2 PROJECT DESCRIPTION

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

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

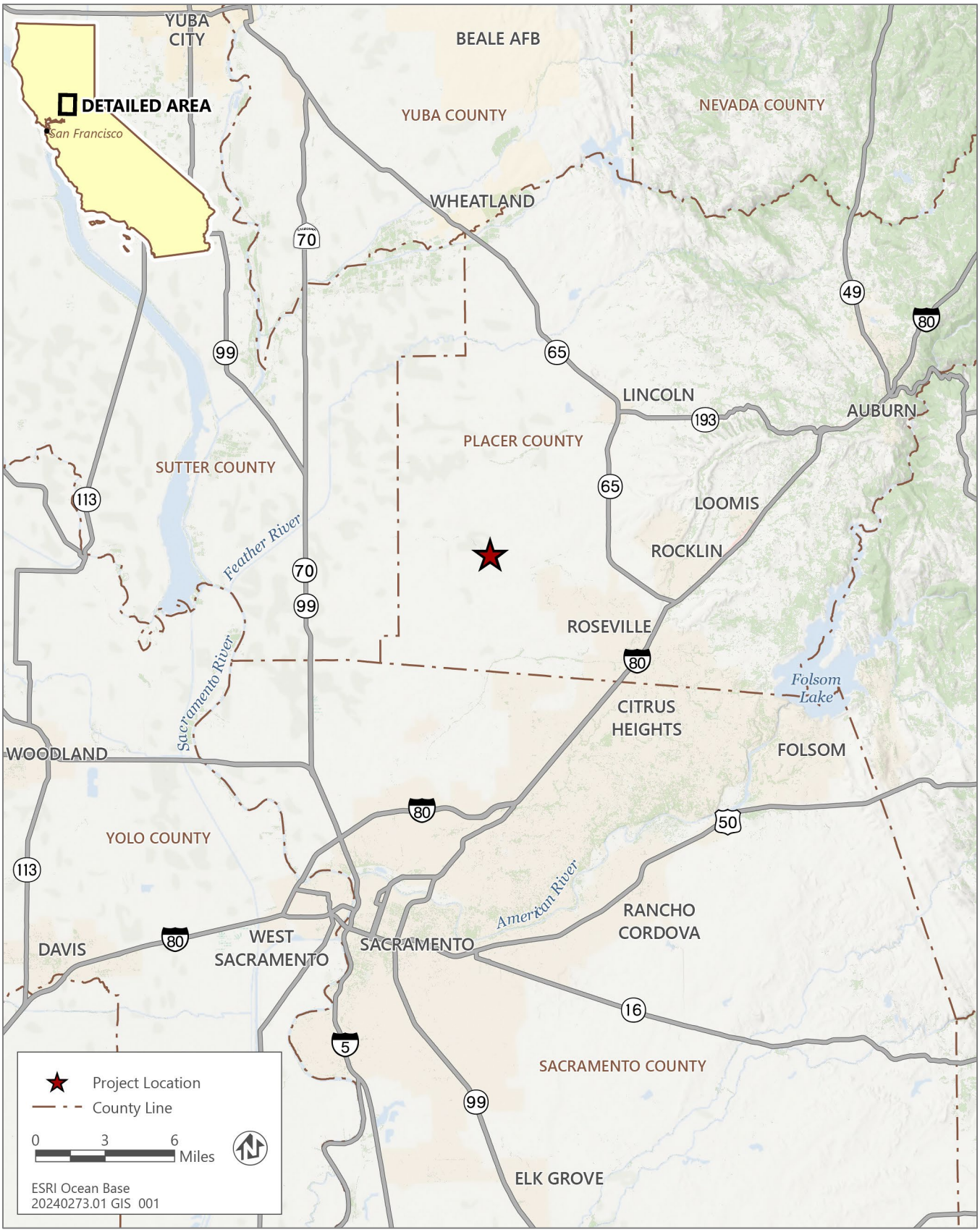
2.1 PROJECT LOCATION

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

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

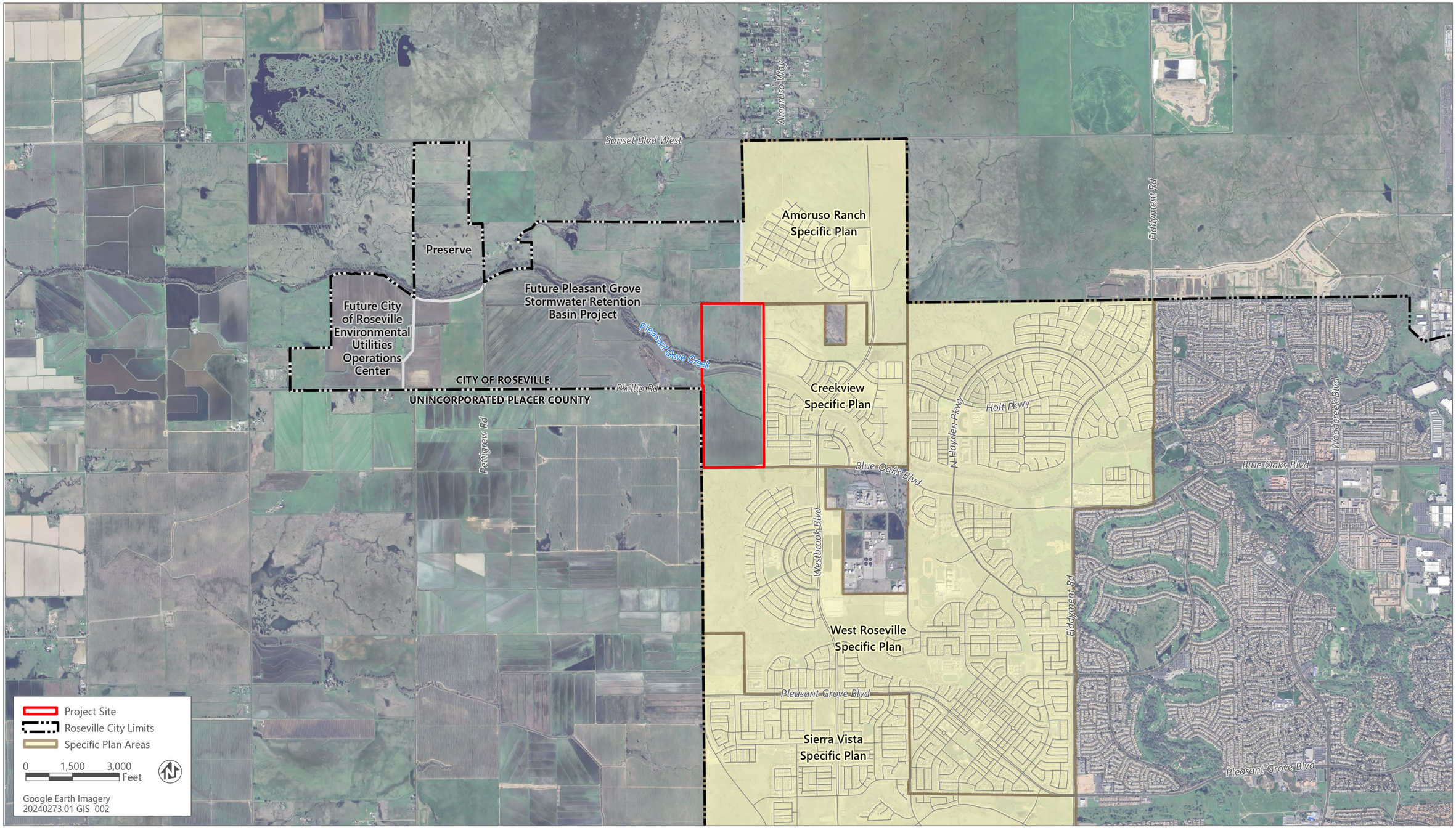
The project site's Assessor's Parcel Number (APN) is 017-101-008-000. The existing General Plan land use designation for the project site is Public/Quasi-Public (P/QP). The project site is zoned Planned Development (PD) and allows for agricultural, recreation, and a limited number of other civic, commercial,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

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



Source: Adapted by Ascent in 2025.

