

April 30, 2026

To: City of Roseville
City Council and Planning Commission
RE: DEIR, SCH# 2025060240
Subject: Phillip Road Site

Dear Sir/Madam:

The following email is my written public comment statement to the City of Roseville staff and other concerned parties within the northwest area of Roseville regarding the originally proposed Roseville Industrial Park, but now relabeled, the Phillip Road Site.

It is only obvious that the re-tuned project proposal still meets with an extremely high percentage of its residents being opposed for this land use. Thus, City management evidently felt it prudent that a time extension occur for the public comment period and it was extended another 45 days with a new close to public comments on this proposed project's DEIR at 5:00 p.m. on April 30, 2026.

Below I wish to present to you my concerns, questions and comments on why the proposed Phillip Road site remains to be not in the best interest of the City or of need and benefit to its current and future residents or business enterprises. The DEIR has numerous flaws and gaps in it, which are not clear and/or specific on which party will absorb certain and significant costs or burdens for this project's development phases and its corresponding future costs for its support service requirements into the future.

I have summarized what I consider to be the "The Top 12" reasons why this DEIR is insufficient and appears uniquely slighted for approving this land use as a "balanced project."

1 SAFETY: Every item we experience in life must have safety as being the premier element. You cannot compromise safety and you cannot shortcut safety. By doing so, higher risks may occur which can be associated with unsafe human health, personal injury or even death. There are three components as I see it

that this project would have a critical impact upon, which the DEIR lacks or is unclear on how it would mitigate such risks to the public.

A. Children safety - In my earlier email and in many others that I'm certain you have received from our fellow citizens through the public comment period, there are in the neighborhood of 6,700 estimated children that ingress and egress the crossings on Blue Oaks Boulevard between Westbrook Boulevard and Foothill Boulevard on their way to/from the current schools each day. These children are primarily walking or biking or using other means such as scooters, electric bikes and skateboards to get to and from such schools. They are attending several middle schools and several high schools on the south side of Blue Oaks Boulevard. Kids will be kids as we all know and they will do things sometimes such as crossing roadways not at signalized intersections and they may become a hazard to motorists. This risk would be compounded if large truck traffic is allowed to utilize Blue Oaks and or Fiddymment Road to access this proposed project site to access the so-called innovation park (IP) or centers. No where does the DEIR address children safety when it relates to truck speed limits or weight limit restrictions on these or other streets that trucks may utilize to gain access or egress from the subject site. The pedestrian safety envelope is further negatively impacted if truck traffic utilizes these roadways as simple physics and statistics have demonstrated with historical facts, that trucks cannot and will not yield, slow or stop in a quicker or shorter distance than normal automobile traffic for our children. So, is it worth the risk versus the gain I ask you and yours to allow the construction of the innovation and related buildings near residential areas?

B. Emergency responses - Fire, police and ambulance vehicles have a difficult time navigating high traffic volume streets as it is and this projects location and nature of added truck and related planned residential traffic would significantly increase emergency vehicles response times and routes at any given time of day or night. Minutes are critical on most every emergency response and extended time to arrive at an incident scene may be a matter of life or death. Again, these most critical quality of life issues are not mentioned in the DEIR or are means to mitigate such negative impacts on our community at large. Traffic increases during the construction phases alone will have a most noticeable impact on the NW area of Roseville for such a large project and the City cannot afford to have these preventable obstacles occur when safety for all of us is premier.

C. Roadway Infrastructure - The current state of roadways near the proposed project site are inadequate for this proposed land use. There's absolutely no way it is possible for Blue Oaks Boulevard or Fiddymment Roads to be expanded to accommodate just the necessary truck traffic that it would take just to construct this innovation park. This plan does not consider the construction workers personal vehicles that would have a negative impact

