

## 4 CUMULATIVE IMPACTS

### 4.1 CEQA REQUIREMENTS

Section 15130(a) of the State CEQA Guidelines requires a discussion of the cumulative impacts of a project when the project's incremental effect is cumulatively considerable. Cumulatively considerable, as defined in CEQA Guidelines Section 15065(a)(3), means that the "incremental effects of an individual project are significant when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects." The State CEQA Guidelines Section 15355 defines a cumulative impact as two or more individual effects that, when considered together, are considerable or that compound or increase other environmental impacts. Cumulative impacts can result from individually minor but collectively significant projects taking place over a period of time.

### 4.2 CUMULATIVE IMPACT APPROACH

CEQA Guidelines Section 15130 identifies two basic methods for establishing the cumulative environment in which a project is considered: the use of a list of past, present, and probable future projects or the use of adopted projections from a general plan, other regional planning document, or a certified EIR for such a planning document. This cumulative analysis uses a combination of the "list" approach and the "projections" approach to identify the cumulative setting. The effects of past and present projects on the environment are reflected by the existing conditions in the project area.

In the case of the proposed Phillip Road Project, the project area has been modified from its natural conditions by human activity, primarily residential development (actual and planned). While the project site includes undeveloped grazing land, surrounding uses include several large specific plan areas (namely, Amoruso Ranch, Creekview, West Roseville, and Sierra Vista specific plan areas) that are in various stages of build-out. The area to the west of the project site is largely undeveloped, but is part of the City's Infill Area and, like the project site, is designated for Public/Quasi-Public land uses.

A list of probable future projects is provided below. Probable future projects are those in the project vicinity that have the possibility of interacting with the project to generate a cumulative impact and either:

1. are partially occupied or under construction;
2. have received final discretionary approvals;
3. have applications accepted as complete by local agencies and are currently undergoing environmental review, or
4. have been discussed publicly by an applicant or otherwise have become known to the lead agency, provided sufficient information is available about the project to allow at least a general analysis of environmental impacts and an evaluation of the likelihood of implementation.

The analysis also considers planning efforts that address regional environmental issues, such as water quality improvement programs, and potential effects associated with climate change. These plans, programs, and effects are discussed in relevant resource discussions below.

#### 4.2.1 Geographic Scope

The geographic area that could be affected by implementation of the proposed Phillip Road Project varies depending on the type of environmental resource being considered. When the effects of the project are considered in combination with those other past, present, and probable future projects to identify cumulative impacts, the other projects that are considered may also vary depending on the type of environmental effects being assessed. Table 4-1 presents the general geographic areas associated with the different resources addressed in this analysis.

**Table 4-1 Geographic Scope of Cumulative Impacts**

Resource Topic	Geographic Area
Land Use and Agricultural Resources	Local (project site) for land use and Placer County for agricultural resources
Population, Employment, and Housing	Regional and local (population, employment, and housing near the project site)
Transportation and Circulation	Regional and local
Air Quality	Regional (pollutant emissions that affect the air basins) and immediate project vicinity (pollutant emissions that are highly localized)
Greenhouse Gas Emissions and Climate Change	Global
Noise and Vibration	Local (immediate project vicinity where project-generated noise could be heard concurrently with noise from other sources)
Biological Resources	Regional, Placer County, City of Roseville
Cultural Resources	Local (project site), with regional implications
Hazardous Materials, Wildfire, and Other Hazards	Local (project site)
Public Services and Recreation	Regional and local service areas
Utilities and Service Systems	Local service areas
Hydrology and Water Quality	Pleasant Grove Creek watershed, City of Roseville
Aesthetics	Local (project site and surrounding public viewpoints)
Energy	Pacific Gas and Electric Company service area
Tribal Cultural Resources	Local (project site), with regional implications

Source: Compiled by Ascent in 2025.

## 4.2.2 Regional Planning Environment

The *City of Roseville General Plan 2035*, adopted by the City Council in August 2020, establishes the land use pattern and goals for development and growth in the City of Roseville. Additionally, the City has 16 subareas that have been planned for urban development, including the Infill Area, the North Industrial area, and 14 specific plan areas (some of the specific plans are described below). These plans were relied upon in preparing the cumulative impact analysis. The documents are available for review online at <https://www.roseville.ca.us/cms/One.aspx?portalId=7964922&pageId=8740544> and at the City of Roseville Development Services, Planning Department at 311 Vernon Street, Roseville, CA 95678.

## 4.2.3 Related Projects

The cumulative impacts analysis considers the environmental effects of growth in the region, as represented by adopted planning documents and proposals currently under consideration, in combination with implementation of the proposed Phillip Road Project. Development considered in this cumulative analysis includes:

- ▶ build-out of City of Roseville’s existing General Plan and approved specific plans,
- ▶ build-out of Placer County’s approved specific plans,
- ▶ build-out of City of Lincoln’s specific plans,
- ▶ build-out of City of Rocklin’s specific plans,
- ▶ projects outside of South Placer County,
- ▶ extension of Placer Parkway westerly as a four-lane roadway from Foothills Boulevard to Santucci Boulevard, and
- ▶ other cumulative projects.

These proposed and anticipated development projects are shown in Figure 4-1 and described below.

## PROPOSED AND ANTICIPATED DEVELOPMENT

### City of Roseville Approved Specific Plans

#### Creekview Specific Plan

The Creekview Specific Plan (CVSP) was approved on September 19, 2012, for the 501-acre area located immediately east of the project site. The land was annexed into the City on April 17, 2013. A total of 2,011 dwelling units would be distributed as follows: 826 low-density, single-family units; 665 medium-density units; and 520 high-density, multi-family units. Approved land uses include a total of 136 acres that would be set aside as permanent open space, 15.7 acres for neighborhood parks, a 7-acre elementary school site, 2.6 acres of utilities sites, and 19.3 acres for commercial development. The CVSP was approximately 40 percent built out as of January 2025, and home construction is underway for subdivisions immediately to the east of the project site.

#### Sierra Vista Specific Plan

The Sierra Vista Specific Plan (SVSP) includes 2,064 acres west of Fiddymont Road, north of Baseline Road. The SVSP area was annexed into the City of Roseville from unincorporated Placer County. The SVSP includes 8,679 single and multi-family units, including approximately 259 acres of commercial, 106 acres of park, 304 acres of open space, and 56 acres for schools. Additionally, the SVSP included a large Urban Reserve area that did not participate in the specific plan process. At build-out, the SVSP area is expected to accommodate approximately 20,045 residents and provide 9,000 jobs.

The SVSP was adopted in May 2010 and annexed into the City in January 2012. The SVSP was amended in June 2012 to entitle land uses on 397 acres of the SVSP area including: 141 acres (705 units) of low-density residential, 79 acres (635 units) of medium-density residential, and 28 acres (689 units) of high-density residential. In addition, 6 acres of commercial mixed use, 37 acres of general commercial uses, 11 acres of public/quasi-public uses including an elementary school, 16 acres of parks, and 36 acres of open space are proposed. The SVSP was approximately 45 percent built out as of January 2025.

#### West Roseville Specific Plan

The West Roseville Specific Plan (WRSP) includes 3,162 acres west of Fiddymont 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 Fiddymont Road. The ARSP would include the development of a mix of uses, including 337 acres of low-, medium-, and high-density residential land developed with 2,827 dwelling units. The land use plan also includes three commercial parcels totaling 51 acres, a 9.6-acre elementary school site, seven neighborhood parks, and a 3-acre fire station/public facilities site. Approximately 135 acres of the site would be set aside as open space preserve. The ARSP was adopted by the City Council on June 15, 2016. Home construction in the ARSP began in 2024 and has continued throughout 2025.

#### Hewlett Packard Campus Oaks Project

In August 2015, the City received approved an application from BBC Roseville for a Rezone, General Plan Amendment, Master Plan Amendment and Development Agreement for a 189-acre portion of the Hewlett Packard (HP) property located approximately three miles southeast of the ARSP. BBC Roseville proposes developing the site as a mixed-use project referred to as "Campus Oaks" that would include residential uses of varying densities,

commercial and office/tech uses, parks, and a fire station. The Planning Commission approved the HP Campus Oaks Master Plan Design Guidelines on March 9, 2017. The Plan area completed development entitlements and is actively under construction, with build out nearly complete.

## Placer County Approved Specific Plans

### Riolo Vineyards Specific Plan

Originally approved on May 12, 2009, the Riolo Vineyards Specific Plan (RVSP) is proposed as a residential community with open space, recreational, and commercial components and encompasses approximately 525 acres. The RVSP area is located in Placer County outside of the City of Roseville, approximately 1 mile south of Baseline Road. The development would include a total of 933 residential units consisting of low-, medium- and high- density as well as rural and agricultural residences. An amendment to the RVSP was approved on March 24, 2015. Mass grading has been completed for portions of the RVSP, and the first subdivisions are under construction.

### Curry Creek Community Plan

The Curry Creek Community Plan (CCCP) area is located west of the SVSP and WRSP in Placer County. Although the Regional University Specific Plan (RUSP), described below, lies within the CCCP Area, it is independent of the CCCP. While the Board of Supervisors gave direction to County Staff to proceed with studying the area for future development in 2003, no formal community plan is pending at this time.

### Regional University Specific Plan

The RUSP is 1,157 acres located in the western Placer County immediately west of the WRSP area. Access to the site would be through an extension of Watt Avenue. It will include a 600-acre private university campus on the western portion of the plan area, and a 557.5 urban community on the eastern portion of the site. Approximately 3,232 residential units and a private high school for 1,200 students would be included in the development. The RUSP was approved by Placer County in December 2008. The RUSP was last amended in May of 2019; however, to date, development of RUSP has not yet commenced.

### Placer Vineyards Specific Plan

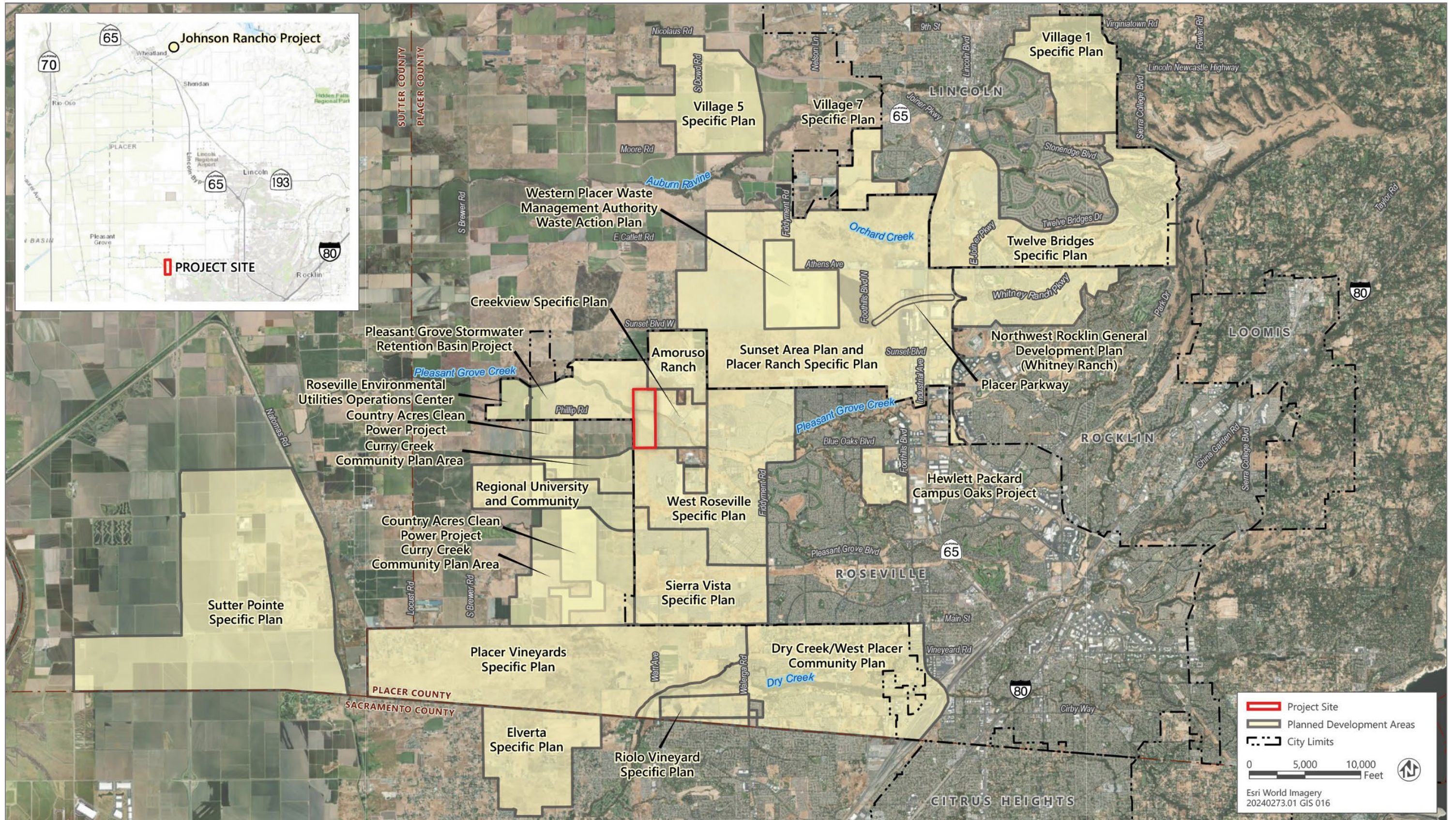
The Placer Vineyards Specific Plan (PVSP) area is located south of the SVSP in southwestern Placer County. The PVSP was originally approved by Placer County in July 2007 and includes development on 5,230 acres. At build-out, Placer Vineyards would include 14,132 dwelling units, 274 acres of commercial development, 919 acres of park and open space land and 851 acres of quasi-public uses, and roadways. Home construction has begun within the PVSP, and Placer County is currently processing several subdivision maps within the plan area.

