3.3 TRANSPORTATION AND CIRCULATION

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

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

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

3.3.1 Regulatory Setting

FEDERAL

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

STATE

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

Senate Bill 743

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

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

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

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

State CEQA Guidelines Section 15064.3

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

Technical Advisory on Evaluating Transportation Impacts in CEQA

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

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

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

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

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

VMT-Focused Transportation Impact Study Guide

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

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

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

REGIONAL

Sacramento Area Council of Governments

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

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

The 2025 Blueprint Plan acknowledges the following:

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

Short-Range Transit Plan

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

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

LOCAL

City of Roseville 2035 General Plan

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

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

Transportation Systems Management Ordinance

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

The purpose and intent of the TSM program is to:

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

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

Traffic Impact Fee Programs

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

Transportation 360

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

Comprehensive Operations Analysis Final Draft Report

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

City of Roseville Active Transportation Plan

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

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

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

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

City of Roseville Design and Construction Standards

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

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

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

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

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

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

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

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

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

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

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

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

City of Roseville Local Road Safety Plan

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

3.3.2 Environmental Setting

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

PROJECT STUDY AREA

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

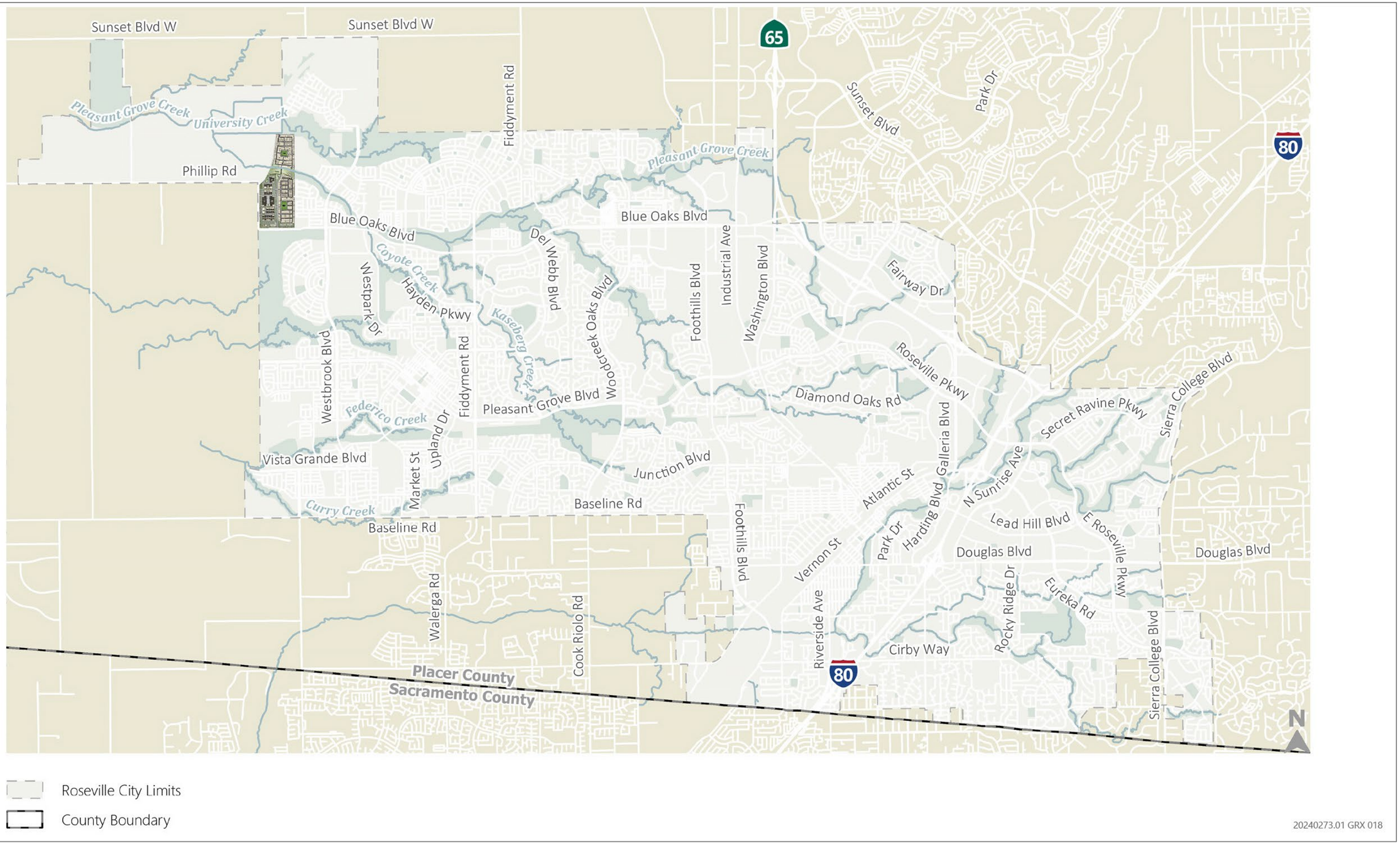
ROADWAY SYSTEM

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

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

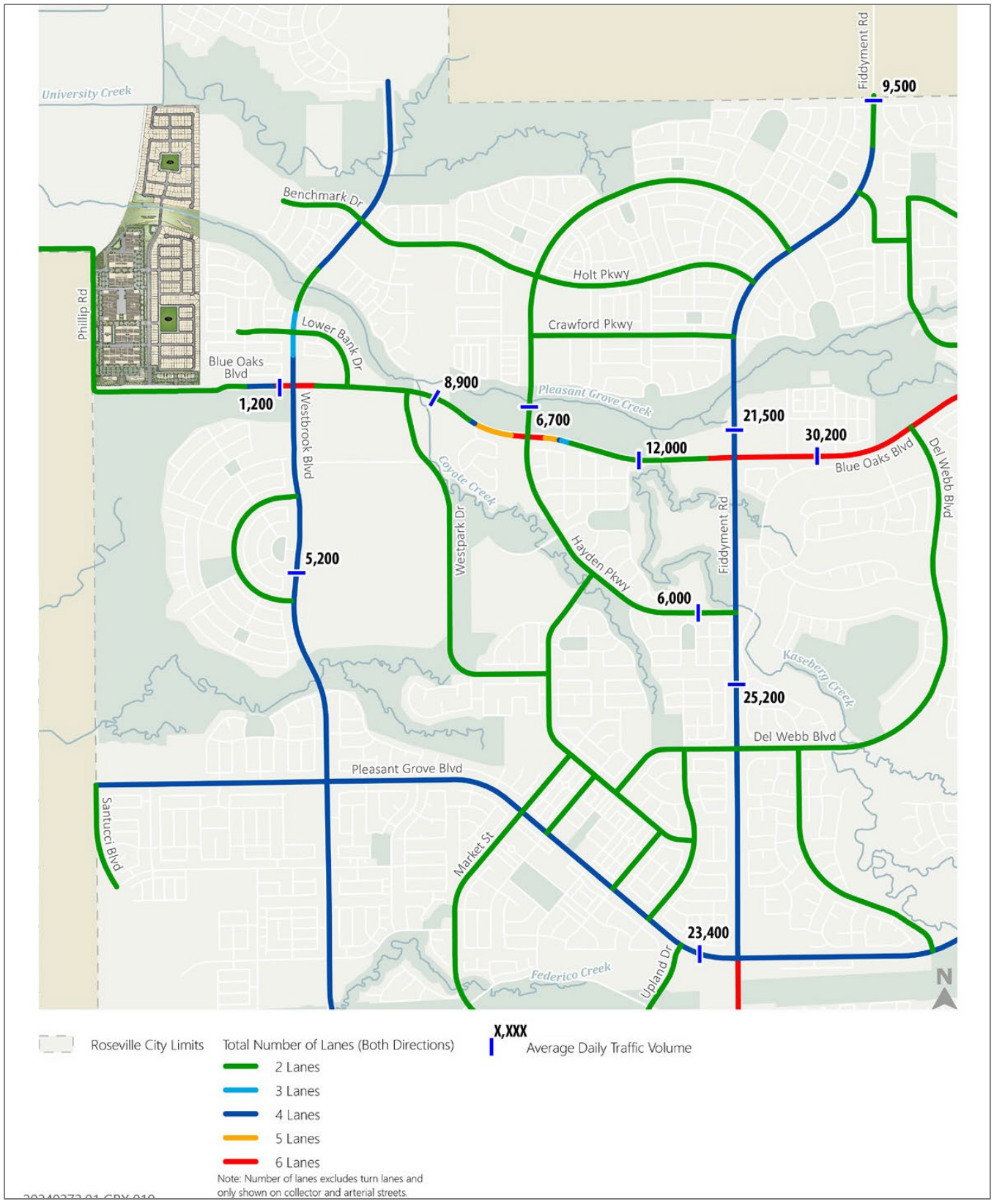
Phillip Road is not considered one of the roadways that would serve the project despite its proximity to the site. As shown on Figure 3.3-2, it extends in a westerly direction from the project site into unincorporated Placer County, terminating 2.75 miles to the west at Brewer Road. While much of the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

