

From: [REDACTED]
To: [Planning External](#); [Singer, Eric](#); [Ogden, Derek](#)
Subject: Subject- Philip Road Site EIR Comment
Date: Wednesday, April 29, 2026 3:50:30 PM

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Hello,

I am a Roseville Resident and these are my comments about the Philip Road Site. Please let me know that you received this email.

Mitigation Measure 3.5-1d: Off-Site GHG Reduction Measure is insufficient. Requiring the applicant to only pay for one year of GHG offsets is ridiculous. This site will be in operation for decades and therefore additional On Site Mitigation must be put in place to lower the annual emissions by an additional 5,399 MTCO₂e. Otherwise, the applicant must pay an annual fee for off-site GHG reduction credits.

The 2025 California Energy Code (Title 24) mandates solar photovoltaic (PV) systems for newly constructed commercial buildings. Yet, the report both contradicts itself and violates the energy code by stating on page 3.14-9 that "For non-residential uses, while the building code does not require solar, future solar panel systems would be optional and feasibility/applicability would be determined at the time of each development application based on the specific land use proposed." Solar panels are not optional. They are a main mitigation measure for this project. Exemptions only exist for projects with excessive shading (less than 80 contiguous square feet of solar access), if the building has a very small footprint, or if the roof cannot support the required PV system. None of these exemptions apply to this project. Therefore, solar photovoltaic systems are required and the EIR must be edited to reflect this.

One of the main mitigation measures, Mitigation Measure 3.5-1c, is the use of renewable natural gas, yet there is nothing in the proposal which describes how the renewable natural gas will be delivered to the site. Only the standard PG&E underground transmission pipelines are mentioned, but they do not deliver renewable natural gas. Natural gas from PG&E is a violation of the mitigation measure and therefore no extension of PG&E pipelines to the proposed site should occur. The EIR must be edited to reflect that this is the case.

To lower GHG emissions and pollutants and decrease noise, backup diesel generators should not be permitted. Instead of backup diesel generators, the mandatory battery

energy storage systems (BESS) should be large enough to prevent the need for back up diesel generators which add additional pollutants as per [CalEE Mod Handbook For Analyzing Greenhouse Gas Emissions Reductions](#) Reduction E-24.

There is an inadequate conclusion that the overhead electrical lines which would be visible along Blue Oaks Boulevard are visually consistent with the character of this roadway. Overhead power lines would be a terrible eyesore and would take away from the beauty and character of the soccer park. There might be power lines along other areas, but not in this specific neighborhood or this section of the roadway. Power lines are not visually consistent with the character of the roadway.

This plan goes against the goals of Assembly Bill 32, Senate Bill 32, and Climate Scoping Plan and Update. Instead of “reducing California’s dependency on fossil fuels and making land use development and transportation systems more energy efficient”, this plan makes the transportation system significantly inefficient and increases our dependency on fossil fuels.

This plan goes against the Roseville City General Plan Policies AQ1.17 and AQ1.18. These policies are about encouraging and promoting energy-efficient transportation systems. Having a mega warehouse over five miles from the freeway is incredibly inefficient and will increase air pollutant emissions instead of reducing them and waste energy instead of conserving it.

The volume of vehicles was calculated using only 4 hours of loading dock time each day. This is inadequate as Appendix A- NOP and Comments states that "Some businesses may need to operate 24 hours per day." Therefore, the total number of vehicles needs to be recalculated to take 24-hour use into consideration. This new number of vehicles needs to be used then for the calculations of the HRA, transportation and circulation, air quality, greenhouse gas emissions, and climate change, noise and vibrations, and energy.

Regarding Mitigation Measure 3.6-3-There is an opening in the sound wall at approximately 2757 Westbrook Avenue on city property. Completing the sound wall is a mitigation that should be completed if this development is allowed to help reduce noise in the neighborhood and at Audrey Huisking Park.

The project only mitigates GHG emissions to the bright line level. This project should be

required to receive carbon-neutral status in order for the city to meet its own sustainability goals, be in alignment with the general plan policies, and be in compliance with state and federal climate mandates.

The Roseville area was just reported to have the 6th worst year-round pollution in America! It also was 7th worst in the nation for ozone (aka Smog) pollution and 8th worst in our whole country for short-term particle pollution! -[The American Lung Association](#). Each year, this mega-polluting site would add 43,800 pounds of Reactive Organic Gas, 62,780 pounds of Oxides of Nitrogen, and 21,170 pounds of Respirable Particulate Matter into Roseville's air. The EIR greatly underestimates the overall impact this would have on an already terrible situation.

Thank you,

[REDACTED]