on our current overloaded roadways too. This is a safety component that's being overlooked in the DEIR. The existing roadways near the proposed site currently are already undersized with just the current residential growth going on in the area. For instance, I challenge the Traffic Engineering Department of the City, the School Districts and the Police and Fire Departments to come out and observe what one intersection alone is like at 6 times a day. My example is at N. Hayden Parkway and Blue Oaks Blvd. This congested intersection is served with ONLY one lane of traffic in the north and southbound direction of travel. The elementary schools on the north side of Blue Oaks have different start and dismissal hours than the middle and High schools south of the intersection. Each school type has different start/dismissal hours. The districts (elementary and high school districts here) do not have a bus system of any magnitude to move its students to/from school each day. In fact the Roseville City School District does not own school buses and utilizes the Roseville Joint Union High School District buses for the few students it transports. Thus, parents are shuttling their students in their personal cars and SUV's by the hundreds instead. Some cars are naturally making multiple travel trips each day to move students about. When queuing at this intersection occurs during peak school start and release times, the backups I have timed may take up to 4-6 minutes or more to clear. This nightmare for dense traffic is significantly compromising emergency response times and response routes today, just at this one sample intersection. I challenge the city and its various departments to go out and view this daily occurrence and imagine the impacts it would have on emergencies if the innovation center and the 600 plus homes were approved and tossed into this mix. These critical safety components and others, which I have not mentioned in this sector of Roseville, have potential for major incident response delays which could compromise possible loss of life and losses to property should a project of this magnitude be allowed to proceed by the City of Roseville. The question here is, how do the developers and the City plan to successfully mitigate traffic movement when the existing infrastructure near the proposed site is currently stressed when it comes to emergency response times and available response routes?

2 CEQA - Quality of Life as it pertains to Noise, Air, Light and Litter Pollution: I see five significant items here that will affect all residents with our highest quality of life issues in Northwest Roseville.

A. Traffic - The current and future roadways destined for expansions to accommodate this project will bring only more driver stress and longer travel trip times to all of us. I do not see stress or anxiety elements discussed in any significance at all within the DEIR, as it pertains to this proposed land use. When you as decision makers

vote in favor or denial of this project, please consider the mental well being of the adults and children in your community and how your decision impacts their highest quality of life.

B. Noise Pollution - Trucks and industrial/innovation complexes simply by size, nature and makeup are noisier sites than light commercial or residential areas. Such installations have serious effects on everyone's sleep patterns, relaxation and quiet times; while sleeping or out in our yards and parks. The DEIR does not address any given innovation businesses who may move to the site and who may create louder or longer terms of noise from their operation and any plan to mitigate its use. Without knowing who may occupy any given space in any given Phase of the project, the risks for approval are not worth the gains, when it comes to all residents' mental well being. This is a serious matter for certain individuals and exactly why innovation centers use space and residential use space are never good mixes & matches.

C. Air Pollution - Battery vehicles are not the answer. They will not be the answer for a very long time as internal combustion engine trucks, support vehicles along with forklifts and other industrial equipment will be a way of life for us for many, many years to come. Even if some of the exaggerated California pollution milestones of 2035 are conceivable, it is still 9 years from now that residents have to endure these added and unnecessary health risks within our community. Simply disapproving this land use could potentially save lives and eliminate local health risks that none of us could calculate the costs for health care for any affected parties. If we can eliminate air pollution in our neighborhoods it's a win for all of us and our children. This DEIR does not address the obvious poor health ramifications in any detail that the public demands.

D. Light Pollution - Large roadways typically receive high intensity highway lighting as do all innovation parks. These operations worldwide are 24 hour installations and high illumination lighting is needed for their safe operation, both on and off site. This light pollution significantly affects all animals/wildlife, pets and human beings and if we have the opportunity to control it or eliminate it, again it is a win for all of us.

I would like the DEIR to address how the noise, air, light and litter pollution generated from such usage will be mitigated for animals and wildlife as they focus only and slightly on these serious impacts as it pertains to humans. A DEIR should not lack such elements. These reports need to be in depth and across the board.

E. Litter Pollution - We have significant wildlife preserves and native plant life and sensitive plant species, plus tree and ground crops immediately adjacent to the planned innovation center and new housing areas. I can show and share with you recent pictures I have taken of industrial/innovation parks in Roseville and the greater Sacramento area and how litter has created extreme health/environmental hazards with our waterways, animal life, crops and with our human interface. The DEIR does not have mitigation measures in any significance at all to address these crucial environmental risks that come from the truckers, employees, transients and others who

frequent these sites on a daily basis. This is a paramount problem and not just to this NW portion of Roseville, but these litter hazards stretch beyond the boundaries of the proposed site. The sheer size and makeup of the varied operations alone who will occupy the complex as waste generators, may have mitigation measures that could be astronomical in cost to the developer for just the routine litter control measures to keep the site clean and the surrounding area safe for all external uses by animals, plus plant and human life to survive.

