergency services. Changeable message signs (CMS's) shall be posted in the directions of travel affected by the closure a minimum of 1 week prior to the implementation of the traffic control at the contractor's expense. Wording and placement of the CMS's shall be "ACCEPTED" by the City's Traffic Section prior to installation.
- A Red Flash Request form must be submitted 48 hours prior to the time the red flash is needed. Allowable hours of flashing operation will be set by the City's Traffic Section and will require early morning, evening, or night work unless otherwise approved in writing by the City's Traffic Section. The Red Flash Request form is on Detail TS-21.
- Traffic Control Plans
    - All traffic control plans (including signage) shall be per the current CAMUTCD. The City's Construction Inspector or Engineer shall determine the necessity of a formal traffic control plan (TCP) submittal based upon the following guidelines:
        - A TCP submittal will be required if the TCP is any one of the following:
            - Complicated (to be determined by the City's Construction Inspector)
            - Involves a signalized intersection
            - Longer than 12 hours
            - Not detailed in the CA-MUTCD
            - Involves road closure or detours
    - If significant detours, lane closures, and/or signal modifications (including but not limited to loop disruption, the need for a temporary signal, etc.) are needed, a separate Traffic Handling Plan from that of the Traffic Control Plan may be required. The Traffic Handling Plan will require review and approval by Traffic Engineering and will require additional review time for submittals.
    - Traffic Control Plans require responsible party contact information, hours of operation (which may be restricted by the City), and duration of work.
    - The traffic control plan submittal process is as follows:
        1. Three copies of the TCP must be submitted to the inspector.
        2. The TCP is reviewed by the City Traffic Section and corrections/modifications are made by the contractor as necessary.

3. The City Traffic Section will stamp the TCP as "ACCEPTED" once the plans are to the City's satisfaction.
4. Two copies of the "ACCEPTED" TCP are returned to the inspector – one copy each for the inspector and contractor.
5. The contractor must have a copy of the "ACCEPTED" TCP on site during the entire time the TCP is in place.

- Any deviation from the "ACCEPTED" TCP shall be approved by the inspector and may require re-submittal of the TCP for City review. Failure to maintain the TCP may result in shutdown of the project, suspension of inspection services, correction by the City at the contractors expense, or any combination of the before mentioned.

Section 4-9: VMT Impact Studies

The Design and Construction Standards establish that VMT impacts may be determined by reviewing if a project meets any of the screening criteria discussed below or by performing a full VMT analysis with comparison to the appropriate threshold if no screening criteria are met.

- **Screening:** A project may be screened from additional VMT analysis if it meets any of the nine distinct screening criteria. Given the project's size, location, and use type, the screening criterion listed below is potentially applicable to the project:
  - Small Projects – Absent any information to the contrary, projects that generate 110 trips per day or less may be assumed to cause a less-than-significant VMT impact.
- **VMT Analysis:** VMT analysis is required if the project does not meet any of the conditions for screening. 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 product VMT and VMT from all other sources, including trips attracted from homes outside the area into the area for work, shopping, or other purposes and trips with neither ending at the home. 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. An alternative metric (e.g., VMT/employee) may be used if it relies on the data and analysis of the current citywide VMT analysis and is reviewed and approved by the City. The following factor was used to convert Roseville travel forecasting model inputs (i.e., square footage) to employment (as used in development of the General Plan):
  - Industrial: One employee per thousand square feet (KSF)

Section 4-10: VMT Thresholds

A project would have a significant impact if it exceeded a threshold of 15 percent below VMT per service population for non-residential projects. Alternatively, if a proposed project can be shown to result in a net overall decrease in total City VMT when compared to baseline VMT, the project would lead to a less-than-significant transportation impact. Table 3.16-1 shows the City's current VMT thresholds (City of Roseville 2023a: Table VMT-2). The thresholds are based on analysis with the Roseville travel forecasting model.

Table 3.16-1 City of Roseville Vehicle Miles Traveled Thresholds

	Non-Residential Projects: Service Population Methodology
VMT Produced (A)	5,459,700
Number of Residents (B)	120,812
Number of Employees (C)	67,530
Service Population (residents + employees) (B+C = D)	188,342
Baseline VMT Metric (A/D = E)	29 VMT/service population
VMT Threshold (15% below VMT/service population) (E*.85 = F)	**24.5 VMT/service population**

Notes: VMT = vehicle miles traveled.

Source: City of Roseville 2023a: Table VMT-2.

Section 12: Construction Area Traffic Control Devices

Construction area traffic control shall be installed in accordance with the City accepted project specific traffic control plan, the approved improvement plans and specifications, these Construction Standards, the City Improvement Standards, the California Manual on Uniform Traffic Control Devices (CAMUTCD), the State of California Standard Plans, and the latest edition of the State of California Department of Transportation Standard Specifications as follows:

> 8. Traffic Control (whether on private property or in the public right of way) that impacts traffic within the public right-of-way (including pedestrian and bicyclist pathways) shall require an encroachment permit. Traffic control shall not impact traffic flow and/or operations in the public right-of-way unless traffic control is setup per approved traffic control plan [underline appears in the original source].

Traffic Control Plans

All traffic control plans (including signage) to be per the most current CMUTCD.

Traffic Impact Fee Programs

In 1988, the City adopted a nexus-based Traffic Mitigation Fee (TMF) Program, requiring new development within the city to pay traffic impact fees (City of Roseville 2025c). Within the City, traffic impact fees are used to fund improvements contained in the City's roadway CIP. Subsequent to adoption of the City TMF program, similar nexus-based fee programs were formed between the City and local agency partners to fund and construct regional CIP improvements to mitigate new development cross-border traffic impacts. These regional fee programs include the City-County fee program, the "Bizz Johnson" Highway Interchange Joint Powers Authority (Hwy 65 JPA) fee program, and the South Placer Regional Transportation Authority Tier I fee program. The traffic mitigation fees are collected by the participating agencies at building permit issuance.

City of Roseville Municipal Code

Section 11.33.020 of the City of Roseville Municipal Code establishes the requirements for the City Transportation Systems Management (TSM) program, the purposes and intent of which include reducing VMT in the City by expanding mobility options and encouraging viable nonautomotive means of transportation in and through the city. Requirements include bicycle parking, end-of-trip facilities (e.g., showers and lockers) and the designation of a TSM coordinator. The TSM program applies to common and major work locations (such as office building/complex, commercial/retail center, or industrial building/park) with 50 or more employees. Major common work locations having 50 or more employees are required to submit a TSM plan to the city during the development review stage of the planning process. Chapter 16 of the Municipal Code includes provisions related to maintaining emergency access during construction (e.g., access requirements for firefighting as detailed in Section 16.16.130) and operations (e.g., fire apparatus access roads as detailed in Section 16.16.090). In addition, Section 16.16.020 of the Municipal Code adopts the 2022 California Fire Code by reference. See Impact 3.13-4 for additional details related to emergency access requirements.

Roseville Fire Department Fire & Life Safety Standards

The Roseville Fire Department Fire & Life Safety Standards are intended to prevent hazardous situations in the community. The Emergency Vehicle Access Standard details design requirements (e.g., minimum roadway width, vertical clearance, grade) for fire access roads and requires that access plans be submitted as part of the civil improvement package and prohibits site work until the plans have been reviewed and approved (City of Roseville 2023b). This standard applies to any facility where emergency response may be necessary (City of Roseville 2023b).

3.16.2 Environmental Setting

This section describes the existing environmental setting, which is the baseline scenario upon which project-specific impacts are evaluated. The environmental setting for transportation includes descriptions for roadway, bicycle, pedestrian, and transit facilities.

PROJECT STUDY AREA

The project site is located along Phillip Road near its western terminus at South Brewer Road, at the northwest limit line of the city (Figure 3.16-1). The following describes the roadway, bicycle, pedestrian, and transit facilities in the project vicinity.

ROADWAY SYSTEM

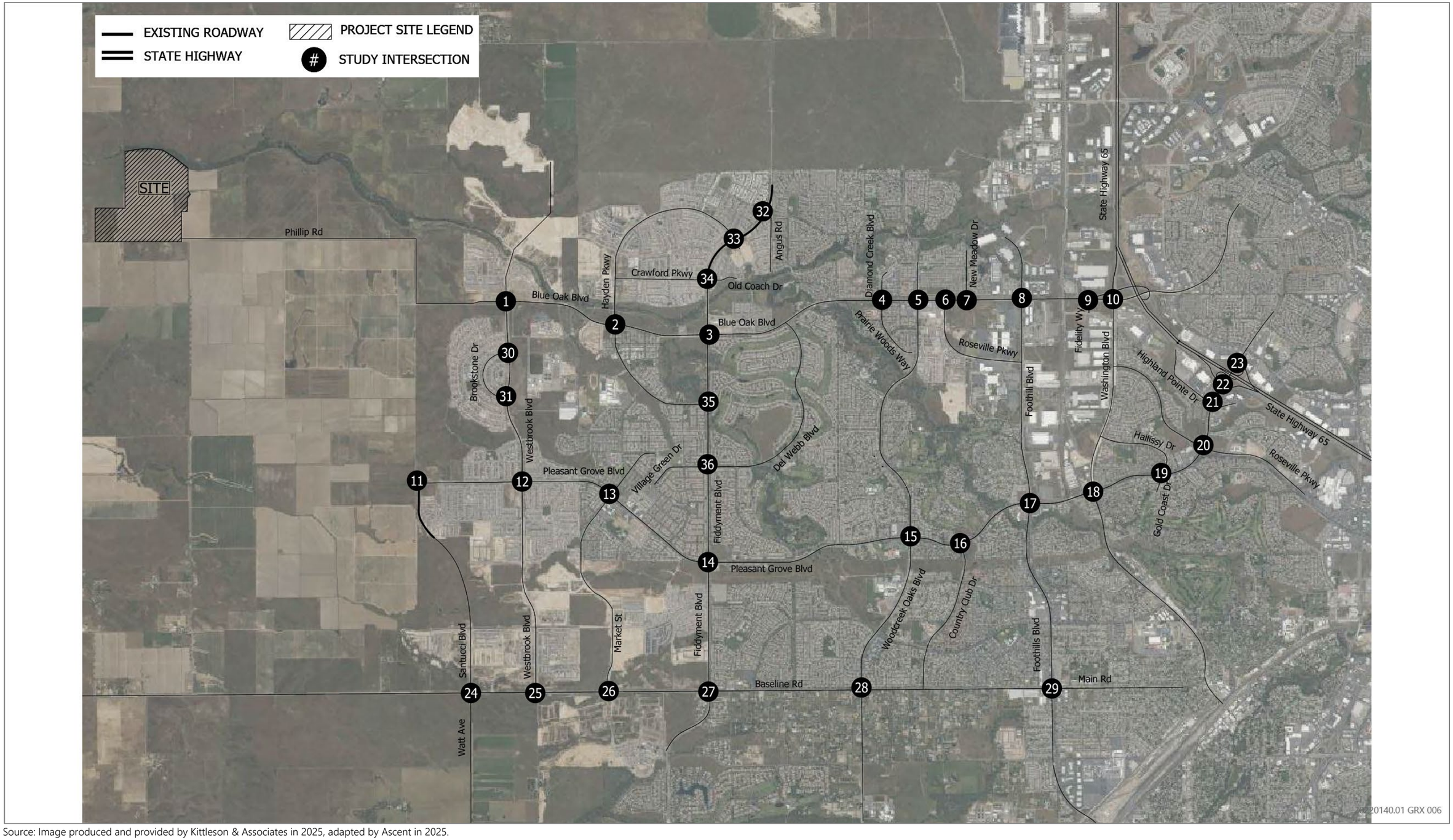
Access to the project is provided by a network of state, county, and city roadways. The FHWA classifies urban and rural roadways by roadway function. The functional classification of roadways defines the role of a roadway in the transportation network and is an important consideration in measuring outcomes for preservation, mobility, and safety (FHWA 2023). FHWA defines each roadway classification as follows:

- Freeways and Expressways: Roadways in this functional classification category look very similar to interstates. While there can be regional differences in the use of the terms 'freeway' and 'expressway,' for the purpose of functional classification the roads in this classification have directional travel lanes, are usually separated by some type of physical barrier, and their access and egress points are limited to on- and off-ramp locations or a very limited number of at-grade intersections. Like interstates, these roadways are designed and constructed to maximize their mobility function, and abutting land uses are not directly served by them.
- Principal Arterials: These roadways serve major centers of metropolitan areas, provide a high degree of mobility, and can also provide mobility through rural areas. Unlike their access-controlled counterparts, abutting land uses can be served directly. There are usually multiple arterial routes serving a particular urban area, radiating out from the urban center to serve the surrounding region, whereas a rural area of equal size would be served by a single arterial.
- Minor Arterials: Minor arterials provide service for trips of moderate length, serve geographic areas that are smaller than their higher arterial counterparts, and offer connectivity to the higher arterial system. In an urban context, they interconnect and augment the higher arterial system, provide intra-community continuity, and may carry local bus routes. Arterials in rural areas are typically designed to provide relatively high overall travel speeds with minimum interference to through movement.
- Major and Minor Collectors: Collectors serve a critical role in the roadway network by gathering traffic from local roads and funneling them to the arterial network. All collectors, regardless of whether they are within a rural area or an urban area, may be sub-stratified into major and minor categories. Generally, major collector routes are longer in length, have higher speed limits, are spaced at greater intervals, and have higher annual average traffic volumes than their minor collector counterparts.
- Local Roads: Locally classified roads account for the largest percentage of all roadways in terms of mileage. They are not intended for use in long distance travel, except at the origin or destination end of the trip, due to their provision of direct access to abutting land (FHWA 2023: 14–18).

The primary state highways and roadways in the vicinity of the project site are described as follows:

- SR 65 is a north-south highway that passes through multiple counties, including Placer County, where it runs through the City of Roseville. In Roseville, SR 65 serves as a crucial transportation corridor, linking the city to I-80, Lincoln County, and Yuba County. This roadway plays a key role in regional traffic flow and development by providing access to commercial centers, residential areas, and shopping destinations such as the Westfield Galleria at Roseville. Within the city, SR 65 is typically a four-lane roadway with a posted speed limit of 65 miles per hour (mph). There are no bicycle or pedestrian facilities along this roadway.

  Phillip Road is an east-west two-lane roadway that would provide direct access to the project site. While most of the roadway is paved, approximately 1 mile of it just east of the project site is not. The roadway is approximately 20 feet wide without any pavement markings.



Source: Image produced and provided by Kittleson & Associates in 2025, adapted by Ascent in 2025.

Figure 3.16-1 Project Study Area

- **Blue Oaks Boulevard** serves as a major east-west arterial connecting the cities of Roseville and Rocklin. It begins at Westbrook Boulevard in western Roseville and extends approximately 6.5 miles, terminating at Sunset Boulevard in Rocklin. Between Westbrook Boulevard and Fiddyment Road, the roadway comprises one lane in each direction, separated by a two-way turn lane, with posted speed limits ranging from 45 to 50 mph. East of Fiddyment Road, Blue Oaks Boulevard transitions into a six-lane, median-divided arterial with a posted speed limit of 45 mph. The SR 65/Blue Oaks Boulevard interchange is located approximately 8 miles east of the project site, providing access to I-80, a major east-west freeway that stretches from the Bay Area into Nevada, just 3 miles south. There are Class II bicycle lanes along segments of Blue Oaks Boulevard.
- **Westbrook Boulevard** is a north-south arterial that begins slightly north of Blue Oaks Boulevard and extends approximately 1.8 miles to Pleasant Grove Boulevard. In the future, the roadway will connect from Baseline Road in the south to Sunset Boulevard in the north, within unincorporated Placer County. The completed section of this roadway features two lanes in each direction, separated by a landscaped median with a posted speed limit of 40 mph. There are Class II bicycle facilities and sidewalks along segments of both sides of Westbrook Boulevard.
- **Fiddyment Road** is a north-south arterial roadway that begins at Baseline Road and extends north through Roseville into unincorporated Placer County and the City of Lincoln. Between Pleasant Grove Boulevard and the northern city limits (i.e., 1.5 miles north of Blue Oaks Boulevard), Fiddyment Road consists of two lanes in each direction with a posted speed limit of 45 mph. Beyond the city limits, Fiddyment Road transitions into a two-lane, undivided rural roadway. There are Class II bicycle facilities and sidewalks along both sides of Fiddyment Road.
- **Pleasant Grove Boulevard** is an east-west arterial roadway that traverses through the city. The roadway begins at Santucci Boulevard in the west and extends approximately 9 miles to the city limit where it becomes Park Drive. West of Wood Creek Oaks Boulevard, the roadway typically features two lanes in each direction, separated by a landscaped median. East of Wood Creek Oaks Boulevard, it transitions into a six-lane roadway with a raised median. The posted speed limit of the entire corridor is 45 mph. Pleasant Grove Boulevard intersects with SR 65 approximately 5 miles east of Fiddyment Road, offering direct access to regional destinations and connecting to I-80 further south. There are Class II bicycle facilities and sidewalks along both sides of Pleasant Grove Boulevard between Santucci Boulevard and Quartet Avenue as well as east of Westbrook Boulevard.
- **Baseline Road** is a major east-west arterial serving Roseville and the surrounding areas of Placer County. It starts from Lincoln Street in the east and becomes Riego Road passing the western limit of Placer County. The roadway functions as a primary connector between rural, suburban, and urban areas, providing access to residential neighborhoods, agricultural lands, and commercial developments. In Roseville, Baseline Road typically consists of one lane in the eastbound direction and two lanes in the westbound direction with a center two-way turn lane. However, the segment between Santucci Boulevard and Market Street is being widened to two lanes in each direction with a center two-way left-turn lane and the segment between Market Street and Fiddyment Road is anticipated to be widened to four lanes (two in each direction) by October 2026. The posted speed limit is 45 mph. This roadway plays a crucial role in facilitating east-west travel and supporting regional mobility across multiple jurisdictions. There are Class II bicycle lanes along the northern portion of Baseline Road between Santucci Boulevard and Market Street. There are also sidewalks present along segments of the northern portion of Baseline Road.
- **Woodcreek Oaks Boulevard** is a north-south arterial in Roseville that serves as a key corridor for residential and local traffic. It begins in a single-family area north of Blue Oaks Boulevard and extends south to Baseline Road. The roadway typically features two lanes in each direction, separated by a landscaped median with a posted speed limit of 45 mph. Woodcreek Oaks Boulevard provides access to several residential neighborhoods, parks, and schools. It serves as an important alternative route to more heavily traveled north-south roadways like Foothills Boulevard and Fiddyment Road, enhancing connectivity between suburban areas and major east-west corridors. There are Class II bicycle facilities and sidewalks present along both sides of Woodcreek Oaks Boulevard between Diamond Woods Circle and Baseline Road.
- **Foothills Boulevard** is a major north-south arterial that connects residential, commercial, and industrial areas within Roseville. The roadway begins at Pleasant Grove Boulevard in the north and extends southward, passing through commercial centers, industrial zones, and business parks before connecting Baseline Boulevard/Main

Street near the city's southern boundary. North of Pleasant Grove Boulevard, Foothills Boulevard generally consists of two lanes in each direction with a landscaped median, while south of Pleasant Grove, it expands to three lanes in each direction to accommodate higher traffic volumes. The posted speed limit is generally 45 mph. There are Class II bicycle facilities and sidewalks present along both sides of Foothills Boulevard.

- **Washington Boulevard** is a key north-south corridor that traverses through central Roseville and provides access to historic districts, downtown Roseville, and major employment centers. The roadway begins at Blue Oaks Boulevard in the north and extends southward through the city, where it intersects with key arterials such as Pleasant Grove Boulevard, Main Street, and Junction Boulevard. Washington Boulevard provides two lanes in each direction and has a posted speed limit of 45 mph. There are Class II bicycle lanes along both sides of Washington Boulevard between Blue Oaks Boulevard and Diamond Oaks Road. There are sidewalks along segments of both sides of this roadway.
- **South Brewer Road** is a north-south two-lane local roadway that intersects Phillip Road approximately 1,300 feet west of the project site. South Brewer Road is a local roadway in unincorporated Placer County. There are no bicycle or pedestrian facilities along South Brewer Road within 0.25 miles of the project site.

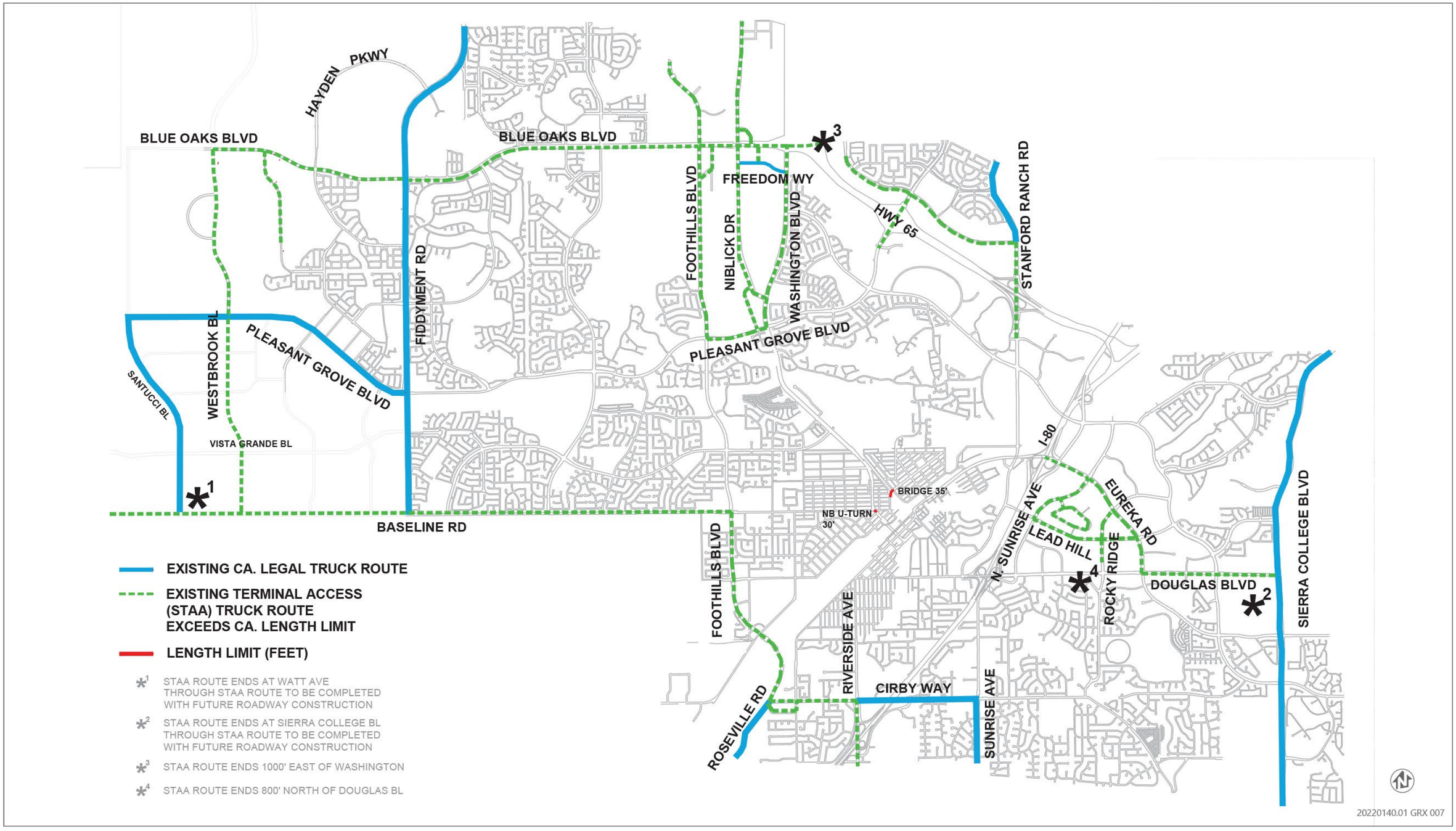
Truck Routes

Within the City of Roseville, there are two types of truck routes: Surface Transportation Assistance Act (STAA) routes and local routes (Caltrans 2023). 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. Santucci Boulevard and Pleasant Grove Boulevard (between Santucci Boulevard and Fiddyment Road) are designated as existing California legal truck routes. The following roadways are classified as existing STAA truck routes and are shown in Figure 3.16-2:

- Blue Oaks Boulevard,
- Westbrook Boulevard,
- Baseline Road (west of Foothills Boulevard),
- Foothills Boulevard (north of Pleasant Grove Boulevard and south of Baseline Road),
- Washington Boulevard (between Blue Oaks Boulevard and Pleasant Grove Boulevard), and
- Pleasant Grove Boulevard (between Foothills Boulevard and Washington Boulevard).

TRANSIT SYSTEM

Roseville Transit provides fixed-route local and commuter bus service, a public Dial-A-Ride reservation bus service, and complimentary Americans with Disabilities (ADA) paratransit service in the City of Roseville. Roseville Transit also collaborates with regional transit agencies, such as Placer County Transit and Sacramento Regional Transit to provide seamless regional travel options for commuters. Roseville Transit bus service currently operates along portions of Blue Oaks Boulevard east of the project site but does not extend to the project site. The project site is not adjacent to any existing public transit services. The nearest bus stop is located approximately 4.5 miles southeast of the project site along Pleasant Grove Boulevard/Market Street and serves Route M (City of Roseville 2022).



Source: Image produced and provided by Kittleson & Associates in 2025, adapted by Ascent in 2025.