Figure 2-1 Regional Location



Source: Adapted by Ascent in 2025.

Figure 2-2 Project Location and Surrounding Uses

2.2 PROJECT BACKGROUND

2.2.1 Property Background

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

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

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

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

2.2.2 Project Background

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

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

2.3 PROJECT OBJECTIVES

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

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

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

2.4 DESCRIPTION OF THE PROPOSED PROJECT

2.4.1 Land Use Plan and Proposed Uses

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

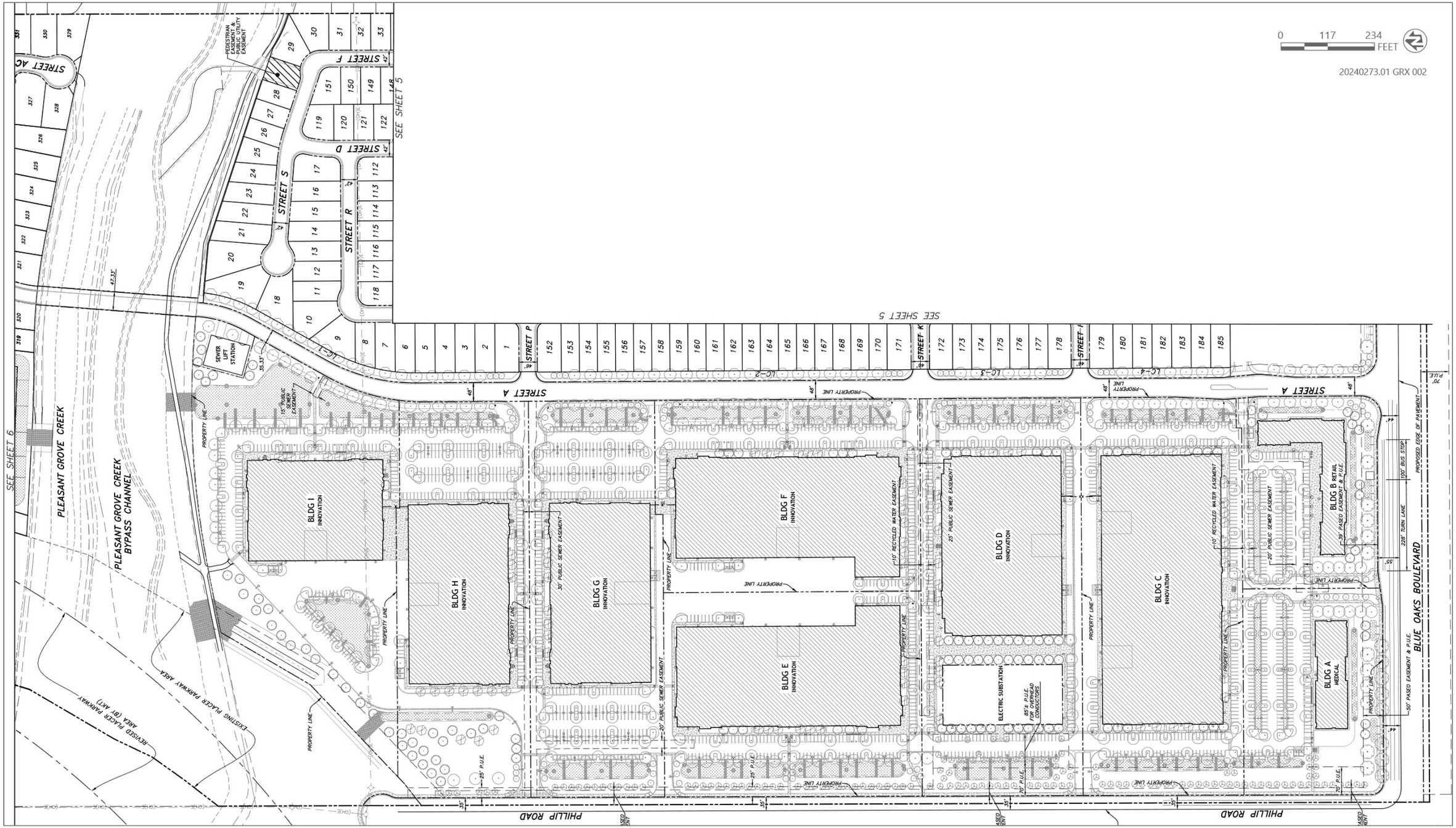
- 529 single-family residential units;
- Up to 135 multi-family residential units;
- 30,084 sf of retail uses;
- 20,925 sf of medical offices;
- 1,011,032 sf of innovation center uses;
- 4.9 acres of park; and
- 13.9 acres of open space along Pleasant Grove Creek and the Pleasant Grove Creek Bypass Channel.

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

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

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

Figure 2-3 Illustrative Site Plan



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

Figure 2-4 Innovation Center Site Plan

Table 2-1 Proposed Innovation and Commercial Uses

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

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

Source: Provided by Panattoni in 2025.

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

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

Table 2-2 Proposed Residential Uses

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

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

Source: Provided by Panattoni in 2025.