3 Wildlife and Agriculture: Most of the citizens of NW Roseville moved here due to its close proximity to the natural earthly surroundings. This includes open space, nature trails, creeks, streams, orchards, grazing, farming and the like.

A. Tree Crops - Currently there are approximately 26 acres of tree crops and orchard groves to the south west of this proposed project. I have rode my bike for a number of years out onto Phillip Road when it was all wide open country and watched this grower spend untold tens upon thousands of dollars on developing his orchard. I have watched him do land leveling, underground irrigation and watering improvements, pumps, wells and planting of new trees; all in the theme of making his business viable and profitable and assuring mankind of a continued food source. The DEIR is vague on how this farmer/grower may be accommodated by the innovation park and additional housing units should any aspects from that site's use(s) negatively impact his crops' prosperity and quality. How do you as our City propose to mitigate any claims for damages or losses to his enterprise from an approval of the proposed land use? I see this as a huge risk to the City and it is not wise to approve the development for fear of a lawsuit over loss of use or similar such issues which could be the demise of his crop investment. These food producing tree crop acres number around 1.3 million square feet of land as I calculate it and they could very well have stunted tree growth and reduction in harvest production by having an industrial park built so close to its habitat.

B. Riceland - There are roughly another 30 acres of rice production land directly adjacent to and west and north of the proposed innovation centers and new housing units. These crops, much like the tree and grove crops to the southwest of the project, could have similar if not the same significant impacts on their productivity if the development of the innovation park and 600 plus homes is approved. Crop dusting aircraft are utilized for seed placement, mosquito abatement, fertilization and related use and they are mandatory and required operations to successfully produce rice profitably. The Placer County Farm Bureau and the Rice Growers of California plus the Sierra Club and other wildlife associations will be voicing their opposition to this project as well. These are

strong professional business and political forces not to contend with if you are wise. I do not see mitigation measures in the DEIR that are detailed enough to support such use of the subject land.

C. Farming, Ranching and Growers - One of the components of a successful and health conscious County, such as Placer County is to promote agriculture and eliminate the take-away of open space and grazing lands, such as where this proposed innovation park and huge home development area is planned. Approving and building the innovation park and houses would go against all of those themes, such as to preserve and protect the adjacent Al Johnson Wildlife Area. Having a protected wildlife preserve for wild animals and with native plant species, directly next to an innovation park plus hundreds of new homes; is not how planners of any such, should consider without creating sizable buffer zones to mitigate any potential negative environmental impacts. I do not see engagement with some of these individuals or wildlife, nature and preservation groups within the scope of the DEIR. This is critical to address.

In fact, I attended one of the dozen “living room” meetings staff of Panattoni Development Co. (PDC) had several years ago with local residents and I quizzed Abbie with PDC and their consultant, Justin Caporusso, if they ever sat down and had open engagement meetings with any of the nearby rice farmers or tree crop property owners/farmers? They openly and clearly stated in the June 28, 2023 home meeting they did not.

This response from PDC and Justin speaks volumes on how insensitive these developers and their agents are to the surrounding land/property owners and their significant investments. It is further aggravating since nearly 3 years has passed since that meeting that no viable DEIR statements or recognition or possible mitigation measures are addressed in this current DEIR surrounding the agriculture neighbors to the proposed site. Referencing Section 3.1, Land Use and Agriculture in the current DEIR, all we see is small talk and no real discussions on what construction dust, debris and other project build-out long term effects may have on these farmers crop production or deminished life cycle of their tree or surface crops. In fact, they close by saying any development issues with the planned site will have “less than significant” impacts on their existing crops. That “personal opinion” statement and the concluding statement in the DEIR, “no mitigation is required”; is unacceptable and clearly reflects any collateral damage caused is not a real thing in PDC or its advisors eyes.