### Sunset Area Plan and Placer Ranch Specific Plan

The Sunset Area Plan (SAP) is a Placer County-initiated update to its 1997 Sunset Industrial Area Plan. The SAP also incorporates the Placer Ranch Specific Plan (PRSP). The SAP area encompasses 8,497 acres located in unincorporated south Placer County west of the Highway 65 corridor, situated between the Cities of Lincoln to the north, Rocklin to the east, and Roseville to the south. The PRSP area constitutes 2,213 acres within the southern portion of the SAP area.

The SAP will bring forward new land use designations, including: General Commercial, Entertainment/Mixed Use; Business Park; Innovation Center; Eco-Industrial; Light Industrial; Public Facility; and Urban Reserve. The PRSP is a mixed-use community consisting of 5,636 residential units, including a university and an age-restricted community; an elementary school, middle school, neighborhood parks, and open space; and commercial and mixed uses, and campus park (office, research and development, light industrial, and commercial). The proposed university and non-residential land uses are intended as a catalyst for employment-generating development in Placer County's overall Sunset Area.

On December 10, 2019, the Board of Supervisors certified the Final EIR and approved the SAP/PRSP. In May 2024, the Board of Supervisors amended the SAP to address changes since its adoption in 2019. The updates correct minor errors in the SAP and the Mitigation Monitoring and Reporting Plan, and they update graphics to reflect recent projects and transportation network changes. A significant addition is a multifamily residential zoning district within the SAP area. Residential development associated with Placer One, the first project within the PRSP, began in 2025.



Source: Adapted by Ascent in 2025.

Figure 4-1 Proposed and Anticipated Development



### **Dry Creek/West Placer Community Plan**

The Dry Creek/West Placer Community Plan area encompasses approximately 9,200 acres in the southwest corner of Placer County. It is bounded by Baseline Road on the north, Sutter County to the west, Sacramento County to the south, and the City of Roseville to the east. This Community Plan area encompasses other specific plans such as Placer Vineyards and Riolo Vineyards, which are in early stages of buildout.

## **City of Lincoln**

### **Twelve Bridges Specific Plan**

The Twelve Bridges Specific Plan includes 5,700 acres in western Placer County, within the southern portion of the City of Lincoln. The Specific Plan would include 10,146 residential units and 180 acres of commercial and business uses. The Specific Plan was adopted by the City of Lincoln in April 1993. The Twelve Bridges Specific Plan is nearly built out, with several residential community areas under construction or slated for future development. A majority of the construction is occurring in the Bella Breeze loop, which will include single-family and multi-family residential development. The remaining vacant parcels in the Twelve Bridges Specific Plan are zoned commercial.

### **Village 1 Specific Plan**

The Village 1 Specific Plan includes 1,832 acres in western Placer County, within the northeast portion of the City of Lincoln. The Village 1 Specific Plan would create a mix of land uses including residential (5,610 units), mixed use commercial, two elementary schools, and parks and open space. The Village 1 Specific Plan was adopted by the City of Lincoln in July 2013. Only a small portion of the Village 1 Specific Plan is under construction. The majority of construction is occurring along State Route (SR) 193. Approximately 1,300 single-family dwelling units are entitled and under construction.

### **Village 5 Specific Plan**

The Village 5 Specific Plan includes 4,787 acres in western Placer County, immediately west of the City of Lincoln. The project site is located within the adopted Sphere of Influence of (and would be annexed into) the City of Lincoln. The Village 5 Specific Plan would create a mix of land uses including residential (8,206 units), retail commercial, office/business professional, recreational, open space, and public/quasi-public, consistent with development patterns in Lincoln. The Village 5 Specific Plan was adopted by the City of Lincoln on December 5, 2017. A Partially Recirculated EIR was subsequently prepared and certified on September 14, 2021. No construction activity has occurred in the Village 5 Specific Plan area.

### **Village 7 Specific Plan**

The Village 7 Specific Plan includes 703 acres in south Placer County, within the southwest portion of the City of Lincoln. The 703-acre Village 7 Specific Plan includes four planning areas for future development. Development includes a mix of low, medium, and high density residential, a school, a community park, a fire station, a recreation center, neighborhood-serving retail uses, and park and open space amenities. The Village 7 Specific Plan was adopted by the City of Lincoln on September 10, 2013. The Lincoln City Council recently recommended that the City initiate the annexation process for the un-incorporated portion of Village 7 Specific Plan and the approved Village 7 Pre-Zone.

## **City of Rocklin**

### **Northwest Rocklin General Development Plan (Whitney Ranch)**

The Northwest Rocklin General Development Plan (Whitney Ranch) includes 1,871 acres in western Placer County, in the City of Rocklin. The Plan would include 4,424 residential units, commercial, business professional, light industrial, recreation, and public uses (schools). The Northwest Rocklin Annexation Area Final EIR was certified and adopted by the Rocklin City Council on July 9, 2002. The most recent amendment of the plan was approved in 2019.

## Projects Outside of South Placer County

### Elverta Specific Plan

The Elverta Specific Plan (ESP) includes 1,744 acres in the north-central portion of Sacramento County, immediately south of PVSP. Approximately 881 acres would accommodate 4,950 residential units, and 552 acres would include agricultural/rural land use. It also would include 19 acres of commercial and office professional units. The ESP was approved by Sacramento County in August 2007. The ESP land use plan was amended in 2014. No development activity has occurred to date.

### Johnson Rancho Project

The Johnson Rancho Project consists of 3,357 acres and was annexed, along with the Hop Farm Property, into the City of Wheatland in 2014. Development includes a mix of low, medium, and high residential, commercial, employment/office, parks, open space, and schools. The City of Wheatland expects development activity to commence during the 2021-2029 planning period.

### Sutter Pointe Specific Plan

The Sutter Pointe Specific Plan (SPSP) encompasses approximately 7,528 acres of land in south Sutter County, adjacent to the Placer County line. It includes approximately 3,600 acres of commercial and industrial uses, 2,900 acres for residential uses, and 1,000 acres of parks, recreation, and open space. The SPSP was originally approved by Sutter County in June 2009. On October 28, 2014, the Board of Supervisors approved an amendment to the SPSP affecting the eastern plan area located south of Sankey Road, north of Riego Road and east of Pacific Avenue. The first phase of development, called Lakeside at Sutter Pointe, was approved by the Board of Supervisors in November of 2020. This phase includes approximately 3,402 single-family homes, 399 multi-family units, 46.1 acres of employment center, 25 acres of commercial, 61.3 acres of parkland, 54.9 acres of open space, and a K-8 school.

### Placer Parkway

The Placer Parkway is to be an approximate 15-mile long, high-speed transportation facility, which will connect SR 65 in western Placer County to SR 70/99 in south Sutter County. It will link existing and planned development near some of the region's fastest growing communities while improving access to the I-5 corridor, downtown Sacramento, and the Sacramento International Airport. The Federal Highway Administration (FHWA), California Department of Transportation, and South Placer Regional Transportation Authority (SPRTA) completed a Tier 1 Environmental Impact Statement (EIS)/EIR which analyzed the five corridor alignment alternatives identified by SPRTA. The Final Tier 1 EIS/EIR, released in November 2009, identified Alternative 5 as the Preferred Alternative and the Environmentally Superior Alternative subject to approvals by FHWA and SPRTA. As discussed throughout this EIR and shown on Figure 2-3, the Placer Parkway alignment extends through the Phillip Road Project site. The first phase of Placer Parkway, from SR 65 to Foothills Boulevard North, was approved by Placer County in 2015 (SCH# 2015052032). Construction of this first phase is planned to begin in spring 2026.

## Other Cumulative Projects

### Western Regional Sanitary Landfill

The Western Regional Sanitary Landfill, operated by the Western Placer Waste Management Authority (WPWMA), is located in western Placer County. The WPWMA is a Joint Powers Authority comprised of the cities of Roseville, Rocklin, and Lincoln and Placer County. The Western Regional Sanitary Landfill is a Class II/III municipal solid waste (non-hazardous) landfill and is permitted to accept 1,900 tons of solid waste per day and 624 vehicles per day. The facility, which opened in 1995, receives, separates, processes, and markets recyclable materials removed from delivered solid waste. In addition to the landfill, the facility includes a public waste and recyclables drop-off area, a compost area, a construction and demolition processing area, the Material Recovery Facility (MRF), and a household hazardous waste collection area. Most solid waste collected from the city of Roseville is delivered to the MRF for processing. The landfill has a total capacity of 36.4 million cubic yards. Projected waste disposal assumes a 2 percent average annual increase in municipal solid waste and based on the landfill's remaining capacity and projected Waste Disposal trends; the Western Regional Sanitary Landfill is estimated to reach its currently permitted landfill capacity in

2058 (WPWMA 2022). Expansion of the landfill to extend its operational life an additional 43 to 52 years was approved in 2022. This expansion would expand the permitted capacity of the landfill to between 45.1 and 50.2 million cubic yards (WPWMA 2022).

#### **Pleasant Grove Stormwater Retention Basin Project**

The Pleasant Grove Stormwater Retention Basin Facility is located southwest of the ARSP. The EIR for the Pleasant Grove Stormwater Retention Basin Facility was certified in 2003 and evaluated full build-out of the retention basin to 2,350 acre-feet (af) capacity. (Note: the Pleasant Grove Stormwater Retention Basin Facility was also evaluated in the SAP/PRSP EIR.) At build-out, the Retention Basin Project will provide retention storage in two basins, a south basin with 1,768 af of storage and a north basin with 1,132 af of storage. The City is currently collecting drainage impact fees from new development projects to fund construction of this project, which will be constructed as funds are made available. As of 2025, the City is in the process of designing the retention basin as a regional facility, and preparation of a Subsequent EIR is underway.

#### **City of Roseville Environmental Utilities Operations Center Project**

The Roseville Environmental Utilities (EU) Operations Center Project is currently under consideration for development by the City and is approximately 2 miles west of the project site. The City proposes to construct and operate a new EU Operations Center to address the City's projected demands for municipal services, State requirements to electrify the City's waste collection vehicles, and changing State law related to solid waste management. The project would provide a common location for the City's management of its waste, recycling, and organics materials; fleet charging; and various divisions of the City's EU department. The City published a Notice of Preparation in June 2024 and anticipates releasing an EIR in spring 2026.

#### **Country Acres Clean Power Project**

The Country Acres Clean Power Project would be located on up to 1,170 acres of land in southwestern Placer County, just west of the City of Roseville, and south of the proposed Roseville EU Operations Center Project site. The Country Acres Clean Power Project is a solar and battery storage project connected to the Sacramento Municipal Utility District (SMUD) grid. An EIR was certified in April 2023, and the project entitlements were approved in February 2024. SMUD has completed the contracts to construct and operate the project and construction began in September 2024, with completion anticipated in late 2026.