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



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

Figure 3.3-1 Project Location



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

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

Source: Photograph by Fehr & Peers in 2025.

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

Existing Traffic Volumes

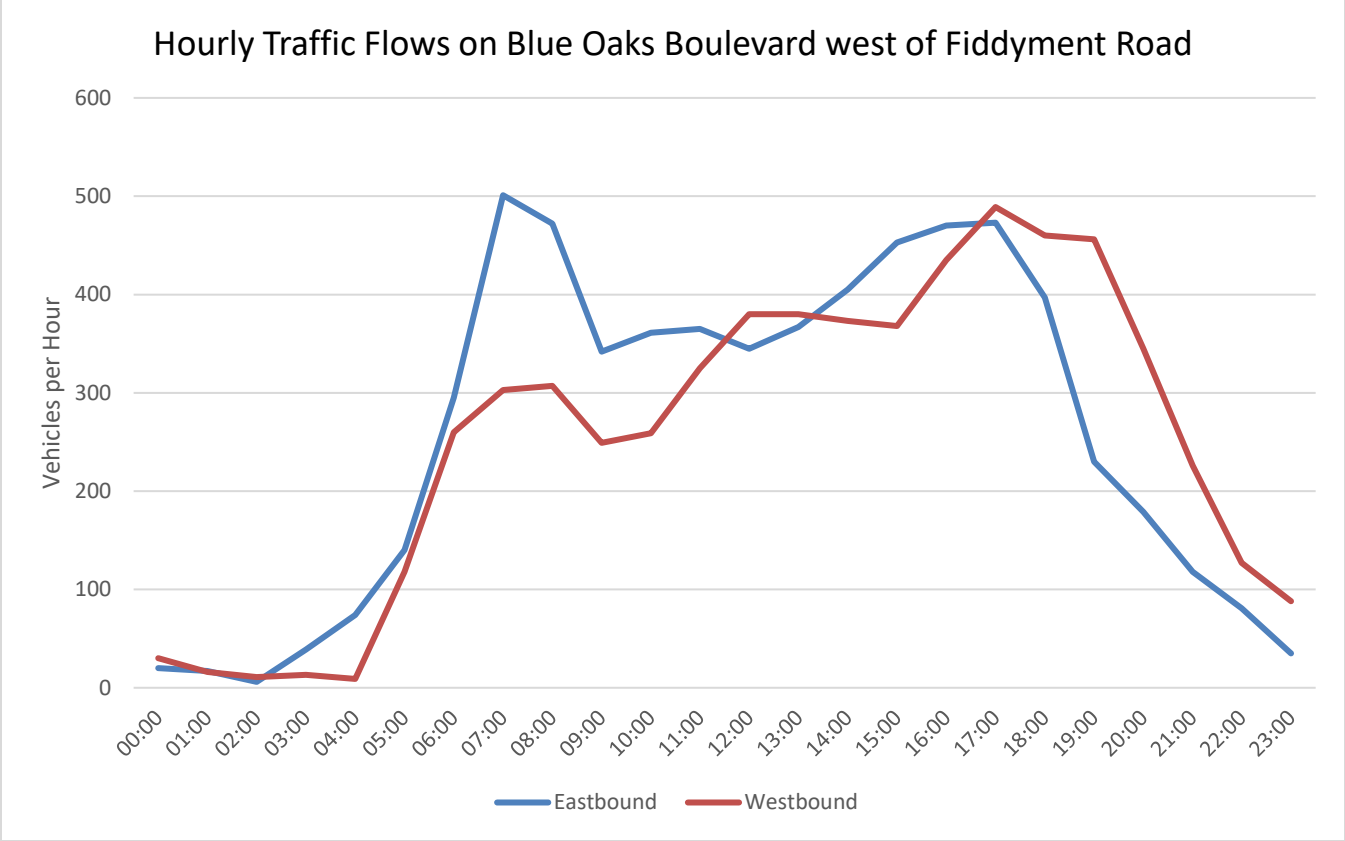
As part of a different study, traffic data was collected on roadways throughout the City of Roseville in August and September 2024 after schools in the area had returned to session. Figure 3.3-2 shows the existing average daily traffic (ADT) volumes on study roadways. This information is used as inputs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