Figure 3.16-2 Truck Routes

BICYCLE AND PEDESTRIAN SYSTEM

The active transportation network in the City of Roseville is composed of shared-use paths, bikeways, bicycle lanes, and bicycle routes. The City Active Transportation Plan classifies bicycle facilities into the following types (City of Roseville 2025a: 51):

- Class I Shared-Use Paths/Multi-Use Trails: Paths completely separated from motor vehicle traffic for the exclusive use of bicycles and pedestrians with crossflows by motorists minimized. Class I paths often follow natural amenities such as creeks, drainage, or utility line easements.
- Class IA Paths: Parallel widened sidewalk routes along major roadways that are separated from the roadway by a landscape strip.
- Class II Bike Lanes: A restricted right-of-way designated for the exclusive or semi-exclusive use of bicycles, prohibiting through-travel by motor vehicles or pedestrians but permitting crossflows by pedestrians and motorists.
- Class IIB Buffered Bike Lanes: Striped lanes for people biking with a striped "buffer" area of paint either between the bike lane and the travel lane, between the bike lane and parked cars, or both.
- Class III Bike Routes: Streets with signs and/or permanent markings that indicate people biking share the travel lane with motor vehicles.
- Class IIIB Bicycle Boulevards: Signed routes for people biking on local neighborhood roadways, where lanes are shared with motorists. What separates bicycle boulevards from a Class III bike route is the inclusion of traffic calming features or other treatments to prioritize comfort for people biking and deliberately slow vehicles down or reduce vehicle volumes.
- Class IV Separated Bike Lanes: A separated bikeway is for the exclusive use of bicycles and includes a physical vertical barrier between the separated bikeway and motor vehicle lanes. The barrier may include bollards, flex posts, curbs, planted medians, or parked cars.

As of 2025, the City of Roseville bicycle system was comprised of approximately 51 miles of Class I multi-use trails, 111 miles of Class II bike lanes, and 12 miles of Class III bike routes (City of Roseville 2025a: 29). There are no existing bicycle or pedestrian facilities within 0.25 miles of the project site (Figure 3.16-3). The nearest bicycle/pedestrian facility is a Class I shared-use path that runs north of Whisper Ridge Drive approximately 1.7 miles east of the project site. Sidewalks and Class II bicycle lanes are also present along both sides of Blue Oaks Boulevard approximately 2.25 miles southeast of the project site.

COLLISION HISTORY

An analysis of collision history in the project area was conducted by Kittelson and was based on the most recent 5 years of data covering fatal and injury crashes in Placer County along Phillip Road near the project frontage. The crash data spans from January 1, 2019 to December 31, 2023 and was obtained from the Transportation Injury Mapping System (TIMS), which is maintained by the University of California, Berkeley (Kittelson & Associates 2025). Although 2024 data is available on the TIMs database, it is provisional and subject to change (UC Berkeley 2025). Therefore, only data included from 2019 to 2023 was used in this collision history analysis. TIMS only includes reports on fatal and injury collisions (severe injury other visible injury and complaint of pain) and excludes collisions that are property damage-only.

Phillip Road had a total of two reported collisions between January 1, 2019 and December 31, 2023. Both collisions were reported as other visible injury crashes and occurred with a fixed object. One collision had a primary crash factor of driving under the influence of alcohol or drugs and the other collision involved unsafe speed. Neither collision involved a pedestrian, bicyclist, or motorist (Kittelson & Associates 2025).

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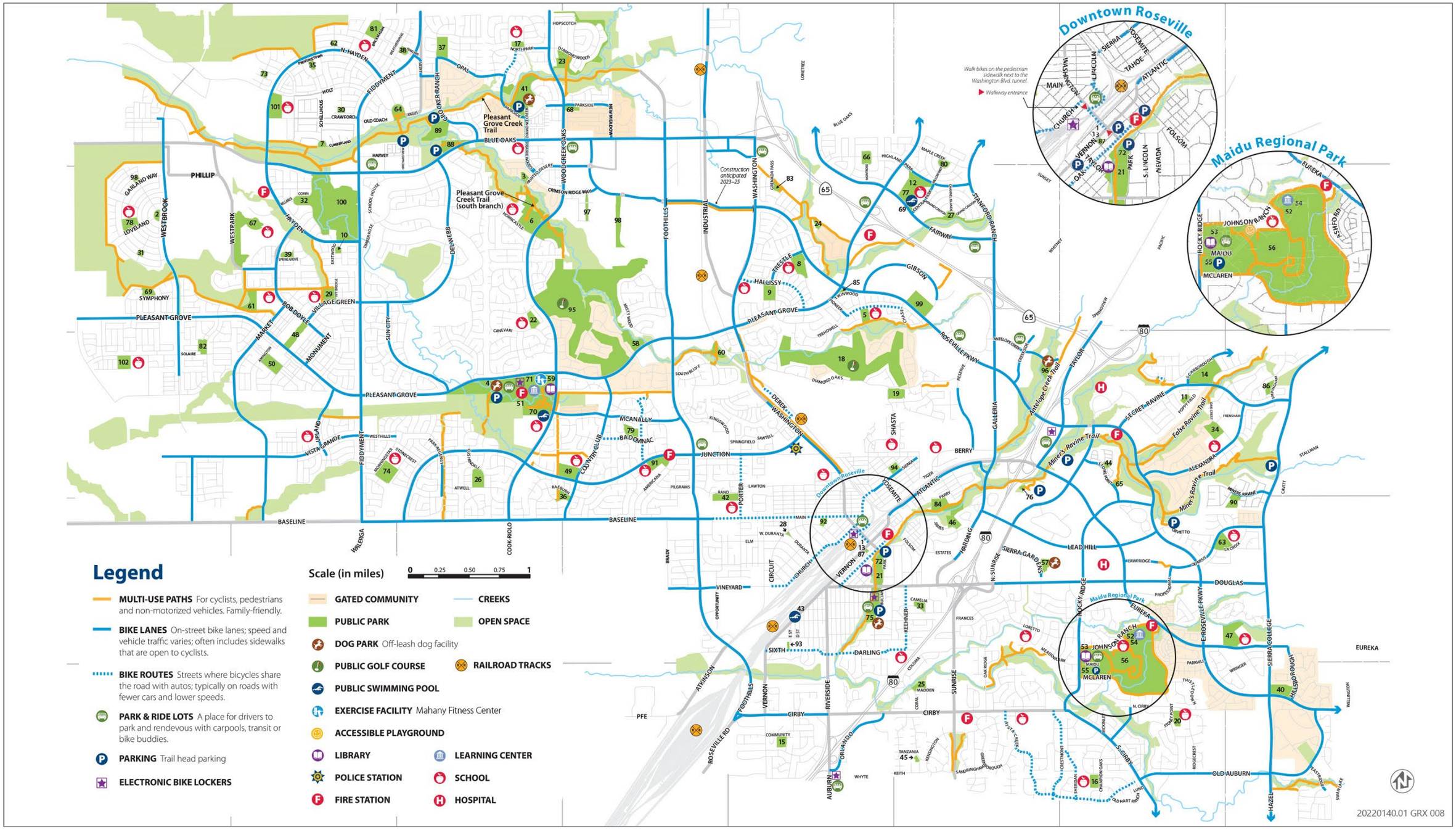

Source: Image produced and provided by Kittleson & Associates in 2025, adapted by Ascent in 2025.

Figure 3.16-3 City of Roseville Parks, Trails & Bikeways

3.16.3 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 described and assessed, and mitigation measures are recommended for impacts identified as significant or potentially significant.

METHODOLOGY

The analysis of environmental impacts on transportation focuses on the potential for substantial adverse effects on the circulation system including transit, roadways, and bicycle and pedestrian facilities; VMT; transportation hazards; and emergency access. The following methodologies were used to evaluate the impacts of the project on the transportation system:

Roadway Analysis

Existing plans, guidelines, policies, and standards related to roadways were reviewed and the project construction and operation activities were evaluated against these sources to determine whether any conflicts related to roadway facilities would occur. The roadway analysis evaluates where the project would, either directly or indirectly, disrupt existing or planned roadway facilities, or create a transportation outcome that conflicts with applicable roadway plans, guidelines, policies, or standards.

Bicycle and Pedestrian Analysis

The bicycle and pedestrian analyses evaluate if implementation of the project would, either directly or indirectly, disrupt existing bicycle or pedestrian programs or facilities; interfere with the implementation of a planned bicycle or pedestrian facility; or create a physical or operational transportation outcome that conflicts with applicable bicycle or pedestrian system plans, guidelines, policies, or standards.

Transit Analysis

The transit analysis evaluates whether implementation of the project would, directly or indirectly, disrupt existing transit services or facilities, interfere with the implementation of a planned transit facility, or create physical or operational transportation outcomes that conflict with desired conditions expressed in adopted policies and plans related to transit.

Vehicle Miles Traveled Analysis

For non-residential projects, the City of Roseville VMT guidelines recommend using VMT per service population, defined as the sum of the residents and jobs within the city. The City VMT guidelines determine that a project would have a significant impact if it were to exceed a threshold of 15 percent below VMT per service population. The City of Roseville VMT thresholds for non-residential projects are shown in Table 3.16-1.

As shown in Table 3.16-1, the project would result in a significant impact if the total VMT per service population under "existing-plus-project conditions" is greater than 24.5 (i.e., 15 percent below the Baseline VMT Metric). VMT for the project was calculated by multiplying the project's average daily trips by the average trip length. The City of Roseville travel forecasting model for the year 2020 was used to reflect the most recent baseline year and model. The project site is located within Traffic Analysis Zone (TAZ) 848. In the base year 2020, TAZ 848 includes 5 single-family homes and 2 multi-family homes. The land use types in the travel model that are relevant to the project's trip generation rate are office (for employee trips) and industrial (for truck trips). However, the office and industrial land uses in the model are represented in KSF, while the project's trip generation is based on the number of employee and truck trips. To ensure compatibility with the model's land use inputs, the employee and truck trips are converted to KSF units, as shown in Table 3.16-2.

Table 3.16-2 Project Trip Generation in Units of Thousand Square Feet

Project Weekday Daily Vehicle Trips (2028)	Model Trip Generation Rates			Project Trip Generation to Use in the Model (KSF)
	Land Use Type	Units	Daily Vehicle Trip Rate	
2318 (Employees)	Office	KSF	17.7	130.94
586 (Trucks)	Industrial	KSF	7.6	77.1

Notes: KSF = thousand square feet.
Source: Kittelson & Associates 2025.

The project trip generation is added to TAZ 848 to calculate the existing-plus-project VMT. The total VMT for TAZ 848 is the sum of VMT "from" and VMT "to" the TAZ (i.e., Total VMT = VMT_{from} + VMT_{to}). The model was then run to determine VMT under existing conditions and VMT with implementation of the project. The total VMT for TAZ 848 under existing conditions and existing-plus-project conditions is shown in Table 3.16-3. See Appendix E for a detailed description of VMT methodology.

Table 3.16-3 Total VMT for the Project TAZ (848)

Scenario	VMT From	VMT To	Total VMT
Existing Conditions	289	289	**578**
Existing-Plus-Project Conditions	15,153	15,230	**30,383**

Notes: VMT = vehicle miles traveled; TAZ = traffic analysis zone.

Source: Kittelson 2025.

The existing conditions TAZ 848 VMT is 578 and the existing-plus-project total TAZ 848 VMT is 30,383, as shown in Table 3.16-3. The change in VMT is then calculated as the difference in the project TAZ VMT for existing conditions and existing-plus-project scenarios (i.e., change in VMT = 30,383 – 578 = 29,805).

Transportation Hazards and Emergency Access Analysis

The analysis of transportation hazards and emergency access evaluates if the project would, directly or indirectly, substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., regular use of large farm equipment); or result in inadequate emergency access. The analyses are based on an evaluation of the project impacts during construction and operation.

THRESHOLDS OF SIGNIFICANCE

The significance criteria used to evaluate the project impacts on transportation under CEQA are based on Appendix G of the State CEQA Guidelines. A transportation-related impact would be significant if implementation of the project would:

- conflict with a program, plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities;
- conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b);
- substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment); or
- result in inadequate emergency access.

ISSUES NOT DISCUSSED FURTHER

All issues related to transportation are discussed in this analysis.

ENVIRONMENTAL IMPACTS AND MITIGATION MEASURES

Impact 3.16-1: Conflict with a Program, Plan, Ordinance, or Policy Addressing the Circulation System, Including Transit, Roadway, Bicycle, and Pedestrian Facilities

Phase 1

Construction activities associated with Phase 1 would be temporary and traffic control measures would be implemented to provide for the safe movement of vehicles, bicycles, and pedestrians during construction. There are no existing bicycle, pedestrian, or transit facilities or services within 0.25 miles of the project site. In addition, the project would not interfere with the implementation of any such facilities. For these reasons, the project would not conflict with a program, plan, ordinance, or policy addressing transit, roadway, bicycle, and pedestrian facilities. This impact would be **less than significant**.

Transit Facilities and Services

There are no existing transit facilities or services located within 0.25 miles of the project site. In addition, the PCTPA Short-Range Transit Plan does not propose any transit facilities or services within the vicinity of the project site. Therefore, project construction and operation would not damage or adversely affect any existing or planned transit facilities. For these reasons, implementation of Phase 1 would not conflict with a program, plan, policy, or ordinance addressing transit facilities and services.

Roadway Facilities

The project would include the construction of a new public driveway along Phillip Road and an internal vehicular circulation system that would provide access to a surface parking lot. All modified and newly constructed roads would be designed and constructed in accordance with the City Design and Construction Standards, which include requirements for site access and driveway locations, adequate sight distance, and street design (e.g., roadway width, turning radius). For example, Section 7-14 of the City Design and Construction Standards requires that all new driveways for office/commercial/industrial land uses have a minimum throat width of 35 feet unless the driveway provides secondary access or is restricted to right turn movements (City of Roseville 2023a). In addition, the project would be subject to review by City staff to ensure that applicable design and safety standards are met. Therefore, the project would not conflict with any plans or policies related to the roadway network.

Bicycle and Pedestrian Facilities

Implementation of Phase 1 of the project would include roadway improvements and implementation of off-site utilities along Phillip Road. However, on-site construction and off-site improvements would not modify any existing bicycle or pedestrian facilities, as there are no such facilities along Phillip Road or the surrounding roadway network (i.e., South Brewer Road, Pettigrew Road). Furthermore, in accordance with the City Construction Standards, the project contractor would prepare and implement a traffic control plan to facilitate the safe movement of all travelers throughout the project area, including people walking and bicycling (City of Roseville 2023c). Implementation of Phase 1 would not preclude implementation of recommended facilities identified in the Active Transportation Plan and, thus, would not conflict with any applicable plans related to bicycle and pedestrian facilities.

Summary

Implementation of Phase 1 of the project would not require permanent modification of any existing transit, pedestrian, or bicycle facilities. In accordance with the City Design and Construction Standards, the construction contractor would be required to implement traffic control measures to provide for the safe movement of vehicles, bicycles, and pedestrians during construction. For these reasons, the project would not adversely affect an existing roadway, transit, bicycle, or pedestrian facility. For these reasons, this impact would be **less than significant**.

Mitigation Measures

No mitigation is required.

Phase 2

Similar to Phase 1, construction activities associated with Phase 2 would be temporary and traffic control measures would be implemented to provide for the safe movement of vehicles, bicycles, and pedestrians during construction. The project would not interfere with any existing or planned bicycle, pedestrian, roadway, or transit facilities. For these reasons, Phase 2 would not conflict with a program, plan, ordinance, or policy addressing transit, roadway, bicycle, and pedestrian facilities. This impact would be **less than significant**.

Transit Facilities and Services

There are no existing or planned transit facilities or services within 0.25 miles of the project site. Implementation of Phase 2 would not permanently alter the physical transportation network external to the project site such that existing or planned transit facilities would be adversely affected. Therefore, implementation of Phase 2 would not conflict with a program, plan, policy, or ordinance addressing transit facilities and services.

Roadway Facilities

Phase 2 of the project would include the development of the RRTO facility and potential construction of the organics processing facility, all of which would be located within the boundaries of the project site and would not include improvements to Phillip Road (which would be constructed as part of Phase 1). All modified internal roadways would be designed and constructed in accordance with City design guidelines and standard specifications such as Sections 4 through 7 of the City Design and Construction Standards, which contain specific requirements (e.g., roadway width, sight lines from street view) intended to provide safe movement for all roadway users. In addition, the project would be subject to review by City staff ensuring applicable design and safety standards are met. For these reasons, implementation of Phase 2 of the project would not conflict with any plans or policies related to the roadway network.

Bicycle and Pedestrian Facilities

Implementation of Phase 2 of the project would not permanently alter the physical transportation network or adversely affect the implementation of any existing bicycle or pedestrian facilities. In addition, implementation of the project would not preclude the implementation of any recommended facilities included in adopted plans related to bicycle and pedestrian facilities. In accordance with the City Construction Standards, the construction contractor would be required to prepare and implement a traffic control plan to facilitate the safe movement of all travelers throughout the project area, including people walking and bicycling (City of Roseville 2023c). For these reasons, implementation of the project would not conflict or be inconsistent with programs, plans, policies, or ordinances related to bicycle and pedestrian facilities.

Summary

Implementation of Phase 2 of the project would not require permanent modification of any existing transit, pedestrian, or bicycle facilities. In accordance with Section 6-2 of the City Design and Construction Standards, during Phase 2 construction activities, the construction contractor would be required to implement traffic control measures to provide for the safe movement of vehicles, bicycles, and pedestrians. For these reasons, Phase 2 of the project would not adversely affect an existing or planned roadway, transit, bicycle, or pedestrian facility during construction. Implementation of Phase 2 of the project would not preclude the implementation of any recommended bicycle, pedestrian, transit, or roadway facilities and would not conflict or be inconsistent with adopted programs, plans, ordinances or policies related to such facilities. For these reasons, this impact would be **less than significant**.

Mitigation Measures

No mitigation is required.

Impact 3.16-2: Conflict or Be Inconsistent with CEQA Guidelines Section 15064.3(b) Regarding Vehicle Miles Traveled

Phase 1

The project would generate additional VMT, associated with additional trucks and passenger vehicles travelling to the site each day. The project would have an average VMT per service population under existing-plus-project conditions of 44.1, which exceeds the applicable threshold of 24.5 VMT per service population. Because the project would exceed the City's VMT per service population threshold, which is a 15 percent reduction from the citywide average, this impact would be **significant**.

As discussed in the "Methodology" section above, the City uses VMT per service population to determine VMT impacts associated with non-residential projects. The threshold of significance for the project's direct impact is a total VMT per service population rate that is 15 percent below existing citywide VMT per service population. As described previously and presented in Table 3.16-1, the t1hreshold of significance for non-residential projects is 24.5 VMT per service population (i.e., 15 percent below 29 2016 citywide VMT per service population).

Table 3.16-4 shows the citywide VMT per service population from the base year (2020) travel demand model and the project TAZ VMT per service population.

Table 3.16-4 Project Traffic Analysis Zone 848 VMT and Citywide Baseline VMT

Measure	Existing (2020) Citywide Conditions[1]	Project-Generated TAZ (848) VMT
Total VMT Produced[2]	7,172,610	29,805
Number of Residents[3,4]	140,629	18
Number of Employees[5]	80,350	696
Service Population	220,979	714
2020 Base Year VMT Metric (VMT per service population)	32.5	41.7
VMT per service population threshold (15% below 2016 Base Year Metric)	24.5	Exceeds the threshold of 24.5

Notes: TAZ = traffic analysis zone; VMT = vehicle miles traveled; service population = the sum of residents and employees.

[1] Obtained using the City of Roseville travel forecasting model for the year 2020.

[2] Reported VMT is the sum of "VMT From" and "VMT To" from the Project TAZ (Traffic Analysis Zone). The VMT produced for the project TAZ includes the VMT from employees and existing residents in the TAZ. The project VMT is calculated as the difference in the project TAZ VMT for existing conditions and existing-plus-project conditions (i.e., Project VMT = 30,383 – 578 = 29,805).

[3] The City uses VMT per service population as an efficiency metric to determine VMT impacts for non-residential projects. The service population is the sum of residents and employees. The number of residents shown in Table 3.16-4 is the number of existing residents included in the model and is included as the service population is the sum of residents and employees. The project does not propose any residential development.

[4] The 2020 land use in the model includes 5 single family and 2 multi-family homes for the project TAZ. As provided in Table VMT-1, Section 4 Traffic Impact Studies of the City of Roseville's Design Standards, the number of residents per dwelling unit in the project TAZ is calculated based on the conversion factor of 2.68 for single-family homes and 2.32 for multi-family homes.

[5] The number of employees is based on the trip generation for full buildout of the project.

Source: Kittelson & Associates 2025.

As shown in Table 3.16-4, the VMT per service population with the project is greater than the citywide VMT per service population threshold of 24.5 for non-residential projects. In addition, the project TAZ VMT is greater than the existing (2020) VMT per service population of 32.5. In accordance with Section 11.33.020 of the City of Roseville Municipal Code, the Environmental Utilities Department would prepare a TSM Plan and designate a TSM coordinator for the project in accordance with the requirements for the City TSM program. As detailed in Section 3.16.1, "Regulatory Setting," the purposes and intent of the TSM program include reducing VMT in the City by expanding mobility options and encouraging viable nonautomotive means of transportation in and through the city. Requirements include bicycle parking, end-of-trip facilities (e.g., showers and lockers), and the designation of a TSM

coordinator. The TSM Plan for the project would be reviewed and approved by the Transportation Commission. In addition, fees generated by the project would go toward the City's transit service agency, which could help extend network coverage and hours in the city, including potential service to the project area. Although implementation of a TSM plan and contribution to the implementation of extended transit network coverage could help reduce VMT, because implementation of the project would result in an exceedance of the City VMT per service population threshold of 24.5, this impact would be **significant**.

Mitigation Measures

The following mitigation measures are consistent with the California Air Pollution Control Officers Association (CAPCOA) *Handbook for Analyzing GHG Emission Reductions, Assessing Climate Vulnerabilities, and Advancing Health and Equity* (Handbook) for reducing greenhouse gas emissions within the transport sector. Several measures quantified in the CAPCOA Handbook aim to reduce VMT and encourage mode shifts from single-occupancy vehicles to shared (e.g., transit) or active modes of transportation (e.g., bicycling) (CAPCOA 2021). However, not all transportation measures are applicable or feasible given the nature of the project, implementation scale, and/or the limited jurisdictional authority of the City to implement particular measures. It should be noted that the total project VMT includes discretionary VMT (commute VMT from employees) and mandatory VMT (truck trips). The following mitigation measures would be required to reduce project-generated VMT based on their feasibility and applicability.

Mitigation Measure 3.16-2a: Develop and Implement a Commute Trip Reduction Program

Prior to the issuance of building permits, the City shall develop and submit a Commute Trip Reduction Program for review and approval by the City's Transportation Commission. The Commute Trip Reduction Program shall be consistent with other trip reduction strategies established in the City Transportation Systems Management (TSM) Handbook.

Mitigation Measure 3.16-2b: Develop and Implement an Employee Sponsored Vanpool Program

The City shall consider the development and implementation of an employee-sponsored vanpool program. Prior to the issuance of building permits, the City shall develop and submit the Vanpool Program for review and approval by the City's Development Services Department.

Significance after Mitigation

A description of the individual effects of each mitigation measure's effect on project VMT is provided below. Although the information on the potential reduction in VMT from each measure is provided, it should be noted that the VMT-reducing benefits of implementing each measure are considered the maximum VMT benefit and are not additive when multiple measures are applied. There may be diminishing returns when certain measures are implemented together to reduce VMT. For each measure applied, it is likely that a lesser effect would be observed (CAPCOA 2021: 36).

Commute Trip Reduction programs (as required by Mitigation Measure 3.16-2a) discourage single occupancy vehicle trips and encourage alternative modes of transportation such as carpooling, taking transit, walking, and biking, thereby reducing VMT. Commute Trip Reduction programs can have overlapping elements to the City's TSM program, which is described in Section 3.16.1, "Regulatory Setting." TSM plans often include providing on-site bicycle facilities, showers, and lockers, preferential carpool parking, and identification of a TSM coordinator whose responsibilities include posting TSM information regarding public transit including schedules, rates, procedures for obtaining transit passes, routes of public transit service, bicycle route maps, commuter rideshare match listing, emergency ride home program, vanpool program, telecommuting, transit pass subsidy program, and flexible work hours. TSM plans are submitted by an applicant (or in this case, the City) and approved by the City pursuant to Chapter 11.33 of the City's Municipal Code. The implementation of a voluntary commute trip reduction program for employees is estimated to result in up to a 4 percent employee VMT reduction (CAPCOA 2021).

Vanpooling (as required by Mitigation Measure 3.16-2b) is a flexible form of public transportation that provides groups of 5 to 15 people with a cost-effective and convenient rideshare option for commuting. Implementation of an employee sponsored vanpool program could reduce VMT up to 20.4 percent (CAPCOA 2021).

Although the implementation of Mitigation Measures 3.16-2a and 3.16-2b would contribute to the reduction of project generated VMT from employee trips for the reasons described above, the feasibility and effectiveness of each mitigation measure are currently unknown and cannot be guaranteed. Therefore, the project cannot demonstrate definitively that implementation of these measures would achieve VMT reductions to meet the applicable threshold of 24.5 VMT per service population. Therefore, this impact would be **significant and unavoidable**.

Phase 2

Phase 2 of the project would generate additional VMT, associated with additional trucks and passenger vehicles travelling to the site each day. As described for Phase 1, the project would have an average VMT per service population under existing-plus-project conditions of 41.7, which exceeds the applicable threshold of 24.5 VMT per service population. Because the project would exceed the City's VMT per service population threshold, which is a 15 percent reduction from the citywide average, this impact would be **significant**.