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

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

PARKS AND LANDSCAPING

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

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

LIGHTING

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

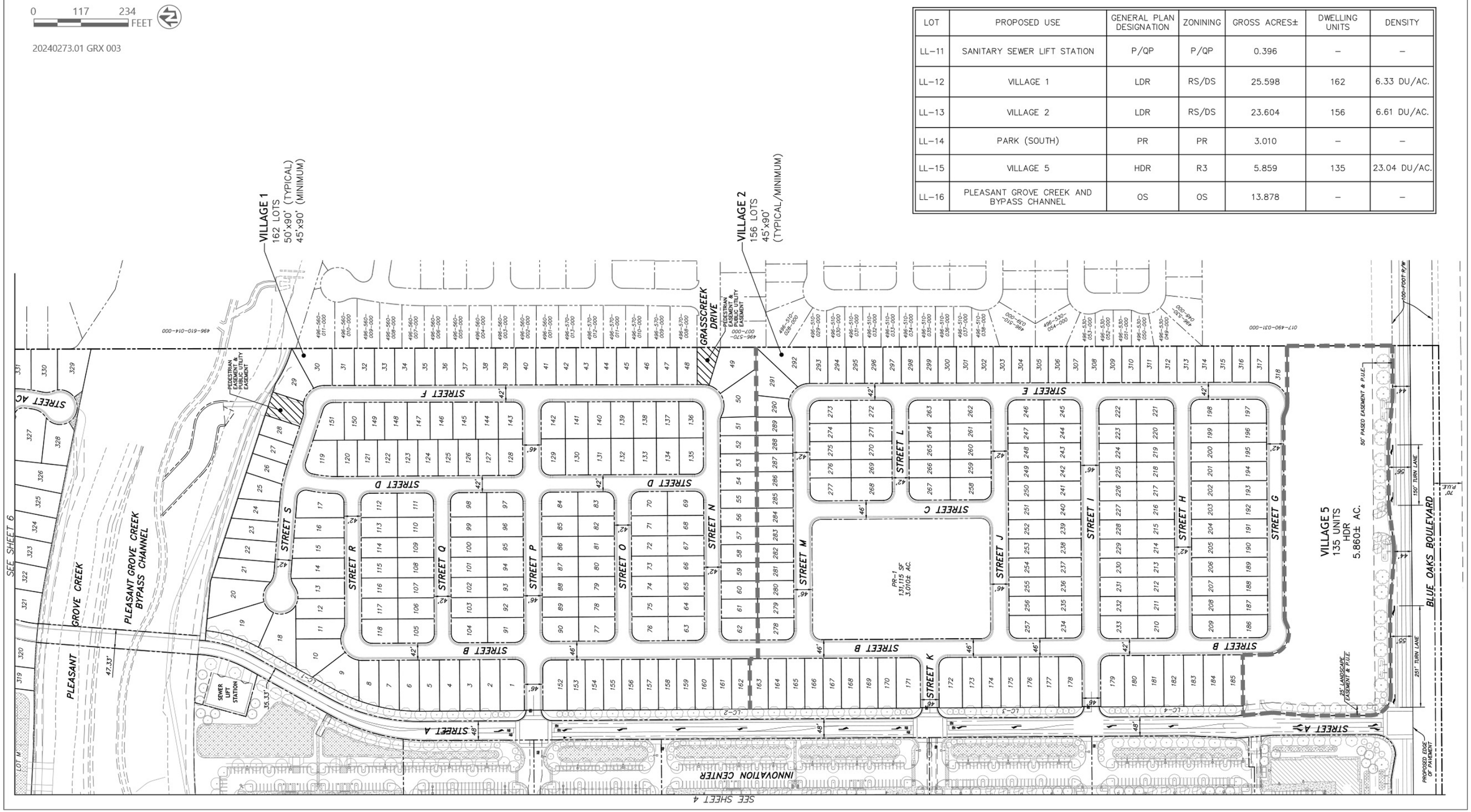
2.4.2 Proposed Land Use Designation and Zoning

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

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

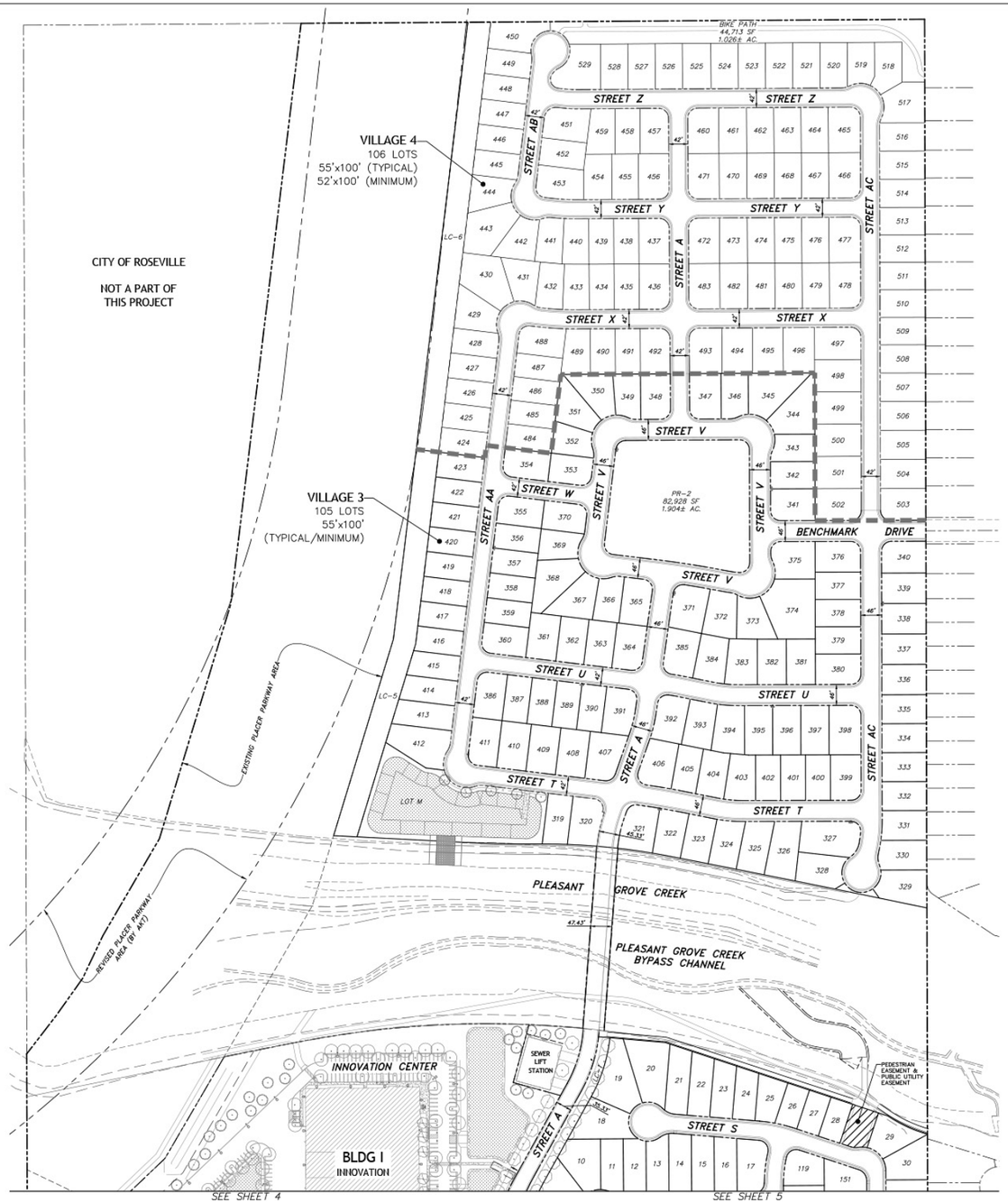
Additionally, the project includes rezoning the site from the Planned Development (PD) zone to the Community Commercial—Planned Development (CC-PD) zone, Innovation Tech Park—Planned Development (ITP-PD) zone, Public/Quasi-Public (P/QP) zone, Small Lot Residential/Development Standards (RS/DS) zone,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