#### **Curry Creek Solar Project**

SMUD proposes to develop the Curry Creek Solar Project on up to 680 acres of land in southwestern Placer County, just west of the City of Roseville, north of Baseline Road, and east of Country Acres Lane. The project site is adjacent to SMUD's Country Acres Solar Project currently under development. In addition to a solar power and battery storage facility, the project would include a generation substation and interconnection to SMUD's electric grid. A notice of preparation of an EIR was published in August 2025. Construction is expected to begin in 2027, with plans to be operational in late 2028.

## **4.3 CUMULATIVE IMPACT ANALYSIS**

For purposes of this EIR, the proposed Phillip Road Project would result in a significant cumulative effect if:

- ▶ the cumulative effects of related projects (past, current, and probable future projects) are not significant and the incremental impact of implementing the proposed Phillip Road Project is substantial enough, when added to the cumulative effects of related projects, to result in a new cumulatively significant impact; or
- ▶ the cumulative effects of related projects (past, current, and probable future projects) are already significant, and implementation of the proposed Phillip Road Project makes a considerable contribution to the effect. The standards used herein to determine a considerable contribution are that either the impact must be substantial or must exceed an established threshold of significance.

Significance criteria, unless otherwise specified, are the same for cumulative impacts and project impacts for each environmental topic area. This cumulative analysis assumes that all mitigation measures identified in Chapter 3 to mitigate project impacts are adopted. The analysis herein analyzes whether, after adoption of project-specific mitigation, the residual impacts of the project would cause a cumulatively significant impact or would contribute considerably to existing/anticipated (without the project) cumulatively significant effects.

### 4.3.1 Land Use and Agricultural Resources

Impacts related to consistency with land use plans or policies would generally be localized and would not generally combine to result in cumulative impacts. The threshold of significance for land use impacts is whether a project would conflict with any applicable land use plan or policy adopted for the purpose of reducing or avoiding environmental impacts. Such conflicts are inherently site specific and are addressed by individual projects. As discussed in Section 3.1, "Land Use and Agricultural Resources," with approval of the General Plan Amendment, the proposed Phillip Road Project would be consistent with the *City of Roseville General Plan*, and with approval of rezoning within the project site, the project would be consistent with the City of Roseville Zoning Ordinance. Therefore, the project **would not result in a considerable contribution** to a cumulative impact related to land use.

The cumulative context for agricultural resources includes the project region (i.e., project site, the city of Roseville, Placer County). Cumulative agricultural land impacts could occur in conjunction with development proposed in the City of Roseville and Placer County. While the *City of Roseville General Plan EIR* states that buildout of the General Plan would not result in a significant impact involving the conversion of Important Farmland to non-agricultural uses, development within the county would result in the continued loss of farmland in the region. However, conversion of the project site from Farmland of Local Importance and grazing land to non-agricultural uses is not considered a significant impact. Therefore, the project **would not result in a considerable contribution** to a cumulative impact related to agricultural resources.

### 4.3.2 Population, Employment, and Housing

For population, employment, and housing, the cumulative setting includes Placer County, City of Roseville, and other local jurisdictions adjacent to Roseville. The project would result in significant cumulative population, employment, and housing impacts if it, in combination with cumulative projects and development identified in Section 4.2.3, "Related Projects," would induce substantial unplanned population growth or displace substantial numbers of existing people or housing. As discussed in Section 3.2, "Population, Employment, and Housing," the project would not displace existing people or homes because no housing is present on-site. Therefore, the project would not contribute to cumulative impacts related to people or housing displacement.

Table 3.2-1 in Section 3.2, "Population, Employment, and Housing," presents the growth forecast prepared by the City as part of the 2035 General Plan. With buildout of the General Plan in 2035, Roseville is estimated to have a total population of approximately 198,000 (an increase of 62,200 residents from the 2016 population), with approximately 75,200 dwelling units, 60 million square feet of non-residential building square footage, and between 120,000 and 150,000 local jobs (City of Roseville 2020a).

Major projects close to the project area include Roseville's Creekview Specific Plan and West Roseville Specific Plan, which would add 2,011 and 9,496 dwelling units, respectively, as well as office and other non-residential uses (see Section 4.2.3, "Related Projects,"). Other large developments approved farther from the project site, but within Roseville, include the Sierra Vista Specific Plan, Amoruso Ranch Specific Plan, Riolo Vineyards Specific Plan, Curry Creek Specific Plan, and Hewlett Packard Campus Oaks Project. All of these approved plans would result in the continued development of Roseville and surrounding areas, including residential, commercial, and industrial development. Cumulative projects and development in the City of Roseville, City of Lincoln, City of Rocklin, and Placer County would be required to undergo various levels of local and regional review to determine whether population and housing growth would be within the projections of regional and local plans. Cumulative projects identified in Section 4.2.3, have been or would be evaluated on a project-by-project basis to evaluate the potential for significant

impacts related to population, employment, and housing. In addition, most of the cumulative projects identified in Section 4.2.3 are specific plans that are anticipated to accommodate existing housing needs and population growth projections in the region.

As discussed in Impact 3.13-1, implementation of the project would result in 664 housing units, 1,550–1,650 residents, 75–125 temporary jobs during construction, and 910–980 permanent jobs. As described in Section 3.2, “Population, Employment, and Housing,” this amount of growth is within the scope of the growth anticipated and planned for in the General Plan, and new infrastructure would serve the project and not induce growth. For example, it is anticipated that the project employees would be largely from the local employment pool and would not result in a substantial number of employees relocating from outside of the region resulting in unplanned population growth. Therefore, the incremental impacts of implementing the project, when added to the cumulative effects of related projects, would not result in a cumulatively significant impact. Thus, the project **would not have a considerable contribution** to any significant cumulative impact related to population, employment, and housing.

### 4.3.3 Transportation and Circulation

The cumulative transportation setting contains buildout of various land uses and construction of numerous planned improvements in Roseville and unincorporated Placer County. Land use growth and planned transportation system improvements are described below.

#### Land Use Growth

- ▶ Buildout of the Sierra Vista, West Roseville, Creekview, and Amoroso Specific Plans in the City of Roseville.
- ▶ Buildout of the Regional University and Placer Vineyards Specific Plans in unincorporated Placer County.
- ▶ Considerable levels of development (but not full buildout) of the Placer Ranch (Placer One) Specific Plan / Sunset Industrial Area properties in unincorporated Placer County.

The cumulative travel demand model also includes planned development in other communities including Rocklin, Lincoln, Sacramento County, and Sutter County.

#### Planned Transportation System Improvements

Figure 4-2 shows the planned roadway improvements in the project vicinity. A number of existing roadways would be widened and new roadways constructed. The following describes these improvements:

- ▶ Placer Parkway is a planned four-lane expressway that would extend from SR 65 (opposite Whitney Ranch Parkway) in a southwesterly direction, terminating at Blue Oaks Boulevard. It would feature connections at Foothills Boulevard, Fiddymont Road, and Westbrook Boulevard. This roadway is ultimately planned to extend to SR 99, but not by the horizon year of this study.
- ▶ Blue Oaks Boulevard would be widened to three lanes in each direction from west of Fiddymont Road to its terminus at Santucci Boulevard/Placer Parkway, which would be a signalized intersection.
- ▶ Santucci Boulevard is assumed to extend southerly from Blue Oaks Boulevard to Pleasant Grove Boulevard. This improvement is not currently included in the City’s Capital Improvement Program (CIP) but is assumed to be in place to provide connectivity for Placer Parkway from SR 65 to Baseline Road.
- ▶ Phillip Road would become a cul-de-sac just east of Placer Parkway, as a result of the expressway’s construction. Movements at the Blue Oaks Boulevard/Phillip Road intersection would be restricted to right-turns only due to its proximity to adjacent signalized intersections.
- ▶ Westbrook Boulevard would be widened to six continuous lanes and extend northerly, connecting at Placer Parkway and terminating at Sunset Boulevard West.

Figure 4-3 shows the cumulative plus project average daily traffic on various roadways within the study area. These volumes are greater than the existing plus project volumes due to a large amount of assumed land use growth in the area. These forecasts assume development of the proposed project.

Benchmark Drive, a two-lane collector street located east of the project site, is assumed to connect to Street A under cumulative conditions. Through travel demand analysis, it was determined that almost none of 3,200 daily trips on Benchmark Drive directly east of the project site are “cut through” trips, meaning residents east of the project site that use Benchmark Drive and Street A to access Blue Oaks Boulevard to the west. Residents living along streets in the northern area of the project that connect Street A to Benchmark Drive could otherwise find such cut-through trips to be annoying.

The *City of Roseville Active Transportation Plan* (City of Roseville 2025) shows planned and recommended bicycle network improvements in West Roseville including:

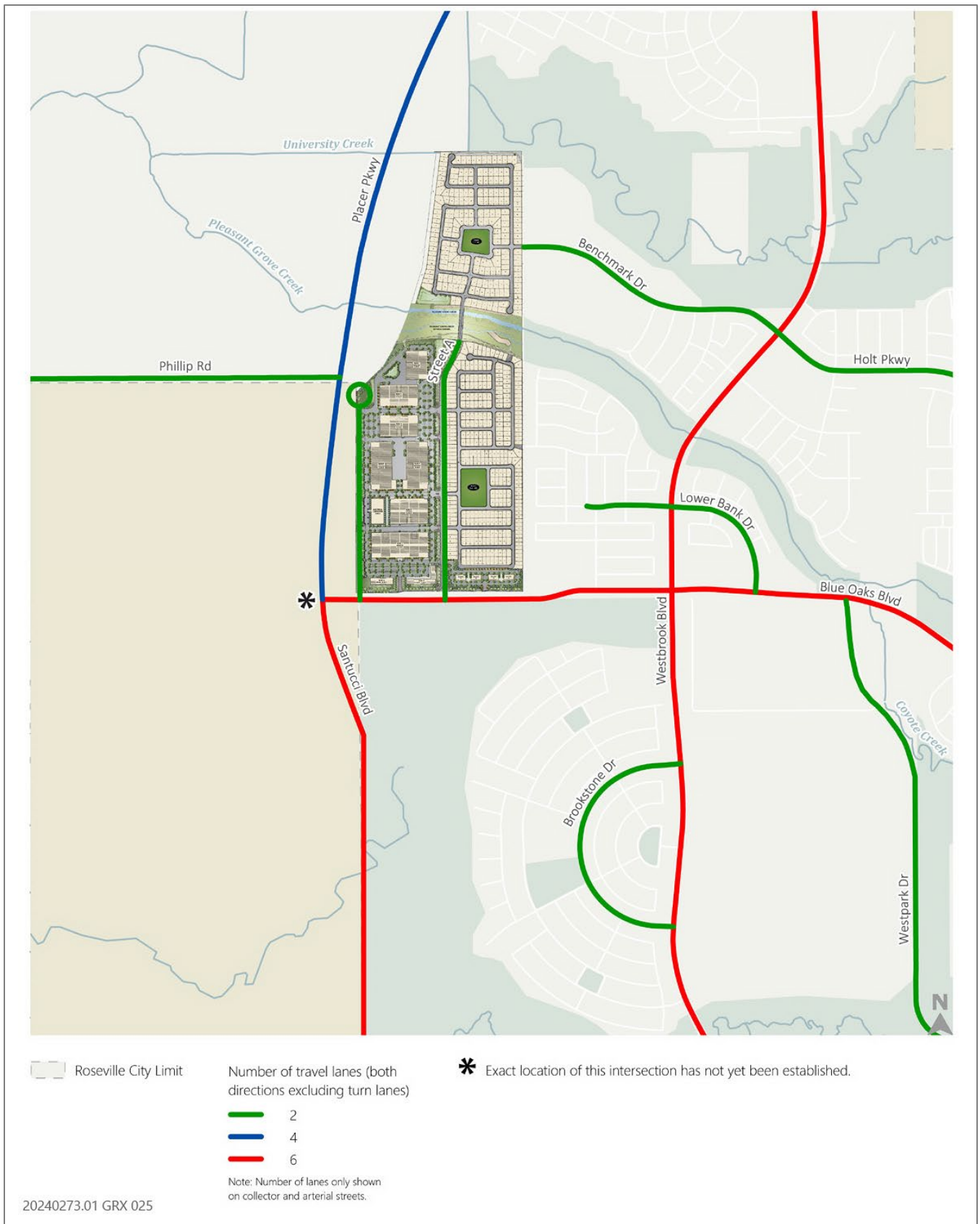
#### **Planned**

- ▶ Extension of Class II bike lane along Blue Oaks Boulevard to Santucci Boulevard; and
- ▶ Extension of Class I multi-use path along south side of Pleasant Grove Creek Floodplain westerly from the Creekview Specific Plan through the project site and under Placer Parkway.