As described above for Phase 1 and as shown in Table 3.16-4, the VMT per service population with the project is greater than the citywide VMT per service population threshold of 24.5 for non-residential projects. In accordance with the City TSM program, the purposes of which include reducing VMT in the city, the City would be required to submit a TSM plan, including the designation of a TSM coordinator, during the development review stage of the planning process. Although implementation of a TSM plan could help reduce VMT, because implementation of the project would result in an exceedance of the City VMT per service population threshold of 24.5, this impact would be **significant**.

Mitigation Measures

Implement Mitigation Measures 3.16-2a and 3.16-2b, described above.

Significance after Mitigation

Although the implementation of Mitigation Measures 3.16-2a and 3.16-2b would contribute to the reduction of project generated VMT from employee trips for the same reasons described for Phase 1, the feasibility and effectiveness of each mitigation measure are currently unknown and cannot be guaranteed. Therefore, the project cannot demonstrate definitively that implementation of these measures would achieve VMT reductions to meet the applicable threshold of 24.5 VMT per service population. Therefore, this impact would be **significant and unavoidable**.

Impact 3.16-3: Substantially Increase Hazards Due to a Geometric Design Feature or Incompatible Uses

Phase 1

The construction contractor would be required to obtain encroachment permits for any work within the public right-of-way. The City encroachment permit application requires construction contractors to implement traffic control measures to minimize transportation hazards and ensure the safety of the traveling public. In addition, Phase 1 of the project would be required to comply with the City construction and design standards, which are intended to reduce transportation hazards. Furthermore, the Phase 1 project site plans would be reviewed by City staff to ensure that applicable design standards and specifications are met once the project is operational. For these reasons, Phase 1 of the project would not substantially increase hazards due to a design feature or incompatible use. This impact would be **less than significant**.

Construction

As described in Chapter 2, "Project Description," to provide access to the project site, Phillip Road would be improved from its current condition along the frontage of the project site and east to the westerly terminus of Blue Oaks Boulevard. Phase 1 construction would also include the off-site construction of new utilities (e.g., water supply line, sewer line).

Phase 1 construction activities would require the hauling of heavy equipment (e.g., bulldozers, graders, excavators) to the project site and the operation of large trucks on the surrounding roadway network. The project site is surrounded

by agricultural land uses. Many of the existing paved and unpaved roads in the project area that would be used to access the project site are currently used by agricultural vehicles and equipment during field preparation, planting, maintenance, and harvesting. Thus, construction of Phase 1 would not introduce incompatible uses from the use of heavy-trucks or construction equipment on the surrounding roadway.

The construction contractor would be required to obtain an encroachment permit for any construction work that would occur within the public right-of-way pursuant to Section 13.28.010 of the City Municipal Code and in accordance with the provisions set forth in the City Design and Construction Standards. Project construction could require temporary lane closures along Phillip Road adjacent to the project site to the western terminus of Blue Oaks Boulevard. Lane closures would be implemented in accordance with the City Design and Construction Standards, which contain specific requirements that are intended to provide safe access to property. Section 12 of the Construction Standards establishes requirements for construction area traffic control (e.g., traffic control hours, changeable message signs) including that traffic control within the public right-of-way (including pedestrian and bicyclist pathways) requires an encroachment permit (City of Roseville 2023c). The general conditions placed on an encroachment permit include that traffic control must be implemented in accordance with the latest version of the CA MUTCD (City of Roseville 2025d). The CA MUTCD identifies the necessary traffic-control devices (e.g., signs, barricades, object markers, pavement and curb markings, pedestrian control signs, and flagger control) in and near construction work areas on public streets to minimize transportation hazards. Preparation of a traffic control plan that complies with the CA MUTCD would ensure the safety of roadway users and would allow for the safe and efficient movement of all modes of travel. In addition, the traffic control plan would be subject to review by City engineering and land development staff to ensure that safety during construction activities within the public right-of-way is maintained. For these reasons, Phase 1 construction would not substantially increase transportation hazards.

Operation

As detailed in Chapter 2, "Project Description," primary access to the project site would be provided via new driveways from Phillip Road. Phase 1 of the project would include the construction of an internal circulation road to provide access to the on-site parking lot and ingress/egress driveways from Phillip Road to the project site. Pursuant to Section 13.08.060 of the City Municipal Code, all new roadways, access driveways, and roadway improvements would be subject to and designed in accordance with the City Design Standards, which set forth requirements for roadway design (e.g., appropriate roadway width based on the land use, adequate sight distance) to allow for the safe movement of all modes of transportation.

Specifically, the proposed ingress/egress access driveways would adhere to applicable City Design Standards in Section 5-4, which requires the evaluation of project sites. Consistent with the requirements of Section 5-4, the local transportation analysis prepared for the project determined that the Phillip Road passenger vehicle driveway should include two outbound lanes (one left-turn and one right-turn) for outbound traffic and a single inbound lane that can be accessed from both directions via a shared westbound through-right lane and an eastbound left-turn lane (Kittelson & Associates 2025: 91). The local transportation analysis also determined that the truck driveway should include a single outbound lane and a single inbound lane that can be accessed from both directions via a shared westbound through-right lane and an eastbound left-turn lane (Kittelson & Associates 2025: 91). Pursuant to City requirements, the new driveways would be designed to adhere to the above standards.

The project plans would be subject to review by the City, which would ensure that the project design, including that of off-site improvements, would comply with applicable design standards and regulations related to transportation safety and that implementation of the project would not result in transportation hazards during operations. Implementation of the project would not result in increased transportation hazards, as trucks currently operate along the city roadway network (e.g., near existing residences, schools, and other sensitive locations) as part of existing operations. In addition, the project would operate in accordance with all applicable regulations and policies. For example, Chapter 11.26 of the City Municipal Code specifies the weight and length limitations of trucks that can access roadways other than designated truck routes. The project would comply with Chapter 11.26 of the City Municipal Code, thus ensuring that operational activities associated with the project would not result in increased transportation hazards. For these reasons, implementation of Phase 1 of the project would not substantially increase hazards due to a design feature or incompatible uses.

Summary

The project would be subject to and comply with all City design standards and safety regulations that are intended to reduce transportation hazards during construction and operations. The City would be required to prepare and submit a traffic control plan to ensure that potential safety impacts are minimized during construction in the public right-of-way. Roadway improvements would be designed and constructed in accordance with City design standards to reduce the potential for transportation hazards during operation. In addition, site plans would be subject to review by City staff to ensure that applicable design standards and specifications are met to minimize transportation hazards during operations. For these reasons, the project would not substantially increase hazards due to a design feature or incompatible use. This impact would be **less than significant**.

Mitigation Measures

No mitigation is required.

Phase 2

The construction contractor would be required to obtain encroachment permits for any work within the public right-of-way. The City encroachment permit application requires construction contractors to implement traffic control measures to minimize transportation hazards and ensure the safety of the traveling public. In addition, Phase 1 of the project would be required to comply with the City construction and design standards which are intended to reduce transportation hazards. In addition, the Phase 2 project site plans would be reviewed by City staff to ensure that applicable design standards and specifications are met once the project is operational. For these reasons, Phase 2 of the project would not substantially increase hazards due to a design feature or incompatible use. This impact would be **less than significant**.

Construction

Phase 2 of the project would include continued construction of the RRTO facility and potential construction of the Future Organics Processing Facility, all of which would be located within the boundaries of the project site and would not include improvements to Phillip Road (which would be constructed as part of Phase 1). Similar to Phase 1, Phase 2 construction activities would require the hauling of heavy equipment (e.g., bulldozers, graders, excavators) to the project site and the operation of large trucks on the surrounding roadway network. However, construction of Phase 2 would not introduce incompatible uses from the use of heavy-trucks or construction equipment on the surrounding roadways because they are already used by agricultural vehicles and equipment. In addition, and similar to Phase 1, the construction contractor would be required to obtain an encroachment permit for any construction work that would occur within the public right-of-way pursuant to Section 13.28.010 of the City Municipal Code and prepare a traffic control plan designed in accordance with the CA-MUTCD to ensure that construction activities would not substantially increase transportation hazards. Furthermore, applications for encroachment permits, including traffic control plans, would be reviewed by City engineering and land development staff (City of Roseville 2025d). For these reasons, Phase 2 of the project is not anticipated to substantially increase transportation-related hazards during construction.

Operation

All roadway modifications and improvements within City right-of-way would be subject to and comply with the City design and construction standards in accordance with Section 13.08.060 of the City Municipal Code. These standards include minimum requirements for roadway width, turning radii, and sight distance to reduce the potential for transportation hazards. With adherence to these standards, project roadway improvements and modifications would be designed and constructed to allow for the safe and efficient movement of all modes of travel. In addition, the project plans would be subject to review by the City to ensure that applicable design standards and regulations are met to minimize transportation hazards during project operations. For these reasons, implementation of Phase 2 of the project would not substantially increase hazards due to a design feature or incompatible uses.

Summary

The project would be subject to and comply with all city design standards and safety regulations that are intended to reduce transportation hazards during construction and operations. The City would be required to prepare and submit

a traffic control plan to ensure that potential safety impacts are minimized during construction in the public right-of-way. Roadway improvements would be designed and constructed in accordance with City design standards and would alleviate the potential for transportation hazards during operation. In addition, site plans would be subject to review by City staff to ensure that applicable design standards and specifications are met to minimize transportation hazards during operations. For these reasons, the project would not substantially increase hazards due to a design feature or incompatible use. This impact would be **less than significant**.

Mitigation Measures

No mitigation is required.

Impact 3.16-4: Result in Inadequate Emergency Access

Phase 1

Phase 1 of the project would be designed and constructed in accordance with the standards and regulations identified in the California Fire Code as adopted in Chapter 16.16 of the City of Roseville Municipal Code, including provisions related to maintaining emergency access during construction and operations. In addition, the Phase 1 project plans would be subject to review by the City and Roseville Fire Department to ensure that the project would be designed to meet all applicable emergency access standards. For these reasons, implementation of Phase 1 of the project would not result in inadequate emergency access. Therefore, this impact would be **less than significant**.

Construction

The project would be required to comply with the most recent version of the California Fire Code, as adopted by reference in Section 16.16.020 of the Municipal Code. Chapter 33 of the California Fire Code outlines general safety precautions during construction to prompt responses to fire emergencies. In addition, the City has established additional fire safety requirements, including Section 3311.1, which requires approved vehicle access for firefighting to be provided to all construction and demolition sites, surface type requirements, and maintenance throughout the construction process. Further, as detailed under Impact 3.16-3, pursuant to Section 13.28.010 of the City Municipal Code, the construction contractor would be required to obtain an encroachment permit for any construction work that would occur within the public right-of-way. Applications for encroachment permits, including traffic control plans, would be required to be reviewed by City engineering and land development staff to ensure that construction within the public right-of-way would not result in inadequate emergency access. In accordance with the general provisions for an encroachment permit, if construction requires the closure of traffic lanes, and if such closures are approved by the City Engineer, the City is required to notify the City Fire Department at least 48 hours in advance of roadway closure (City of Roseville 2025d). The project would be required to adhere to these regulations as well as other applicable emergency access requirements included in the City Code. For these reasons, construction of Phase 1 of the project would not result in inadequate emergency access during construction.

Potential conflicts with adopted emergency response and evacuation plans are addressed in Section 3.10, "Hazards and Hazardous Materials."

Operations

Phase 1 of the project would include the construction of an internal circulation network and ingress/egress access driveways along Phillip Road. The project would be designed and constructed in accordance with City design standards and the California Fire Code as adopted by reference in Section 16.16.020 of the Municipal Code. The California Fire Code includes design standards for fire apparatus access (e.g., turning radii, minimum widths) and other general and specialized fire-safety requirements for new and existing buildings and the surrounding premises. Sections 5 through 7 of the City Design and Construction Standards contain specific requirements to provide emergency access to properties. In addition, pursuant to the Roseville Fire Department Life and Safety Standards, emergency access plans are required to be submitted for review as part of the civil improvement package (City of Roseville 2023b). The Fire Department would review compliance with City standards related to emergency access, such as turning radii requirements and minimum roadway width, ensuring that the project would provide emergency access. For these reasons, implementation of Phase 1 of the project would not result in inadequate emergency access during operations.

Summary

The project would be required to follow all applicable Roseville Fire Department, City, and State standards and regulations to ensure that emergency access is provided during construction and operations. Phase 1 project plans would be subject to review by the Fire Department and City staff to ensure that applicable design standards would be met and that adequate emergency access to the project site would be provided. Therefore, implementation of Phase 1 of the project would not result in inadequate emergency access. This impact would be **less than significant**.

Mitigation Measures

No mitigation is required.

Phase 2

Phase 2 of the project would be required to meet the standards and regulations identified in the most recent California Fire Code as adopted by reference in the City of Roseville Municipal Code, including provisions related to maintaining emergency access during construction and operation. In addition, the project plans for Phase 2 would be subject to review by the City and Roseville Fire Department, thus, ensuring that the project would be designed to meet all applicable emergency access standards. For these reasons, implementation of Phase 2 of the project would not result in inadequate access. Therefore, this impact would be **less than significant**.

Development associated with Phase 2 of the project would be required to comply with the same regulations pertaining to emergency access as described above for Phase 1. Adherence to these requirements would ensure that adequate emergency access is provided during construction and operation of Phase 2. As described above, Roseville Fire Department Life and Safety Standards, the City would be required to submit emergency access plans for review as part of the civil improvement package (City of Roseville 2023b). Review by the Roseville Fire Department and City would ensure that adequate emergency access to the project area would be provided during Phase 2 construction and operations. For these reasons, implementation of Phase 2 of the project would not result in inadequate emergency access. This impact would be **less than significant**.

Mitigation Measures

No mitigation is required.

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3.17 WILDFIRE

This section describes existing wildfire conditions in the project area and evaluates the potential impacts of the project related to wildfire and wildfire-related risks. The evaluation provided in this section is based on a review of available documents and fire hazard maps prepared by the California Department of Forestry and Fire Protection (CAL FIRE) in 2025 (CAL FIRE 2025).

For a discussion of the project's impacts on emergency response, such as fire and police protection, see Section 3.14, "Public Services." For a discussion of the project's impacts on implementation of adopted emergency response or evacuation plans, including those within areas of identified wildfire hazard risk, see Section 3.10, "Hazards and Hazardous Materials."

One comment letter regarding wildfire was received in response to the notice of preparation (see Appendix A). The Placer County Environmental Health Department requested that the EIR include a wildfire analysis.

3.17.1 Regulatory Setting

FEDERAL

There are no federal regulations that apply to wildfire.

STATE

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 *2024 Strategic Fire Plan for California* 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.

LOCAL

City of Roseville General Plan

The Safety Element of the *City of Roseville 2035 General Plan* (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 4.5:** 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.

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.

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 inspections, and construction inspections.

3.17.2 Environmental Setting

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

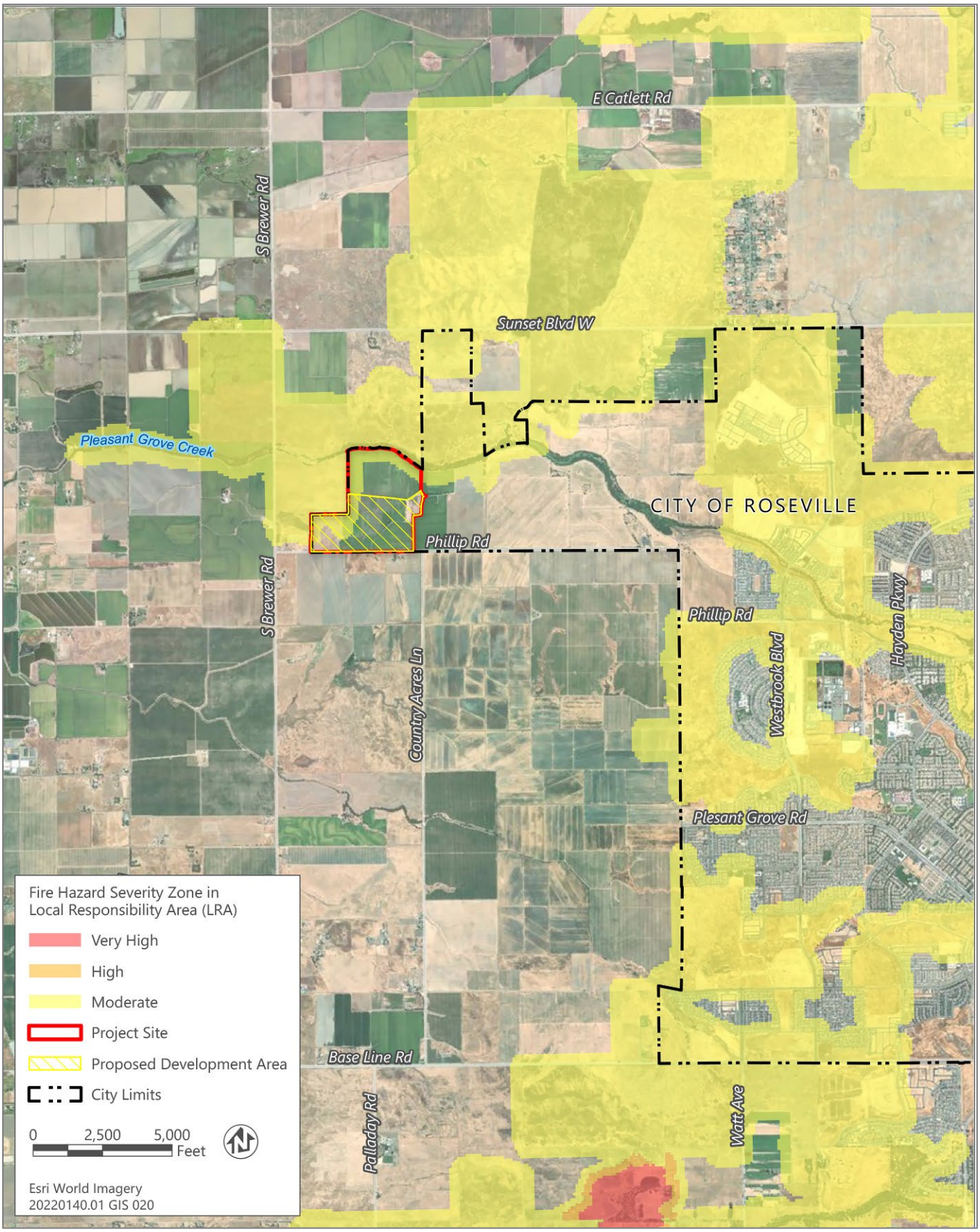
As discussed in Section 3.17.1, "Regulatory Setting," CAL FIRE maintains FHSZ maps for the LRA and SRA. These areas are mapped based on fuels, terrain, weather, and other relevant factors. According to the *City of Roseville General Plan* (2020), and consistent with the FHSZ map database available from 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 (see Figure 3.17-1).

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 Granite Bay and Loomis, which are 15.45 and 16.9 miles from the project site, respectively (CAL FIRE 2025).

WILDFIRE ENVIRONMENT AT THE PROJECT SITE

The project site is undeveloped and is predominantly agricultural in use and is leased for rice and hay farming. The project site is predominantly flat with low hills due to previous grading and agricultural operations. Pleasant Grove Creek travels along the northernmost boundary of the project site. The project site is located within the LRA, and as shown in Figure 3.17-1, 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 2025a).

The project site is within Roseville Fire Department Fire District 9 and is currently served by Fire Station #9 located approximately 3.03 miles southeast of the project site at 2451 Hayden Parkway (City of Roseville 2025b). Additionally, construction of a new fire station has been approved and will be located in the Amoruso Ranch Specific Plan area, approximately 2.8 miles northeast of the project site.



Sources: Downloaded from CAL FIRE in 2025; adapted by Ascent in 2025.

Figure 3.17-1 Fire Hazard Severity Zone Map of Project Site

3.17.3 Impact Analysis and Mitigation Measures

ANALYSIS METHODOLOGY

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 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 EVALUATED FURTHER

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 Granite Bay and Loomis, which are 15.45 and 16.9 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 occupants or workers to pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire due to slope, prevailing winds, and other factors 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 3.17-1: Exacerbate Wildfire Risk as a Result of Project Construction and Operations

Phase 1

Phase 1 would include construction of buildings and associated infrastructure as part of the RRTO Facility, Corporation Yard, and the Vendor Lease Area. Project construction would also require extensions of utility service infrastructure. Infrastructure would be installed in compliance with state and local regulations; however, there would still be the potential for wildfire ignition during construction. Site operations would introduce new sources of ignition that could exacerbate wildfire risks. This impact would be **potentially significant**.

Construction

Construction of Phase 1 would include the partial construction of the RRTO Facility, the Corporation Yard, and the Vendor Lease Area. The RRTO Facility would include a single-stream materials recovery facility (MRF) for recyclables, an area for receiving and transferring municipal solid waste, and an area for receiving, processing, and transferring organic waste. The Corporation Yard would include two primary areas; the EU Services Facility, which would provide office and storage space for the EU Department, and the Equipment Maintenance Facility, which would provide parking, maintenance and repair, and fueling/charging of all the EU fleet needs, as well as an administrative office building and employee parking. The Vendor Lease Area would provide space for prospective vendors to commit materials to the RRTO Facility.

The project site does not currently receive utility services, except for limited data and electricity. The project would include the extension of nearby water, wastewater, stormwater, data, and electrical infrastructure. To provide service to the project, a new 16-inch diameter water supply line would be extended approximately 3 miles along the alignment of Phillip Road, from the existing water supply line located in Blue Oaks Boulevard.

The project site is not located 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 Granite Bay and Loomis, which are 15.45 and 16.9 miles from the project site, respectively (CAL FIRE 2025). However, the project site is located within the LRA, and portions of the project site are located within a moderate FHSZ.

Project-related 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. Construction of new infrastructure would be subject to City Fire Code Requirements, which include 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. Although these minimum development standards would reduce fire risks during construction, they may not be sufficient to ensure construction fire risks are reduced to a less-than-significant level. Therefore, the fire risk impacts associated with site construction would be **potentially significant**.

Operation

Project operations would introduce new sources of ignition within the project area. Operational fire risks would be associated with the following:

- equipment-sparked fire caused by faulty electrical connections;
- ignition of collected refuse or dry vegetation on or near the equipment;
- smoldering refuse brought into the facility by the haul trucks;
- fuel stored on the site that may be ignited;
- ignition associated with the fueling and/or charging operations;
- crushed or damaged batteries (particularly lithium-ion type batteries) inappropriately disposed of within the waste stream; and
- careless smokers.

Operating procedures and design features at the facility would reduce the potential for fire to be started at the site and to spread onto adjacent lands. These operating procedures include implementation of an equipment maintenance program; and implementation of design, safety, training, and reporting measures required to be specified in the facility's hazardous materials management plan. In addition, the potential for onsite fire to spread to adjacent lands is reduced by the availability of stored fire-suppression water, engineered fire suppression systems in the site's buildings, equipment on the site that can be used to extinguish or contain small fires, and the maintenance of firebreaks.

Design features include constructing the site facilities 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. Additionally, water for fire suppression would be provided either by extending the public water supply system from Blue Oaks Boulevard to the project site or using existing non-potable water wells to fill an approximately 1-million-gallon fire suppression water tank with a diesel-powered fire suppression water pumping system that would supply the fire sprinkler system and onsite hydrants. Although these typical industrial-facility operating procedures and design features would reduce fire risks, they may not be sufficient to ensure the project's fire risks are minimized. Therefore, the fire risk impacts associated with site operations would be **potentially significant**.

Mitigation Measures

Mitigation Measure 3.17-1a: Prepare and Implement a Fire Risk Management Plan

A fire risk management plan shall be prepared prior to the start of construction. The plan shall describe the potential for fires to occur as a result of project construction and operations, shall describe fire response procedures and protocols for facility staff, and shall contain measures necessary to minimize fire risks, including at a minimum those listed in Mitigation Measures 3.17-1b and 3.17-1c. The plan shall be prepared by City staff in consultation with the City of Roseville Fire Department.

Mitigation Measure 3.17-1b: Implement Fire Prevention Measures during Construction

During construction activities at the project site, the contractor shall implement, at a minimum, the following fire risk reduction measures:

- Within a minimum 50-foot buffer from any welding/grinding operations or areas of open flame, maintain all areas clear of vegetation and other flammable materials;
- 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; and
- Use a dedicated fire watch during all welding activities.

Mitigation Measure 3.17-1c: Implement Fire Prevention Measures during Operations

During operational activities at the project site, the following fire prevention measures shall be implemented:

- On-site buildings shall be equipped with fire detection systems and fire sprinklers that are specifically designed for the planned building uses;
- Fire hydrants shall be installed around the site perimeter and within the site interior at intervals consistent with the City of Roseville Fire Code requirements;
- Designated areas shall be established on the site where any truck containing burning materials can immediately be directed to discharge its load (consistent with Title 14 CCR Section 17407.1);
- A hazardous waste screening program shall be developed and implemented concurrent with the initiation of waste acceptance operations to reduce the presence of flammable materials within the waste stream; and
- A continuous fire break shall be established around the facility to minimize the potential for fires to spread onto adjacent lands or to enter the site from adjacent lands.

Significance after Mitigation

With implementation of Mitigation Measures 3.17-1a, 3.17-1b, and 3.17-1c and compliance with all applicable regulations, the project would result in a **less-than-significant** impact related to the exacerbation of wildfire risk because a fire risk management plan and fire prevention measures would be prepared and implemented.

Phase 2

While a majority of infrastructure and utility extensions would be completed as part of Phase 1, Phase 2 would also include the construction of buildings and associated infrastructure related to expansion of the RRTO Facility and construction of the Potential Future Organics Processing Facility. Similar to Phase 1, infrastructure would be installed and facilities would be operated in compliance with state and local regulations; however, there would still be the potential for wildfire ignition during Phase 2 construction and operations. This impact would be **potentially significant**.