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



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

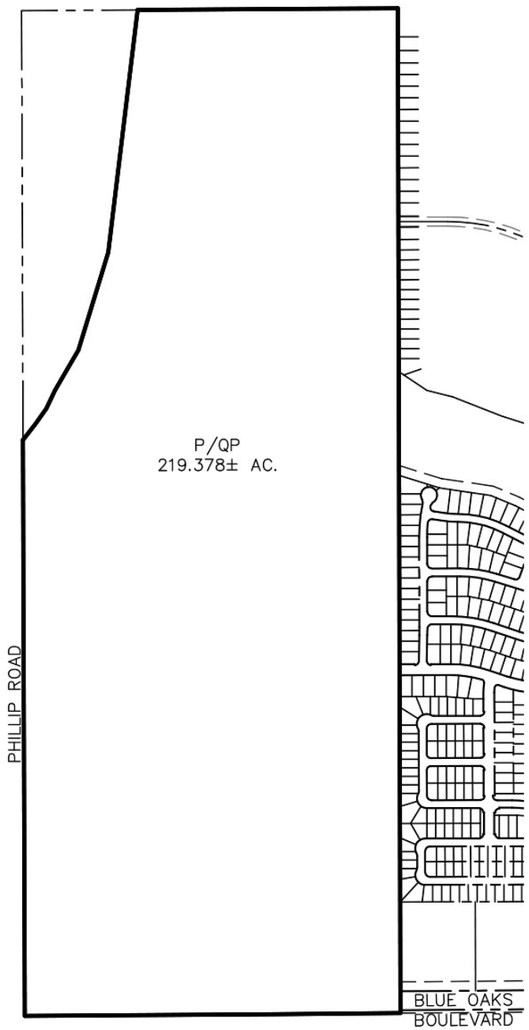
Figure 2-5 Residential Site Plan (Villages 1, 2, and 5)



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

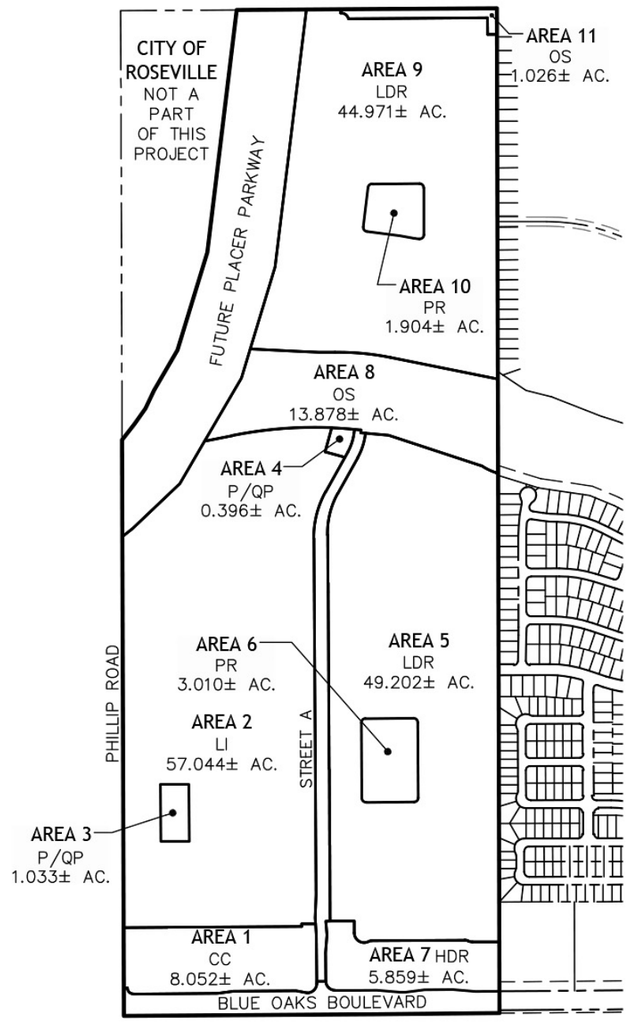
Source: Image produced by Vitae, Laugenour & Meikle, and Fuhrman Leamy Land Group in 2025; adapted by Ascent in 2025.

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



EXISTING LAND USE

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



PROPOSED LAND USE

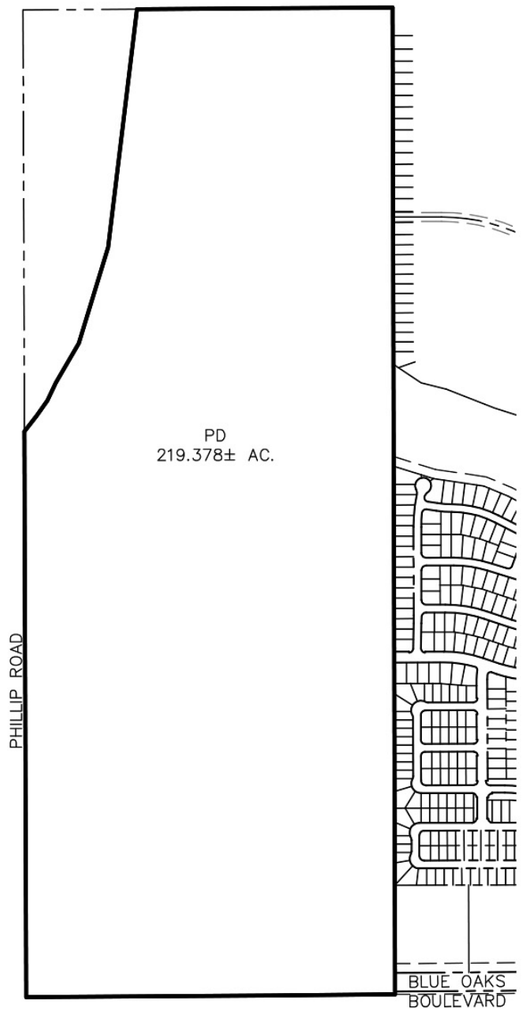
PROPOSED LAND USE				
AREA	GENERAL PLAN DESIGNATION	GROSS ACRES±	DWELLING UNITS	DENSITY
1	CC	8.052	–	–
2	LI	57.044	–	–
3	P/QP	1.033	–	–
4	P/QP	0.396	–	–
5	LDR	49.202	318	6.46 DU/AC.
6	PR	3.010	–	–
7	HDR	5.859	135	23.04 DU/AC.
8	OS	13.878	–	–
9	LDR	44.971	211	4.69 DU/AC.
10	PR	1.904	–	–
11	OS	1.026	–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