#### **Recommended**

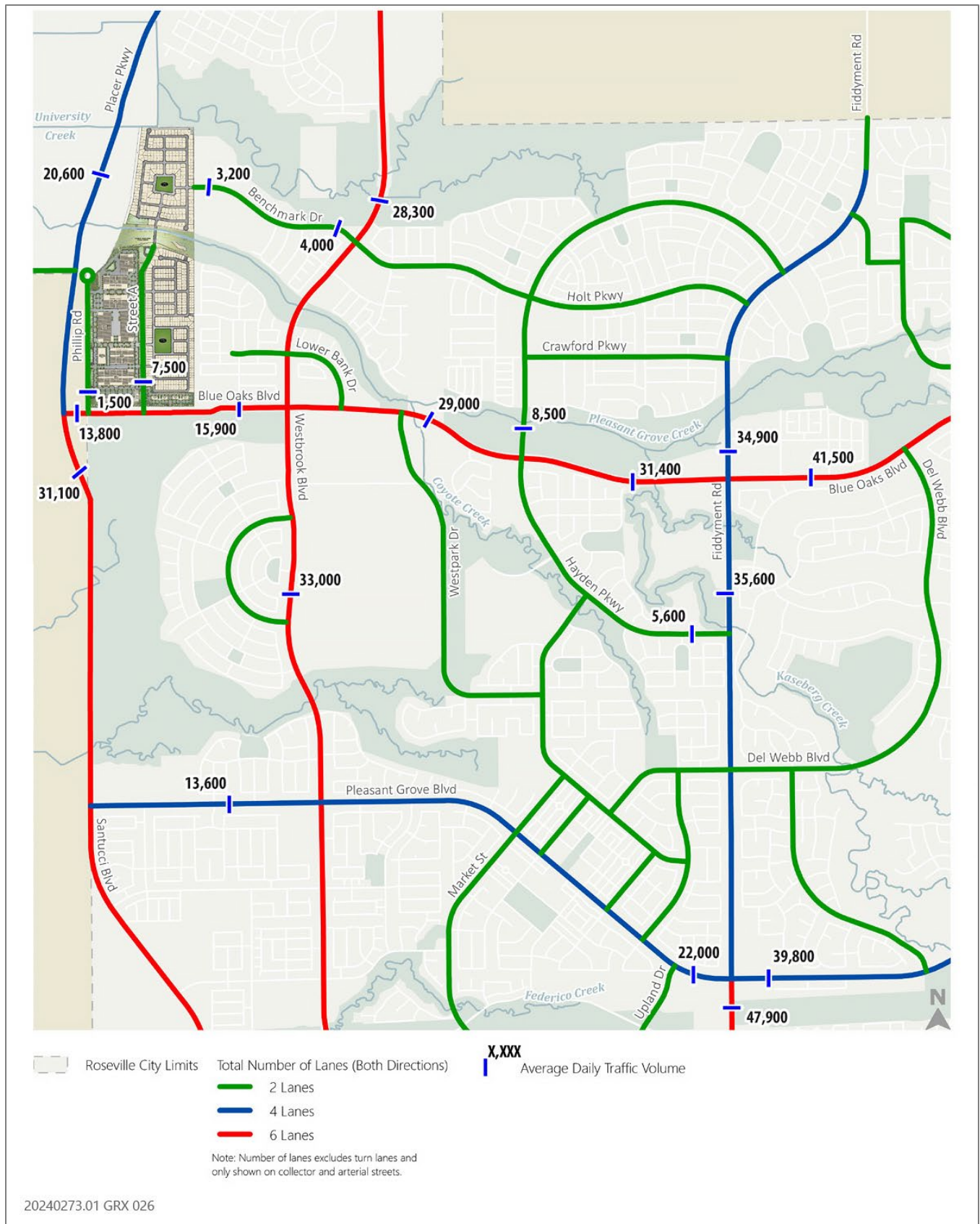
- ▶ Class II bike lane along Street A through project site;
- ▶ Buffered Class II bike lane along Westbrook Boulevard north of Blue Oaks Boulevard; and
- ▶ Series of Class I multi-use path north and east of the project site including a bridge across Pleasant Grove Creek near Meadow Mist Court, and multiple connections to the project’s northerly developed area.

In some instances, the proposed project would construct the identified improvement. In other cases, it would not preclude the improvement’s construction by others.



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

**Figure 4-2 Cumulative Roadway Network**



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

Figure 4-3 Cumulative Average Daily Traffic Volumes

## Vehicle Miles Traveled

Table 4-2 compares the project's vehicle miles traveled (VMT) per service population and the cumulative citywide average from the 2035 Cumulative Roseville travel demand model. This table indicates that the project would perform much better than the citywide average in terms of VMT per service population under cumulative conditions. It would improve the balance of jobs with housing in West Roseville and provide more proximate opportunities for area residents to access retail and health care.

**Table 4-2 Comparison of Project VMT with Citywide Cumulative VMT**

Measure	Cumulative (2035) Citywide Conditions <sup>1</sup>	Increase Due to Proposed Project
VMT Calculation Method	VMT Per Service Population	VMT Per Service Population
VMT <sup>2</sup>	10,011,721	52,648
Residents <sup>3</sup>	194,524	1,726
Employees <sup>3</sup>	117,814	1,129
Service Population <sup>4</sup>	312,338	2,855
VMT Efficiency Metric <sup>5</sup>	32.05	18.44
VMT Threshold	27.25	-

Notes: VMT = vehicle miles traveled.

<sup>1</sup> Analyzed using cumulative (2035) City of Roseville Travel Demand Model. Does not assume development of proposed project.

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

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

<sup>4</sup> Service population is the sum of residents plus employees.

<sup>5</sup> Efficiency metric is the ratio of VMT to service population.

Source: Data provided by Fehr & Peers in 2025.

The project's VMT per service population metric would be well below the City of Roseville's VMT threshold, which is a 15 percent reduction from the cumulative Citywide average. Thus, the project would contribute to an improved overall citywide VMT per service population efficiency metric and would not worsen it. Therefore, project cumulative impacts related to VMT would be less than significant and the project **would not have a considerable contribution** to any significant cumulative impact related to VMT.

## 4.3.4 Air Quality

### AIR QUALITY PLAN CONSISTENCY

The project and the related projects identified in Section 4.2.3 would have the potential to result in cumulative impact to air quality plans, if they would conflict with or obstruct implementation of the City of Roseville 2035 General Plan or the *Sacramento Regional 8-Hour Ozone Attainment and Reasonable Further Progress Plan*. The emission inventories used to develop applicable air quality plans are based primarily on projected population and employment growth and associated VMT within the Sacramento Valley Air Basin (SVAB). As discussed in Impact 3.3-1, the project would result in the development of new residential, office, and innovation land uses which would generate short- and long-term increases in criteria air pollutants and ozone precursors of reactive organic gas (ROG), oxides of nitrogen (NO<sub>x</sub>), and respirable particulate matter with aerodynamic diameter of 10 micrometers or less (PM<sub>10</sub>). Construction emissions would not exceed any applicable Placer County Air Pollution Control District (PCAPCD) thresholds. However, operational emissions of ROG would exceed established thresholds of significance, primarily due to area sources (e.g., consumer products, landscaping) and vehicle exhaust. Although the project would result in population and employment growth,

this growth was anticipated in the regional metropolitan transportation plan/sustainable communities strategy (MTP/SCS). The MTP/SCS forecasts residential and employment growth throughout the City of Roseville and specifically identifies the area in which the project site is located as an established community projected for residential and employment growth (SACOG 2025). In addition, as discussed in Section 3.3, "Transportation and Circulation," implementation of the project would not result in an exceedance of applicable VMT thresholds. Because the project would not result in increases in population or employment growth beyond that projected in regional or local plans and would not result in increases in VMT above that forecasted in attainment plans, the project would not conflict with or obstruct the implementation of the air quality plan. The related projects in the vicinity of the project would be required to comply with existing federal, state, and local regulations, including applicable general plans and the *Sacramento Regional 8-Hour Ozone Attainment and Reasonable Further Progress Plan*, which would prevent conflicts with applicable air quality plans from occurring. Therefore, the project, when added to the cumulative effects of related projects, **would not result in a cumulatively significant impact** related to conflicts with applicable air quality plans.

## CONSTRUCTION EMISSIONS

Placer County and the SVAB are in nonattainment for ozone (i.e., ROG and NO<sub>x</sub>) and PM<sub>10</sub> with respect to the California Ambient Air Quality Standards (CAAQS), and in nonattainment for ozone and fine particulate matter with aerodynamic diameter of 2.5 micrometers or less (PM<sub>2.5</sub>) with respect to the National Ambient Air Quality Standards (NAAQS). Construction activities in the region would add particulate matter and ozone emissions into the SVAB that may conflict with attainment efforts. Cumulative development identified in Section 4.2.3, "Related Projects," while required to mitigate for adverse air quality impacts, will contribute to regional emissions, resulting in a significant adverse cumulative impact.

Project-related construction emissions of ROG and NO<sub>x</sub> would not exceed the applicable mass emission thresholds established by PCAPCD. PCAPCD considers these thresholds to be the criteria for determining whether emissions generated by an individual project would be cumulatively considerable (PCAPCD 2017: 21). Therefore, project construction emissions would not be cumulatively considerable. However, because of the scale and extent of construction activities that would occur cumulatively, as well as the uncertainty of construction activities and timing of different phases, construction activities could overlap, resulting in emissions that exceed PCAPCD's daily construction thresholds. Therefore, the project **would result in a considerable contribution** to a significant cumulative impact related to construction emissions. This cumulative impact would be **significant and unavoidable**.

## LONG-TERM OPERATIONAL EMISSIONS

Ozone impacts are the result of cumulative emissions from numerous sources in the region and transport from outside the region. Reasonably foreseeable regional development identified in Section 4.2.3, "Related Projects," will add urban development on undeveloped land in the region. All of this regional development will increase emissions that contribute to ozone impacts. Ozone is formed in chemical reactions involving NO<sub>x</sub>, ROG, and sunlight. All but the largest individual sources emit NO<sub>x</sub> and ROG in amounts too small to have a measurable effect on ambient ozone concentrations by themselves. However, when all sources throughout the region are combined, they can result in ambient concentrations of ozone that exceed the NAAQS and CAAQS.

PM<sub>10</sub> and PM<sub>2.5</sub> have similar regional cumulative impacts when particulates are entrained in the air and build to unhealthy concentrations over time. PM<sub>10</sub> and PM<sub>2.5</sub> also have the potential to cause significant local problems during periods of dry conditions accompanied by high winds, and during periods of heavy earth disturbing activities. PM<sub>10</sub> and PM<sub>2.5</sub> may have cumulative local impacts if, for example, several unrelated grading or earth moving activities are underway simultaneously at nearby sites. Cumulative projects include several, large-scale developments in close enough proximity (e.g., Amoruso Ranch, Creekview Specific Plan, West Roseville Specific Plan, Whitney Ranch, and Twelve Bridges Specific Plan) such that localized PM<sub>10</sub> and PM<sub>2.5</sub> effects could occur. Operational PM<sub>10</sub> and PM<sub>2.5</sub> are less likely to result in local cumulative impacts as operational sources of PM<sub>10</sub> and PM<sub>2.5</sub> tend to be spread throughout the region (i.e., vehicles traveling on roads), not affecting any one receptor. Therefore, emissions of ROG, NO<sub>x</sub>, PM<sub>10</sub>, and PM<sub>2.5</sub> from cumulative development are significant in the air basin.