Construction

Construction of Phase 2 would include construction of an additional 122,000 square feet of building area for the RRTO Facility and construction of the Potential Future Organics Processing Facility. While a majority of the utility infrastructure extensions would be completed as part of Phase 1, Phase 2 would include minor infrastructure development. As described above under Phase 1, Roseville Electric would provide electrical power to the project site and the MRF equipment would be served by extending the existing 12 kV line from its current location near Blue Oaks Boulevard. However, for ultimate buildout, Roseville Electric is expected to require development of a new substation to serve the project. To accomplish this, Roseville Electric is expected to extend an existing 60 kV line from the existing 60 kV power supply system located near the City power production site on Phillip Road east of Westbrook Boulevard and build a new substation on the project site. Further discussion of impacts related to the construction of the new substation is analyzed in Section 3.15, "Public Utilities."

Similar to Phase 1, project-related construction activities associated with Phase 2 would introduce new temporary sources of ignition in the form of worker commute vehicles and use of heavy construction equipment. Construction of new infrastructure would be subject to City Fire Code Requirements, which include 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. 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.

Operation

The Potential Future Organics Processing Facility included in Phase 2 would introduce new fire risks at the site. For compost and biomass facilities, there is a potential for the stored organic materials to spontaneously combust. Spontaneous combustion in compost and biomass materials occurs through a complex interaction of biological, chemical, and physical processes that generate and trap heat within stored materials.

The process typically begins with microbial activity. When moisture content in compost/biomass ranges between 20 percent and 45 percent, conditions become ideal for bacterial and fungal growth. These microorganisms digest organic material and generate heat through their metabolic processes. As internal temperatures rise to approximately 40-60°C, the microbes die off, but chemical oxidation reactions take over.

These oxidation reactions accelerate as temperatures increase, creating a self-reinforcing cycle. The chemical breakdown of the materials releases heat, further raising temperatures within storage piles. In confined storage conditions with limited ventilation, this heat cannot dissipate effectively.

Combined with the microbial activity, other factors that increase the risk for spontaneous combustion include low moisture levels in the piles that make them easier to ignite; large and well-insulated piles (larger piles retain more heat); limited air flow and reduced free air space; poor moisture distribution within the piles; a nonuniform mix of materials; and poor or incomplete temperature monitoring. These precursor conditions are more likely found in piles that use passive aeration rather than forced aeration. Managing organic materials storage piles and having both

facilities and operational procedures that reduce this risk are typical design and operating procedures employed at compost facilities. The use of sprinklers on raw materials storge piles, maximum times that raw materials are stored before processing are examples of fire preventative measures typically employed at composting facilities. Also of note, the City is envisioning the use of an Aeriated Static Pile (ASP) technology at the compost facility and not the use of a passive aeriation system which has more propensity to have the precursor conditions leading to a fire.

For biomass facilities specifically, there is an additional fire risk associated with biomass dust. The generation of biomass dust creates explosion hazards in storage facilities due to its combustible nature and tendency to form explosive atmospheres when suspended in air. When biomass particles become airborne, they create a fuel-air mixture that can ignite.

Biomass materials generate dust during handling, processing, and storage operations. This combustible dust has a very high surface area-to-volume ratio, allowing for rapid oxidation when ignited. When suspended in air at sufficient concentrations (typically 40-500 grams per cubic meter [g/m^3]), these particles form an explosive atmosphere that requires only a small ignition source to detonate.

Common ignition sources in biomass facilities include:

- static electricity discharges,
- hot surfaces from equipment or machinery,
- friction sparks from mechanical operations,
- electrical faults or arcing, and
- open flames or maintenance activities like welding.

These dust explosions can also result in secondary explosions. An initial explosion often dislodges accumulated dust from surfaces, creating a larger dust cloud that, when ignited, causes a secondary explosion. The risks of these types of explosions would be dependent upon the type of biomass facility installed at the site and the safety protocols integrated into the facility. The type of biomass facility envisioned is less likely to incur these types of risks. Some of the features that would reduce the risk profile include:

- raw materials are anticipated to be mostly yard/garden waste and not kiln dried woody biomass (such as pallets although some quantity of pallets is anticipated);
- arriving highly putrescible material (such as food waste) would be required to be processed and placed into the compost process within 48 hours of arrival;
- activities that generate high quantities of dust such as drying, sanding, and wood planing are not envisioned at the facility;
- the facility would be outdoors, somewhat similar to the nearby Rio Bravo facility, although approximately one-tenth the size; and
- the facility design would include sprinklers for the storage pile, dust suppression in the form of misters where activities have the potential to create dust (such as when grinding green waste to size), and fire suppression where appropriate, according to the City's Fire Marshall requirements.

Nonetheless, implementation of Phase 2 construction and operations would exacerbate wildfire risk at the project site. This impact would be **potentially significant**.

Mitigation Measures

Implement Mitigation Measures 3.17-1a, 3.17-1b, and 3.17-1c, described above.

Mitigation Measure 3.17-1d: Implement Fire Prevention Measures during Phase 2 Construction and Operations

During Phase 2 construction, Mitigation Measures 3.17-1a, 3.17-1b, and 3.17-1c shall be implemented. In addition, during compost and/or biomass facility operations, the following fire prevention measures shall be implemented:

- Coordinate with the Roseville Fire Department regarding guidelines on how to manage and extinguish compost and biomass fires if they occur. This includes having appropriate firefighting gear available on the site, as determined by the fire department.
- Ensure material piles are managed consistent with industry standards including ensuring they are adequately ventilated and that appropriate moisture levels are maintained. Ventilation can be achieved by turning the pile or using a mechanical aeration system. Ventilation can also be improved by constructing narrower, shallower windrows or piles.
- Avoid pile depths greater than 12-feet and monitor internal pile temperatures on a weekly basis.
- If a fire is detected, use a large, wheeled loader to open up the pile and have a fire hose available as the loader removes material to spray directly onto burning embers. Notify the fire department immediately upon identifying a fire.
- For biomass operations, use an infrared temperature monitoring system, as appropriate, to provide continuous surveillance of biomass storage areas to detect hotspots and temperature anomalies that may indicate developing fires. Carbon monoxide (CO) and smoke detectors should also be employed to identify developing fires.
- For conveyor systems and pneumatic transport lines where biomass materials are in motion, use spark detection systems combined with automatically-trigger suppression systems.
- In addition, the Fire Risk Management Plan identified in Mitigation Measure 3.17-1a shall be amended to include specific fire risk response protocols associated with compost and biomass facilities, as appropriate. These protocols could include, but would not be limited to, regular removal of accumulated dust from surfaces and equipment, and conducting regular safety audits and equipment inspections.

Significance after Mitigation

With implementation of Mitigation Measures 3.17-1a, 3.17-1b, 3.17-1c, and 3.17-1d and compliance with all applicable regulations, Phase 2 of the project would result in a **less-than-significant** impact related to the exacerbation of wildfire risk because a fire risk management plan and fire prevention measures would be prepared and implemented.

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 Roseville EU Operations Center Project, the project area has been modified from its natural conditions by human activity. While the project site is predominantly used for agriculture (rice and hay farming), surrounding uses include several large specific plan areas (namely, Creekview, West Roseville, Regional University and Community, and Amoruso Ranch specific plan areas) that are in various stages of build-out. In addition, the project site is within an area of City-owned property that was purchased in 2003. Since the purchase, the project site has been intended for future City use.

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 Roseville EU Operations Center 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
Aesthetics and Visual Resources	Local (project site and surrounding public viewpoints)
Land Use Planning and Agricultural Resources	Local (project site) for land use and Placer County for agricultural resources
Air Quality	Regional (pollutant emissions that affect the air basins) and immediate project vicinity (pollutant emissions that are highly localized)
Greenhouse Gas Emissions	Global
Biological Resources	Regional, Placer County, City of Roseville
Cultural Resources	Local (project site), with regional implications
Tribal Cultural Resources	Local (project site), with regional implications
Energy	Roseville Electric service area
Geology and Soils	Local (project site)
Hazards and Hazardous Materials	Local (project site)
Hydrology and Water Quality	Pleasant Grove Creek watershed, City of Roseville
Noise	Local (immediate project vicinity where project-generated noise could be heard concurrently with noise from other sources)
Population, Employment, and Housing	Regional and local
Public Services	Regional and local service areas
Public Utilities	Local service areas
Transportation and Circulation	Regional and local
Wildfire	Placer County

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. In addition, 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 Roseville EU Operations Center Project. Development considered in this cumulative analysis includes:

- Build-out of City of Roseville's existing General Plan and approved specific plans;
- Campus Oaks (Hewlett Packard [HP] Campus Rezone) project including the extension of HP Way from Foothills Boulevard through the HP Campus northwesterly to Blue Oaks Boulevard;
- Build-out of the Regional University Specific Plan (RUSP);
- Build-out of Phase 1 of Placer Vineyards;
- Build-out of City of Lincoln's specific plans;

- Build-out of City of Rocklin's specific plans;
- Projects outside of South Placer County including the Elverta Specific Plan (ESP) (Sacramento County), Johnson Ranchos (City of Wheatland), and Sutter Pointe (Sutter County);
- Partial build-out of the Placer Ranch area (50 percent residential, 25 percent non-residential, and a 25,000-student University);
- Extension of Placer Parkway westerly as a four-lane roadway from Foothills Boulevard to Santucci Boulevard; and
- Build-out of the Dry Creek/West Placer Community Plan (Placer County, south of Baseline Road).

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 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 approximately 2 miles 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. In addition, 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.

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 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.

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 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.

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.

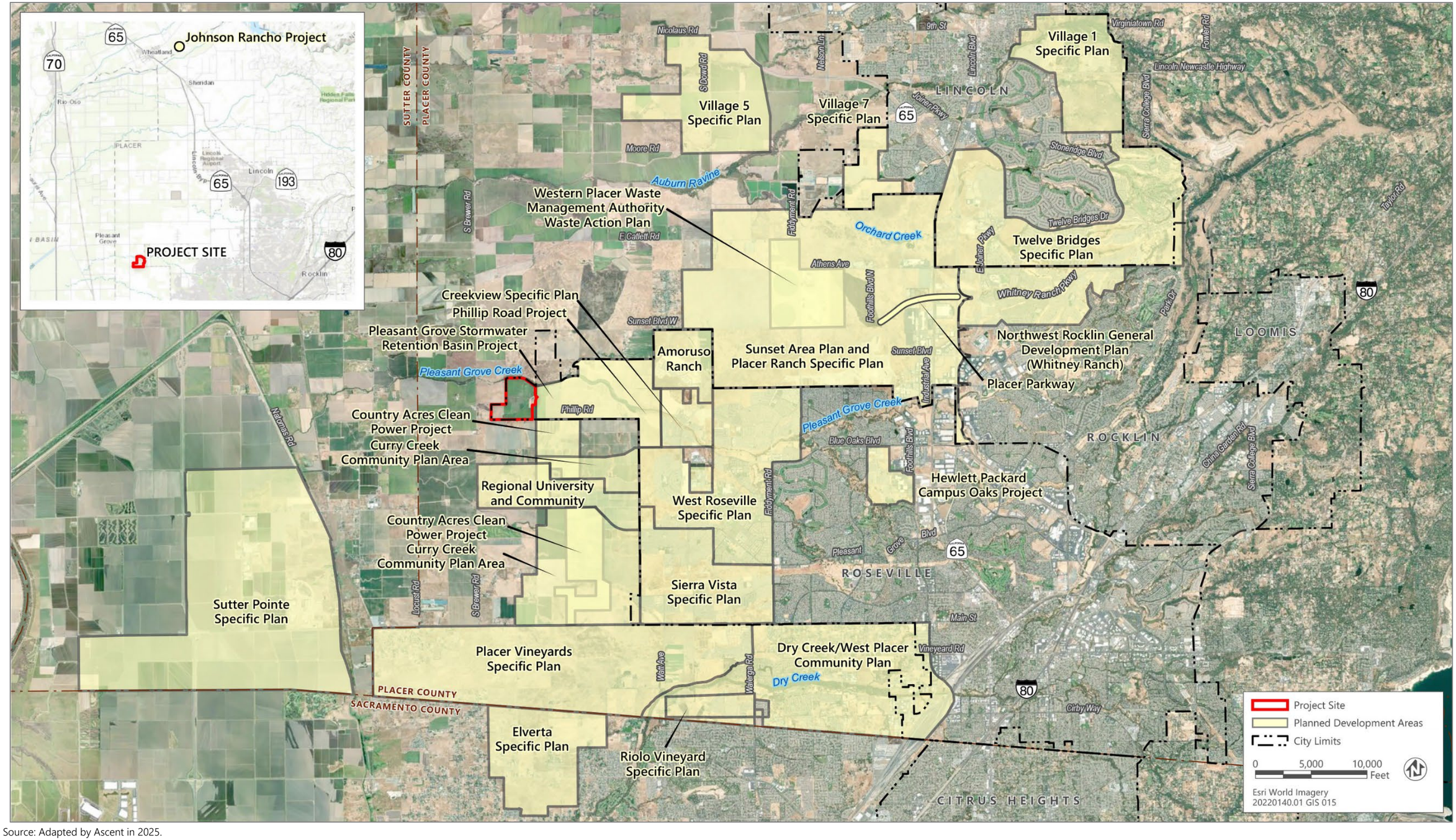
Placer Vineyards Specific Plan

The Placer Vineyards Specific Plan (PVSP) area is located south of the SVSP, (south of Baseline Road). 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.

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.



Source: Adapted by Ascent in 2025.

Figure 4-1 Proposed and Anticipated Development

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 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.

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; 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.

Placer Parkway

The Placer Parkway is to be an approximately 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 SMF. The Federal Highway Administration (FHWA), California Department of Transpiration (Caltrans), 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. 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.

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.

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 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 Pleasant Grove Stormwater 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.

Phillip Road Project

The Phillip Road Project (formerly the Roseville Industrial Park Project) would be located at 6382 Phillip Road on approximately 176 developable acres and would include a mix of residential, retail, medical offices, and innovation center uses, as well as parks, open space, and trails. The Phillip Road Project is approximately 2 miles east of the proposed Roseville EU Operations Center Project site. Proposed uses include 664 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 13.6 acres of open space along the 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. Preparation of an EIR is underway.

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 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 Roseville EU Operations Center 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 Roseville EU Operations Center 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 Roseville EU Operations Center 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 Aesthetics and Visual Resources

Aesthetic and visual resources impacts are project-specific and 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 in the vicinity of the Pleasant Grove Stormwater Retention Basin Project to the east, Country Acres Clean Power Project to the southeast, the Phillip Road Project to the east, and the Creekview Specific Plan area to the east. Due to their proximity, these projects 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 the majority of individual projects and structures within the project area (with the exception of Country Acres) is not known.

VISUAL CHARACTER AND QUALITY

The cumulative projects involve substantial residential, commercial, industrial, and other development and would result in similar visual changes. 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 cumulative 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 in Impact 3.1-1, the proposed facilities would be designed to be visually consistent and would be required to comply with General Plan policies related to community design and the City's Community Design Guidelines. Similar design requirements would be placed on other developments in Roseville to reduce visual impacts. As described for Impact 3.1-1, to reduce the project's impact on visual character from operation, Mitigation Measure 3.1-1 would require implementation of a litter mitigation program to minimize litter generated by the project. Implementation of this program would include collecting and disposing of litter from the project site and affected roadways such that litter would not substantially increase beyond existing conditions. The project impacts would be reduced to a less-than-significant level with mitigation incorporated. However, the project would combine with other cumulative projects to result in urban land uses adjacent to agricultural/grazing and open space areas, which would substantially degrade the area's visual quality. Therefore, the incremental impacts of implementing the project, when added to the cumulative effects of related projects, would result in a cumulatively significant impact related to visual character or quality of the area. The cumulative impact would be **significant and unavoidable.**

LIGHT AND GLARE

The cumulative projects involve substantial residential, commercial, and industrial development and would result in creation of daytime glare and nighttime light sources. For example, the Country Acres Clean Power Project to the southeast would involve solar power development that could result in glare from solar panels. The Creekview Specific Plan would involve residential development that would create extensive sources of glare and light in areas that currently have scattered and dispersed sources of daytime glare and nighttime lighting.

As described for Impact 3.1-2, to reduce the project impact of glare and lighting from operation, Mitigation Measure 3.1-2 would require implementation of design standards to minimize potential sources of light and glare. These standards include the use of cutoff type light fixtures, restrictions on the height of pole mounted lighting, and the use of nonreflective surfaces for new structures. The project impacts would be reduced to a less-than-significant level with mitigation incorporated. However, given the rural character of the project site and vicinity, the incremental impacts of implementing the project, when added to the cumulative effects of related projects, could create a substantial new source of daytime glare and nighttime light. Therefore, the incremental impacts of implementing the project, when added to the cumulative effects of related projects, would result in a cumulatively significant impact. The cumulative impact would be **significant and unavoidable**.

4.3.2 Land Use and Agricultural Resources

Impacts related to consistency with land use plans or policies would 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 Impact 3.2-1, the project would be consistent with land use plans, policies, and regulations applicable to the project site. The project impact would be less than significant. Therefore, the cumulative impacts related to conflicting with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect would be **less than significant**.

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. As discussed in Impact 3.2-2, implementation of the project would result in conversion of Prime Farmland and Unique Farmland to non-agricultural use. Implementation of Mitigation Measure 3.2-2 would require compensation for Important Farmland conversion. However, no new farmland would be made available to reduce the impact to a less-than-significant level. The project impact related to conversion of farmland would be significant and unavoidable. Because the project would have a significant and unavoidable impact on agricultural resources, it would result in a considerable contribution to a significant cumulative impact related to agricultural resources. The cumulative impact would be **significant and unavoidable**.

4.3.3 Air Quality

The cumulative context for the assessment of impacts related to air quality is the Sacramento Valley Air Basin (SVAB). Potential cumulative air quality impacts would result when cumulative projects' emissions would combine to degrade air quality conditions below attainment levels for SVAB, delay attainment of air quality standards, affect sensitive receptors, or subject surrounding areas to objectionable odors.

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 2015 Regional 8-Hour Ozone Attainment and Reasonable Further Progress Plan*. As discussed in Impact 3.3-1,

the project would include development of government offices and municipal corporation yard facilities, the project would be consistent with the land use designation (P/QP) and zoning (PD) established by the City of Roseville. The project would not result in emissions exceeding the Placer County Air Pollution Control District (PCAPCD) thresholds of significance and, thus, would not conflict with the goals of the *Sacramento 2015 Regional 8-Hour Ozone Attainment and Reasonable Further Progress Plan* to attain the National Ambient Air Quality Standards and the California Ambient Air Quality Standards in the SVAB or with further progress towards achieving attainment. 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 2015 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. The cumulative impact would be **less than significant**.

CRITERIA AIR POLLUTANTS AND OZONE PRECURSORS

Air quality impacts are assessed at the air basin level. As discussed in Section 3.3, "Air Quality," the project site is located within the Placer County portion of the Sacramento Valley Air Basin (SVAB) and is under the jurisdiction of PCAPCD. The project-generated impacts identified in Section 3.3, "Air Quality," are inherently cumulative because the thresholds established by PCAPCD are developed considering emissions forecasts and emissions targets for the region (i.e., air basin) and anticipated development wholistically.

Construction

Air pollutant impacts are cumulative in nature because no single project would generate enough emissions to cause an air basin to be designated nonattainment. Therefore, cumulative impacts related to project construction are discussed under Impact 3.3-2. As discussed in Impact 3.3-2, construction of the project would not result in criteria air pollutants and ozone precursors emissions that would contribute to the nonattainment status of the SVAB. Therefore, the project construction is not anticipated to result in cumulatively considerable increases in criteria air pollutants and ozone precursors that would contribute to the nonattainment status of the SVAB. The cumulative impact would be **less than significant**.

Operation

Similar to the discussion above under "Construction," no single project would generate enough emissions to cause an air basin to be designated nonattainment. Cumulative impacts related to project operation are discussed under Impact 3.3-3. As discussed in Impact 3.3-3, the operational emissions associated with full project buildout would exceed the applicable thresholds for reactive organic gases (ROG), nitrogen oxides (NO_x), and particulate matter with a diameter of 10 micrometers or less (PM_{10}). Because the PCAPCD thresholds of significance are directly tied to attaining the National Ambient Air Quality Standards and the California Ambient Air Quality Standards, projects that do exceed these thresholds would contribute to adverse health effects. Therefore, the project would result in a cumulatively considerable net increase in criteria air pollutants and would result in adverse health impacts. Mitigation Measures 3.3-3a and 3.3-3b require the City to implement dust control measures and conduct permitting-level ambient air quality evaluation, respectively, if the City constructs and operates the Potential Future Organics Processing Facility. Implementation of Mitigation Measures 3.3-3a and 3.3-3b would reduce criteria pollutants and ozone precursors emissions, but it cannot be determined with certainty at this time whether the ROG, NO_x, and PM emissions would be reduced to a less-than-significant level. Therefore, the cumulative impact would be **significant and unavoidable**.

TOXIC AIR CONTAMINANTS

The project-generated health risk associated with toxic air contaminants (TACs) was evaluated under Impact 3.3-4 in Section 3.3, "Air Quality." Diesel particulate matter (diesel PM) emissions are the primary TAC of concern regarding the construction and operation of new urban land uses and infrastructure. 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 Health Hazard Index (HHI) of 1 at any receptor. Thus, the analysis

focuses on the incremental increase in health risk from project-related sources of TAC emissions. As discussed in Impact 3.3-4, construction of the project would result in emissions that exceed the cancer risk threshold of 10 per million at nearby receptors, but the non-cancer risk threshold of HHI of 1 would not be exceeded. Operation of the project would not result in the exposure of sensitive receptors to TAC emissions in excess of 10 in 1 million cancer risk or a non-cancer health risk greater than 1.0 on the HHI. The effects of TAC concentrations are typically localized to areas in the near vicinity of a project site and adjacent areas. This is because concentrations of air pollutants quickly disperse as distance is increased from the source, and when discussing health risks associated with TACs, higher concentrations of TACs are correlated with higher risk exposure. Therefore, while TACs do contribute to overall regional air quality concerns, their effects (i.e., health risks) are more of a local concern.

However, when combined with other nearby projects that generate TAC emissions, project-related construction or operational emissions could contribute to potentially significant cumulative TAC impacts at sensitive receptors located close enough to both the proposed project and other cumulative sources. As discussed above, a number of large development projects are located in close proximity to the project, including multiple specific plan areas and the Pleasant Grove Stormwater Retention Basin Project is anticipated to be developed directly adjacent to the east of the project site. As described and evaluated in Impact 3.3-4, existing nearby sensitive receptors are located to the south of the project. During construction and operations of the project, this would be the receptor location exposed to the highest TAC concentrations. The Pleasant Grove Stormwater Retention Basin Project site is located directly to the east of these same receptors. Therefore, if construction activities at the Stormwater Retention Basin Project were to occur while the project was being constructed, emissions could combine to increase concentrations. However, the Pleasant Grove Stormwater Retention Basin Project boundary is located approximately 650 feet to the east of the homes south of Philip Road. These homes are located approximately 320 feet south of the project site. When discussing health risk and TAC exposure, pollutant concentrations (and therefore health risk effects) reduce with increasing distance from the source. The project's health risk effects would be reduced to a less-than-significant level with incorporation of Mitigation Measure 3.3-4 and these homes are located much closer to the project site than they are from other future nearby projects (i.e., 320 feet versus 650 feet). Because the project's risks would be reduced to a less-than-significant level at a distance of 320 feet, it is reasonable to conclude that risk levels from the Pleasant Grove Stormwater Retention Basin Project, which is further away from sensitive receptors (i.e., 650 feet), would be similar due to the dispersive properties of air pollutant concentrations, risk reduces with increasing distance from the source. Thus, while the project-generated TAC emissions could potentially combine with those from the other nearby project, project TAC contribution from each individual project is not anticipated to be substantial enough that when combined would contribute to an adverse cumulative condition.

As described in Impact 3.3-4, mitigated emissions with the use of Tier 4 construction equipment would be substantially below the threshold for significant risk (i.e., 2 per million compared to 10 per million of excess cancer risk). Thus, with incorporation of mitigation, the project would not expose sensitive receptors to substantial pollutant concentrations, and this impact would be reduced to a less-than-significant level. Similar to the proposed project, if emissions from nearby cumulative projects result in impacts, similar mitigation could be required to ensure individual project emissions do not exceed thresholds. With the increased distances from the receptor and the effectiveness of Tier 4 mitigation, emissions from other nearby projects would not combine with emissions from the proposed project at the same receptor such that a new cumulatively considerable impact could occur. This impact would be **less than significant with mitigation incorporated**.

ODORS

The project and the related projects discussed under Section 4.2.3 would have the potential to result in a cumulative impact associated with objectionable odors if they would create objectionable odors or place sensitive receptors next to existing objectionable odors. Construction of the project and cumulative projects would involve the use of equipment with diesel engines. Exhaust odors from diesel engines may be considered offensive to some individuals. However, 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. Given the temporary nature of construction activities and the dispersion properties of odors resulting from heavy-duty diesel equipment, construction activities are not anticipated to result in an odor-related impact.