0 385 770 FEET

20240273.01 GRX 005

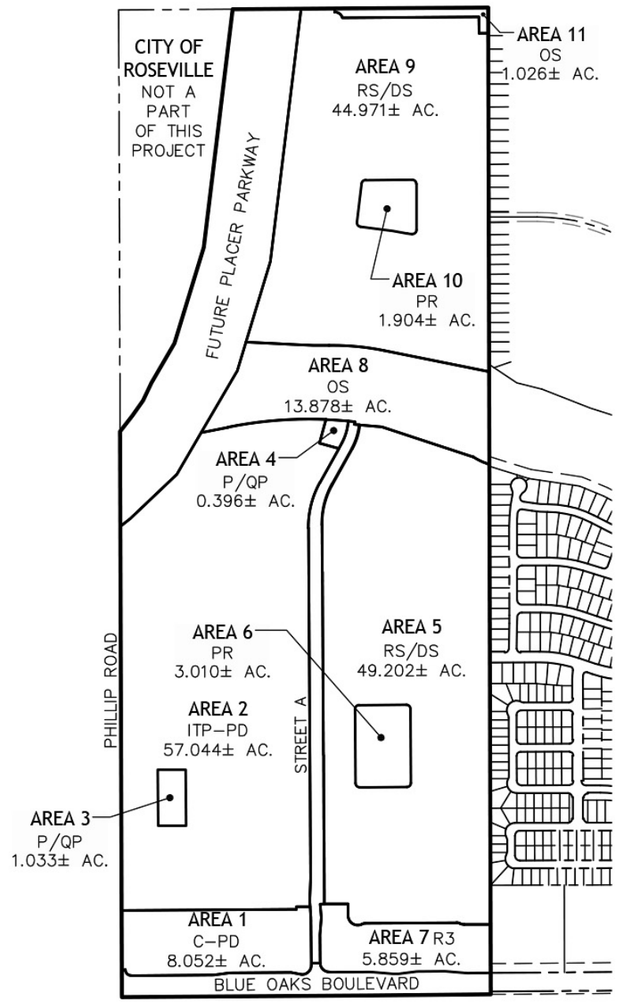
Source: Image produced by Vitae, Laugenour & Meikle, and Fuhrman Leamy Land Group in 2025; adapted by Ascent in 2025.

Figure 2-7 Existing and Proposed Land Use Designations



EXISTING LAND USE

EXISTING ZONING		
AREA	ZONING	ACRES
TOTAL	PD	219.38



PROPOSED LAND USE

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

20240273.01 GRX 010

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

Figure 2-8 Existing and Proposed Zoning

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

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

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

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

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

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

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

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

1 Additional requirements are contained in Chapter 19.55.

2 Additional requirements are contained in Chapter 19.38.

3 Additional requirements are contained in Chapter 19.40.

4 Additional requirements are contained in Chapter 19.39.

5 Including electric vehicle repair and parts.

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

7 Additional requirements are contained in Chapter 19.49.

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

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

10 Additional requirements are contained in Chapter 19.34.

11 Additional requirements are contained in Chapter 19.36.

Source: Provided by the City of Roseville in 2025.

2.4.3 Electrical Substation

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

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

2.4.4 Circulation and Parking

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

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

PEDESTRIAN AND BICYCLE PATH

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

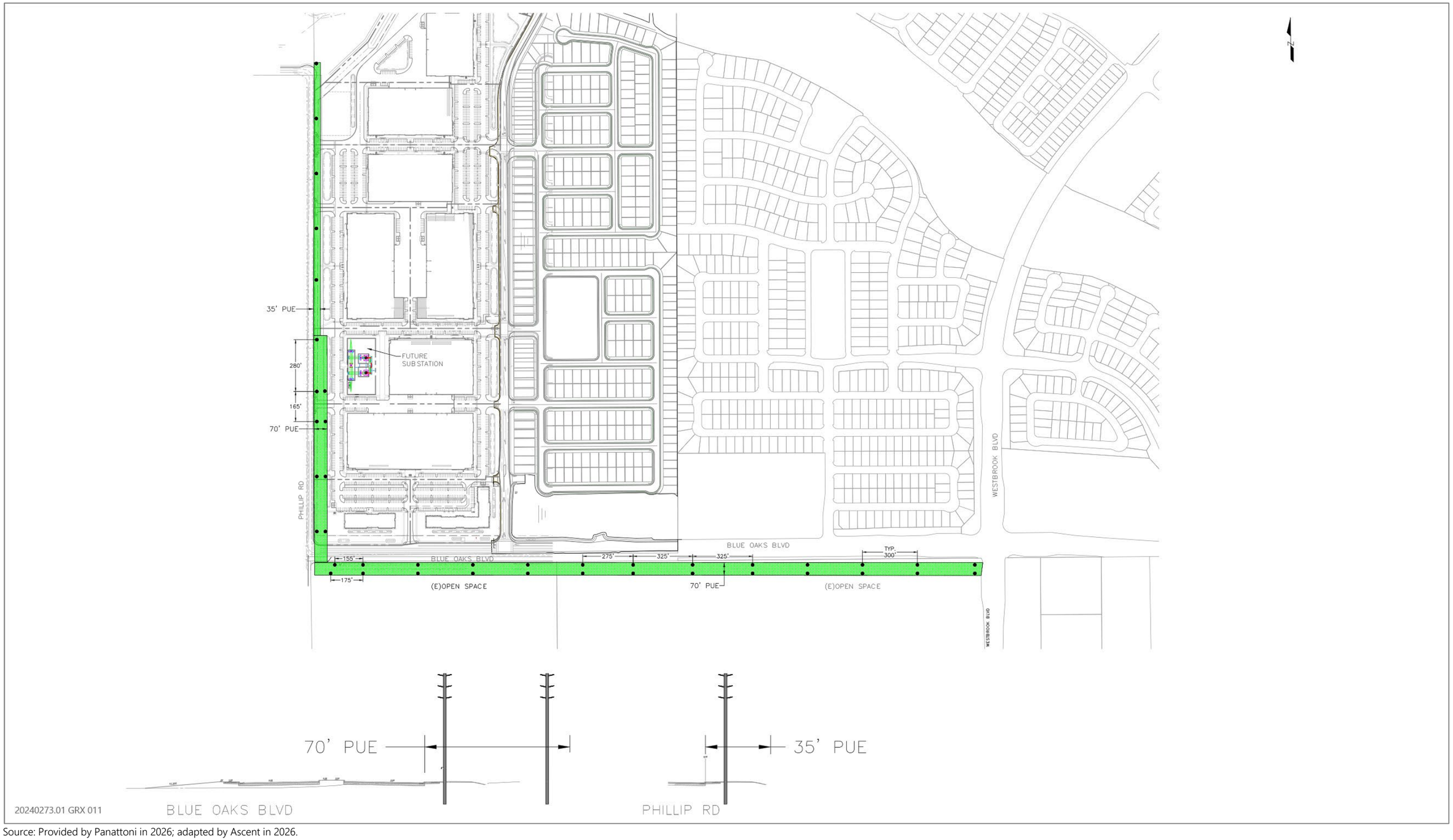
At the proposed bridge, the pedestrian and bike path would be 8 feet wide along the east side of Street A with a 5-foot-wide sidewalk being constructed along the west side of the bridge. The 8-foot-wide pedestrian and bike path and the 5-foot-wide sidewalk would both stop at Street T. The rest of Street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