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

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

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

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



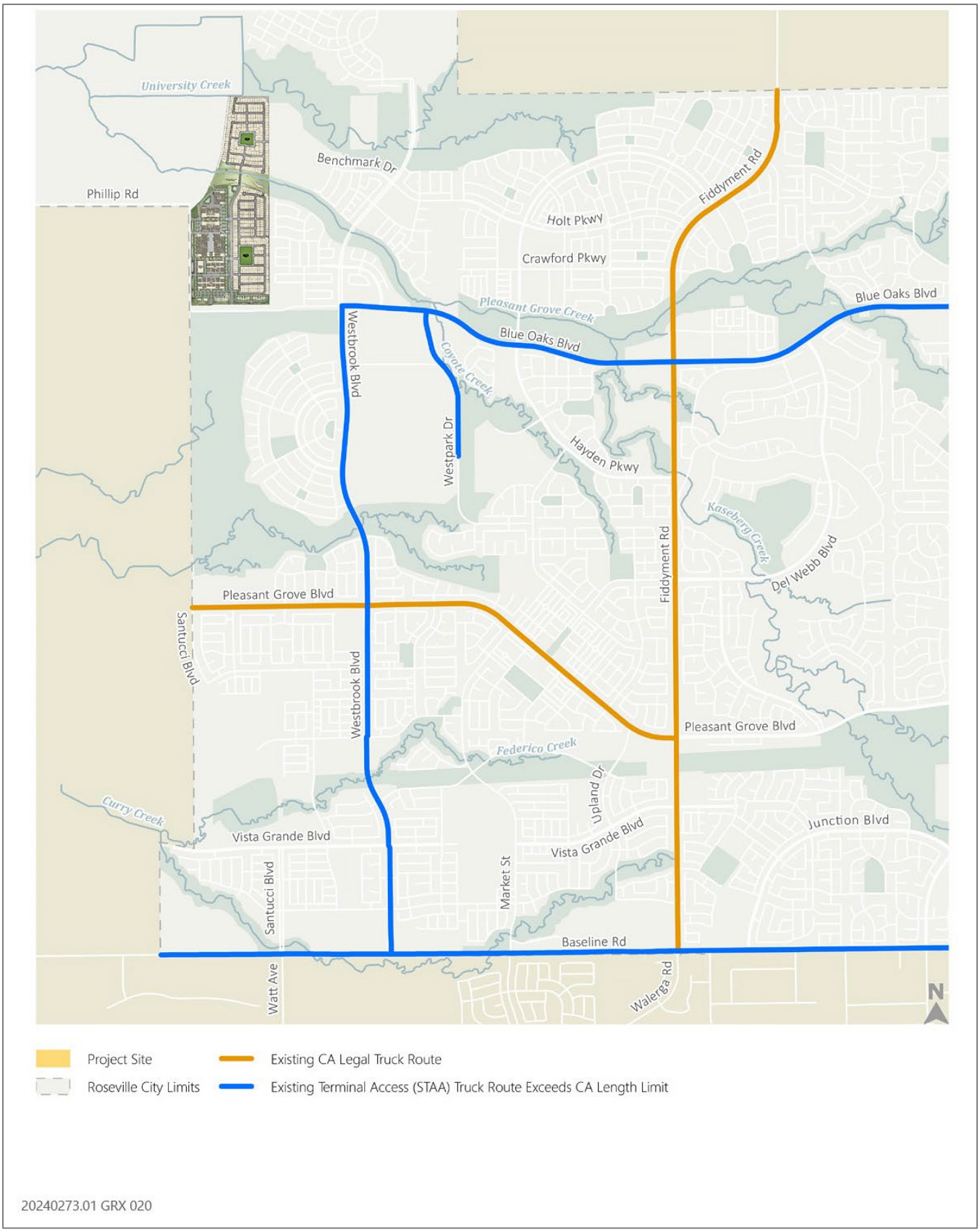
Source: Provided by Fehr & Peers in 2025.