4 Environmental: Similar to item number two above, the Roseville environment would be impacted as follows.

A. Air Pollution - If you go over to any of the Amazon Fulfillment centers or large Walmart Distribution centers or innovation center locations in California, you will see numerous trucks staged and waiting for hours outside of these complexes, before they are allowed to enter to pick up or deliver their goods. These trucks sit and just idle away as the drivers try to either stay cool or warm in their cabs. This air pollution is in addition to just the normal ingress and egress trucking at these sites. I have numerous pictures of what these off-site locations look like. That pollution would be detrimental to human life as well as the tree groves and surface crops nearby the proposed innovation center/park.

B. Noise Pollution - These same trucks will most likely come in and out of the facilities 24 hours a day 7 days a week. Regardless if the innovation park is a mixed-used operation, these trucks and drivers are present. I have spent quite a bit of time lately outside of facilities in Roseville like the Ace Hardware Distribution Center and newly occupied old Save Mart Distribution Center and noticed trucks coming at all hours of night and day. These same types of impacts would have significant negative impacts on us as citizens in NW Roseville, should this proposal proceed with some innovation center use(s).

C. Traffic from Trucks and Trailers plus Unsightly Off Site Conditions - Another thing I noticed when I go by these large distribution and industrial/innovation complexes is that there are trucks parked everywhere. Most every one of these facilities require the trucks to park off site until they are told to queue into the innovation complexes. I have a number of pictures to share with you where trucks are parked almost everywhere. Many times they are dropping their trailers helter skelter and leaving them in unapproved parking areas. All of us can only imagine what the potential negative impact this would have on the surrounding roadways and moreso residential neighborhoods near this proposed site. The DEIR does not address in detail how off-site impacts from their operations would be mitigated for the good of the town.

D. Light Pollution - All of these trucks will only compound these things for the public. All of their assorted lights would glow into our neighborhood windows and bedrooms and disturb the elements of sleep and peace in these residential communities with trucks operating at night near our homes.

5 Traffic and Roadways: Currently most of the routes destined for trucks and employees to access the site are failing. Poor pavement surface conditions such as reflective cracking and alligatoring are present on Roseville Streets.

A. Blue Oaks Blvd. - This roadway would be significantly impacted with heavy truck traffic, even if the roadway was ground out by an asphalt profile grinder and repaved. Portions of Blue Oaks Boulevard currently would not support the construction truck traffic let alone the innovation park and new housing traffic as they are currently built. Please travel this section of roadway east of the UPRR overcrossing and the section from Foothill Blvd. to Woodcreek Oaks Blvd. The DEIR consultant knows this road and others are substandard and they will not pony up and pay for the improvements and maintenance. They shuffle such costs for this work to be paid for from the General Fund - that is unreasonable and unacceptable to be borne by the community. The passenger vehicle and related truck traffic currently is at its maximum. We do not see this roadway being widened and improved for the residents in any short order let alone to accommodate an innovation park and massive 600 plus subdivision complex with its needs, situated on the very westerly City limits.

B. Fiddymment Road - From the northerly city/county line south to Pleasant Grove Blvd., the section of roadway is only 2 lanes in each direction. Some truckers and employees of the proposed site will use this corridor to get to the complex. Already with all of the residential building construction going on west of Fiddymment Road, our driving times are being extended and delayed. They will be further impacted and our stress levels will increase if added and unnecessary truck traffic is allowed to enter into that equation.

C. Signal Light Timing - This is quite the joke along both of the above noted Boulevards. Single cars coming out of Crocker Ranch and some of the neighborhoods to the north are stopping the heavy traffic flows on Blue Oaks Blvd. more often than not and more trucks would further bog down the safe flow of traffic; where they are already high. Vehicle counts are maximizing these roadways safety constraints daily and then the mix of children crossing the roadway compounds the problems. The DEIR does not address these components for our continued quality of life.

D- Seasonal Fluctuations and Definition of an IP - If an innovation park is built to the west end of Blue Oaks Boulevard, we all know that truck traffic is much greater for these centers. None of us have a clear definition of what an innovation park or center is and if these businesses are also seasonal in nature. We do not know if they will meet current zoning codes for the current site due to this loose understating of what is "proposed." Under California law, particularly in the context of the California Environmental Quality Act (CEQA) and recent legislative reforms (as of early 2026), an "innovation center" is often categorized under broader definitions of "advanced manufacturing" or "Inclusive Innovation Hubs," aimed at economic development, technology, and

research. So, we do not even know what we may be getting. This is unacceptable and beyond challenging at best.