BICYCLE TRAIL

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

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

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



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

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

BRIDGE ACROSS PLEASANT GROVE CREEK AND PLEASANT GROVE CREEK BYPASS CHANNEL

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

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

FUTURE PLACER PARKWAY

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

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

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

2.4.5 Utilities

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

POTABLE WATER

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

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

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

RECYCLED WATER

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

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

WASTEWATER

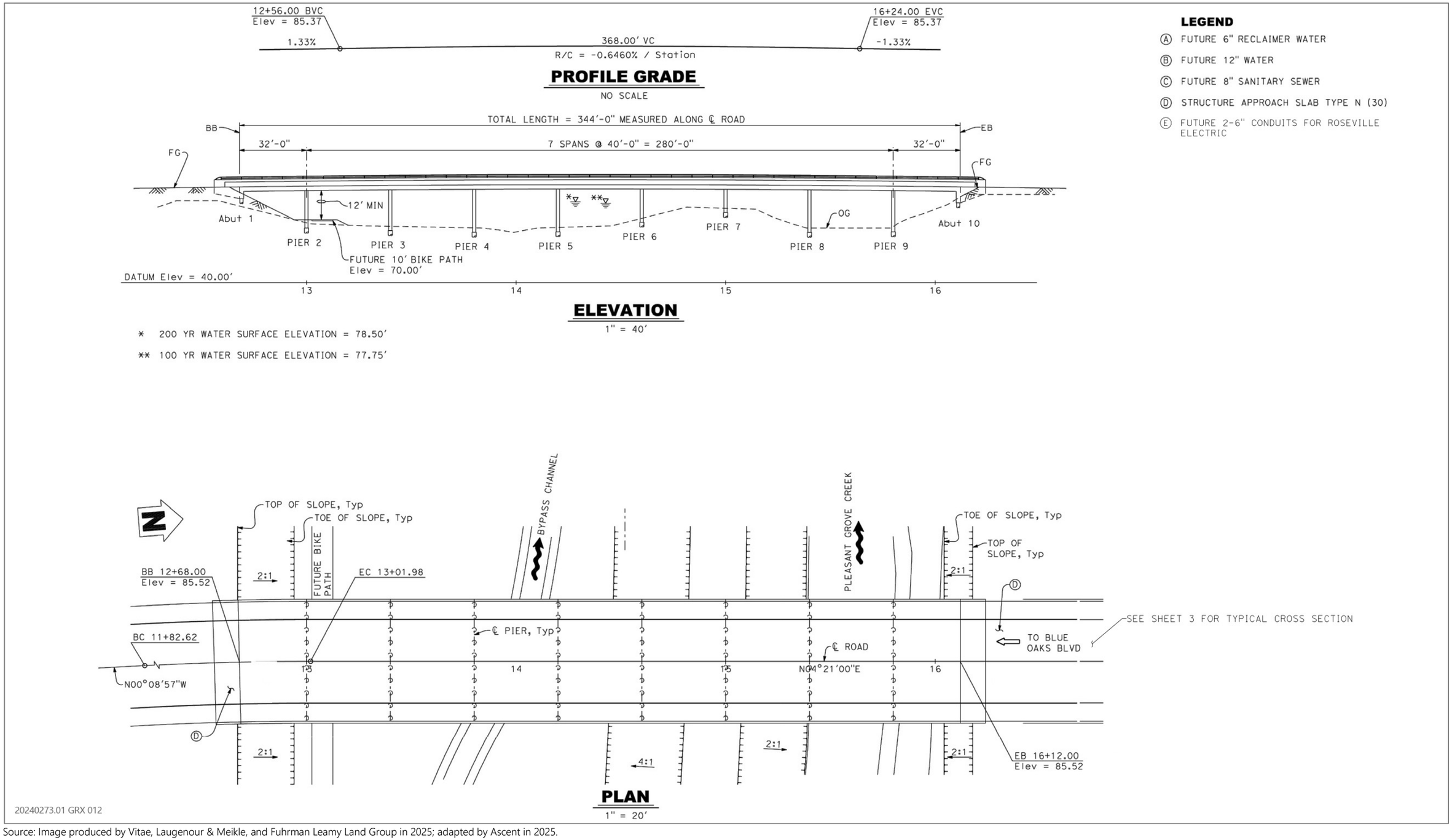
Wastewater service would be provided by the City of Roseville Environmental Utilities. Wastewater flows from the northern portion of the site would be conveyed by gravity pipelines (open trench under Pleasant Grove Creek) to a new lift station located south of the Pleasant Grove Creek Bypass Channel.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