Operation of the project would result in the development of new odor sources into the areas from truck idling, municipal solid waste (MSW) and organic waste delivery and transfer, and operation of a potential future composting facility. As discussed in Impact 3.3-5, the potential future compost and/or biomass facility operations would be located at the northernmost portion of the project site, the farthest from Phillip Road to reduce the likelihood of the public encountering dust or air emissions. However, because existing sensitive uses are located within PCAPCD-screening distances (2 miles) and planned future growth in Roseville could occur prior to project operations, resulting in new sensitive uses within the 2-mile buffer, the project could create objectionable odors. Mitigation Measure 3.3-5 would require that an odor reduction plan be established for the life of project operations to address all potential odor sources. With specifically designed odor control measures in place at the facility, offsite odor emissions would be substantially controlled and limited. In addition, the potential future compost facility would be required to prepare and maintain a site-specific Odor Impact Minimization Plan, as required by Title 14 California Code of Regulations Section 17863.4 to reduce potential odors and comply with applicable PCAPCD best management practices (BMPs). Furthermore, emissions of odors would be subject to PCAPCD Rule 205, Nuisance, which prohibits the discharge of air contaminants or other materials that would cause detriment, nuisance, or annoyance to any number of people. Nonetheless, considering the subjective nature of odors and how people perceive them in conjunction with the anticipated future growth in the vicinity, placing more people in closer proximity to odor sources compared to existing conditions, and that the proposed project is a known major odor source, the possibility remains that odors could affect a substantial number of people, resulting in a significant and unavoidable impact.

The cumulative projects identified in Section 4.2.3, "Related Projects," would be subject to future environmental review, and to PCAPCD Rule 205, Nuisance. Furthermore, the cumulative projects in closest proximity to the project site would involve mostly mixed-use development (e.g., commercial and residential uses), which are not typically associated with operational odors. Nonetheless, because the proposed project would be a major odor source and because the anticipated future growth in the area would place more people in closer proximity to odor sources compared to existing conditions, the possibility remains that odors from the proposed project could combine with odors from other projects to affect a substantial number of people (especially as the City builds out). This cumulative impact would be **significant and unavoidable.**

4.3.4 Greenhouse Gas Emissions

The discussion of greenhouse gas (GHG) emissions associated with the project and related infrastructure for Impacts 3.4-1 and 3.4-2 in Section 3.4, "Greenhouse Gas Emissions," 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 3.4-1 concluded that the level of construction 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 per year (MTCO2e/year). However, Phase 2 operational emissions (2040) and full operation of the project (2058) would exceed the bright-line threshold and, therefore, would be substantial and cumulatively considerable. Mitigation Measure 3.4-1a requires the City to use low- or zero-emission heavy-duty trucks and equipment, while Mitigation Measure 3.4-1b requires the City to prepare and implement an Emissions Capture and Control Plan. Implementation of on-site GHG reduction measures required by Mitigation Measure 3.4-1a would reduce GHG emissions below applicable PCAPCD thresholds and on-site methane emissions controls required by Mitigation Measure 3.4-1b would further reduce GHG emissions. However, while Mitigation Measure 3.4-1a would reduce emissions to below PCAPCD's threshold, there remains uncertainty that the technological advancements in off-road vehicles and trucks, in combination with the availability of 100 percent zero carbon fuels would be available in sufficient quantities, such that achieving the prescribed target (i.e., 100 percent fleet shall be zero emissions by 2040) would be achieved. Due to this uncertainty, it is possible that Mitigation Measure 3.4-1a would be less effective and the thresholds could be exceeded. Further, although Mitigation Measure 3.4-1b would reduce operational emissions associated with the Potential Future Organics Processing Facility, the emission reductions cannot be quantified. Given this uncertainty, this analysis conservatively assumes that emission thresholds could still be exceeded with implementation of Mitigation Measure 3.4-1b. Therefore, the cumulative impact would be **significant and unavoidable**.

4.3.5 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 conditions 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. 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, the project also includes an off-site public utility easement (PUE) area that contains a mix of agricultural habitat, as well as vernal pool wetland. Thus, the project would not result in any direct impacts to wetlands, riparian habitat, or other sensitive natural communities on the project site, but could have adverse effects on these resources in the off-site PUE area. In addition, project implementation could result in adverse effects on special-status plants, special-status wildlife, wildlife movement corridors, and wildlife nurseries. In addition, project implementation could result in conflicts with tree preservation requirements in the City of Roseville Municipal Code. As discussed in Impacts 3.5-1 through 3.5-6, implementation of Mitigation Measures 3.5-1, 3.5-2a, 3.5-2b, 3.5-2c, 3.5-2d, 3.5-2e, 3.5-2f, 3.5-2g, 3.5-2h, 3.5-2i, 3.5-2j, 3.5-4a, 3.5-4b, 3.5-5, and 3.5-6 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 design (Mitigation Measure 3.5-5), and obtain and comply with the provisions of a City Tree Permit for removal of protected trees (Mitigation Measure 3.5-6). 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 result in a considerable contribution to a significant cumulative impact related to biological resources. The cumulative impact would be **less than significant with mitigation incorporated**.

4.3.6 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.

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 3.6, "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 project has the potential to cause a substantial change in the significance of archaeological resources that are unique and nonrenewable members of finite classes. As discussed in Impact 3.6-1, no known archaeological resources are present on-site and adverse effects on unknown archaeological resources would be avoided with implementation of Mitigation Measures 3.6-1a and 3.6-1b. Mitigation Measures 3.6-1a and 3.6-1b require the performance of a records search and pedestrian survey of the off-site PUE area, as well as professionally accepted and legally compliant procedures for the discovery and protection of previously undocumented significant archaeological resources. Similar mitigation would be required for other projects. 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 3.6-2). Therefore, implementation of the proposed project would not result in a considerable contribution to a cumulatively significant impact on cultural resources. The cumulative impacts would be **less than significant with mitigation incorporated**.

4.3.7 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 3.7, "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.

As discussed in Impact 3.7-1, no known Tribal cultural resources are identified on-site and adverse effects on unknown Tribal cultural resources would be avoided with implementation of Mitigation Measures 3.7-1a and 3.7-1b. Mitigation Measures 3.7-1a and 3.7-1b require implementation of a worker awareness training program and require appropriate treatment and proper care of significant Tribal cultural resources, in the case of a discovery. Similar mitigation would be required for other projects. Therefore, implementation of the proposed project would not result in a considerable contribution to cumulatively significant impacts to Tribal cultural resources. The cumulative impacts would be **less than significant with mitigation incorporated**.

4.3.8 Energy

Several other currently planned and approved projects identified in Section 4.2.3, "Related Projects," would require electricity and natural gas services. 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 3.8-1, the project would be aligned with SB 1383 goals, which addresses emissions of short-lived climate pollutants and GHG, and the increase in energy demand at the project site would not be considered wasteful, inefficient, or unnecessary. Because the project would enable the City to manage its waste and recyclable materials locally while maintaining compliance with state requirements such as SB 1383 (Impact 3.8-2), the project would not conflict with or obstruct a state or local plan for renewable energy or energy efficiency. Therefore, the project would not result in a considerable contribution to a significant cumulative impact related to energy use. The cumulative impact would be **less than significant**.

4.3.9 Geology and Soils

Geological and soils impacts are site-specific rather than regional in nature and any cumulative projects, including projects described in Section 4.2.3, "Related Projects," would be subject to, at minimum, uniform site development and construction and regulatory standards related to seismic and other geological conditions that are prevalent within the region, such as the California Building Code standards. As discussed in Section 3.9, "Geology and Soils," the project would have less-than-significant impacts related to geology and soils assuming compliance with existing regulations and with implementation of Mitigation Measures 3.9-4a and 3.9-4b. Mitigation Measures 3.9-4a and 3.9-4b require construction personnel to be properly trained on the discovery of unique paleontological resources and, in the event fossil specimens are encountered during construction activities, require that a paleontologist be retained to evaluate the fossil and recommend appropriate actions. Similar mitigation would be required for other projects. As such, 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 geology and soils. The cumulative impact would be **less than significant with mitigation incorporated**.

4.3.10 Hazards and Hazardous Materials

Hazards and 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 and would interfere with implementation of emergency response plans.

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 and would 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. As discussed in Impact 3.10-1, implementation of the project would result in a less-than-significant impact related to the transport, use, storage, and disposal of hazardous materials when in compliance with laws and regulations intended to reduce potential impacts on workers and the environment. Impacts related to foreseeable upset and/or accident conditions involving release of hazardous materials into the environment would be less than significant with implementation of Mitigation Measure 3.10-2. 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. As discussed in Impact 3.10-3, implementation of Mitigation Measure 3.10-3 would reduce potential impacts to a less-than-significant level through implementation of a construction traffic management plan. Current and reasonably foreseeable projects, including those described in Section 4.2.3, "Related Projects," would also be required to implement measures similar to Mitigation Measure 3.10-3 to minimize and/or avoid impacts related to emergency access. Therefore, the incremental impact of implementing the project, when added to the cumulative effects of related projects, would not result in a cumulatively significant impact related to emergency access.

Thus, 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 hazards and hazardous materials. The cumulative impact would be **less than significant with mitigation incorporated**.

4.3.11 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 3.11-1 in Section 3.11, "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 City 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 (SWPPP) and implementation of BMPs, would ensure that 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, 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. The project impacts related to water quality would be less than significant. Similar requirements would be placed on other developments in Roseville and surrounding areas to reduce water quality impacts. 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 water quality. The cumulative impact would be **less than significant**.

As discussed in Impact 3.11-2, the project would not directly use groundwater and no new wells are proposed; 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 approximately 150 acres (116 acres from Phase 1 and 34 acres from Phase 2) of 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. Project impacts related to groundwater would be less than significant. Cumulative development identified in Section 4.2.3, "Related Projects," would be required to conduct appropriate CEQA analyses to evaluate potential environmental impacts related to groundwater supplies and recharge and would be required to be in compliance with application sustainable groundwater management plans, if available. 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 groundwater. The cumulative impact would be **less than significant**.

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. As discussed in Impact 3.11-3, 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 to 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 and to remove a portion of the project site from the flood zone before that area can be developed. The project impacts related to flooding, additional sources of polluted runoff, and exceedance of existing stormwater infrastructure capacity resulting from drainage pattern alteration would be less than significant. Similar requirements related to FEMA map revision and stormwater drainage designs would be placed on other developments in Roseville and surrounding areas to reduce impacts from drainage pattern alteration. 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 water quality, drainage, and flooding. The cumulative impact would be **less than significant**.

4.3.12 Noise

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 projects to the project site, which are most relevant for the cumulative construction noise, include the Pleasant Grove Stormwater Retention Basin project and the Country Acres Clean Power project, which are located immediately east and south of the project site. As part of the Pleasant Grove Stormwater Retention Basin project, the City is currently collecting drainage impact fees from new development projects to fund construction of this project. The Country Acres Clean Power project is currently under construction with completion anticipated in late 2026. It should be noted that the Roseville EU Operations Center is expected to begin construction in 2027, as such construction activities would not occur simultaneously with the Country Acres Clean Power project. It is likely that as the Roseville EU Operations Center project continues to be constructed, construction activities on the project site could occur simultaneously with construction of the Pleasant Grove Stormwater Retention Basin project.

With regard 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. When a louder noise level is combined with a lower noise level, however, 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.

Site preparation is the construction phase that typically involves the greatest number of heavy equipment and, thus, the potential to generate construction. Construction of the project will likely be further along (e.g., beyond the heavy construction phase) when the Pleasant Grove Stormwater Retention Basin site construction begins; therefore, if construction associated with the project is still occurring, 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 Pleasant Grove Stormwater Retention Basin project would not be substantial. As discussed in Impact 3.12-1, implementation of Mitigation Measure 3.12-1 would require temporary barriers and other best management practices to reduce nighttime construction noise to levels below the City's applicable nighttime noise standards. The impacts related to construction noise would be less than significant with mitigation incorporated. Therefore, the project's construction noise would not combine with other anticipated developments nearby 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. The cumulative impact would be **less than significant with mitigation incorporated**.

OPERATIONAL NOISE (STATIONARY AND TRANSPORTATION)

Cumulative noise levels could be affected by additional buildout of surrounding land uses and increases in vehicular traffic on affected roadways.

Regarding stationary noise increases, 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 3.12-3 in Section 3.12, "Noise," stationary noise sources would be mitigated to below applicable standards by implementation of Mitigation Measure 3.12-3; thus, noise from these sources would not combine with other off-site stationary sources to result in considerable increases in noise.

Traffic generated by future planned development in the region would result in additional traffic-related noise on surrounding roadways. In the future cumulative no project scenario, traffic and associated noise levels on existing roadways are anticipated to increase. According to the City's noise standards, in areas where ambient noise levels are less than 60 dB, an increase of 5 dB or greater is the City's threshold for a substantial change in the noise environment. As discussed in Impact 3.12-2, the project would not cause a noise level increase that would be considered significant according to the City's noise standards.

Thus, the project would not result in a considerable contribution to a cumulatively significant impact. The cumulative impact would be **less than significant with mitigation incorporated**.

4.3.13 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 3.13, "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.

Major projects close to the project area include the Creekview Specific Plan and the 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, include the Sierra Vista Specific Plan, Amoruso Ranch Specific Plan, Riolo Vineyards Specific Plan, Curry Creek Specific Plan, and Hewlett Packard Campus Oaks Project. 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 determine 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 up to 60 temporary jobs during construction and approximately 439 new permanent jobs during operation of Phase 1 and 92 new permanent jobs during operation of Phase 2. As described in Section 3.13, "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. The project would have a less-than-significant impact related to 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 related to inducing substantial unplanned population growth. The cumulative impact would be **less than significant**.

4.3.14 Public Services

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 in Roseville and surrounding areas, including residential, commercial, and industrial development. This cumulative growth would place additional demand on existing fire protection and emergency response services, resulting in a potentially significant cumulative impact on existing fire protection services and facilities. As discussed in Impact 3.14-1, future Fire Station #11 (to the northeast of the project site) is planned to be located in the Amoruso Ranch Specific Plan area and the project would not necessitate the construction of new or expanded fire service facilities. Impacts related to fire service facilities would be less than significant. Therefore, implementation of the project would not result in a considerable contribution to a cumulatively significant impact related to the need for new or expanded fire service facilities. The cumulative impacts would be **less than significant**.

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 through the generation of sales tax and property tax revenue. As described in Impact 3.14-2, 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. The project would not result in an increased need for new or expanded police services or facilities, impacts related to police protection would be less than significant. Therefore, implementation of the project would not result in a considerable contribution to a cumulatively significant impact related to the need for new or expanded law enforcement services facilities. The cumulative impacts would be **less than significant**.

4.3.15 Public Utilities

For public utilities, 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 and electrical service would be provided by Roseville Electric. 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 3.15-1 in Section 3.15, "Utilities and Service Systems," the project would require utility infrastructure extensions to serve the project's water supply and wastewater demands and would require the installation of a new electrical substation, power lines, and other associated infrastructure to meet the project's electrical demands. The anticipated water demand and wastewater output from the project would be within the capacity of the existing utility infrastructure. All proposed utility hookups to existing infrastructure would occur within the disturbance area of the project site or adjacent roadways. The impacts would be less than significant because the project would not require or result in the relocation or construction of new utility infrastructure beyond what has been evaluated in the EIR. Similarly, cumulative development would be required to demonstrate an adequate capacity of utilities and services, including water supply, wastewater, and electrical infrastructure, before project approval. Cumulative development would be required to contribute fair share funding to fund necessary expansion of utility infrastructure and conduct appropriate CEQA analyses to evaluate potential environmental impacts of utility relocation, construction, or expansion. 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 utility infrastructure. The cumulative impact would be **less than significant**.

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 project's impact on water supply, described in Impact 3.15-2 in Section 3.15, "Public Utilities," is cumulative in nature because the analysis evaluates whether Roseville has sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry, and multiple-dry years. As discussed in Impact 3.15-2, 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, projected water demands do not assume any water conservation. With the implementation of water conservation measures, the City is expected to have adequate water supplies to serve the project in all water year types. 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 water supply. The cumulative impact would be **less than significant**.

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.

The project would include development of a Resource Recovery and Transfer Operations Facility, which would provide an on-site MRF to segregate recyclable material; an area for receiving and transferring municipal solid waste (MSW); and an area for receiving, processing, and transferring organic waste. As discussed in Impact 3.15-3, solid waste generated from construction and operations of the project would be managed on-site or sent to the Western Regional Sanitary Landfill for the remainder of the City's contract with the WPWMA through 2043. 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, and would help the City meet its waste reduction goals. Therefore, the project would not result in a considerable contribution to a significant cumulative impact related to solid waste. The cumulative impact would be **less than significant**.

4.3.16 Transportation and Circulation

The cumulative context for the assessment of transportation contains buildout of various land uses and construction of numerous planned improvements in Roseville and unincorporated Placer County, inclusive of the cumulative projects identified in Section 4.2.3, "Related Projects."

CIRCULATION SYSTEM PROGRAM, PLAN, ORDINANCE, OR POLICY CONSISTENCY

Under cumulative conditions, traffic from people walking, bicycling, and driving on the surrounding street network would increase as a result of the project and the development in the vicinity. This would generally lead to an increase in the potential for conflicts between people driving and people walking, bicycling, and public transit operation. As discussed in Impact 3.16-1, there are no existing or proposed transit facilities or services located within 0.25 miles of the project site. Therefore, project construction and operation would not damage or adversely affect any existing transit facilities. In addition, the project would not conflict or be inconsistent with adopted transportation plans. As with the project, the cumulative projects would be required to comply with applicable plans, policies, and programs.

Cumulative projects would be required to undergo various levels of cities and/or counties review to ensure that proposed bicycle and pedestrian access, vehicular access, and streetscape modification follow appropriate design guidelines, and are constructed consistent with applicable standards. The project, when added to the cumulative effects of related projects, would not result in a cumulatively significant impact related to conflicting with a program, plan, ordinance, or policy addressing the circulation system. The cumulative impact would be **less than significant**.

VEHICLE MILES TRAVELED

The discussion of vehicle miles traveled (VMT) impacts associated with the project in Impact 3.16-2 addresses VMT generated by the project based on an efficiency threshold that is aligned with long-term goals and relevant plans. As described in the *Technical Advisory on Evaluating Transportation Impacts in CEQA*, "a project that falls below an efficiency-based threshold that is aligned with long-term environmental goals and relevant plans would have no cumulative impact distinct from the project impact. Accordingly, a finding of a less-than-significant project impact would imply a less than significant cumulative impact, and vice versa (LCI [formerly known as OPR] 2018: 6)." Therefore, the VMT impacts identified in Impact 3.16-2, are inherently cumulative. As discussed in Impact 3.16-2, implementation of the project would result in VMT per service population exceeding the City's VMT threshold. The VMT impact would be significant. Mitigation Measures 3.16-2a and 3.16-2b require the implementation of a commute trip reduction program and an employee sponsored vanpool program, respectively. Although the implementation of Mitigation Measures 3.16-2a and 3.16-2b would contribute to the reduction of project-generated VMT from employee trips, the feasibility and effectiveness of each mitigation measure are currently unknown and cannot be guaranteed. Therefore, the project cannot demonstrate definitively that implementation of these measures would achieve VMT reductions to meet the applicable threshold. The VMT impact would be significant and unavoidable. Therefore, the cumulative impact would be **significant and unavoidable**.

TRANSPORTATION HAZARDS

In general, transportation hazards are site-specific and not cumulative in nature. As discussed in Impact 3.16-3, the project would be required to obtain encroachment permits for any work within the public right-of-way. The City encroachment permit application requires construction contractors to implement traffic control measures to minimize transportation hazards and ensure the safety of the traveling public. In addition, the project plans would be subject to review by the City, which would ensure that the project design, including that of off-site improvements, would comply with applicable design standards and regulations related to transportation safety and that implementation of the project would not result in transportation hazards during operations. Therefore, compliance with existing standards would ensure that the project would not result in transportation hazards or incompatible uses. The cumulative projects identified in Section 4.2.3, "Related Projects," would also be required to comply with the applicable construction standards, thus, minimizing the potential for cumulative transportation-related hazards. Therefore, the project, when added to the cumulative effects of related projects, would not result in a cumulatively significant impact related to transportation hazards. The cumulative impact would be **less than significant**.

EMERGENCY ACCESS

In general, emergency access impacts are site-specific and not cumulative in nature. As discussed in Impact 3.16-4, the project would be designed and constructed in accordance with the standards and regulations identified in the California Fire Code as adopted in Chapter 16.16 of the City of Roseville Municipal Code, including provisions related to maintaining emergency access during construction and operations. In addition, the project would be subject to review by the City and Roseville Fire Department, thus ensuring that the project would be designed to meet all applicable emergency access standards. As with the project, the cumulative projects identified in Section 4.2.3, "Related Projects," would also be required to comply with the applicable emergency access standards, thus, minimizing the potential for cumulative impacts to emergency access. Therefore, the project, when added to the cumulative effects of related projects, would not result in a cumulatively significant impact related to inadequate emergency access. The cumulative impact would be **less than significant**.

4.3.17 Wildfire

The geographic scope for cumulative emergency response and wildfire impacts is Placer County, given that wildfires can cause impacts to large areas. A significant cumulative impact related to wildfire could occur if cumulative projects, in combination with the project, would contribute substantially to wildfire risks through installation of infrastructure or exacerbating wildfire risk, resulting in significant wildfire risks to the public or environment.

A significant cumulative impact related to exacerbating wildfire risk would occur if cumulative projects, in combination with the proposed project, would result in a substantial increase in wildfire risks associated with new development and the installation of infrastructure. Cumulative projects, similar to the proposed project, would be subject to the California Fire Code Requirements, such as Title 24 which sets forth the minimum development standards for emergency access, fuel modification, setback, signage, and water supply, which help minimize fire risk. In addition, 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. This would ensure that new development associated with cumulative projects would not exacerbate wildfire risk. Thus, cumulative project impacts related to exacerbation of wildfire risk as a result of installation of infrastructure are considered less than significant.

As discussed in Section 3.17, "Wildfire," the project site is not located in a State Responsibility Area (SRA) or on lands classified as a "Very High" Fire Hazard Severity Zone (FHSZ). The closest SRA to the City of Roseville is located east and northeast in the cities of Rocklin and Loomis. The closest areas designated as "Very High" FHSZs within the SRA are located in the cities of Granite Bay and Loomis, which are 15.45 and 16.9 miles from the project site, respectively (CAL FIRE 2025). Project-related construction activities would introduce new temporary sources of ignition in the form of worker commute vehicles and the use of heavy construction equipment.

Similar to other new development within the City, the project would be subject to City Fire Code Requirements, which include safety measures to minimize the threat of fire. Title 24 of the California Code of Regulations sets forth the minimum development standards for emergency access, fuel modification, setback, signage, and water supply, which help minimize fire risk. 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. In addition, water for fire suppression would be provided through either extending the public water supply system from Blue Oaks Boulevard to the project site or using existing non-potable water wells to fill an approximately 1-million-gallon fire suppression water tank with a diesel-powered fire suppression water pumping system that would supply the fire sprinkler system and onsite hydrants. In addition, the project would implement Mitigation Measures 3.17-1a and 3.17-1b, which would require preparation and implementation of a fire risk management plan and fire prevention measures during construction activities. Current and reasonably foreseeable projects would also be required to comply with measures that would minimize and/or avoid impacts related to wildfire risk. As discussed in Impact 3.17-2, operation of the project would include specific procedures that would minimize the potential for wildland fires on the site and the project would be subject to applicable regulations that would minimize wildfire risks, which would also apply to current and reasonably foreseeable projects. As such, the project would not contribute to cumulatively considerable impacts with respect to wildfire risk.

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 exacerbation of wildfire risk. The cumulative impact would be **less than significant with mitigation incorporated**.

5 OTHER CEQA SECTIONS

5.1 GROWTH INDUCEMENT

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.

5.1.1 Growth-Inducing Impacts of the Project

AREA PLANNED FOR DEVELOPMENT

The project site is located on what is known as the Warnick/Plunkette property. The City purchased the Warnick/Plunkette property and Reason Farms, a combined 1,700 acres, in 2003. Since the purchase, the project site has been intended for future City use.

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 zoning for the project site is Planned Development (PD). A PD District is a special purpose district that is intended to be applied in circumstances where the desired mix of uses cannot be achieved with a residential, commercial, or industrial mixed-use district when combined with a special area overlay. As a public facility, the project would be consistent with the P/QP land use designation and PD zoning district. No General Plan amendments or zoning changes would be required.

In summary, the project would be developed on land that is intended for development, and it would be consistent with the General Plan. Therefore, the project would not be growth inducing in this respect because it would result in a municipal/governmental facility on land that is currently designated as Public/Quasi-Public in the adopted General Plan.

EXTENSION OF INFRASTRUCTURE

Utility service is not currently available at the project site. Thus, the project would require the extension of nearby water, wastewater, stormwater, data, and electrical infrastructure to serve the future development of the site. As described in Chapter 2, "Project Description," a new 16-inch diameter water supply line would be extended approximately 3 miles along the alignment of Phillip Road, from the existing water supply line located in Blue Oaks Boulevard. Sanitary sewer and wastewater flows would be conveyed by a force main offsite to the Pleasant Grove wastewater treatment plant (WWTP). Additionally, the project site would be equipped with a pumping/lift station to pump sewage to a point in the City's sewer main with adequate capacity, as agreed by the City Wastewater Utility, and would require the construction of a force main from the project site directly to the WWTP, the entire 4-mile distance. On-site stormwater runoff would be managed onsite using a series of stormwater detention basins and by participating in the City of Roseville Regional Retention Basin Project (depending on the implementation schedule for that project).

Electrical power would be provided by Roseville Electric. The project's total estimated power demand would be approximately 20 megawatts (MW) with an estimated utility service size of 5 megavolt amperes (MVA). The project would require an initial demand of approximately 5 MW, and then increase to the larger, 20 MW demand when the City implements the electrical charging program for its truck fleet. The project would initially be served by extending the existing 12 kilovolt (kV) line from its current location near Blue Oaks Boulevard. The initial extension of power to the site for the 5 MW requirements would be provided via above grade power poles. Prior to developing the EV charging system, the project would likely require development of a new electrical substation with Roseville Electric to serve the project. To accomplish this, Roseville Electric is expected to extend an existing 60 kV line from the existing 60 kV power supply system located near the City power production site on Phillip Road east of Westbrook Boulevard and build a new substation on the project site.