6 Support Services: I have spent hours driving around Roseville and currently truck drivers along with any workers who would be employed at any Innovation center/park; simply must have selected support services nearby to accommodate them with certain daily and mandatory work needs. These IP complexes will not survive and thrive without these services to support their operations.

A. Fueling Stations - Fueling stations for large trucks and cars plus truck wash facilities are not located anywhere in Northwest Roseville.

B. Truck Services - Likewise, there are no truck service or repair facilities anywhere in Northwest Roseville or a place where a trucker could have his oil changed or a flat tire repaired.

C. Lodging - Again, these mandatory services such as motels, hotels or Inns are not anywhere near Northwest Roseville. Drivers need to have overnight rooms for the truckers to stay at and shower. Nor are there any parking facilities for such large vehicles.

D. Trucks move America and Drivers need Food - Truck drivers require food and drinks 24 hours a day and none of those facilities are in Northwest Roseville nor are there facilities such as restaurants that could accommodate the size and numbers of these truckers vehicles. Additionally, there are insufficient facilities anywhere in Northwest Roseville to accommodate the nearly 1,000 employees that would work at the IP. They too need access to food and drink and little to no food establishment exists to support these numbers of people out this far west. All of the employees who would need to go to breakfast, lunch or dinner and who may be working during 24-hour shifts at the Innovation park; again would have to go out and drive long distances to obtain their meal. All of this additional driving does what? It compounds traffic, noise, air pollution, litter pollution, vehicle light pollution and it too will significantly affect our daily travel times going to and from our residences in Northwest Roseville. The DEIR does not go into any discussions on how the site will survive without these essential services and what the environmental impact would be on us without them in place.

7 Emergency Services: In order for the Phillip Road site to be built, it will be mandatory that certain emergency services are readily available or the developer will never be able to obtain insurance to operate this proposed facility.

A. Fire Services and Equipment - If you look at the proposed plans for all phases of this project, one will conclude it will require that a fire department ladder truck, (tiller driven apparatus or TDA or mid beam or rear mount ladder truck), and be immediately staffed and available should a structure fire occur. Currently the closest fire station in the City of Roseville to serve and respond to the innovation park would be out of Fire Station # 9 on Hayden Parkway (south of Blue Oaks Blvd.). This fire station currently only has one type one fire engine and one type three (4WD) fire engine. It does not house a ladder truck. In order for this complex to be built the City will need to procure a new fire department ladder truck and these particular vehicles can take up to 2-3 years to manufacture and these rigs are costing fire departments in America between \$1.2 to \$1.4 million each, to procure. We should not have to foot the bill as a City and more so as residents and procure this vehicle; just because the developer wants to place his complex so far out from the needed existing public services. Also, the City of Roseville Fire Department by having such a huge facility west of town will also need to have a Hazmat Unit available to respond to incidents at the IP, which is proposed to have per DEIR figures of over 1,000,000 SF of 50' tall buildings under roof. These very custom vehicles take, again, 2-3 years to build and each fully outfitted are typically \$750,000 to \$1.2 million dollars each and one would be required to be situated near the closest fire station to serve this phantom of a facility. Again, we do not need to foot the bill for something like this. We do NOT see any mention of these mandatory apparatus needs in the DEIR and the costs associated with these significant investments. Be reminded, these rigs require personnel too. I have been in the fire service industry and ladder trucks typically are supported with four (4) fire personnel and Hazmat Units carry three (3) or more specially trained personnel on most of these complicated apparatus. Can you imagine the raw costs for hiring the personnel, training, certifications and equipment costs alone to serve this IP? These items are not mentioned anywhere within the volumes of information found in the DEIR, which are critical components for this IP to proceed. If indeed our City planners consider an approval for this innovation, we must always default to safety. Since more large truck traffic will enter upon and use our dense and currently compacted roadways, they will only further impede our emergency vehicles access routes and response times to their respective calls. This is regardless if the incident is at the IP or not.