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

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

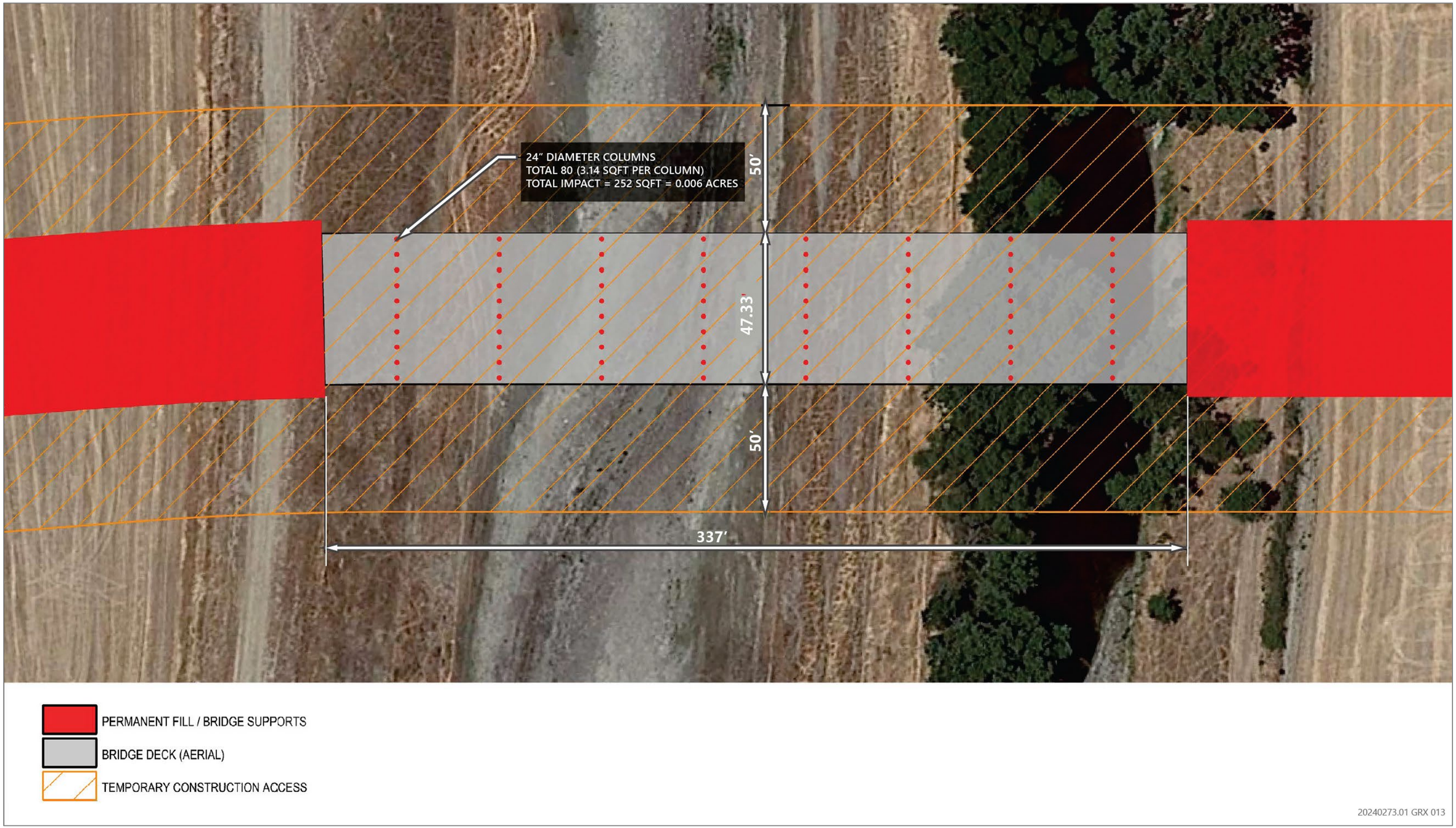
STORMWATER

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



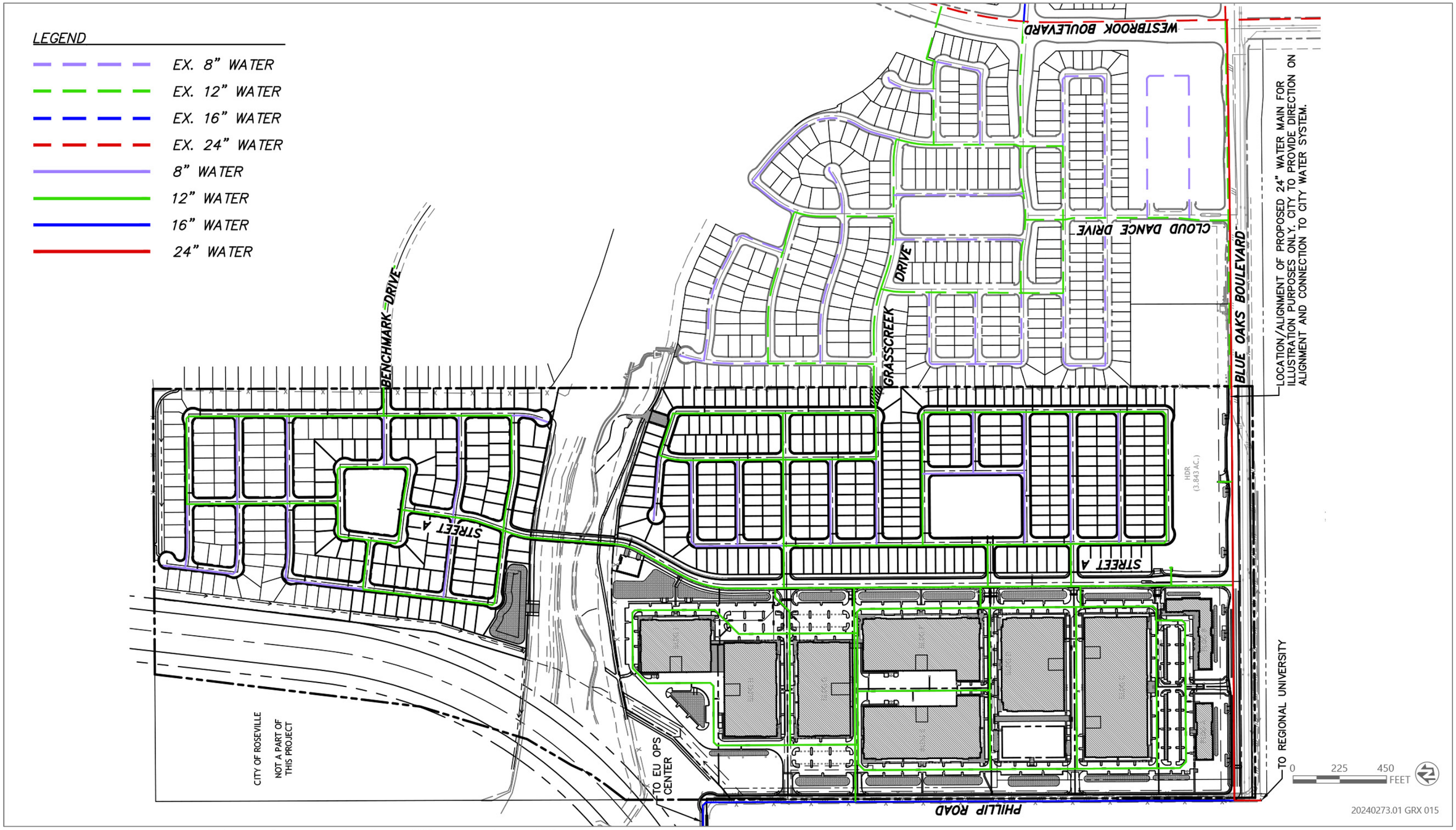
Source: Image produced by Vitae, Laugenour & Meikle, and Fuhrman Leamy Land Group in 2025; adapted by Ascent in 2025.

Figure 2-10 Proposed Bridge Design



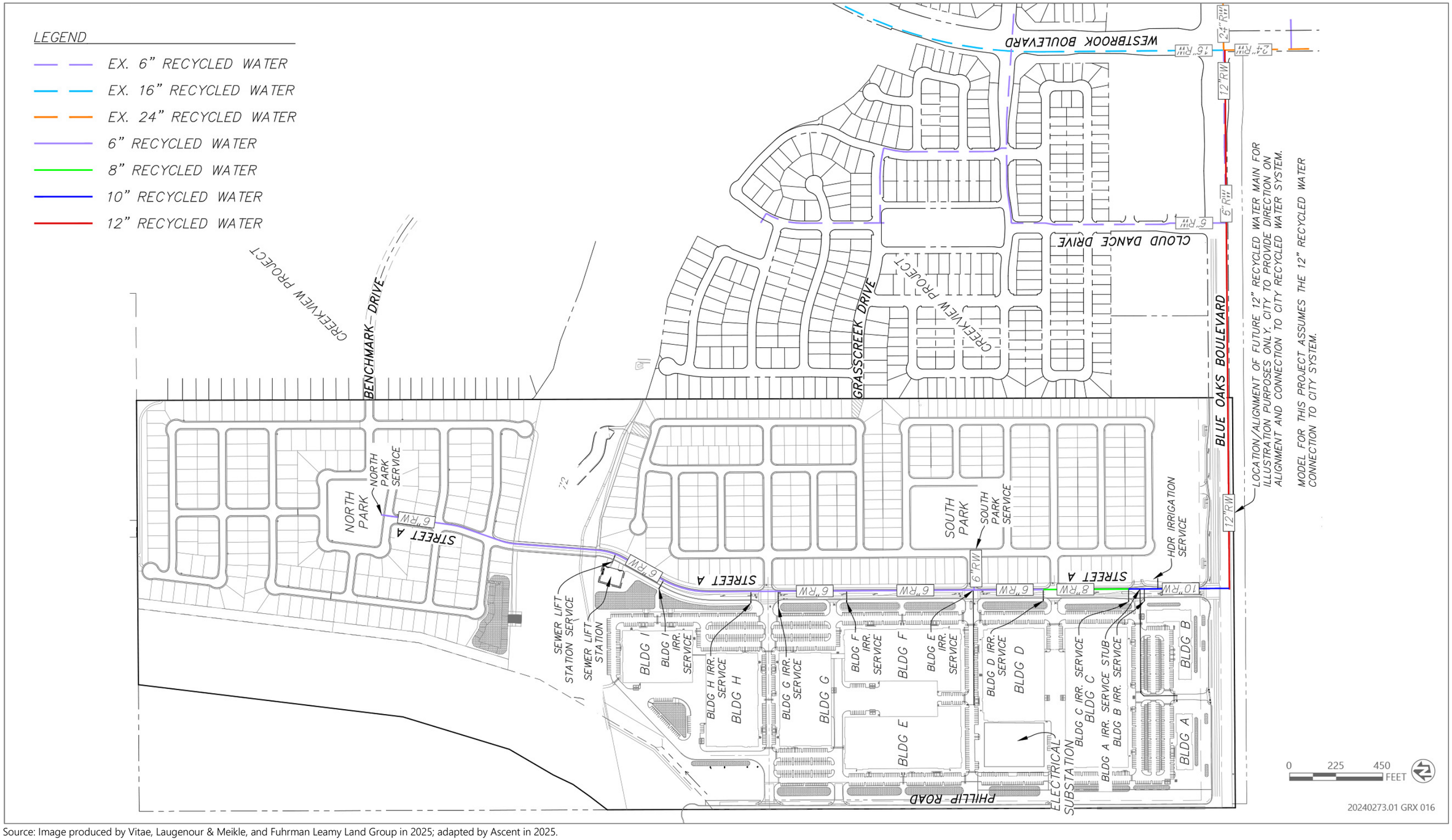
Source: Provided by Panattoni in 2025; adapted by Ascent in 2025.