The above would represent an extension of utility infrastructure to an area not currently served by such systems. However, the project site is located within a two-mile radius of various 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. Further, the Phillip Road Site Project (formerly known as the Roseville Industrial Park Project) is a proposed mixed-use development that would be located approximately two miles east of the project site and would also include extension of utility infrastructure. Thus, the project would not remove obstacles to further growth in the project area due to extension of water, wastewater, stormwater, data, or electrical infrastructure because these would be sized to accommodate the project only. In this respect, the project would not be growth inducing.

Additionally, the project would include proposed improvements to Phillip Road to provide access to the project site. The current condition of Phillip Road would be improved along the frontage of the project site and east to the westerly terminus of Blue Oaks Boulevard. The improvements to Phillip Road would meet the City's standard, 48-foot right of way Collector/Commercial street requirements, excluding sidewalks. These roadway improvements would greatly improve the condition of the roadway from a rarely used county road to City road standards that would accommodate the travel of City employees reporting to their work location and the Environmental Utilities Department's fleet of vehicles. While the project itself may be considered by some to be an incompatible land use and the future Placer Parkway would be located just south of the project site and therefore make the surrounding areas unappealing to future housing development, the improvement of the roadway would remove an obstacle to future growth to the west and south of the project site. It cannot be guaranteed that this would not result in indirect unplanned growth in unincorporated Placer County.

CONSTRUCTION-RELATED GROWTH

The project would be developed in two phases, with Phase 1 intended to be operational by 2028 and Phase 2 by 2040. A range of 40-60 construction workers would be onsite throughout construction of both Phases 1 and 2. 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 a substantial relocation of construction workers to Roseville or Placer County associated with the project. Additionally, as of 2023, Roseville had 4,345 people employed in the construction industry (US Census 2023). Because the existing number of construction workers in the City 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.

EMPLOYMENT GROWTH

The project would create substantial, permanent employment opportunities in the professional, scientific, management, and administrative and waste management services industry. Phase 1 would employ 439 new employees and Phase 2 would employ 92 new employees, for a total of 531 new employees. Additionally, it is estimated that 165 existing employees would be relocated from the Hillip Circle Corporation Yard to staff Phase 1 project components, resulting in a total of 696 employees at full operational buildout.

In Roseville, 9,027 workers were employed in 2023 in the professional, scientific, management, and administrative and waste management services industry, which is the fastest growing and second largest industry in the City (US Census 2023). At full buildout, the project would employ 696 workers (including 531 new workers and 165 relocated workers), which is approximately 7.7 percent of the total professional, scientific, management, and administrative and waste management services workers employed in the City in 2023. Three specific plan areas (the Creekview Specific Plan, the West Roseville Specific Plan, and the Amoruso Ranch Specific Plan) are each located near or within a two-mile radius of the project site. The Creekview Specific Plan area is planned to accommodate 2,011 new residential units at buildout; the West Roseville Specific Plan area will include 9,496 residential units, and the Amoruso Ranch Specific Plan area will include 2,827 new 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 the City and adjacent communities and the future buildout of the various specific plan areas within the City, jobs generated by the proposed project are expected to be filled in large part by the existing resident labor pool in the region. Therefore, any potential increases in housing demand in the City attributable to jobs generated from the proposed project would be minimal, and the project would not be growth inducing in this respect.

EXPANSION OF MUNICIPAL SERVICES

The project has been developed to address the City's current and projected demands for municipal services. As described in Section 2.2.4, "Projected Increases in Demand for Materials Handling," once the City reaches buildout of the General Plan (estimated in 2038), growth in the amount of waste produced within the City could plateau. However, growth projections from the Sacramento Area Council of Governments indicate that areas immediately around the City will continue to grow. The project has been sized to accommodate this planned regional growth, combined with the assumption that population growth within and surrounding the city will continue beyond General Plan buildout. The project would serve the City's existing and future demands, based on reasonable growth forecasts, but would not induce substantial unplanned population growth.

5.2 SIGNIFICANT AND UNAVOIDABLE ADVERSE 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 Roseville Environmental Utilities Operations

Center 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 Land Use Planning and Agricultural Resources

IMPACT 3.2-2: RESULT IN THE CONVERSION OF FARMLAND

Phase 1

The project site has been used historically for agricultural purposes and is designated by the California Department of Conservation's Farmland Mapping and Monitoring Program as Prime Farmland, Unique Farmland, Farmland of Local Importance, Grazing Land, and Other Land. The conversion of Farmland of Local Importance, Grazing Land, or Other Land is not considered a significant impact under Appendix G of the State CEQA Guidelines. Prime and Unique Farmland is considered Important Farmland and its conversion is considered a significant impact under Appendix G of the State CEQA Guidelines. Therefore, this impact would be significant.

Implementation of Mitigation Measure 3.2-2 would reduce impacts associated with the conversion of Important Farmland, but not sufficiently to reduce the impact to a less-than-significant level because no new farmland would be made available, and the productivity of existing farmland would not be improved. As a result, a net loss of Important Farmland would occur. After mitigation, this impact would be **significant and unavoidable**.

Phase 2

Implementation of Phase 2, like Phase 1, would result in the conversion of Unique Farmland to non-agricultural use. Approximately 34 acres would be converted for Phase 2 development. As described for Phase 1, the conversion of Unique Farmland, which is considered "Important Farmland" within the context of CEQA, would constitute a significant impact under Appendix G of the State CEQA Guidelines. Therefore, this impact would be significant.

Implementation of Mitigation Measure 3.2-2 would reduce impacts associated with the conversion of Important Farmland, but not sufficiently to reduce the impact to a less-than-significant level because no new farmland would be made available, and the productivity of existing farmland would not be improved. As a result, a net loss of Important Farmland would occur. After mitigation, this impact would be **significant and unavoidable**.

5.2.2 Air Quality

IMPACT 3.3-3: LONG-TERM OPERATIONAL EMISSIONS OF CRITERIA AIR POLLUTANTS AND OZONE PRECURSORS

Phase 2

Phase 2 would involve the operation of additional square footage at the RRTO Facility and the operation of a Potential Future Organics Processing Facility, which could include a future composting and/or biomass facility. Similar to Phase 1, Phase 2 of the project would result in operational emissions from the use of on-site equipment and building-related energy as well as from mobile sources associated with employee commutes and operational truck travel. Based on the modeling conducted, operational emissions from Phase 2 and full operations would exceed Placer County Air Pollution Control District (PCAPCD) thresholds of 55 pounds per day (lb/day) for reactive organic gases (ROG) and oxides of nitrogen (NO_X), and the threshold of 82 lb/day for respirable particulate matter (PM) with aerodynamic diameter of 10 micrometers or less (PM_{10}). This impact would be significant.

Implementation of the identified dust control measures in Mitigation Measure 3.3-3a would substantially reduce fugitive PM_{10} emissions from potential future composting operations by requiring site-specific best practices such as moisture control, traffic management, and suppression of dust-generating activities. Onsite dust suppression can generally

achieve up to 75 percent reduction from onsite moving equipment, resulting in 6 lbs/day (Phase 2) and 11 lbs/day (Full Operation) associated with onsite equipment movement/material loading and unloading during composting, reported in Section 3.3, "Air Quality," in Table 3.3-5 under the Biomass Composting category (SMAQMD 2020). However, considering the PM emissions are dominated by the gasification process and those alone exceed the thresholds, a 75 percent reduction in onsite PM emissions from material transfer would not bring total emissions down to below the thresholds. Implementation of Mitigation Measure 3.3-3b would require a permitting-level specific evaluation of the anticipated daily and annual emissions associated with the potential future on-site composting and/or biomass facility. Understanding that technology advances over time, the specific technology and associated emissions with the potential future composting and/or biomass facility is likely to be different than what was evaluated in this EIR; thus, Mitigation Measure 3.3-3b requires that based on the specific technology chosen in the future, including potential cogeneration features and emissions controls, that the facility meet all PCAPCD permitting requirements including emissions limits/offsets established by PCAPCD's permitting process. Nonetheless, because ROG, NO_x, and PM emissions may continue to exceed thresholds, this impact would remain **significant and unavoidable.**

IMPACT 3.3-5: CREATE OBJECTIONABLE ODORS AFFECTING A SUBSTANTIAL NUMBER OF PEOPLE

Phase 2

Phase 2 of the project would include the construction and operation of additional square footage at the RRTO and the construction and operation of a Potential Future Organics Processing Facility. Phase 2 of the project would introduce new odor sources into the area such as composting and/or biomass operations. Construction odor sources would be temporary, intermittent, and dissipate rapidly from the source. Although Phase 2 would include implementation of odor minimization design features, implementation of an Odor Impact Minimization Plan as required by California Code of Regulations (CCR) Title 14 Section 17863.4, and compliance with applicable PCAPCD best management practices (BMPs), specific details relating to the anticipated future technology for the biomass facility and specific BMPs for each odor source have not been identified at this time. Therefore, Phase 2 could produce objectionable odors that could affect a substantial number of people. This impact would be potentially significant.

Implementation of Mitigation Measure 3.3-5 would require that an Odor Reduction Plan be established for the life of project operations, and specifically, the Odor Reduction Plan would be designed to address all potential odor sources. The Odor Reduction Plan would also require ongoing monitoring and adjustments, should odor issues arise. With specifically designed odor control measures in place at the facility, offsite odor emissions would be substantially controlled and limited. Nonetheless, considering the subjective nature of odors and how people perceive them in conjunction with the anticipated future growth in the vicinity, placing more people in closer proximity to odor sources compared to existing conditions, and that the proposed project is a known major odor source, the possibility remains that odors could affect a substantial number of people, resulting in odor complaints. This impact would remain **significant and unavoidable**.

5.2.3 Greenhouse Gas Emissions

IMPACT 3.4-1: GENERATE GREENHOUSE GAS EMISSIONS, EITHER DIRECTLY OR INDIRECTLY, THAT MAY HAVE A SIGNIFICANT IMPACT ON THE ENVIRONMENT

Phase 2

Phase 2 of the project is estimated to generate maximum annual emissions of 1,106 metric tons of carbon dioxide equivalent ($MTCO_2e$) from construction activities, which would not exceed the PCAPCD bright-line threshold of 10,000 $MTCO_2e$/year. However, Phase 2 operational emissions of 13,980 $MTCO_2e$/year would exceed the bright-line threshold. In addition, full operation of the project (2058) is estimated to generate maximum annual emissions of 17,862 $MTCO_2e$, which would also exceed the PCAPCD bright-line threshold of 10,000 $MTCO_2e$/year. Therefore,

implementation of Phase 2 would result in a considerable contribution to cumulative emissions related to global climate change. This impact would be potentially significant.

Most operational GHG emissions would be generated from mobile sources, including on-site equipment use, City fleet vehicles, and waste collection vehicles, and composting, as shown in Section 3.4, "Greenhouse Gas Emissions," in Table 3.4-6. Implementation of Mitigation Measure 3.4-1a would require that the City's vehicle fleet meet a zero-emissions standard by operational year 2040, which could include a combination of renewable diesel fuel use and vehicle electrification. The use of renewable diesel, which would still result in tailpipe emissions, would not result in increases in anthropogenic GHG emissions and, therefore, emissions associated with vehicles/equipment fueled by this fuel type would be counted as "zero."

As shown in Table 3.4-6, during Phase 2 of the project, emissions from off-road material transfer and organic material transfer using off-road vehicles would result in 581 $MTCO_2e$/year and emissions from trucks would be 4,931 $MTCO_2e$/year, totaling 5,512 $MTCO_2e$/year. During full operation (2058), these sources would amount to 9,185 $MTCO_2e$/year.

Mitigation Measure 3.4-1a would establish a zero-emissions City-owned fleet target. Based on emissions modeling and project-specific information, approximately 70 percent of vehicles that would be operated would be City-owned and, therefore, emissions associated with these vehicles could reach zero emissions with implementation of this mitigation. For Phase 2, mitigating 70 percent of vehicle emissions results in a reduction of 3,858 $MTCO_2e$/year (i.e., 70 percent * 5,512 $MTCO_2e$/year = 3,858 $MTCO_2e$/year), bringing total project emissions to 10,122 $MTCO_2e$/year. For full buildout, mitigating 70 percent of vehicle emissions results in a reduction of 6,430 $MTCO_2e$/year (i.e., 70 percent * 9,185 $MTCO_2e$/year = 6,430 $MTCO_2e$/year), bringing total project emissions to 11,433 $MTCO_2e$/year. In both project phases, with implementation of Mitigation Measure 3.4-1a, project-generated emissions would continue to exceed PCAPCD's 10,000 $MTCO_2e$/year threshold.

Further, while Mitigation Measure 3.4-1a would substantially reduce emissions, there remains uncertainty that the technological advancements in off-road vehicles and trucks, in combination with the availability of 100 percent zero carbon fuels would be available in sufficient quantities, such that achieving the prescribed target (i.e., 100 percent fleet shall be zero emissions by 2040) would be achieved. Due to this uncertainty, it is possible that Mitigation Measure 3.4-1a would be less effective than discussed above.

Implementation of Mitigation Measure 3.4-1b requires that the City prepare and implement an Emissions Capture and Control Plan that incorporates the best available methane capture and control technology that is reasonably expected to be commercially available and technically feasible at the time of facility construction (anticipated prior to 2040). Although the preparation and implementation of this plan would reduce operational emissions associated with the Potential Future Organics Processing Facility, the emission reductions cannot be quantified. Given this uncertainty, this analysis conservatively assumes that emission thresholds could still be exceeded with implementation of Mitigation Measure 3.4-1b. For these reasons, this impact would remain **significant and unavoidable**.

5.2.4 Population, Employment, and Housing

IMPACT 3.13-1: POTENTIAL TO INDUCE SUBSTANTIAL UNPLANNED POPULATION GROWTH

Phase 1

The proposed project would improve the City's waste management operations by allowing City services to increase as a result of increased projected demands for solid waste and recycling services. Construction and operation of Phase 1 of the project would generate temporary jobs (up to 60 construction workers) and 439 new permanent jobs that could induce population growth. Although the City's population is growing, current and projected growth has been anticipated and planned for in the City of Roseville's General Plan. Thus, this increase in population or housing demand from new or existing workers relocating to the area because of the project would be within the scope of

growth projections of the City of Roseville General Plan. The project would require the extension of existing infrastructure and development of new infrastructure, which could induce unplanned population growth or increase housing demand in the area, this impact would be significant.

By meeting City improvement standards for roadways, the improvement of Phillip Road would remove a constraint to growth, which could indirectly induce unplanned population growth, particularly in the areas located west and south of the project site. These areas are located within unincorporated Placer County and, as such, development activity in these areas cannot be controlled by the City. There are no available mitigation measures to reduce the potential for unplanned growth resulting from the project's improvement of Phillip Road. Therefore, this impact would be **significant and unavoidable**.

5.2.5 Transportation and Circulation

IMPACT 3.16-2: CONFLICT OR BE INCONSISTENT WITH CEQA GUIDELINES SECTION 15064.3(B) REGARDING VEHICLE MILES TRAVELED

Phase 1

The project would generate additional vehicle miles traveled (VMT) associated with additional trucks and passenger vehicles travelling to the site each day. The project would have an average VMT per service population under existing-plus-project conditions of 44.1, which exceeds the citywide average VMT per service population of 32.5. Because the project would exceed the City's VMT per service population threshold, which is a 15 percent reduction from the citywide average, this impact would be significant.

Mitigation Measures 3.16-2a and 3.16-2b require the implementation of a commute trip reduction program and an employee sponsored vanpool program, respectively. Although the implementation of Mitigation Measures 3.16-2a and 3.16-2b would contribute to the reduction of project generated VMT from employee trips for the reasons described in Section 3.16, "Transportation and Circulation," the feasibility and effectiveness of each mitigation measure are currently unknown and cannot be guaranteed. Therefore, the project cannot demonstrate definitively that implementation of these measures would achieve VMT reductions to meet the applicable threshold of 24.5 VMT per service population. This impact would be **significant and unavoidable**.

Phase 2

Phase 2 of the project would generate additional VMT associated with additional trucks and passenger vehicles travelling to the site each day. As described for Phase 1, the project would have an average VMT per service population under existing-plus-project conditions of 44.1, which exceeds the citywide average VMT per service population of 32.5. Because the project would exceed the City's VMT per service population threshold, which is a 15 percent reduction from the citywide average, this impact would be significant.

Although the implementation of Mitigation Measures 3.16-2a and 3.16-2b would contribute to the reduction of project generated VMT from employee trips for the same reasons described for Phase 1, the feasibility and effectiveness of each mitigation measure are currently unknown and cannot be guaranteed. Therefore, the project cannot demonstrate definitively that implementation of these measures would achieve VMT reductions to meet the applicable threshold of 24.5 VMT per service population. This impact would be **significant and unavoidable**.

5.2.6 Cumulative Impacts

AESTHETICS AND VISUAL RESOURCES (VISUAL CHARACTER AND QUALITY)

The cumulative projects involve substantial residential, commercial, industrial, and other development and would result in similar visual changes. 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 cumulative 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 in Impact 3.1-1, the proposed facilities would be designed to be visually consistent and would comply with General Plan policies related to community design and the City's Community Design Guidelines. Similar design requirements would be placed on other developments in Roseville to reduce visual impacts. As described for Impact 3.1-1, to reduce the project's impact on visual character from operation, Mitigation Measure 3.1-1 would require implementation of a litter mitigation program to minimize litter generated by the project. Implementation of this program would include collecting and disposing of litter from the project site and affected roadways such that litter would not substantially increase beyond existing conditions. The project impacts would be reduced to a less-than-significant level with mitigation incorporated. However, the project would combine with other cumulative projects to result in urban land uses adjacent to agricultural/grazing and open space areas, which would substantially degrade the area's visual quality. Therefore, the incremental impacts of implementing the project, when added to the cumulative effects of related projects, would result in a cumulatively significant impact related to visual character or quality of the area. The cumulative impact would be **significant and unavoidable**.

AESTHETICS AND VISUAL RESOURCES (LIGHT AND GLARE)

The cumulative projects involve substantial residential, commercial, and industrial development and would result in creation of daytime glare and nighttime light sources. For example, the Country Acres Clean Power Project to the southeast would involve solar power development that could result in glare from solar panels. The Creekview Specific Plan would involve residential development that would create extensive sources of glare and light in areas that currently have scattered and dispersed sources of daytime glare and nighttime lighting.

As described for Impact 3.1-3, to reduce the project impact of glare and lighting from operation, Mitigation Measure 3.1-3 would require implementation of design standards to minimize potential sources of light and glare. These standards include the use of cutoff type light fixtures, restrictions on the height of pole mounted lighting, and the use of nonreflective surfaces for new structures. The project impacts would be reduced to a less-than-significant level with mitigation incorporated. However, given the rural character of the project site and vicinity, the incremental impacts of implementing the project, when added to the cumulative effects of related projects, could create a substantial new source of daytime glare and nighttime light. Therefore, the incremental impacts of implementing the project, when added to the cumulative effects of related projects, would result in a cumulatively significant impact. The cumulative impact would be **significant and unavoidable**.

LAND USE AND AGRICULTURAL RESOURCES (IMPORTANT FARMLAND CONVERSION)

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. The *City of Roseville General Plan EIR* (2020) states that buildout of the General Plan would not result in a significant impact involving the conversion of Important Farmland to non-agricultural uses; however, development within the county would result in the continued loss of farmland in the region. As discussed in Impact 3.2-2, implementation of the project would result in conversion of Prime Farmland and Unique Farmland to non-agricultural use. Implementation of Mitigation Measure 3.2-2 would require compensation for Important Farmland conversion. However, no new farmland would be made available to reduce the impact to a less-than-significant level. The project impact related to conversion of farmland would be significant and unavoidable. Because the project would have significant and unavoidable impact on agricultural resources, it would result in a considerable contribution to a significant cumulative impact related to agricultural resources. The cumulative impact would be **significant and unavoidable**.

AIR QUALITY (LONG-TERM OPERATIONAL EMISSIONS OF CRITERIA AIR POLLUTANTS AND OZONE PRECURSORS)

No single project would generate enough emissions to cause an air basin to be designated nonattainment. Cumulative impacts related to project operation are discussed under Impact 3.3-3. As discussed in Impact 3.3-3, the operational emissions associated with full project buildout would exceed the applicable thresholds for ROG, NO_X, and PM_{10}. Because the PCAPCD thresholds of significance are directly tied to attaining the National Ambient Air Quality Standards and the California Ambient Air Quality Standards, projects that do exceed these thresholds would contribute to adverse health effects. Therefore, the project would result in a cumulatively considerable net increase in criteria air pollutants and would result in adverse health impacts. Measures 3.3-3a and 3.3-3b require the City to implement dust control measures and conduct permitting-level ambient air quality evaluation, respectively, if the City constructs and operates the Potential Future Organics Processing Facility. Implementation of Mitigation Measures 3.3-3a and 3.3-3b would reduce criteria pollutants and ozone precursors emissions, but it cannot be determined with certainty at this time whether the PM_{10} emissions would be reduced to a less-than-significant level. Therefore, the cumulative impact would be **significant and unavoidable**.

AIR QUALITY (ODORS)

Operation of the project would result in the development of new odor sources into the areas from truck idling, municipal solid waste and organic waste delivery and transfer, and operation of a potential future composting facility. As discussed in Impact 3.3-5, the potential future compost and/or biomass facility operations would be located at the northernmost portion of the project site, the farthest from Phillip Road to reduce the likelihood of the public encountering dust or air emissions. However, because existing sensitive uses are located within PCAPCD-screening distances (2 miles) and planned future growth in Roseville could occur prior to project operations, resulting in new sensitive uses within the 2-mile buffer, the project could create objectionable odors. Mitigation Measure 3.3-5 would require that an odor reduction plan be established for the life of project operations to address all potential odor sources. With specifically designed odor control measures in place at the facility, offsite odor emissions would be substantially controlled and limited. In addition, the potential future compost facility would be required to prepare and maintain a site-specific Odor Impact Minimization Plan, as required by Title 14 California Code of Regulations Section 17863.4 to reduce potential odors and comply with applicable PCAPCD BMPs. Furthermore, emissions of odors would be subject to PCAPCD Rule 205, Nuisance, which prohibits the discharge of air contaminants or other materials that would cause detriment, nuisance, or annoyance to any number of people. Nonetheless, considering the subjective nature of odors and how people perceive them in conjunction with the anticipated future growth in the vicinity, placing more people in closer proximity to odor sources compared to existing conditions, and that the proposed project is a known major odor source, the possibility remains that odors could affect a substantial number of people, resulting in a significant and unavoidable impact.

The cumulative projects identified in Section 4.2.3, "Related Projects," would be subject to future environmental review, and to PCAPCD Rule 205, Nuisance. Furthermore, the cumulative projects in closest proximity to the project site would involve mostly mixed-use development (e.g., commercial and residential uses), which are not typically associated with operational odors. Nonetheless, because the proposed project would be a major odor source and because the anticipated future growth in the area would place more people in closer proximity to odor sources compared to existing conditions, the possibility remains that odors from the proposed project could combine with odors from other projects to affect a substantial number of people (especially as the City builds out). This cumulative impact would be **significant and unavoidable.**

GREENHOUSE GAS EMISSIONS

The discussion of GHG emissions associated with the project and related infrastructure for Impacts 3.4-1 and 3.4-2 in Section 3.4, "Greenhouse Gas Emissions," 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 3.4-1 concluded

that the level of construction GHG emissions associated with implementation of the project would not exceed PCAPCD's bright line threshold of 10,000 $MTCO_2e$/year. However, Phase 2 operational emissions (2040) and full operation of the project (2058) would exceed the bright-line threshold and, therefore, would be substantial and cumulatively considerable. Mitigation Measure 3.4-1a requires the City to use low- or zero-emission heavy-duty trucks and equipment, while Mitigation Measure 3.4-1b requires the City to prepare and implement an Emissions Capture and Control Plan. Implementation of on-site GHG reduction measures required by Mitigation Measure 3.4-1a would reduce GHG emissions below applicable PCAPCD thresholds and on-site methane emissions controls required by Mitigation Measure 3.4-1b would further reduce GHG emissions. However, while Mitigation Measure 3.4-1a would reduce emissions to below PCAPCD's threshold, there remains uncertainty that the technological advancements in off-road vehicles and trucks, in combination with the availability of 100 percent zero carbon fuels would be available in sufficient quantities, such that achieving the prescribed target (i.e., 100 percent fleet shall be zero emissions by 2040) would be achieved. Due to this uncertainty, it is possible that Mitigation Measure 3.4-1a would be less effective and the thresholds could be exceeded. Further, although Mitigation Measure 3.4-1b would reduce operational emissions associated with the Potential Future Organics Processing Facility, the emission reductions cannot be quantified. Given this uncertainty, this analysis conservatively assumes that emission thresholds could still be exceeded with implementation of Mitigation Measure 3.4-1b. Therefore, the cumulative impact would be **significant and unavoidable**.