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

Truck Routes

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

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



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

Figure 3.3-5 Existing Truck Routes

TRANSIT SYSTEM

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

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

BICYCLE/PEDESTRIAN SYSTEM

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

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

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

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

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

3.3.3 Environmental Impacts and Mitigation Measures

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

PROJECT SUMMARY

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

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

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

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

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

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

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

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

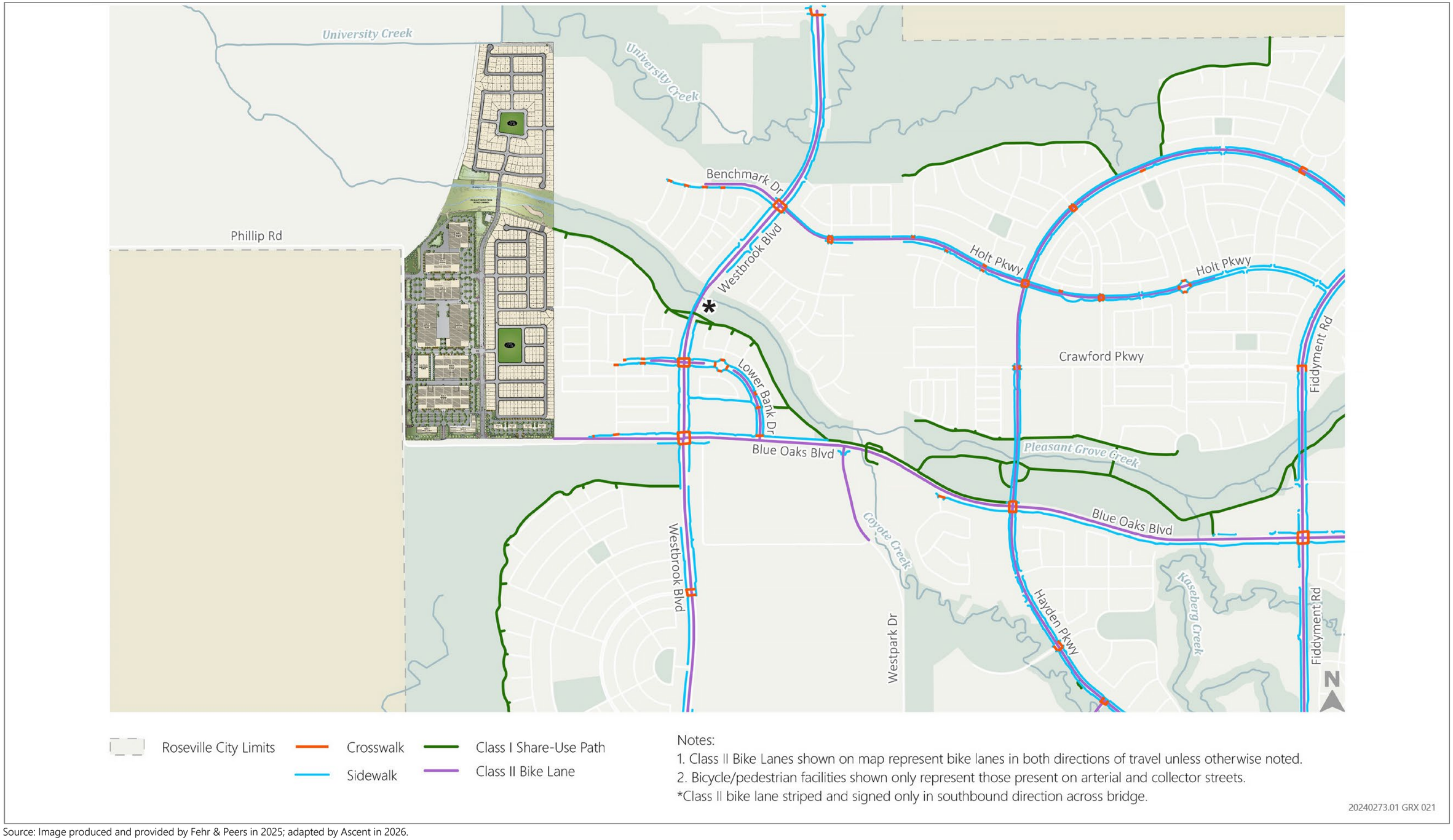
METHODOLOGY

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

City of Roseville Travel Demand Model

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

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



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

Figure 3.3-6 Existing Bicycle and Pedestrian Facilities

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

Figure 3.3-7 Project Site Plan and Driveway Locations

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

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

Trip Generation

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

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

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

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

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

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

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

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

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

Table 3.3-1 Project Trip Generation

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

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

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

Source: Data provided by Fehr & Peers in 2025.