The operational emissions associated with implementation of the project would exceed the applicable thresholds for ROG. Because the PCAPCD thresholds are directly tied to attaining the NAAQS and CAAQS, projects that do exceed these thresholds would contribute to adverse health effects. Therefore, the project's contribution to the nonattainment status of the SVAB with respect to the CAAQS and NAAQS would be cumulatively considerable. Implementation of Mitigation Measures 3.4-3a, 3.4-3b, 3.4-3d, and 3.4-3e would reduce operational emissions. However, because the actual future tenants are unknown at this time, the level to which each individual on-site mitigation measure can be implemented is unknown; thus, emissions reductions associated with these measures were not quantified. Implementation of Mitigation Measure 3.4-3c would result in an approximate 2.4 percent reduction in ROG emissions (refer to Appendix C for detailed calculations) and Mitigation Measure 3.4-3f would offset the remaining excess emissions for a one-year period through an off-site mitigation program. Mitigation Measures 3.4-3a through 3.4-3f would reduce project-generated operational emissions. However, given that the actual future tenants are unknown and the long-term buildout and occupancy of the project, it cannot be guaranteed at this time that offsets would be available in the amounts needed at the time they are needed to reduce emissions to the necessary levels. Thus, the project's contribution to the nonattainment status of the SVAB with respect to the CAAQS and NAAQS would be considered cumulatively considerable despite mitigation. Similar to the project, cumulative development would be required to implement mitigation measures that would avoid or substantially lessen emissions of operational air pollutants that would otherwise exceed the thresholds. Therefore, the project **would result in a considerable contribution** to a significant cumulative impact related to conflicts with applicable air quality plans. This cumulative impact would be **significant and unavoidable**.

## TOXIC AIR CONTAMINANTS

Toxic air contaminants (TACs), which are examined under Impact 3.4-4 in Section 3.4, "Air Quality," are also pollutants of localized concern. Diesel particulate matter (diesel PM) emissions are the primary TAC of concern regarding the construction and operation of new urban land uses and infrastructure. The health risk-based significance criteria used to evaluate TACs under Impact 3.4-4 are also inherently cumulative. This impact examines whether implementing the project would result in the exposure of sensitive receptors to TAC emissions that would result in cancer risk of 10 in 1 million or a noncarcinogenic Hazard Index of 1 at any receptor. The project would result in TAC emissions that would exceed the applicable threshold and result in health risk at nearby sensitive receptors before mitigation. The effects of TAC concentrations are typically localized to areas in the near vicinity of a project site and adjacent areas. However, there are several nearby cumulative projects (refer to Figure 4-1) adjacent to the proposed project site. Therefore, the incremental effects of the project would combine with the effects of these projects to create potentially significant cumulative TAC impacts since these projects could also affect the same receptors as the project. Mitigation Measures 3.4-4a and 3.4-4b would reduce emissions associated with construction and operational activities, respectively, to below the applicable thresholds. Therefore, the project's contribution to cumulative impacts would not be cumulatively considerable. Nearby projects would also be required to incorporate similar mitigation to reduce significant TAC emissions, which, when considered collectively, would reduce the cumulative health risk to below the applicable threshold. However, it cannot be determined with certainty that future TAC concentrations would not expose any receptors to levels that exceed 10 in 1 million when combined with other projects. Consequently, the project **would result in a considerable contribution** to a significant cumulative impact related to TACs. This cumulative impact would be **significant and unavoidable**.

## ODORS

The creation of objectionable odors affecting a substantial number of people, which is examined under Impact 3.4-5 in Section 3.4, "Air Quality," is also an impact of localized concern. Construction and operation of the Phillip Road Project would not result in the development of new odor sources atypical of developed urban areas and odor-generating construction activity would be temporary. Any new odor sources would be subject to future environmental review, and to PCAPCD Rule 205, Nuisance. Implementation of the project would generate odors from construction activities which would be temporary and operational activities would generate intermittent odors from the use of truck idling and diesel generator use. These sources would be either used temporarily or would be used

for a brief period of time and also dissipate rapidly with distance. Due to the rapid dissipation of the odor with distance, the project **would not contribute to cumulative impacts** and, therefore, the cumulative impact would be **less than significant**.

### 4.3.5 Greenhouse Gas Emissions and Climate Change

The discussion of greenhouse gas (GHG) emissions associated with the project and related infrastructure for Impacts 3.5-1 and 3.5-2 in Section 3.5, "Greenhouse Gas Emissions and Climate Change," is inherently a cumulative impact analysis. GHG emissions from one project cannot, on their own, result in changes in climatic conditions; therefore, the emissions from one project must be considered in the context of their contribution to cumulative global emissions. The analysis of Impact 3.5-1 concluded that the level of construction-related GHG emissions associated with implementation of the project would not exceed PCAPCD's bright line threshold of 10,000 metric tons carbon dioxide-equivalent emissions (MTCO<sub>2</sub>e) per year and operation-related GHG emissions would not exceed the applicable efficiency thresholds of significance for residential (i.e., 4.5 MTCO<sub>2</sub>e/capita) or non-residential (i.e., 26.5 MTCO<sub>2</sub>e/1,000 square feet). However, the analysis of Impact 3.5-1 concluded that total operational GHG emissions (i.e., 21,197 MTCO<sub>2</sub>e/year) would exceed the applicable threshold of 10,000 MTCO<sub>2</sub>e/year. Therefore, the project-generated operational GHG emissions would be substantial and cumulatively considerable. The analysis of Impact 3.5-2 concluded that, because the project would not implement the most ambitious voluntary standards related to transportation electrification and building decarbonization as outlined in the 2022 Scoping Plan, it would conflict with the state's ability to meet its statewide GHG targets and, therefore, would be cumulatively considerable. Implementation of Mitigation Measure 3.5-1a would reduce onsite GHG emissions associated with building energy and transportation. Mitigation Measure 3.5-1b would prohibit natural gas use for most nonresidential uses and Mitigation Measure 3.5-1c would require the use of renewable natural gas for the nonresidential land uses that would require natural gas. Mitigation Measure 3.5-2a, which would require the project applicant to provide the necessary electric vehicle charging infrastructure (i.e., the most ambitious voluntary standards established in the 2025 California Green Building Standards Code, and Mitigation Measure 3.5-2b, which would require the project to implement a mandatory commute reduction program, would ensure that the project would not conflict with the 2022 Scoping Plan. Therefore, with mitigation, the project would not conflict with State GHG reduction goals at the project level. Nevertheless, given that the actual future tenants are unknown at this time, the exact onsite GHG emissions reductions from mitigation cannot be quantified. Thus, it cannot be guaranteed at this time that GHG emissions would be reduced to the levels necessary. For these reasons, the incremental effects of the project could combine with the effects of cumulative projects to create a significant cumulative impact related to GHG emissions, and the project's contribution to GHG emissions **would be cumulatively considerable**. This cumulative impact would be **significant and unavoidable**.

### 4.3.6 Noise and Vibration

#### CONSTRUCTION NOISE

Noise dissipates rapidly from its source; however, cumulative impacts from construction-generated noise could result if construction activities of other planned projects were to take place in close enough proximity to project-generated construction such that noise effects would combine to result in substantial increases in noise at the same sensitive receptors. Several new large developments are planned in the region. See Section 4.2.3, "Related Projects," for a list of reasonably foreseeable projects in the project area. The closest project to the project site, which is most relevant for the cumulative construction noise, includes the Creekview Specific Plan area, which is located immediately east of the project site and includes a total of 2,011 residential units at buildout. Housing is currently being developed within the Creekview Specific Plan area. It is likely that, as the Creekview Specific Plan area continues to be constructed, construction activities on the project site could occur simultaneously with construction of the Creekview Specific Plan area.

With regards to cumulative construction noise, and noise in general, the addition of two similar noise levels results in a 3-decibel (dB) increase, which is considered perceptible by most people. And, when a louder noise level is

combined with a lower noise level, a less than 3-dB increase would occur (i.e., 65 dB plus 60 dB equals 66 dB). Thus, for a perceptible increase in cumulative construction noise to occur, similar noise levels from two different construction sites would need to combine at the same sensitive receptor to result in a cumulative increase in noise.

Construction associated with the adjacent portions of the Creekview Specific Plan area has progressed substantially; site preparation, which is the construction phase that typically involves the most pieces of heavy equipment, appears to have been completed in most of these areas near the project site based on the City's issuance of plans and review of aerial photos. Construction in the Creekview Specific Plan area will likely be further along when project construction begins; therefore, if construction associated with Creekview Specific Plan is still occurring in areas adjacent to the project site, construction noise would generally be limited to the activities that produce the least amount of noise (e.g., finishing, architectural coatings). At the time of project construction, it is anticipated that construction noise associated with the Creekview Specific Plan (within areas adjacent to the project) would not be substantial. The project's construction noise would not combine with other nearby anticipated development such that a considerable cumulative increase in noise would occur. Therefore, the project **would not result in a considerable contribution** to a cumulative impact related to construction noise.

## VIBRATION

Cumulative impacts from construction-generated vibration could result if other future planned construction activities were to take place very close to other construction activities and cumulatively combine with construction vibration from the project. No new long-term vibration sources would result from the project and, thus, this impact focuses on construction vibration.

Vibration associated with construction activities is of primary concern within close proximity (typically within 100 feet) or if nighttime vibration-inducing activities were to occur near sensitive land uses. At increasing distances from the source, vibration levels dissipate rapidly and have less potential to cause disturbance to people or damage to structures. In addition, vibration generated from construction is typically associated with pile-driving activities that only occur during discrete phases of construction and for intermittent and brief periods at a time. For these reasons, even with additional large development projects and plans anticipated for future development, vibration impacts would remain local and would not combine with vibration sources from other construction activities even if construction activities at other future developments were to occur simultaneously with project construction activities. Given the proximity of existing sensitive receptors to the project site (i.e., approximately 50 feet east of the project site), -construction vibration associated with use of a vibratory roller (i.e., 85 vibration decibels [VdB]) would exceed the Federal Transit Administration recommended threshold of 80 VdB for adverse human response to vibration. Mitigation Measure 3.6-2 would require the project applicant to prepare a robust and comprehensive vibration control plan to ensure that nearby sensitive receptors are not exposed to levels of vibration that exceed applicable thresholds. Similar mitigation would be required of other projects to reduce significant construction vibration impacts. Because vibration levels generated by the cumulative projects would be limited to the vicinity of construction activities for those projects, and because vibration levels of the proposed project would not result in any off-site impacts, cumulative construction-generated vibration impacts would be less than significant. Therefore, the project **would not result in a considerable contribution** to a cumulative impact related to construction vibration.

## OPERATIONAL NOISE (TRANSPORTATION)

Traffic generated by future planned development in the region would result in additional traffic-related noise on surrounding roadways. The City of Roseville General Plan 2035 states that where existing exterior noise is less than 60 A-weighted decibels (dBA) community equivalent noise level (CNEL), a 5+ dBA increase in traffic noise is significant; where existing exterior noise is between 60 dBA and 65 dBA CNEL, a 3+ dBA increase in traffic noise; and where existing exterior noise is greater than 65 dBA CNEL, a 1.5+ dBA increase in traffic noise is significant.

To analyze the impact of cumulative operational transportation noise sources, traffic noise levels under cumulative no project and cumulative plus project conditions were modeled for affected roadway segments. This was done using

the Average Daily Traffic estimated in the transportation analysis conducted by Fehr & Peers. Refer to Appendix C for detailed information about the traffic noise modeling.

As described in Section 3.6, "Noise," according to the City of Roseville General Plan 2035 standards, the acceptable transportation noise standard at the boundary of any sensitive residential receptor is 60 dB ( $L_{dn}$ ). If existing noise levels exceed noise compatibility standards and a project results in a significant increase in noise (as defined below), then feasible methods of reducing noise to avoid a significant noise increase should be applied. Specifically, in cases where existing noise exceeds the City's noise compatibility standards, Policy N1.5 of the City of Roseville General Plan 2035 states:

- ▶ Where existing exterior noise is less than 60 dB, a  $\geq 5$  dB increase in noise is significant.
- ▶ Where existing exterior noise is between 60 and 65 dB, a  $\geq 3$  dB increase in noise is significant.
- ▶ Where existing exterior noise is greater than 65 dB a  $\geq 1.5$  dB increase in noise is significant.

Table 4-3 summarizes the cumulative no project traffic noise levels, cumulative plus project traffic noise levels, and the incremental increase in traffic noise attributable to the project. Modeling also applied a 5-dB reduction for known existing or planned sound barriers along roadways. Noise modeling inputs and assumptions are contained in Appendix C.