TRANSPORTATION AND CIRCULATION (VEHICLE MILES TRAVELED)

The discussion of vehicle miles traveled (VMT) impacts associated with the project in Impact 3.16-2 addresses VMT generated by the project based on an efficiency threshold that is aligned with long-term goals and relevant plans. As described in the *Technical Advisory on Evaluating Transportation Impacts in CEQA*, "a project that falls below an efficiency-based threshold that is aligned with long-term environmental goals and relevant plans would have no cumulative impact distinct from the project impact. Accordingly, a finding of a less-than-significant project impact would imply a less than significant cumulative impact, and vice versa (LCI [formerly known as OPR] 2018: 6)." Therefore, the VMT impacts identified in Impact 3.16-2, are inherently cumulative. As discussed in Impact 3.16-2, implementation of the project would result in VMT per service population exceeding the City's VMT threshold. The VMT impact would be significant. Mitigation Measures 3.16-2a and 3.16-2b require the implementation of a commute trip reduction program and an employee sponsored vanpool program, respectively. Although the implementation of Mitigation Measures 3.16-2a and 3.16-2b would contribute to the reduction of project-generated VMT from employee trips, the feasibility and effectiveness of each mitigation measure are currently unknown and cannot be guaranteed. Therefore, the project cannot demonstrate definitively that implementation of these measures would achieve VMT reductions to meet the applicable threshold. The VMT impact would be significant and unavoidable. Therefore, the cumulation 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.

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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[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). The factors that may be used to eliminate alternatives from detailed consideration in an EIR include: (i) failure to meet most of the basic project objectives, (ii) infeasibility, or (iii) inability to avoid significant environmental impacts (Section 15126.6[c]). 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

The City has identified the following project objectives for the purposes of this EIR:

1. provide a shared location for the management of waste, recycling, and organic material generated by land uses within the City's jurisdiction with capacity to serve areas outside the City's jurisdiction;
2. provide the option to implement a citywide waste/recycling services three-cart set out, thereby meeting the organics and recycling diversion requirements established by Senate Bill (SB) 1383;
3. limit potential odors associated with recycling and composting by maintaining an appropriate distance from nearby residential and other sensitive uses;
4. minimize environmental impacts to surrounding areas, including residential communities and other sensitive land uses;
5. improve the sustainability of the City's waste management operations;
6. allow for City services to increase and respond to projected demands for solid waste services and changing regulations;
7. consolidate multiple Environmental Utilities (EU) divisions at a single location to allow for greater operational efficiencies;
8. provide a secondary corporation yard to serve the City's long-term needs and allow for the consolidation of divisions with associated efficiencies;
9. attract recyclables, organics, and waste from outside the City to improve economies of scale for the City and its customers; and
10. provide for City fleet and mobile equipment changes to comply with the Advanced Clean Fleet (ACF) or similar regulations.

6.2.2 Environmental Impacts of the Roseville Environmental Utilities Operations Center Project

Sections 3.1 through 3.17 of this Draft EIR address the environmental impacts of implementation of the proposed Roseville Environmental Utilities Operations Center 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. Table 6-1 summarizes the significant impacts of the project.

Table 6-1 Summary of the Project's Significant Impacts

Environmental Impact	Phase 1	Phase 2
Aesthetics and Visual Resources		
Impact 3.1-1: Substantially Degrade the Existing Visual Character or Quality of the Site or its Surroundings	LTS/M	LTS/M
Impact 3.1-2: Create a New Source of Substantial Light or Glare That Would Adversely Affect Day or Nighttime Views in the Area	LTS/M	LTS/M
Land Use Planning and Agricultural Resources		
Impact 3.2-2: Result in the Conversion of Farmland	SU	SU

Environmental Impact	Phase 1	Phase 2
Air Quality Impact 3.3-3: Long-term Operational Emissions of Criteria Air Pollutants and Ozone Precursors Impact 3.3-4: Expose Sensitive Receptors to Substantial Pollutant Concentrations Impact 3.3-5: Create Objectionable Odors Affecting a Substantial Number of People	LTS LTS/M LTS/M	SU LTS/M SU
Greenhouse Gas Emissions Impact 3.4-1: Generate Greenhouse Gas Emissions, Either Directly or Indirectly, That May Have a Significant Impact on the Environment	LTS	SU
Biological Resources Impact 3.5-1: Result in Disturbance to or Loss of Special-Status Plant Species Impact 3.5-2: Result in Disturbance to or Loss of Special-Status Wildlife Species and Habitat Impact 3.5-3: Result in Degradation or Loss of Riparian Habitat or Other Sensitive Natural Communities Impact 3.5-4: Result in Degradation or Loss of State or Federally Protected Wetlands Impact 3.5-5: Interfere with Wildlife Movement Corridors or Impede the Use of Wildlife Nurseries Impact 3.5-6: Conflict with Local Policies and Ordinances	LTS/M LTS/M LTS/M LTS/M LTS/M LTS/M	LTS LTS/M LTS LTS LTS LTS/M
Cultural Resources Impact 3.6-1: Cause a Substantial Adverse Change in the Significance of Unique Archaeological Resources	LTS/M	LTS/M
Tribal Cultural Resources Impact 3.7-1: Cause a Substantial Adverse Change in the Significance of a Tribal Cultural Resource	LTS/M	LTS/M
Geology and Soils Impact 3.9-4: Directly or Indirectly Destroy a Unique Paleontological Resource or Site or Unique Geologic Feature	LTS/M	LTS/M
Hazards and Hazardous Materials Impact 3.10-2: Result in Foreseeable Upset and/or Accident Conditions Involving Release of Hazardous Materials into the Environment Impact 3.10-3: Impair an Adopted Emergency Response Plan or Emergency Evacuation Plan	LTS/M LTS/M	LTS LTS/M
Noise Impact 3.12-1: Construction-Generated Noise Impact 3.12-3: Long-Term Non-Transportation Noise Levels	LTS/M LTS/M	LTS/M LTS/M
Population, Employment, and Housing Impact 3.13-1: Potential to Induce Substantial Unplanned Population Growth	SU	LTS
Transportation and Circulation Impact 3.16-2: Conflict or Be Inconsistent with CEQA Guidelines Section 15064.3(b) Regarding Vehicle Miles Traveled	SU	SU
Wildfire Impact 3.17-1: Exacerbate Wildfire Risk as a Result of Project Construction and Operations	LTS/M	LTS/M

Notes: LTS = less than significant; LTS/M = less than significant with mitigation; SU = significant and unavoidable.

Source: Data compiled by Ascent in 2026.

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 are not evaluated further in this Draft EIR.

6.3.1 Alternative Site

Alternative sites 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, which primarily allows for municipal, governmental, or public facilities. The zoning for the project site is Planned Development. Further, the project site is geographically tied to existing roadways and utility infrastructure due to its proximity to existing and planned development.

Under this potential alternative, the City would develop an alternative site with the Environmental Utilities Corporation Yard, as well as a new Resource Recovery and Transfer Operations (RRTO) facility. Based on existing undeveloped land in the City, there are no parcels owned by the City that provide equivalent acreage of development compared to the project site. The majority of undeveloped parcels remaining in the City are approximately 10 acres or less in size or located proximate to existing residential uses. Developing the project on an alternative site could reduce or avoid the project's significant and unavoidable impact related to Important Farmland depending on whether it is located on Important Farmland, and population growth depending on whether it would remove an obstacle to growth (e.g., utility extensions and roadway improvements); however, it would not avoid the project's significant and unavoidable impacts related to air quality, greenhouse gas (GHG) emissions, or vehicle miles traveled (VMT) because the same project components would be constructed and operated. Because of the potential for greater impacts, lack of appropriately sized parcels, and potential impacts to sensitive receptors in these areas, development of the project at alternative site locations would not fulfill most of the basic project objectives, including those related to providing a central/shared location for the management of City resources and waste. As a result, this alternative is not evaluated further in this Draft EIR.

6.3.2 Relocation of Other City Departments to the Project Site

Under this potential alternative, the City would develop the project site with new City facilities, but the EU Corporation Yard would remain at its current location at 2005 Hilltop Circle. This alternative would involve relocating other City departments (e.g., Electric, Public Works, Parks, Fire, and Police) to the project site, which would still be developed with a new RRTO facility. This alternative would allow for the expansion of existing City departments to accommodate anticipated growth of the City and increased demand for services. However, because the RRTO facility would be managed by the EU Department, it would not be as efficient and would necessitate increased travel between 2005 Hilltop Circle and the project site. Further, this alternative would locate certain essential City services (e.g., Police and Fire) further from their areas of response and potentially result in inefficiencies and risk to City residents and employees. This potential alternative would not reduce or avoid the project's significant and unavoidable impacts related to Important Farmland, air quality, GHG, population growth, or VMT because similar project components would be constructed and operated on the project site and Phillip Road would still be improved. Further, operational impacts

would be greater under this potential alternative because it would require increased travel between 2005 Hilltop Circle and the project site. Because of the potential for greater impacts, this alternative would not fulfill most of the basic project objectives, including those related to minimizing impacts to surrounding areas and consolidating multiple EU divisions at a single location. As a result, this alternative is not evaluated further in this Draft EIR.

6.3.3 Relocation of Other City Departments from Hilltop Circle Corporation Yard to Other Sites

Under this potential alternative, the City would develop other site(s) with new City facilities in a decentralized fashion, clearing out other City facilities for construction of the RRTO Facility. The EU Corporation Yard would remain at its current location at 2005 Hilltop Circle, but other City departments (e.g., Electric, Public Works, Parks, Fire, and Police) would be reconstructed on some other site(s) within the City limits. The Hilltop Circle Corporation Yard would be developed with a new RRTO facility; however, acreage is limited at the Hilltop Circle site. This alternative would allow for the expansion of existing City departments to accommodate anticipated growth of the City and increased demand for services. However, because the RRTO facility would be far from where the solid waste fleet is refueled at the Pleasant Grove wastewater treatment plant (WWTP), it would not be as efficient and would necessitate increased travel between 2005 Hilltop Circle and the Pleasant Grove WWTP. Further, this alternative could locate certain essential City services (e.g., Police and Fire) further from their areas of response and potentially result in inefficiencies and risk to City residents and employees, essentially further decentralizing City services. Because this potential alternative would not be located on the project site, it would avoid the project's significant and unavoidable impact related to Important Farmland and population growth (related to Phillip Road improvements); however, it would not avoid the project's significant and unavoidable impacts related to air quality, GHG, or VMT because the same project components would be constructed and operated in different locations. Further, operational impacts would be greater under this potential alternative because it would require increased travel between 2005 Hilltop Circle and the Pleasant Grove WWTP. Because of the potential for greater impacts, this alternative would not fulfill most of the basic project objectives, including those related to minimizing impacts to surrounding areas and consolidating multiple EU divisions at a single location. As a result, this alternative is not evaluated further in this Draft EIR.

6.3.4 City-only Waste Stream

Under this potential alternative, the City would only accept waste material (e.g., municipal solid waste [MSW], compostables, and recyclables) generated within city boundaries at the RRTO. This would limit the capacity of the on-site RRTO facility to 270,000 tons per year, which is consistent with the projected waste stream associated with full implementation of the General Plan implementation. However, due to financial considerations, this is not considered feasible over the long-term and acceptance of out-of-city waste is considered necessary for the RRTO facility to maintain consistent waste, recyclables, and organic material quantities for economically viable operation of the materials recovery facility. This potential alternative would not reduce or avoid the project's significant and unavoidable impacts related to Important Farmland, air quality, GHG, population growth, or VMT because the same project components would be constructed and operated on the project site (albeit with a reduced RRTO capacity) and Phillip Road would still be improved. This alternative would not as effectively meet several of the City's project objectives, including the objective related to improving the sustainability of the City's waste management operations. Also, this alternative would not allow for City services to increase and respond to projected demands for solid waste services and changing regulations. Further, this alternative would not enable the City to attract recyclables, organics, and waste from outside the City to improve economies of scale for the City and its customers. As a result of this alternative's financial feasibility concerns and its less effective ability to achieve several of the project objectives, it is not evaluated further in this Draft EIR.

6.3.5 City-only Organics Processing Facility

Under this potential alternative, the Potential Future Organics Processing Facility could be constructed and operated, but it would only accept organic waste generated by land uses within the City. Organic waste generated outside of the City would not be accepted. All other project components, including the RRTO, Corporation Yard, and Vendor Lease Area, would be constructed and operated on the project site in the same location and with the same size and capacity as the project. This alternative is similar to Alternative 3 considered in Section 6.4, below, except that the City would be able to import wastes and recyclables from outside the City, with the exception of organic waste (i.e., food and yard waste). This potential alternative would not reduce or avoid the project's significant and unavoidable impacts related to Important Farmland, air quality, GHG, population growth, or VMT because the same project components would be constructed and operated on the project site (albeit with a reduced Organics Processing Facility) and Phillip Road would still be improved. This alternative would not provide the City with the ability to attract the full suite of services to others outside the City and would therefore not as effectively enable the City to meet its project objectives related to improving sustainability of the City's waste management operations, which includes attracting recyclables, organics, and waste from outside the City to improve economies of scale for the City and its customers. Additionally, this alternative would not allow for City services to increase and respond to projected demands for solid waste services and changing regulations. It is unknown whether this alternative would be financially viable or whether it would allow sufficient operational flexibility. As a result, this alternative is 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 agricultural land). Existing EU Operations would continue to be located at the Hilltop Circle Corporation Yard. Mixed waste, recyclables, and compostable waste generated by the City would continue to be sent to the WPWMA facility or another viable processor for the foreseeable future.
- Alternative 2: Reduced Development Area Alternative would reduce the overall development footprint and shift the proposed facilities to the south by Phillip Road, further away from Pleasant Grove Creek. The same project components (i.e., RRTO Facility, Environmental Utilities Services Facility, Equipment Maintenance Facility, Vendor Lease Area, and Potential Future Organics Processing Facility) would be constructed and operated, but on a smaller footprint. Alternative 2 would develop 120 acres (which is 30 acres or 20 percent smaller than the proposed project).
- Alternative 3: No On-site Compost or Biomass Operations Alternative would not include the Potential Future Organics Processing Facility. All other project components, including the RRTO, Corporation Yard, and Vendor Lease Area, would be constructed and operated on the project site in the same location and with the same size and capacity as the project. Instead of on-site composting or biomass operations, organic waste received at the site would be received at the RRTO, unloaded, undergo some level of contamination removal such as the removal of packaging (if determined to be necessary), and transferred off-site to the Western Placer Waste Management Authority (WPWMA) facility or another facility.

Further details on these alternatives, and an evaluation of environmental effects compared 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 and the project site would remain unchanged from current conditions (undeveloped agricultural land). Existing City operations would continue. Mixed waste, recyclables, and compostable waste generated by the City would continue to be sent to the WPWMA facility or another viable processor for the foreseeable future. The City would not implement a three-cart waste,

recycling and green waste collection service program per the California Department of Resources Recycling and Recovery's (CalRecycle) SB 1383 requirements. Existing EU Operations would continue to be located at the Hilltop Circle Corporation Yard (2005 Hilltop Circle). The No Project Alternative would not meet the project objectives, including those related to providing a shared location for the management of City resources and waste, improving the sustainability of the City's waste management operations, consolidating multiple EU divisions at a single location, or providing a secondary corporation yard. Further, the No Project Alternative would not meet any of 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 reduced, 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.

As described above, the No Project Alternative assumes that no development would occur on the project site and that existing City operations would continue. Currently, mixed waste, recyclables and compostable waste generated by the City are sent to the WPWMA facility. If the project is not developed, the City may decide to send its mixed waste, recyclables, and compostable waste to another viable processor located further from the WPWMA facility. This would generate impacts related to air quality, GHG, noise, and VMT that would not occur with the proposed project due to longer haul distances travelled; however, because an alternative disposal site has not been identified, the magnitude of these impacts cannot be known at this time. Further, the City may not implement a three-cart waste service program consisting of waste, recyclables, and organic wastes, each collected from generators in separate carts. The three-cart collection program would facilitate compliance with CalRecycle's SB 1383 requirements as a programmatic pathway to being in compliance with the elevated diversion requirements. To be in compliance with the state, the City would need to rely on WPWMA or other processors to demonstrate compliance with the regulations. WPWMA is intending to seek compliance with SB 1383 by way of the single cart collection system, termed the 'One-Big-Bin', paired with a High Diversion Organic Waste Processing Facility. Such programs are included in the law as possible pathways to compliance. If other entities are considered as possible processing providers for the City's materials, an analysis of the provider's facility and program would need to be performed to determine the viability of the pathway to compliance with SB 1383.

Therefore, impacts under the No Project Alternative would be reduced compared to the project for the following environmental issue areas:

- aesthetics and visual resources;
- land use planning and agricultural resources;
- air quality;
- greenhouse gas emissions;
- biological resources;
- cultural resources;
- tribal cultural resources;
- energy;
- geology and soils;
- hazards and hazardous materials;
- hydrology and water quality;
- noise;
- population, employment, and housing;
- public services;
- public utilities;
- transportation and circulation; and
- wildfire.

6.4.2 Alternative 2: Reduced Development Area Alternative

Under Alternative 2, the Reduced Development Area Alternative, the overall development footprint would be reduced (compared to the project) and the proposed facilities would be shifted to the south toward Phillip Road and further away from Pleasant Grove Creek (Figure 6-1). The same project components (i.e., RRTO Facility, Environmental Utilities Services Facility, Equipment Maintenance Facility, Vendor Lease Area, and Potential Future Organics Processing Facility) would be constructed and operated, but presumably, on a smaller footprint. The precise location of each of these functions has not been determined at this time. Overall, Alternative 2 would be developed on 120 acres (which is 30 acres or 20 percent smaller than the proposed project). This alternative was developed to reduce the project's impacts to agricultural resources (Prime and Unique Farmland) and hydrology/water quality (development within 100-year floodplain).

To accommodate a 30-acre reduction in the project site while maintaining the same key operational functions of the project, the following would be implemented to compress the project onto a smaller footprint:

- reduction in the buffer area along Phillip Road,
- redesign of the EU Operations Center campus to reduce site landscaping and minimize paved areas,
- consideration of the use of parking garages for employees,
- consideration of the use of parking garages for the City's truck fleet and charging stations,
- deepening of stormwater ponds to reduce the area committed to this function, and
- development of multi-level office/administration buildings rather than single-level buildings.

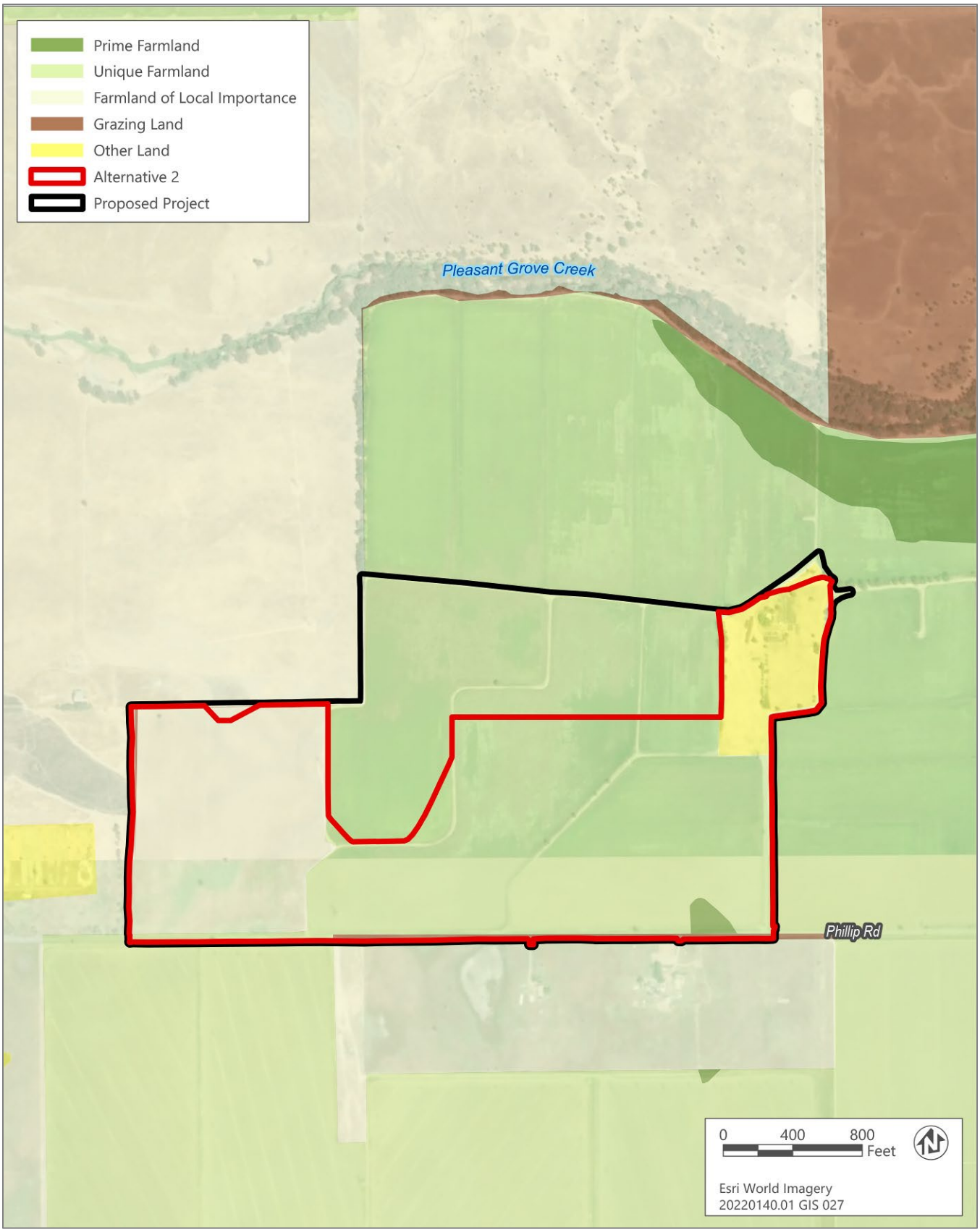
This alternative would achieve most of the basic project objectives by providing a shared location for the waste, recycling, and organic material but would not achieve all of the project objectives, as it would reduce available facility space to accommodate City growth and associated operational needs. The proposed operations center is one of several attempts by the City to establish a permanent corporation yard to serve its needs, each of which has been outgrown. The City had a Corporation Yard at the Diamond Oaks golf course, another at the present fairgrounds site, and currently operates out of the Hilltop Circle site developed in the early 1990s. Thus, there would likely be a need for future expansions if the project is undersized to meet future demands. Impacts to agricultural resources (Prime and Unique Farmland) and hydrology/water quality (development within 100-year floodplain) would be reduced.

AESTHETICS AND VISUAL RESOURCES

Alternative 2 would result in a smaller development footprint than the proposed project (i.e., 120 acres vs. 150 acres), which would result in similar or slightly reduced impacts associated with lighting and glare. Impacts related to visual character would be similar because the same types of uses would be developed, on a smaller footprint. Development would be further from Pleasant Grove Creek, but would still be adjacent to Blue Oaks Boulevard and the same distance from sensitive viewers to the south. This alternative could include the addition of parking garages and multi-level buildings, which would be taller than the proposed project, more visible from off-site viewpoints, and could block views of the surrounding area. Overall, the impact would be greater. *(Greater)*

LAND USE PLANNING AND AGRICULTURAL RESOURCES

Alternative 2 would result in less ground disturbance and a smaller development footprint than the proposed project. The proposed project would result in less-than-significant impacts related to conflicts with plans, policies, and regulations focused on environmental impact minimization, and this alternative would have a similar impact. Because of its smaller development footprint, Alternative 2 would convert less Important Farmland than the project (Figure 6-1).



Source: Downloaded from California Department of Conservation in 2024; adapted by Ascent in 2025.