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

Trip Distribution/Assignment

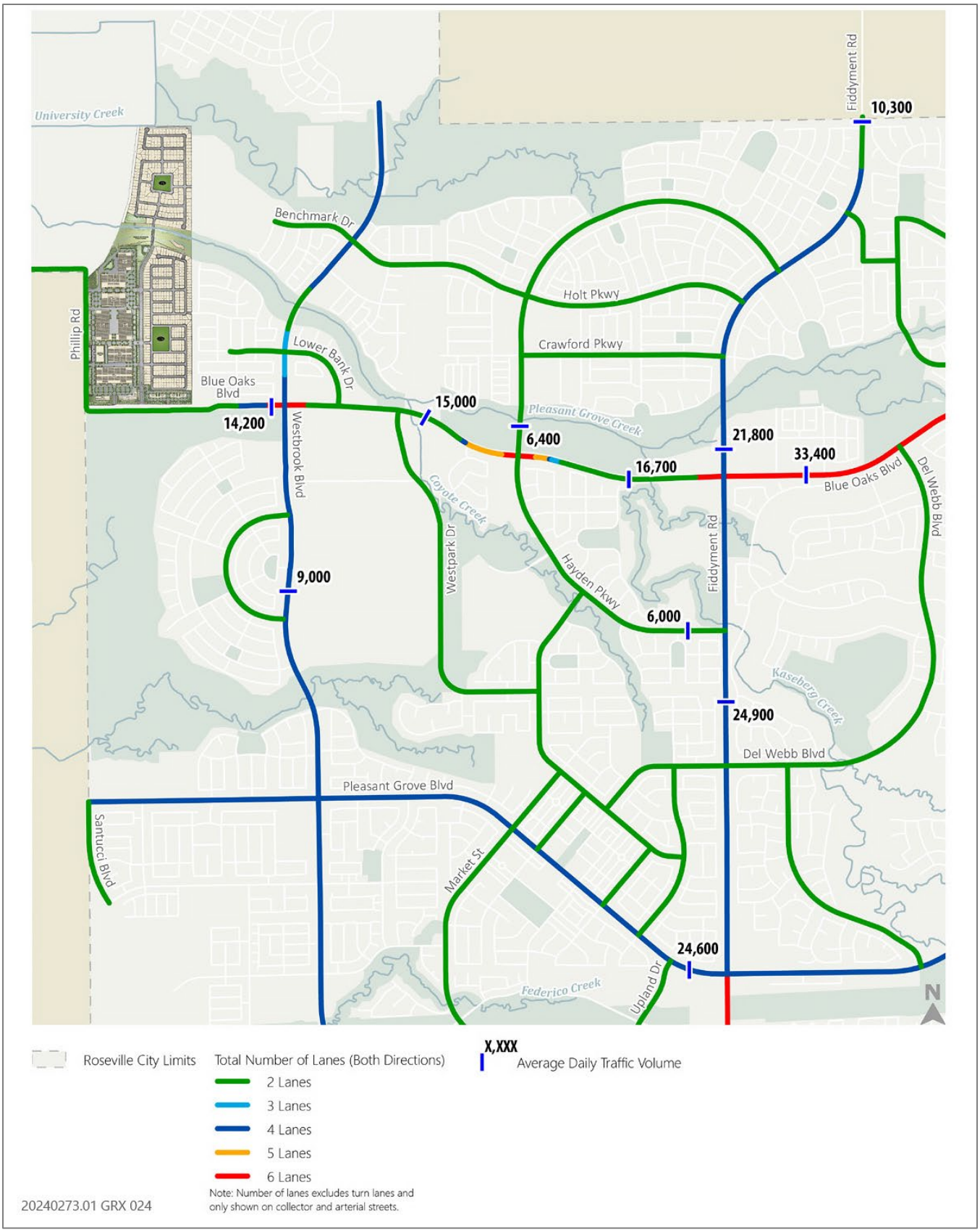
Buildout of the project would introduce new non-residential land uses to West Roseville, which is primarily residential. Residents of the area would no longer have to travel easterly to Fiddyment Road and beyond to access retail uses or basic health care services. Employment opportunities would become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

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

Existing Plus Project Average Daily Traffic Volumes

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

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



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

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

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

Vehicle Miles Traveled

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

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

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

Table 3.3-2 City of Roseville Updated VMT Metrics

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

Notes: VMT = vehicle miles traveled.

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

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

Source: Data provided by Fehr & Peers in 2025.

THRESHOLDS OF SIGNIFICANCE

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

Roadway Network

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

Pedestrian Network

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

Bicycle Network

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

Transit Facilities and Services

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

Hazards

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

ISSUES NOT DISCUSSED FURTHER

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

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

IMPACTS AND MITIGATION MEASURES

Impact 3.3-1: Vehicle Miles Traveled Per Service Population

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

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

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

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

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

Notes: VMT = vehicle miles traveled.

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

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

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

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

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

Source: Data provided by Fehr & Peers in 2025.

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

Mitigation Measures

No mitigation is required.

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

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

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

Mitigation Measures

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

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

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

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

Significance after Mitigation

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

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

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

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

Mitigation Measures

No mitigation is required.

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

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

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

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

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

Mitigation Measures

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

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

Significance after Mitigation

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

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

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

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

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

Mitigation Measures

No mitigation is required.

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