**Table 4-3 Summary of Modeled Traffic Noise Levels under Cumulative and Cumulative-Plus-Project Conditions**

Segment #	Roadway Segment	Cumulative (dBA $L_{dn}$ )	Cumulative Plus Project (dBA $L_{dn}$ )	Sound Wall Attenuation <sup>1</sup>	Change (dBA)	Applicable Increase Threshold (dB)	Exceeds Threshold
1	Blue Oaks Boulevard from Project Site to Westbrook Boulevard	57.2	60.0	Yes	+2.7	5.0	No
2	Blue Oaks Boulevard from Westbrook Boulevard North Hayden Parkway	62.5	62.8	Yes	+0.3	3.0	No
3	Blue Oaks Boulevard from North Hayden Parkway to Fiddymment Road	64.1	64.3	Yes	+0.2	3.0	No
4	Blue Oaks Boulevard from Fiddymment Road to Del Webb Boulevard	64.9	65.0	Yes	+0.1	3.0	No
5	Pleasant Grove from Market Street to Fiddymment Road	63.1	63.2	Yes	+0.1	3.0	No
6	Westbrook Boulevard from Blue Oaks Boulevard to Pleasant Grove Boulevard	62.3	62.5	Yes	+0.1	3.0	No
7	Hayden Parkway from Fiddymment Road to Blue Oaks Boulevard	56.4	56.4	Yes	+0.0	5.0	No
8	Hayden Parkway from Blue Oaks Boulevard to Crawford Parkway	58.0	58.0	Yes	+0.1	5.0	No
9	Fiddymment Road from Del Webb Boulevard Blue Oaks Boulevard	64.6	64.6	Yes	+0.0	3.0	No
10	Fiddymment Road from Blue Oaks Boulevard to Crawford Parkway	65.2	65.2	Yes	+0.0	1.5	No
11	Placer Parkway North of Blue Oaks Blvd	66.4	66.5	No	+0.1	1.5	No
12	Santuccie Boulevard from Blue Oaks Blvd to Pleasant Grove	67.9	68.3	No	+0.4	1.5	No
13	Blue Oaks Boulevard from Phillip Road to Placer Parkway	57.7	59.8	Yes	+2.1	5.0	No

Segment #	Roadway Segment	Cumulative (dBA L <sub>dn</sub> )	Cumulative Plus Project (dBA L <sub>dn</sub> )	Sound Wall Attenuation <sup>1</sup>	Change (dBA)	Applicable Increase Threshold (dB)	Exceeds Threshold
14	Pleasant Grove from Westbrook Boulevard to Santucci Boulevard	60.2	60.2	Yes	<b>+0.1</b>	3.0	No
15	Pleasant Grove East of Fiddymont Road	65.7	65.7	Yes	<b>+0.0</b>	1.5	No
16	Westbrook Boulevard north of Holt Parkway	62.7	62.9	Yes	<b>+0.2</b>	3.0	No
17	Benchmark Drive east of Westbrook Boulevard	49.8	51.2	Yes	<b>+1.4</b>	5.0	No

Notes: dB = decibel; dBA = A-weighted decibels; CNEL= community noise equivalent level.

Bolded values represent an increase that exceeds the City of Roseville's noise standards.

<sup>1</sup> Typical sound wall has a noise attenuation of 5 dBA (FTA 2018)

Sources: FTA 2018; Noise levels modeled by Ascent in 2025.

Based on modeling conducted for the project and presented in Table 3.6-13 in Section 3.6, "Noise," existing and existing plus project noise levels would not exceed the applicable increase thresholds, but would substantially increase perceived noise along one roadway segment: Blue Oaks Boulevard from the project site to Westbrook Boulevard. Specifically, the traffic noise increase along the segment of Phillip Road from the project site to Westbrook Boulevard would be 10.7 dBA, which would be a perceived doubling of noise. This project-level impact was concluded to be significant and unavoidable in Section 3.6, "Noise," and no feasible mitigation is available.

Similarly, noise volumes along the segment of Blue Oaks Boulevard from the project site to Westbrook Boulevard were already anticipated to exceed 60 dB in the cumulative condition with or without the project. As demonstrated in the Creekview Specific Plan EIR, roadway noise along Blue Oaks Boulevard west of Westbrook Boulevard were anticipated to reach noise levels of 65.5 dBA L<sub>dn</sub> in the cumulative condition with buildout of the Creekview Specific Plan (City of Roseville 2011: Table 5-42).

As shown in Table 4-3, as planned cumulative development continues to result in growth and associated traffic noise increases into the future, the project's contribution to the cumulative noise environment would decrease (i.e., the project's traffic is a smaller percentage of overall traffic in the cumulative condition). Specifically, traffic noise increases on Blue Oaks Boulevard alone would only be 2.7 dBA (compared to a 10.7 dBA increase when only considering the project compared to existing conditions without future planned growth accounted for), which is below the City of Roseville's applicable traffic noise increase standard. Further, the project would not increase future noise volumes on any segment from a level of 60 dB or less to a level above 60 dB, which is the acceptable noise volume for residential uses. For roadway segments already predicted to operate in excess of the acceptable noise threshold of 60 dB, the project would not result in a substantial increase in cumulative noise (i.e., 3 dB increase where noise is between 60 dBA and 65 dBA or 1.5 dB increase where noise is 65 dBA or higher).

Regarding mitigation measures, the Creekview Specific Plan EIR concluded that the noise impact was significant and that all feasible mitigation had been applied, which included the use of setbacks, berms, and the masonry sound wall that was constructed on this segment of Blue Oaks Boulevard. Though feasible mitigation was applied, the impact was concluded to be significant and unavoidable. Therefore, although existing residents would perceive a substantial increase in noise, this cumulative impact has been previously identified in the Creekview Specific Plan EIR, all feasible mitigation has already been applied, and no further feasible mitigation is available.

Therefore, considering the anticipated future growth and associated traffic volumes on nearby roadways, the project's contribution to the cumulative noise environment **would not be a considerable contribution** to a cumulative impact relating to operational traffic noise.

## OPERATIONAL NOISE (STATIONARY)

The proposed project would result in land use development that typically includes stationary noise sources such as noise from heating, ventilation, and air conditioning (HVAC) units, electrical generators, and loading docks. As discussed in Impact 3.6-4 in Section 3.6, "Noise and Vibration," stationary noise sources would be mitigated to below applicable standards with on-site design features such as equipment enclosures and sound barriers; thus, noise from these sources would not combine from other off-site stationary sources to result in considerable increases in noise. Therefore, the project **would not result in a considerable contribution** to a cumulative impact related to operational noise from stationary sources.

### 4.3.7 Biological Resources

Sensitive habitats for biological resources in the vicinity of the project site and in the region have been modified, removed, and fragmented over time as land has been developed and converted to agricultural, urban, and residential uses. Historic development in the region has resulted in substantial loss of sensitive habitats, including riparian habitat, which has been dramatically reduced from its historical extent in the region. This represents an existing significant cumulative impact. Future projects in the region, including projects described in Section 4.2.3, "Related Projects," could continue to result in losses of sensitive habitats and sensitive species. These future projects include planned residential development (i.e., under approved specific plans) and major road improvements (e.g., Placer Parkway), which would contribute to ongoing loss of natural habitat (e.g., vernal pools, grassland, riparian habitat). Although individual projects would be required to mitigate for significant impacts on a project-by-project basis, they may result in residual impacts that combine with the existing adverse condition to create a significant cumulative impact related to special-status species and sensitive habitats.

The project site and vicinity are located in an area of Roseville that is characterized by agricultural land uses and ongoing residential development. Additionally, most project activities would occur within the agricultural land on the project site and would avoid Pleasant Grove Creek and its adjacent habitat. While some proposed development would encroach into the creek, including bridge construction, the project has been designed to reduce impacts to the creek habitat and preserve the creek area as open space. Nonetheless, project implementation could result in adverse effects on special-status plants, special-status wildlife, valley oak riparian woodland habitat (also considered a sensitive natural community), waters of the United States and state, and egret or heron rookeries (considered wildlife nursery sites). Additionally, project implementation could result in conflicts with tree preservation requirements in the City of Roseville Municipal Code. Mitigation Measures 3.7-1, 3.7-2a through 3.7-2j, 3.7-3, 3.7-4a, 3.7-4b, 3.7-5a, 3.7-5b, and 3.7-6 would avoid or minimize adverse effects on these resources and would reduce impacts to a less-than-significant level. These mitigation measures would require the City to conduct focused surveys for specific species, implement avoidance measures if individuals are detected, and, if avoidance is not feasible, mitigate for the loss of individuals or habitat, in accordance with the requirements of the federal Endangered Species Act and the California Endangered Species Act and other regulatory programs that protect habitats and General Plan policies for resource protection. The City would also be required to utilize wildlife-friendly building and fencing design (Mitigation Measure 3.7-5b), and obtain and comply with the provisions of a City Tree Permit for removal of protected trees (Mitigation Measure 3.7-6). Through full implementation of the mitigation measures, potential project-related impacts would be avoided, reduced, or compensated to such an extent that they are not expected to result in a considerable contribution to a significant cumulative impact.

Because the project would either have no impact or a very limited impact on biological resources after mitigation, it **would not have a considerable contribution** to a significant cumulative impact related to biological resources.

### 4.3.8 Cultural Resources

The cumulative context for cultural resources is the former territory occupied by the Nisenan and the historic period small-scale ranches located near Pleasant Grove Creek. Nisenan territory extended from the area surrounding the current City of Oroville on the north to a few miles south of the American River on the south. The Sacramento River

bounded the territory on the west, and in the east, it extended to a general area located along the crest of the Sierras west of Lake Tahoe. Historic period ranches near Pleasant Grove Creek included those of the Lee, Boutwell, Dunlap, and Kaseberg, and the Fiddyments. Lee and Boutwell, Dunlap, and Kaseberg used the land around Pleasant Grove Creek for livestock grazing while the Fiddyments also used the land for livestock grazing, a turkey farm in the 1920s, and more recently for pistachio farming. Today cattle grazing is still practiced on the project site, and a pistachio orchard is present to the southwest.

Because all significant cultural resources are unique and nonrenewable members of finite classes, meaning there are a limited number of significant cultural resources, all adverse effects erode a dwindling resource base. The loss of any one significant archaeological site could affect the scientific value of others in a region because these resources are best understood in the context of the entirety of the cultural system of which they are a part. The cultural system is represented archaeologically by the total inventory of all sites and other cultural remains in the region. As a result, a meaningful approach to preserving and managing cultural resources must focus on the likely distribution of cultural resources, rather than on a single project or parcel boundary.

Proper planning and appropriate mitigation can help to capture and preserve knowledge of such resources and can provide opportunities for increasing our understanding of past environmental conditions and cultures by recording data about sites discovered and preserving the artifacts found. Federal, state, and local laws are also in place, as discussed in Section 3.8, "Cultural Resources," that protect these resources in most instances. Even so, it is not always feasible to protect these resources, particularly when preservation in place would make projects infeasible, and for this reason the cumulative effects of past and present projects in the City of Roseville, including the projects listed in Section 4.2.3, "Related Projects," could result in a potentially significant cumulative impact on archaeological resources. Without mitigation, implementation of the proposed Phillip Road Project has the potential to cause a substantial change in the significance of archaeological resources that are unique and nonrenewable members of finite classes (Impact 3.8-1). With implementation of Mitigation Measures 3.8-1a and 3.8-1b, adverse effects on known archaeological resources and potentially newly discovered archaeological resources would be avoided. Further, it is reasonable to assume the City of Roseville would take similar actions to avoid, record, or otherwise treat unique archaeological resources appropriately, in accordance with pertinent laws and regulations. Impacts related to human remains would be avoided through compliance with California Health and Safety Code Section 7050.5 and California Public Resources Code Section 5097 (Impact 3.8-2). Therefore, the project **would not result in a considerable contribution** to a cumulatively significant loss of cultural resources.

### 4.3.9 Hazardous Materials, Wildfire, and Other Hazards

Hazardous materials impacts associated with the past or current uses of a project site usually occur on a project-by-project basis and are site- or location-specific rather than regional in nature. A cumulative impact would occur if the project in combination with the cumulative projects would result in potential significant impacts from hazardous materials, interference with implementation of emergency response plans, or wildfire hazards.