Figure 6-1 Farmland Designations for Alternative 2

The conversion of Farmland of Local Importance, Grazing Land, and Other Land is not considered a significant impact under Appendix G of the State CEQA Guidelines. Prime and Unique Farmland is considered Important Farmland and its conversion is considered a significant impact under Appendix G of the State CEQA Guidelines. Alternative 2 would still involve the conversion of some Prime and Unique Farmland (i.e., Important Farmland), albeit to a lesser degree than the project. Although Alternative 2 would convert less Important Farmland, this alternative would not avoid the project's significant and unavoidable impact. Overall, the impact would be reduced, but would remain significant and unavoidable. *(Reduced, but still significant and unavoidable)*

AIR QUALITY

Alternative 2 would involve a smaller area of disturbance and, thus, would result in fewer construction-related emissions of criteria air pollutants, ozone precursors, and toxic air contaminants (TACs). Long-term emissions would be similar to the project because the same project components would be operated, including a similar number of truck trips. Development of the Potential Future Organics Processing Facility would be shifted south, however, closer to sensitive receptors located south of Blue Oaks Boulevard. This could increase exposure of these receptors to dust, air emissions, and odors from the Potential Future Organics Processing Facility. This alternative would not avoid the project's significant and unavoidable air quality impact because the Potential Future Organics Processing Facility could still be constructed and operated, albeit on a reduced footprint compared to the project, and the effectiveness of Mitigation Measure 3.3-3a cannot be determined at this time because the specific design, daily throughput, and operational details of the future composting facility are not yet known at an adequate design level. Alternative 2 would result in similar emissions of criteria air pollutants, ozone precursors, and TACs, and overall air quality impacts would be similar. *(Similar, and still significant and unavoidable)*

GREENHOUSE GAS EMISSIONS

Alternative 2 would involve a smaller area of disturbance but would, nonetheless, result in similar overall VMT because there would be a similar number of truck and employee trips. (Note that total VMT differs from the VMT efficiency metrics used in the VMT analysis). Because the same project components would be constructed and operated, albeit on a smaller footprint, Alternative 2 would require a similar amount of building energy and energy associated with on-site equipment. This would result in a similar level of GHG emissions. This alternative would not avoid the project's significant and unavoidable GHG impact because the Potential Future Organics Processing Facility could still be constructed and operated, albeit on a reduced footprint compared to the project. While Mitigation Measure 3.4-1a would reduce emissions to below PCAPCD's threshold, there remains uncertainty that the technological advancements in off-road vehicles and trucks, in combination with the availability of 100 percent zero carbon fuels would be available in sufficient quantities, such that achieving the prescribed target (i.e., 100 percent fleet shall be zero emissions by 2040) would be achieved. Further, Mitigation Measure 3.4-1b would reduce operational emissions associated with the Potential Future Organics Processing Facility; however, the emission reductions cannot be quantified. Therefore, overall GHG impacts would be similar. *(Similar, and still significant and unavoidable)*

BIOLOGICAL RESOURCES

Impacts of the proposed project on biological resources would be less than significant with implementation of mitigation measures. Some of the impacts requiring mitigation are associated primarily with Pleasant Grove Creek. Alternative 2 would be located farther from Pleasant Grove Creek. Therefore, impacts associated with some special-status wildlife species and wildlife movement corridors and wildlife nurseries would likely be substantially lessened by Alternative 2. Alternative 2 would have the same vernal pool and other wetland habitat impacts as the project, and would require the same mitigation to reduce impacts. The overall impact would be reduced due to the elimination of the need to mitigate several impacts on the project site. *(Reduced)*

CULTURAL RESOURCES

Alternative 2 would eliminate development of the northern portion of the project site. 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 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 would result in less ground disturbance, the chance of uncovering an unknown archaeological resource would be somewhat reduced. Overall, the impact would be slightly reduced. *(Reduced)*

TRIBAL CULTURAL RESOURCES

Alternative 2 would eliminate development of the northern portion of the project site. 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 would result in less ground disturbance, the chance of uncovering an unknown archaeological resource would be somewhat reduced. Overall, the impact would be slightly reduced. *(Reduced)*

ENERGY

The proposed project would result in less-than-significant impacts associated with energy use. Although Alternative 2 would result in a smaller development footprint, it would create a similar demand 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)*

GEOLOGY AND SOILS

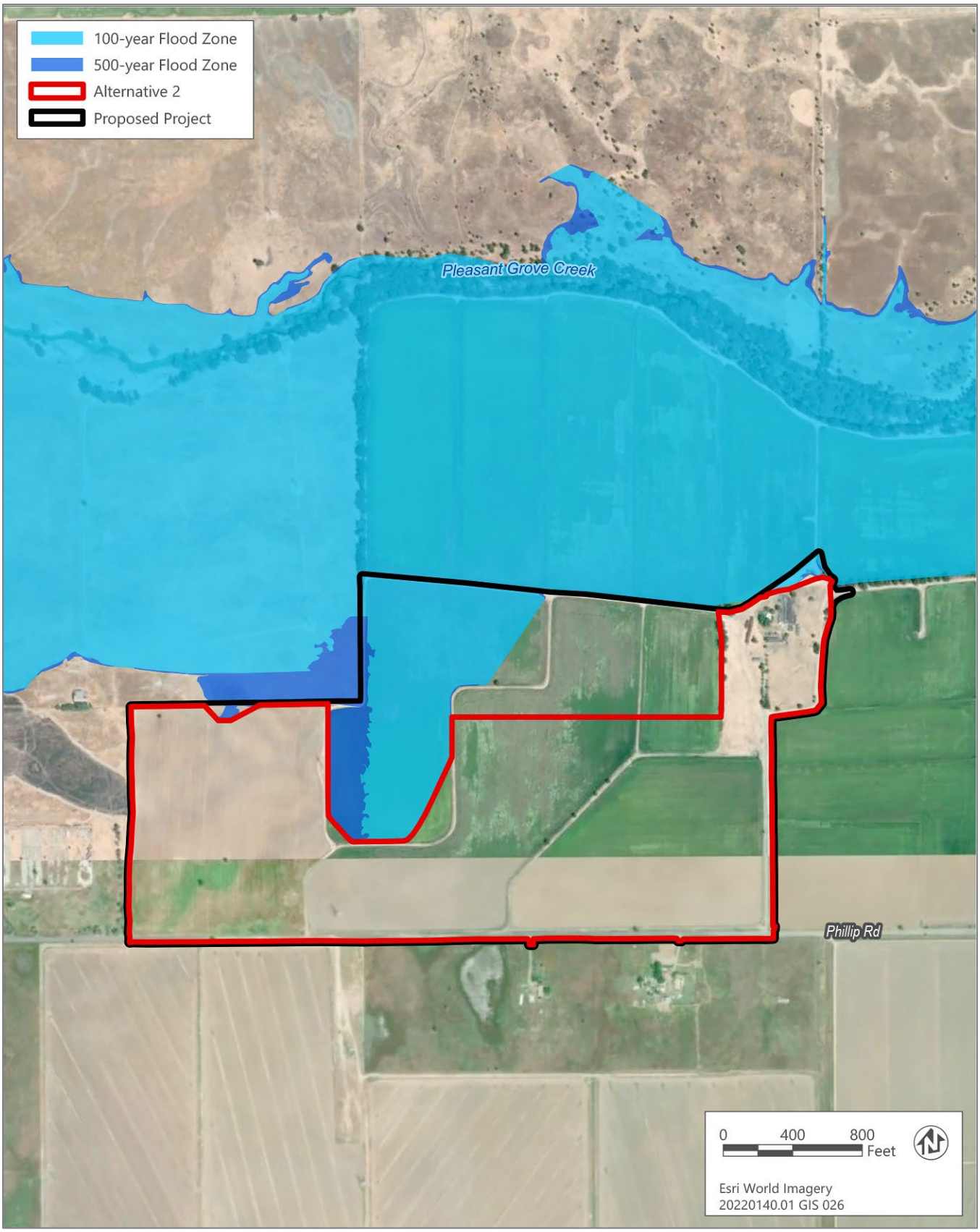
Project-related impacts related to geology and soils would be less than significant after implementation of mitigation measures. There is nothing about the land uses or overall development identified in Alternative 2 that differs from the project in a way that would change the level of impact. Similar mitigation measures would be required for Alternative 2. Overall, impacts related to geology and soils would be similar. *(Similar)*

HAZARDS AND HAZARDOUS MATERIALS

Project-related impacts related to hazards and hazardous materials would be 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 hazards and hazardous materials would be similar. *(Similar)*

HYDROLOGY AND WATER QUALITY

Although Alternative 2 would have a smaller overall development footprint than the proposed project, 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 EIR indicates the project-related impacts associated with hydrology and water quality would be less than significant; impacts associated with Alternative 2 would be similar. However, due to its smaller footprint, none of the project site would be designated as 100-year floodplain or 500-year floodplain for Pleasant Grove Creek (Figure 6-2). Therefore, unlike the project, Alternative 2 would not be required to obtain a Letter of Map Revision from the Federal Emergency Management Agency to remove a portion of the project site out of the flood zone. Overall, the impact would be reduced. *(Reduced)*



Source: Downloaded from FEMA in 2022; adapted by Ascent in 2025.

Figure 6-2 Flood Zones for Alternative 2

NOISE

Alternative 2 would involve a smaller area of disturbance and would, therefore, result in lower construction noise levels along the northern portion of the site. Mitigation measures would be required to reduce the project's construction noise to a less-than-significant level. Alternative 2 would require the same mitigation required by the project. 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 traffic and stationary sources (e.g., backup generators). Overall, the impact would be similar. *(Similar)*

POPULATION, EMPLOYMENT, AND HOUSING

Like the project, Alternative 2 would not include direct population growth and would result in a similar level of employment. Section 3.2, "Population, Employment, and Housing," indicates that the project would result in a significant and unavoidable impact related to inducement of unplanned population growth because Phillip Road would be improved, thus removing an obstacle to unplanned population growth in the area; this alternative would not avoid that impact because Phillip Road would still be improved. This alternative's similar employment numbers would result in similar secondary effects (employment-related) associated with population growth. Therefore, the overall impact of this alternative would be similar. *(Similar, and still significant and unavoidable)*

PUBLIC SERVICES

The project would result in less-than-significant impacts related to public services. 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 potential impact to police or fire services. Overall, impacts related to public services would be similar. *(Similar)*

PUBLIC UTILITIES

The project would result in less-than-significant impacts related to utilities. Alternative 2 would result in a similar demand on utilities, including water, wastewater, electricity, and solid waste services. Therefore, because the project's impacts associated with utilities are less than significant, the overall impact would generally be similar. *(Similar)*

TRANSPORTATION AND CIRCULATION

Alternative 2 would include the same project components as the proposed project, which would result in a similar workforce and similar levels of vehicle trips. Because this alternative would result in a similar level of vehicle trips, Alternative 2 would generate similar VMT compared to the proposed project. Therefore, Alternative 2 would not avoid the project's significant and unavoidable VMT impact. Similar to the project, Alternative 2 would be designed to avoid conflicts with General Plan policies related to transit, roadway, bicycle, and pedestrian facilities, minimize potential hazards related to design features, and provide adequate emergency access. Due to the similar VMT generation, impacts related to transportation and circulation would, overall, be similar. *(Similar, and still significant and unavoidable)*

WILDFIRE

Project-related impacts related to wildfire would be 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 wildfire would be similar. *(Similar)*

6.4.3 Alternative 3: No On-site Compost or Biomass Operations

Under Alternative 3, the Potential Future Organics Processing Facility (composting or biomass functions) would not be constructed or operated. All other project components, including the RRTO, Corporation Yard, and Vendor Lease Area, would be constructed and operated on the project site in the same location and with the same size and capacity as the project. In particular, the MSW receipt and transfer activities as well as the organics waste receipt, pre-processing and transfer would function as described in Chapter 2, "Project Description." For Phase 1 of the project, organic waste would be unloaded in the transfer building where it would be consolidated, with the likelihood that some level of contamination removal, such as the removal of packaging, would be performed (including the use of de-packaging equipment, sorting equipment, or other technology deployment), and loaded into transfer trucks for delivery/processing elsewhere. Instead of on-site composting or biomass operations, organic waste received at the site would be received at the RRTO, unloaded, undergo some level of contamination removal (if determined to be necessary), and transferred off-site to the WPWMA facility or another facility.

The organic wastes unloading area would be located close to one of the two loadout chutes provided in the new transfer facility. This proximity is intended to minimize the amount of time these materials remain in the building. Regulations require MSW, organics, residue from recyclables processing, or any materials being sent for secondary processing to be removed within 48 hours, unless an alternative storage time has been approved. The organic waste unloading area would be located on the commercial users, or west side of the building where City and franchise haulers would be directed for unloading.

Overall, Alternative 3 would be developed on 116 acres (which is 34 acres or 23 percent smaller than the proposed project, and roughly the same footprint as Alternative 2). This alternative was developed to reduce the project's impacts related to dust, air emissions, and odors (from potential composting operations). Similar to Alternative 2, Alternative 3 would also reduce the project's impacts to agricultural resources (Prime and Unique Farmland).

This alternative would require the City to rely on other entities to perform the organics composting and/or biomass processing functions and would therefore not as effectively enable the City to meet several of the project objectives, including improving sustainability of the City's waste management operations or allowing for City services to increase and respond to projected demands for solid waste services and changing regulations. This alternative would not meet three objectives related to providing a shared location for the management of waste, recycling, and organic material within the City's control; providing the option to implement a citywide waste/recycling services three-cart set out, thereby meeting the organics and recycling diversion requirements established by SB 1383; or attracting recyclables, organics, and waste from outside the City to improve economies of scale for the City and its customers. Additionally, this alternative could generate greater air quality, GHG, noise, and transportation impacts related to the need for additional truck transportation due to off-site hauling to an external composting facility.

Nonetheless, Alternative 3 represents a feasible alternative that would meet several of the project's key objectives.

AESTHETICS AND VISUAL RESOURCES

Alternative 3 would result in a smaller development footprint than the proposed project (i.e., 116 acres vs. 150 acres), which would result in similar or slightly reduced impacts associated with lighting and glare. Impacts related to visual character would be similar because the same types of uses would be developed, on a smaller footprint. Development would be further from Pleasant Grove Creek, but would still be adjacent to Blue Oaks Boulevard and the same distance from sensitive viewers to the south. Overall, the impact would be similar. *(Similar)*

LAND USE PLANNING AND AGRICULTURAL RESOURCES

Alternative 3 would result in less ground disturbance and a smaller development footprint than the proposed project. The proposed project would result in less-than-significant impacts related to conflicts with plans, policies, and regulations focused on environmental impact minimization, and this alternative would have a similar impact. Because of its smaller development footprint, Alternative 3 would convert less Important Farmland than the project. The conversion

of Farmland of Local Importance, Grazing Land, and Other Land is not considered a significant impact under Appendix G of the State CEQA Guidelines. Prime and Unique Farmland is considered Important Farmland and its conversion is considered a significant impact under Appendix G of the State CEQA Guidelines. Alternative 3 would still involve the conversion of some Prime and Unique Farmland (i.e., Important Farmland), albeit to a lesser degree than the project. Although Alternative 3 would convert less Important Farmland, this alternative would not avoid the project's significant and unavoidable impact. Overall, the impact would be reduced. *(Reduced, but still significant and unavoidable)*

AIR QUALITY

Alternative 3 would involve a smaller area of disturbance and, thus, would result in fewer construction-related emissions of criteria air pollutants, ozone precursors, and TACs. Long-term emissions generated at the project site would be similar to the project because the same project components (with the exception of the Potential Future Organics Processing Facility) would be operated, including a similar number of truck trips.

Under this alternative, the Potential Future Organics Processing Facility would not be constructed or operated, which would eliminate the dust, air emissions, and odors that would be generated from this facility under the proposed project. Nonetheless, some dust, air emissions, and odors would be generated because organic waste would still be received at the RRTO, unloaded, undergo some level of contamination removal (if deemed necessary), and transferred off-site to the WPWMA facility, Pleasant Grove Wastewater Treatment facility, or another facility. Further, this alternative could generate greater air quality impacts related to the need for additional truck transportation due to off-site hauling to an external composting facility.

Therefore, this alternative would not avoid the project's significant and unavoidable air quality impact because although the Potential Future Organics Processing Facility would not be constructed or operated, organic waste would still be processed at the RRTO and transferred off-site, and off-site hauling of organic waste to an external composting facility would generate additional emissions that would not be generated by the project. Thus, Alternative 3 would result in greater emissions of criteria air pollutants, ozone precursors, and TACs, and overall air quality impacts would be greater. *(Greater, and still significant and unavoidable)*

GREENHOUSE GAS EMISSIONS

Alternative 3 would involve a smaller area of disturbance but would, nonetheless, result in similar overall VMT because there would be a similar number of truck and employee trips. (Note that total VMT differs from the VMT efficiency metrics used in the VMT analysis). Because the same project components would be constructed and operated (with the exception of the Potential Future Organics Processing Facility), Alternative 3 would require a similar amount of building energy and energy associated with on-site equipment. This would result in a similar level of GHG emissions.

Under this alternative, the Potential Future Organics Processing Facility would not be constructed or operated, which would eliminate the GHG emissions that would be generated from this facility under the proposed project. However, this alternative could generate greater GHG emissions related to the need for additional truck transportation due to off-site hauling to an external composting facility. This alternative would not avoid the project's significant and unavoidable GHG impact because although the Potential Future Organics Processing Facility would not be constructed or operated, organic waste would still be processed at the RRTO and transferred off-site, and off-site hauling of organic waste to an external composting facility would generate additional emissions that would not be generated by the project. Therefore, overall GHG impacts would be greater. *(Greater, and still significant and unavoidable)*

BIOLOGICAL RESOURCES

Impacts of the proposed project on biological resources would be less than significant with implementation of mitigation measures. Some of the impacts requiring mitigation are associated primarily with Pleasant Grove Creek. Alternative 3 would be located farther from Pleasant Grove Creek. Therefore, impacts associated with some special-status wildlife species and wildlife movement corridors and wildlife nurseries would likely be substantially lessened by

Alternative 3. Alternative 3 would have the same vernal pool and other wetland habitat impacts as the project, and would require the same mitigation to reduce impacts. The overall impact would be reduced due to the elimination of the need to mitigate several impacts on the project site. *(Reduced)*

CULTURAL RESOURCES

Alternative 3 would eliminate development of the northern portion of the project site. 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 mitigation measures are identified to reduce the impact to a less-than-significant level. Alternative 3 would require similar mitigation to reduce impacts; however, because this alternative would result in less ground disturbance, the chance of uncovering an unknown archaeological resource would be somewhat reduced. Overall, the impact would be slightly reduced. *(Reduced)*

TRIBAL CULTURAL RESOURCES

Alternative 3 would eliminate development of the northern portion of the project site. 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 3 would require similar mitigation to reduce impacts; however, because this alternative would result in less ground disturbance, the chance of uncovering an unknown archaeological resource would be somewhat reduced. Overall, the impact would be slightly reduced. *(Reduced)*

ENERGY

The proposed project would result in less-than-significant impacts associated with energy use. Although Alternative 3 would result in a smaller development footprint, it would create a similar demand 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)*

GEOLOGY AND SOILS

Project-related impacts related to geology and soils would be less than significant after implementation of mitigation measures. There is nothing particular about the land uses or overall development identified in Alternative 3 that differs from the project in a way that would change the level of impact. Similar mitigation measures would be required for Alternative 3. Overall, impacts related to geology and soils would be similar. *(Similar)*

HAZARDS AND HAZARDOUS MATERIALS

Project-related impacts related to hazards and hazardous materials would be less than significant after implementation of mitigation measures. There is nothing about the land uses or overall development identified in Alternative 3 that differs from the project in a way that would change the level of impact. Similar mitigation measures would be required for Alternative 3. Overall, impacts related to hazards and hazardous materials would be similar. *(Similar)*

HYDROLOGY AND WATER QUALITY

Although Alternative 3 would have a smaller overall development footprint than the proposed project, 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 EIR indicates the project-related impacts associated with hydrology and water quality would be less than significant; impacts associated with Alternative 3 would be similar. However, due to its smaller footprint, a smaller portion of the project site would be designated as 100-year floodplain and 500-year floodplain for Pleasant Grove Creek. Similar to the project, Alternative 3 would be

required to obtain a Letter of Map Revision from the Federal Emergency Management Agency to remove a portion of the project site out of the flood zone. Overall, the impact would be similar. *(Similar)*

NOISE

Alternative 3 would involve a smaller area of disturbance and would, therefore, result in lower construction noise levels along the northern portion of the site. Mitigation measures would be required to reduce the project's construction noise to a less-than-significant level. Alternative 3 would require the same mitigation required by the project. Although there may be a slight reduction in on-site noise due to the elimination of the Potential Future Organics Processing Facility, the project's long-term noise impacts at the project site would generally be similar. Additionally, the same mitigation measures required for the project would likely apply to Alternative 3 to reduce noise from stationary sources (e.g., backup generators).

Under this alternative, the Potential Future Organics Processing Facility would not be constructed or operated, which would eliminate operational noise that would be generated from this facility under the proposed project. However, this alternative could generate greater traffic noise levels related to the need for additional truck transportation due to off-site hauling to an external composting facility, and more sensitive receptors would be exposed to this increased traffic noise along the haul routes to the off-site facility. Therefore, overall noise impacts would be greater. *(Greater)*

POPULATION, EMPLOYMENT, AND HOUSING

Like the project, Alternative 3 would not include direct population growth and would result in a similar level of employment. Section 3.2, "Population, Employment, and Housing," indicates that the project would result in a significant and unavoidable impact related to inducement of unplanned population growth because Phillip Road would be improved, thus removing an obstacle to unplanned population growth in the area; this alternative would not avoid that impact because Phillip Road would still be improved. This alternative's similar employment numbers would result in similar secondary effects (employment-related) associated with population growth. Therefore, the overall impact of this alternative would be similar. *(Similar, and still significant and unavoidable)*

PUBLIC SERVICES

The project would result in less-than-significant impacts related to public services. There is nothing about the land uses or overall development identified in Alternative 3 that differs from the project in a way that would change the potential impact to police or fire services. Overall, impacts related to public services would be similar. *(Similar)*

PUBLIC UTILITIES

The project would result in less-than-significant impacts related to utilities. Alternative 3 would result in a similar demand on utilities, including wastewater treatment and conveyance and solid waste services. Because the Potential Future Organics Processing Facility would not be constructed or operated, this alternative would require less water and electricity than the project. However, because the project's impacts associated with utilities are less than significant, the overall impact would generally be similar. *(Similar)*

TRANSPORTATION AND CIRCULATION

Alternative 3 would include the same project components as the proposed project (with the exception of the Potential Future Organics Processing Facility), which would result in a similar workforce and similar levels of employee vehicle trips. Under this alternative, the Potential Future Organics Processing Facility would not be constructed or operated, however, this alternative could generate greater truck trips related to the need for additional truck transportation due to off-site hauling to an external composting facility. This alternative would not avoid the project's significant and unavoidable VMT impact because although the Potential Future Organics Processing Facility would

not be constructed or operated, organic waste would still be transported to the RRTO and transferred off-site, and off-site hauling of organic waste to an external composting facility would generate additional truck trips that would not be generated by the project. Similar to the project, Alternative 3 would be designed to avoid conflicts with General Plan policies related to transit, roadway, bicycle, and pedestrian facilities, minimize potential hazards related to design features, and provide adequate emergency access. Due to the greater VMT generation, impacts related to transportation and circulation would, overall, be greater. *(Greater, and still significant and unavoidable)*

WILDFIRE

Project-related impacts related to wildfire would be less than significant after implementation of mitigation measures. There is nothing in particular about the land uses or overall development identified in Alternative 3 that differs from the project in a way that would change the level of impact. Similar mitigation measures would be required for Alternative 3. Overall, impacts related to wildfire would be similar. *(Similar)*

6.5 ENVIRONMENTALLY SUPERIOR ALTERNATIVE

Table 6-2 provides a summary comparison of the alternatives and the proposed project.

Table 6-2 Summary of the Impacts of the Alternatives Compared to the Proposed Project

Environmental Topic	Proposed Project	Alternative 1: No Project Alternative	Alternative 2: Reduced Development Area Alternative	Alternative 3: No On-site Compost or Biomass Operations Alternative
Aesthetics and Visual Resources	LTS/M	Reduced	Greater	Similar
Land Use Planning and Agricultural Resources	SU	Reduced	Reduced, but still SU	Reduced, but still SU
Air Quality	SU	Reduced	Similar, and still SU	Greater, and still SU
Greenhouse Gas Emissions	SU	Reduced	Similar, and still SU	Greater, and still SU
Biological Resources	LTS/M	Reduced	Reduced	Reduced
Cultural Resources	LTS/M	Reduced	Reduced	Reduced
Tribal Cultural Resources	LTS/M	Reduced	Reduced	Reduced
Energy	LTS	Reduced	Similar	Similar
Geology and Soils	LTS/M	Reduced	Similar	Similar
Hazards and Hazardous Materials	LTS/M	Reduced	Similar	Similar
Hydrology and Water Quality	LTS	Reduced	Reduced	Similar
Noise	LTS/M	Reduced	Similar	Greater
Population, Employment, and Housing	SU	Reduced	Similar, and still SU	Similar, and still SU
Public Services	LTS	Reduced	Similar	Similar
Public Utilities	LTS	Reduced	Similar	Similar
Transportation and Circulation	SU	Reduced	Similar, and still SU	Greater, and still SU
Wildfire	LTS/M	Reduced	Similar	Similar

Notes: LTS = less than significant; LTS/M = less than significant with mitigation; SU = significant and unavoidable.

Source: Data compiled by Ascent in 2026.

Because the No Project Alternative (described above in Section 6.4.1) would avoid all adverse impacts resulting from construction and operation of the Roseville Environmental Utilities Operations Center 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[d][2]) require selection of an environmentally superior alternative from among the other action alternatives evaluated.

As shown in Table 6-4, while some impacts associated with Alternative 3 would be reduced, other impacts would be similar to or greater than the proposed project because, under Alternative 3, although the Potential Future Organics Processing Facility would not be constructed or operated, organic waste would still be processed at the RRTO and transferred off-site. Off-site hauling of organic waste to an external composting facility would generate additional air quality and GHG emissions, traffic noise, and truck trips that would not be generated by the project. Therefore, these impacts would be greater compared to the proposed project and Alternative 3 would not avoid the project's significant and unavoidable impacts related to air quality, GHG, and VMT. Further, Alternative 3 would not avoid the project's significant and unavoidable impact related to population growth because Phillip Road would still be improved, which could increase the potential for unplanned growth in the area.

Due to their reduced footprints, Alternatives 2 and 3 would each reduce (but would not avoid) the project's significant and unavoidable impact related to Important Farmland. Both alternatives would nonetheless result in the conversion of Important Farmland (although less acreage than the proposed project).

Most impacts associated with Alternative 2 would be reduced or similar to the proposed project. Because Alternative 2 would be developed on a smaller project footprint, impacts related to biological resources, cultural and Tribal cultural resources, and hydrology and water quality would be reduced. However, because Alternative 2 would include the same project components as the project, it would generate similar air pollutant and GHG emissions, operational noise, potential for unplanned population growth, and VMT. Thus, Alternative 2 would not avoid the project's significant and unavoidable impacts related to air quality, GHG, population growth, or VMT. Additionally, Alternative 2 may result in greater impacts related to aesthetics and visual resources due to the addition of multi-level parking garages and buildings. Nevertheless, because it would reduce more of the significant impacts associated with the project than Alternative 3, Alternative 2 is considered the environmentally superior alternative.

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Chapter 6 Alternatives

No references are cited in this chapter.

If a hyperlink in the above list is broken, the reference materials are available for review during normal business hours at City of Roseville Development Services Department (311 Vernon Street, Roseville, CA 95678) or by request from Jessica Lynch, at JJLynch@roseville.ca.us.

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