Figure 2-11 Proposed Bridge Aerial View



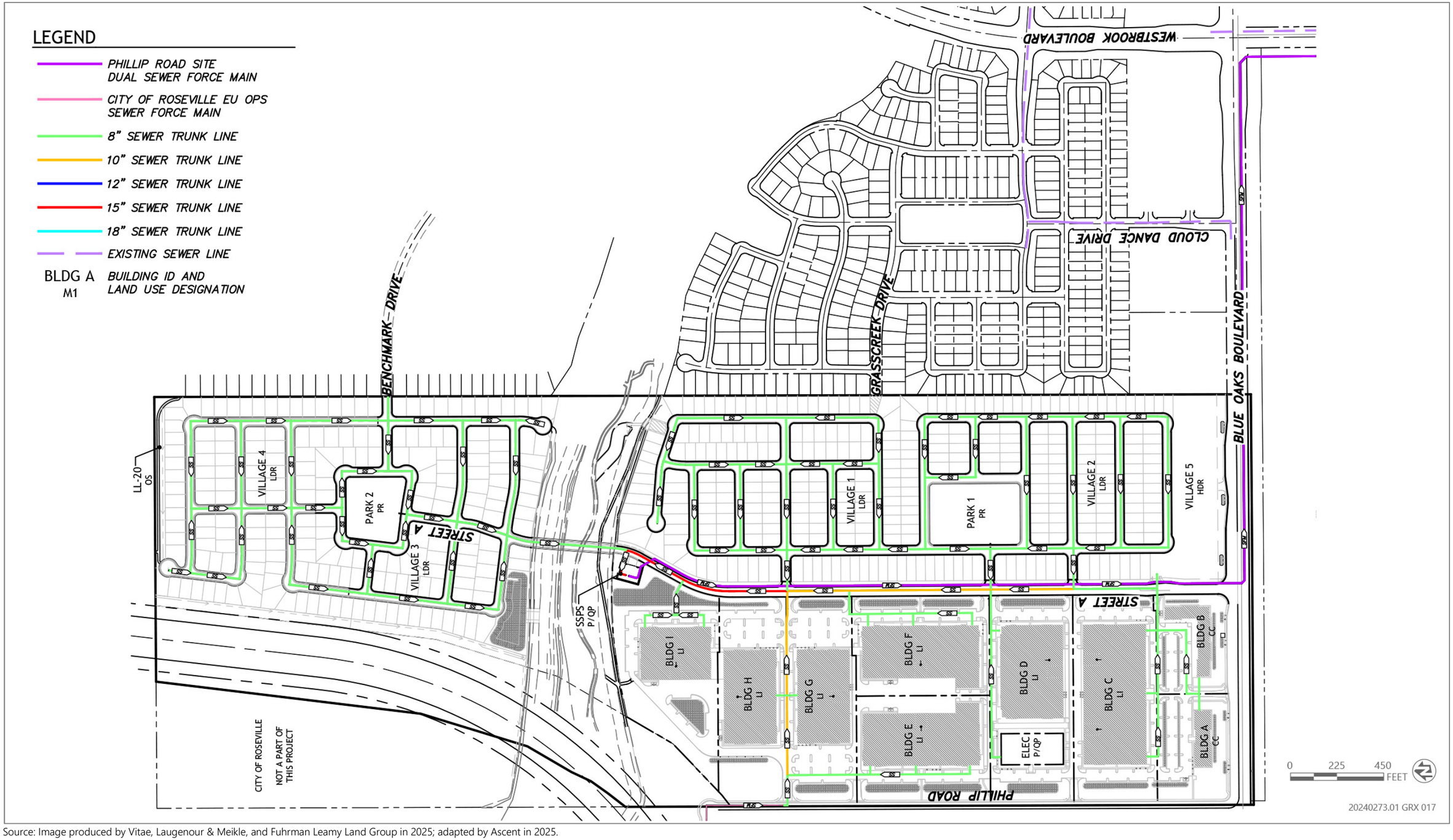
Source: Image produced by Vitae, Laugenour & Meikle, and Fuhrman Leamy Land Group in 2025; adapted by Ascent in 2025.

Figure 2-12 Existing and Proposed Potable Water Infrastructure



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

Figure 2-13 Existing and Proposed Recycled Water Infrastructure



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

Figure 2-14 Existing and Proposed Wastewater Infrastructure

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

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

City of Roseville Pleasant Grove Stormwater Retention Basin Facility

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

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

ELECTRICITY AND NATURAL GAS

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

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

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

SOLID WASTE

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

Table 2-4 Projected Solid Waste Generation

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

Notes: ppd = pounds per day.

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

2.4.6 Off-Site Improvements

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

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

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

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

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

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

2.5 PROJECT CONSTRUCTION

2.5.1 Project Phasing

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

Table 2-5 Proposed Residential Phasing Plan

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

Source: Provided by Panattoni in 2025.

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

Table 2-6 Proposed Innovation and Commercial Phasing Plan

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

Source: Provided by Panattoni in 2025.

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

2.5.2 Construction Activities

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

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

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

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

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

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

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

2.6 PROJECT OPERATION

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

Table 2-7 Projected Employment

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

Source: Provided by Panattoni in 2025.

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

Table 2-8 Projected Residential Population

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

Source: Provided by Panattoni in 2025.

2.7 POTENTIAL PERMITS AND APPROVALS REQUIRED

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

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

Other potential permits required from other agencies could include:

2.7.1 Federal

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

2.7.2 State

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

2.7.3 Local

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

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