Any hazardous materials discovered during construction activities would be managed consistent with applicable federal, state, and local laws to limit exposure and clean up the contamination. In addition, the use, storage, transport, and disposal of hazardous materials would be undertaken in accordance with applicable federal and state requirements to limit risk of exposure. Other projects in the vicinity of the project would create similar hazardous material effects during standard construction activities. Current and reasonably foreseeable projects, including those described in Section 4.2.3, "Related Projects," would also be required to comply with applicable regulations and laws similar to those identified in Section 3.10, "Hazards and Hazardous Materials," to minimize the potential for hazardous conditions to occur. Therefore, the incremental impacts of implementing the project, when added to the cumulative effects of related projects, would not result in a cumulatively significant impact related to hazardous materials use, storage, transport, or accidental spills.

Project construction would not impair an adopted emergency response plan or emergency evacuation plan; however, construction activities would involve truck traffic that could result in temporary lane closures, increased traffic, and other roadway conditions that could interfere with or slow down emergency vehicle access and services.

Implementation of Mitigation Measure 3.9-2 would reduce potential impacts to emergency access such that they would not be cumulatively considerable. Additionally, the project has the potential to increase wildland fire hazards during construction; however, implementation of Mitigation Measures 3.9-3a and 3.9-3b would reduce potential wildfire hazards such that they would not be cumulatively considerable. Current and reasonably foreseeable projects, including those described in Section 4.2.3, "Related Projects," would also be required to comply with measures that would minimize and/or avoid impacts related to emergency access and wildfire risk.

Therefore, the project **would not have a considerable contribution** to a cumulative impact related to hazards and hazardous materials or wildfire.

## 4.3.10 Public Services and Recreation

For public services and recreation, the cumulative context includes the service areas of the various service providers.

### FIRE PROTECTION

Existing fire protection and emergency response services in the project area are sufficient to meet existing demand. Cumulative development described in Section 4.2.3, "Related Projects," would result in continued development Roseville and surrounding areas. This cumulative growth would place additional demand on existing fire protection and emergency response services, resulting in a potentially significant cumulative impact. As discussed in Impact 3.10-1, future Fire Station #11 (to the northeast of the project site) is planned to be located in the Amoruso Ranch Specific Plan area. This new fire station would be expected to be funded through development fees (including from the proposed project) as well as funding from other sources. New stations would be built commensurate with new development in those areas. As described in Impact 3.10-1, fire services are a general fund department funded primarily by sales tax and property tax revenue. As part of project operation, sales tax and property tax revenue generated by the project would help fund existing and future fire protection needs. Additionally, the Development Agreement for the project will include a requirement for the applicant to pay into a Community Facilities District (CFD), which provides funding for fire protection and other public services. Cumulative development would also be required to pay necessary development impact fees to the CFD to assist in funding public services, including fire protection services. The project would be required to adhere to all applicable requirements related to fire protection, would generate sales tax revenue used to fund general fund departments such as the Fire Department, is within the Fire Department's existing service area, and, most importantly, and would not require the need for new or expanded facilities. Therefore, the project **would not result in a considerable contribution** to a cumulative impact on fire protection and emergency response services.

### POLICE PROTECTION

Existing law enforcement services in the project area are also sufficient to meet existing demand. Cumulative development described in Section 4.2.3, "Related Projects," would result in growth that would place additional demand on existing law enforcement services, resulting in a potentially significant cumulative impact on existing law enforcement services and facilities. However, police services are a general fund department funded primarily by sales tax and property tax revenue, and these development projects (as well as the proposed project) would help fund existing and future law enforcement needs. Additionally, the Development Agreement for the project will include a requirement for the applicant to pay into a CFD, which provides funding for police protection and other public services. As described in Impact 3.10-2, the Roseville Police Department's Fiscal Year 2024-2025 budget provides funding to support current and future staff members. The funding for future positions would expand the Police Department's current staffing to better serve the City, including the project, but would not result in the construction of new or expanded facilities that could generate significant environmental impacts. Cumulative development would also be required to pay necessary development impact fees to the CFD to assist in funding public services, including police protection services. Because the project would not result in an increased need for new or expanded facilities and impacts related to police protection would be less than significant, the project **would not result in a considerable contribution** to a cumulative impact on law enforcement services.

## SCHOOLS

Based on the City's growth projections, the General Plan EIR identified that the Roseville City School District will require six additional elementary schools and one additional middle school in the West Roseville, Creekview, and Amoruso Ranch Specific Plan areas to meet growth demands associated with the current General Plan land use allocation (City of Roseville 2020b). Locations for these facilities have been identified in the West Roseville, Creekview, and Amoruso Ranch Specific Plans. (Note: the proposed school for the Amoruso Ranch Specific Plan area is no longer proposed by the School District.) Cumulative development described in Section 4.2.3, "Related Projects," would result in growth that would place additional demand on schools, resulting in a potentially significant cumulative impact on existing school facilities.

The project would add an estimated 1,550–1,650 new residents to Roseville, resulting in an increased student population and an increased demand on existing school facilities. New development, including the project, are required to pay the State-mandated school impact fees that are levied at the time of development in accordance with Senate Bill (SB) 50. Furthermore, project applicants for future development in the City consistent with the General Plan may enter into voluntary mutual benefit impact fee agreements to further mitigate school impacts in accordance with City Ordinance 2434. Developer fees may be used to finance new schools and equipment and to reconstruct existing facilities to maintain adequate housing for all students. In accordance with SB 50, payment of school fees constitutes mitigation related to school impacts. Government Code Section 65995(h) states that the payment or satisfaction of a fee, charge, or other requirement levied or imposed under Section 17620 of the Education Code is deemed to be full and complete mitigation of the impact for the planning, use, development, or provision of adequate school facilities. Therefore, the project **would not result in a considerable contribution** to a cumulative impact related to school facilities.

## LIBRARIES

The City's library system provides facilities and services for people within the city as well as Placer, Sacramento, and Sutter Counties. Existing library facilities include the Downtown Library, Maidu Library, and Martha Riley Community Library. The project would add an estimated 1,550–1,650 new residents to Roseville and may increase demand for library services. The project would increase demand on an already overburdened library system, but would not meet the criteria to build a new library. However, the project applicant would be required to pay the necessary development impact fees to the CFD, and the project would generate sales tax and property tax revenue used to fund public services such as the City's library system. Cumulative development would also be required to pay necessary development impact fees to the CFD to assist in funding public services, including the construction of new and/or expanded library facilities. Further, cumulative development would generate sales tax and property tax revenue used to fund library services. Therefore, the project **would not result in a considerable contribution** to a cumulative impact related to library facilities.

## PARKS AND RECREATION

As detailed in Section 3.10, "Public Services and Recreation," buildout of the project would increase the level of recreational opportunities for local residents. In accordance with the Quimby Act, the City has an adopted standard of 9 acres of park land per 1,000 residents, which has historically been met through the dedication of parkland as a part of development. As of 2025, the City has 1,037.44 acres of developed parkland, or a ratio of 6.74 acres of developed parkland per 1,000 residents. The project would add an estimated 1,550–1,650 new residents to Roseville, which would add new population and increase demand for new and existing parks and recreation facilities. Additionally, the project includes 4.9 acres of developed parkland and 13.8 acres of open space, in addition to 1 acre of bike trails on the project site. Based on the City's General Plan standards of 9 acres of parkland (3 acres of developed neighborhood parks, 3 acres of citywide parks, and 3 acres of open space) per 1,000 residents, the project would require a total of 4.65–4.9 acres each of developed neighborhood parks, citywide parks, and open space. The project would include 4.9 acres of developed neighborhood parkland and 13.8 acres of open space, in addition to 1 acre of bike trails. Thus, the project would meet the requirements for developed neighborhood parkland and open space, but would not meet the

requirements for citywide parks. Because the project would not provide the required acreage of dedicated citywide parks, in-lieu (of land) fees would be applied to the project to address this shortfall of dedicated parkland. The impacts of construction and operation of these parks, open space, and bike facilities are analyzed throughout this EIR and mitigation measures are provided where necessary to reduce or avoid impacts. Other new developments in the city would similarly be required to dedicate parkland and/or pay fees to mitigate for increased park demands in accordance with the Quimby Act to offset maintenance and construction of recreation facilities in response to increases in population and development. Therefore, the project **would not result in a considerable contribution** to a cumulative impact related to parks and recreational facilities.

### 4.3.11 Utilities and Service Systems

For utilities and service systems, the cumulative context includes the service areas of the various service providers.

#### UTILITY INFRASTRUCTURE

Water supply and wastewater service would be provided by the City of Roseville Environmental Utilities, electrical service would be provided by Roseville Electric, and natural gas service would be provided by the Pacific Gas and Electric Company (PG&E). Future development in Roseville would increase the demand for new and expanded utility infrastructure, the relocation or construction of which could cause significant environmental effects. As described under Impact 3.11-1 in Section 3.11, "Utilities and Service Systems," the project would require the extension of nearby potable water, recycled water, wastewater, stormwater, and electrical infrastructure onto the project site. All of the project-related utility infrastructure extensions and hookups would be installed within the disturbance area of the project site, within existing roadways (e.g., Blue Oaks Boulevard, Phillip Road, and Westbrook Boulevard), and within a public utility easement located in City-designated open space along the south side of Blue Oaks Boulevard. Impacts associated with construction of new or extended utility infrastructure are analyzed throughout this EIR and mitigation measures have been identified, where necessary, that would reduce or avoid most impacts to a less-than-significant level. No additional utility infrastructure beyond what was described and evaluated in this EIR would be required to serve the project.

However, the project would contribute to the need for the City to construct improvements to its existing recycled water infrastructure to serve full buildout of its recycled water customers. Because the specific location, design, timing, and construction methods of these recycled water infrastructure improvements have not yet been determined, the associated environmental impacts cannot be fully evaluated at this time and feasible mitigation measures cannot be identified. Potential environmental impacts of installing these improvements typically include generation of dust and air pollutant emissions from construction equipment and vehicles, construction noise, temporary disruptions to local roadways, ground disturbance (that may lead to erosion, sediment runoff, and soil compaction), clearing or disturbance of vegetation, potential impacts on special-status species and their habitat (including wetlands), potential impacts to archaeological or historical resources (if present), risk of sedimentation and pollutants entering nearby surface waters, potential groundwater contamination if excavation intersects shallow aquifers, increased runoff, and potential for spills of fuels or chemicals. Operational impacts could include generation of air pollutant and GHG emissions from stationary equipment and vehicles, noise from pumps and equipment, increased energy demand, and potential odor issues.

As described above, the project includes utility infrastructure extensions and hookups, the environmental effects of which have been analyzed in this EIR and mitigation measures have been identified, where necessary. Because the project would contribute to the need for the City to construct improvements to its existing recycled water infrastructure to serve full buildout of its recycled water customers, and because these environmental impacts cannot be fully evaluated at this time and feasible mitigation measures cannot be identified, cumulative impacts related to the construction of future recycled water infrastructure improvements would be **significant and unavoidable** and the project's contribution **would be cumulatively considerable**.

## WATER SUPPLY

The geographic scope for the cumulative water supply analysis is the City of Roseville. Population growth and local regulation of associated development within the city prevent the occurrence of existing cumulative utilities and service system impacts by implementing the *City of Roseville General Plan* that includes a policy framework that ensures adequate capacity exists to support proposed development.

The City of Roseville's 2020 Urban Water Master Plan (UWMP) describes the availability of water and discusses water use, recycled water use, and water conservation through 2045, with buildout of the General Plan anticipated in 2035 (City of Roseville 2022). As described in the UWMP, water supply is projected to be sufficient in normal water years over the UWMP's 20-year planning period (i.e., 2020 to 2045). The UWMP shows that in single-dry years and some multiple-dry years, water supply would be insufficient to meet demand within the City's service area over the 20-year planning period; however, potable water conservation measures implemented as part of the City's Water Shortage Contingency Plan and/or groundwater use would ensure sufficient water supplies to meet demands. Therefore, the City would have sufficient water supplies available to serve buildout of the General Plan from existing or permitted entitlements in normal, single-dry, and multiple-dry water years (City of Roseville 2020b, 2022). In addition, the City continues to advance projects aimed at strengthening water supply availability and reliability and other long-term projects to increase water resiliency in dry and drought years.

At the time the 2020 UWMP was prepared, the proposed project was not considered in the City's water demand projections. Therefore, a water supply assessment (WSA) was prepared for the project to evaluate the availability of long-term water supplies to meet the project's demands in normal, single dry, and multiple dry years for a period of 20 years. A 2022 WSA was prepared to evaluate the availability of water supplies to serve the Roseville Industrial Park Project, which was previously planned for development at the project site. An amendment to the 2022 WSA was prepared in December 2025 to provide updated water demand projections for the project as currently proposed. The 2025 WSA Amendment also considers updated water supply availability information that became available subsequent to the release of the City of Roseville 2020 UWMP and the 2022 WSA. The 2025 WSA concluded that sufficient potable water supplies would be available to meet the project's demands during normal water years, as well as during single-dry years or extended drought conditions with implementation of water use restrictions identified in the City's Water Shortage Contingency Plan and Municipal Code (West Yost 2025). As described under Impact 3.11-2 in Section 3.11, "Utilities and Service Systems," the City would have sufficient water supplies to serve the proposed project in addition to the City's projected water demand in the 2020 UWMP during normal, dry, and multiple dry years. Therefore, the project **would not result in a considerable contribution** to a cumulative impact related to water supply.

## SOLID WASTE

The cumulative setting for solid waste services consists of the Western Placer Waste Management Authority (WPWMA) service area, including unincorporated western Placer County and the cities of Rocklin, Lincoln, Roseville, Loomis, Auburn, and Colfax. Future development in the region, described in Section 4.2.3, "Related Projects," would increase the amount of waste processed at the Material Recovery Facility (MRF) and disposed of at the Western Regional Sanitary Landfill. In recognition of this growth, WPWMA approved a landfill expansion in 2022 that would accommodate growth in the waste stream until 2110; therefore, cumulative demand for solid waste services is considered less than significant.

As of June 30, 2017, the landfill had a remaining disposal capacity of approximately 24.5 million cubic yards. Based on projected waste disposal, which assumes a 2 percent average annual increase in municipal solid waste, the landfill is currently estimated to reach the end of its life in 2058 (City of Roseville 2020b). Expansion of the landfill to extend its operational life an additional 43 to 52 years was evaluated in an EIR (WPWMA 2022; State Clearinghouse No. 2019039087). This expansion, which was approved in December 2022, would expand the permitted capacity of the landfill to between 45.1 and 50.2 million cubic yards (WPWMA 2022). As described under Impact 3.11-3 in Section 3.11, "Utilities and Service Systems," the project's anticipated solid waste production of 3.73-4.02 tons per day would comprise 0.4 percent of the remaining daily capacity for landfill. Cumulative development in the WRS� service area would be required to pay collection fees, a portion of which could be used to service bonds necessary to fund

expansion of the WRSL. Further, cumulative development would be required to demonstrate an adequate capacity of utilities and services, including solid waste disposal, before project approval. Because of these requirements, the approved expansion of the landfill, and the project's small percent of the remaining daily capacity of the landfill, the project's contribution to cumulative solid waste disposal **would not be cumulatively considerable**.

### 4.3.12 Hydrology and Water Quality

Previous, on-going, and future development in the City of Roseville and Placer County, including projects discussed in Section 4.2.3, "Related Projects," have contributed to additional demands on groundwater resources and available water supply, surface and groundwater water quality impacts, and regional increases in peak drainage flows from increased impervious surfaces associated with development.

As identified in Impact 3.12-1 in Section 3.12, "Hydrology and Water Quality," all earth disturbing activities during construction would be subject to the National Pollutant Discharge Elimination System (NPDES) permit program that would require the project applicant to obtain coverage under the General Permit for Discharges of Storm Water Associated with Construction Activity (Construction General Permit Order 2009-0009-DWQ). The NPDES Construction General Permit identifies limits on discharge, monitoring and reporting requirements, and other provisions to ensure that the discharge does not hurt water quality or people's health. Compliance with these provisions, including preparation of a stormwater pollution prevention plan and implementation of best management practices, the construction impacts associated with water quality and waste discharge requirements would be minimized. The project would also comply with the City's Urban Stormwater Quality Management and Discharge Control Ordinance, West Placer Storm Water Quality Design Manual, the Placer County Flood Control and Water Conservation District's Stormwater Management Manual, and Section 16.20.040 of the Roseville Municipal Code that include measures to control, prevent, remove, or reduce pollution. Similar requirements would be placed on other developments in Roseville and surrounding areas to reduce water quality impacts. Therefore, the project's contribution to cumulative water quality impacts **would not be cumulatively considerable**.

The project would not directly use groundwater; however, it would be served by the City of Roseville, which uses surface and groundwater sources for the City's water supply. The project site is undeveloped land and implementation of the project would add impervious surface to the site; however, this would account for less than 0.1 percent of the surface area of the North American River subbasin. Therefore, the project would not substantially decrease groundwater levels nor interfere with groundwater recharge. The project would not substantially deplete groundwater supplies, and the project's contribution to potential groundwater use under cumulative conditions **would not be cumulatively considerable**.

Future development of the project site would increase the quantity of impervious surfaces, which would alter the drainage pattern and increase the rate or amount of surface runoff. This would result in increased runoff and potentially an increase in flooding. In addition, portions of the project site are designated as 100-year floodplain and 500-year floodplain for Pleasant Grove Creek. However, the project would be required to comply with City Improvement Standards, the City's Stormwater Quality Design Manual, and Placer County Flood Control and Water Conservation District's Stormwater Management Manual that require stormwater drainage facilities be designed with adequate capacity for stormwater flows from the project site. The project would also be required to obtain a Letter of Map Revision from FEMA. Without mitigation, implementation of the proposed Phillip Road Project could increase the potential for flooding and exceedance of stormwater drainage systems (Impact 3.12-3). With implementation of Mitigation Measure 3.12-3, the project's increased runoff volumes would be offset. Further, it is reasonable to assume the City of Roseville would take similar actions to require appropriate mitigation of project-specific flooding impacts, in accordance with pertinent laws and regulations. With implementation of these measures, the project's contribution to cumulative drainage impacts **would not be cumulatively considerable**.

### 4.3.13 Aesthetics

Aesthetic and visual resources impacts are project-specific and highly localized. Aesthetic impacts of projects visible from the same areas where the proposed project would be visible were evaluated to determine whether there would be significant cumulative aesthetic and visual impacts. The geographic extent for considering cumulative impacts on aesthetics includes projects within the same viewshed (i.e., area visible from viewer's location) of the proposed project, which is a conservative estimate of the likely maximum distance from which the project would be visible, particularly considering the flat terrain of the project area that does not afford elevated viewpoints with very expansive views.

As described in Section 4.2.3, "Related Projects," cumulative projects in surrounding communities would result in construction of a substantial number of residential units and commercial development. The project site is adjacent to three specific plan areas: the Creekview Specific Plan area to the east, the West Roseville Specific Plan area to the south, and the Amoruso Ranch Specific Plan to the north. Due to their proximity, these specific plan areas would be visible in the same viewshed as the proposed project. Some of these developments are already under construction, and construction of developments could overlap with construction in the project area. This analysis focuses on the proposed project after it is built out because the precise timing and location of construction of individual projects and structures within the project area is not known.

## VISUAL CHARACTER AND QUALITY

The cumulative projects involve substantial residential, commercial, and other development and would result in similar visual changes as the proposed project. For example, many of the cumulative developments would be adjacent to agricultural/grazing and open space areas and could degrade visual quality by placing urban development adjacent to these areas. The developments and the proposed project would therefore together cause substantial degradation of visual quality, especially where there would be abrupt transitions between open space and agricultural/grazing areas and development. These would be cumulatively significant impacts on visual quality and character. As described for the proposed project, the proposed mixed-use development would be designed to be visually consistent with surrounding specific plan area development and other mixed-use development in Roseville, and proposed landscaping would soften the mixed-use character of the project site. Further, the project would be required to comply with General Plan policies related to community design and the City's Community Design Guidelines, which would ensure that the project would not cause a substantial change in visual character. Similar design requirements would be placed on other developments in Roseville to reduce visual impacts. However, the project would combine with other projects to develop urban land uses adjacent to agricultural/grazing and open space areas, which would substantially degrade the area's visual quality. Therefore, the project **would result in a considerable contribution** to a significant cumulative impact related to visual character or quality of a site. This impact would be **significant and unavoidable**.

## LIGHT AND GLARE

The cumulative projects involve substantial residential, commercial, and other development and would result in creation of daytime glare and nighttime light sources similar to the proposed project. For example, many of the cumulative developments have extensive residential development that would together create geographically extensive sources of glare and light pollution in areas that currently have scattered and dispersed sources of daytime glare and nighttime lighting. The developments and the proposed project could cumulatively create a substantial source of daytime glare and nighttime light. These would be cumulatively significant impacts. As described for Impact 3.13-2, the project would be required to adhere to the City's Community Design Guidelines, which require that lighting sources have cut off lenses and are located to avoid light spillage and glare on adjacent properties and in private spaces. Similar design requirements would be placed on other developments in Roseville to reduce light and glare impacts. However, the project would combine with other projects to develop urban land uses in areas that currently have scattered and dispersed sources of daytime glare and nighttime lighting. Therefore, the project **would**

**result in a considerable contribution** to a significant cumulative impact related to light and glare. This impact would be **significant and unavoidable**.

### 4.3.14 Energy

Several other currently planned and approved projects identified in Section 4.2.3, "Related Projects," would also require fuel (gasoline and diesel), electricity, and natural gas. These projects would also consume energy related to transportation and construction. These projects would be required to implement energy-efficiency measures in accordance with Title 24 to reduce energy demand. Given the large amount of development identified in the region, it is possible that even with implementation of Title 24 measures, inefficient and wasteful energy consumption could occur. As described in Impact 3.14-1, in Section 3.14, "Energy," according to Appendix F of the State CEQA Guidelines, the means to achieve the goal of conserving energy include decreasing overall per capita energy consumption, decreasing reliance on natural gas and oil, and increasing reliance on renewable energy sources. As described in Impact 3.14-1, the proposed project would not result in wasteful or inefficient use of energy. Because the project would not result in wasteful or inefficient use of energy and, therefore, would not contribute to a significant cumulative impact, the project **would not result in a considerable contribution** to a significant cumulative impact related to energy use.

### 4.3.15 Tribal Cultural Resources

The cumulative context for Tribal cultural resources is the former territory occupied by the Nisenan. The territory extended from the area surrounding the current City of Oroville on the north to a few miles south of the American River on the south. The Sacramento River bounded the territory on the west, and in the east, it extended to the crest of the Sierras west of Lake Tahoe.

Because all significant Tribal cultural resources are unique and nonrenewable members of finite classes, meaning there are a limited number of significant cultural resources, all adverse effects erode a dwindling resource base. The loss of any one significant Tribal cultural resources site could affect the scientific value of others in a region because these resources are best understood in the context of the entirety of the cultural system of which they are a part. The cultural system is represented archaeologically by the total inventory of all sites and other cultural remains in the region. As a result, a meaningful approach to preserving and managing Tribal cultural resources must focus on the likely distribution of Tribal cultural resources, rather than on a single project or parcel boundary.

Proper planning and appropriate mitigation can help to capture and preserve knowledge of such resources and can provide opportunities for increasing our understanding of the past environmental conditions and cultures by recording data about sites discovered and preserving artifacts found. Federal, state, and local laws are also in place, as discussed in Section 3.15, "Tribal Cultural Resources," that protect these resources in most instances. Even so, it is not always feasible to protect these resources, particularly when preservation in place would make projects infeasible, and for this reason the cumulative effects of past and present projects in the City of Roseville, including the projects listed in Section 4.2.3, "Related Projects," could result in a potentially significant cumulative impact related to Tribal cultural resources. Without mitigation, implementation of the proposed Phillip Road Project has the potential to cause a substantial change in the significance of Tribal cultural resources that are unique and nonrenewable members of finite classes (Impact 3.15-1). With implementation of Mitigation Measures 3.15-1a and 3.15-1b, adverse effects on known and potentially newly discovered Tribal cultural resources would be avoided. Further, it is reasonable to assume the City of Roseville would take similar actions to require appropriate treatment and proper care of significant Tribal cultural resources, in the case of a discovery, in accordance with pertinent laws and regulations. Therefore, the project **would not result in a considerable contribution** to a cumulatively significant loss of Tribal cultural resources.