B. Police and Ambulance Services - Delays on any emergency responses are unacceptable. We cannot have that. We need to keep 1,000,000 SF innovation parks centered where the appropriate services are available and not on the outskirts for the good of its citizens and workers. Keep in mind, if this proposal is considered for approval, there may be upwards of an additional 1,000 people working at the Innovation center complexes. The city of Roseville has to consider increasing its police beats as well and staffing them accordingly. This is an untold cost that is not being considered when you bring that many people into the community and you have a very high probability that they will be working 24 hours a day out there. People will get sick, injured, fights in the workplace may occur, vehicle and business break-ins and thefts may occur... Thus, we will need more police officers, supervisors, police vehicles, equipment and on and on. A projection of 1,000 employees plus truckers coming and going at the IP is much like a small town and they must have police, fire and ambulance staff available to respond. Help me understand who pays for all of these requirements in order for the IP plans to move forward? Kindly advise where and within any of the DEIR and related documents on file with the City the where, how and when these mandatory emergency service needs will be paid and more so, by who? This again burdens the residents unfairly by considering this site for its proposed use. Reading DEIR Section 3.10, Public Services and Recreation, we again obtain more conclusions by its authors that all of the police, fire, ambulance and related emergencies concerns are met with a reply, “no significant impact” and “No mitigation is required.”

Why? Simple: the developer does NOT want to pony-up and pay its fair share to construct these new developments. This is unacceptable and this is why we have a Planning Commission and City Council to support its tax paying, legal residents and property owners from such steam roller operations as PDC coming to town.

#8 Infrastructure: An innovation park such as the one Panattoni Development Company is proposing to build is a major undertaking and a costly investment too. So let's discuss the facility needs.

A. Improvements - There are no current roads, sidewalks, driveway approaches, storm drain systems, electrical systems, natural gas distribution systems, communication and related potable and recycled water facilities anywhere near this site. All of these systems are extremely costly to build and they need to be constructed not just at the site, but these improvements need to be built to serve this site so far out west. The DEIR talks about what is currently stubbed out as underground improvements nearby and it mentions some sizes of lines and who the utility owner or provider may be. The DEIR is not clear and is not specific on where any given utility ends or

begins and it further is unclear who is bearing the cost. This should be disclosed and clear and not left ambiguous or unspecified. Question, please point to us as citizens where these critical costs begin and end, who pays for the initial costs and how are the maintenance and repair of such facilities supported financially into the future?

B. Existing City Facilities - As I mentioned, earlier the roadways are poor that lead to this facility. It is anyone's guess when the Placer Roadway to the north of the site will be built to serve the western end of the County. So in the meantime Blue Oaks and Fiddymont would be the arteries feeding this facility. It's not fair to the community to have these roadways broken down and burdened with substantial heavy truck traffic, due to its poor proximity to any major transportation roadways and rail systems. In all fairness, the proposed site developer should pay for all of the infrastructure improvements from our current Interstate I-5/I-80 and Highway 65 systems and not just their impact directly adjacent to the site. Good business practices and good government will tell you this is a fair assessment that residents should not bear and we should not bear the corresponding maintenance to the same. Also, in DEIR Section 3.3, Transportation, 3.3.2, Environmental Setting, Roadway System, discusses the current condition of the existing Phillip Road route west of the proposed site. The section reads as follows: *"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."*

Phillip Road is not partially dirt as stated. It has a crushed rock and AB (asphalt base) roadway surface in about a one-mile stretch. Again, the DEIR clearly voices an opinion viewpoint and prejudices real facts and truth. How can the authors of the DEIR state, *"is not considered one of the roadways that would serve the project despite its proximity to the site."* What? Contrary and fairly, the Phillip Road route westerly is 100% adjacent to the site PDC proposes to build. If PDC truly wishes to develop this site, by bringing the car and truck traffic to the businesses and homes planned for the project; then they need to improve the existing infrastructure to support the site's use. It should be a requirement of the City to demand that PDC make adequate roadway improvements all along Phillip Road to its west terminus at S. Brewer Road. These improvements should include roadway depth and

widths reconstruction to City Standard Details and Specifications, for a two-way road including roadside drainage, striping, pavement markers, utility improvements; such as signage, lighting and fire hydrants along its full length. These improvements would bring a sizable relief to the surface streets in West Roseville and provide workers and residents of the Phillip Road a great alternative, a more rapid ingress/egress route for them all along a natural and existing corridor extending away from the site. This work should be 100% an all-inclusive cost for PDC to absorb as part of their DEIR and related permitting process to proceed.

9 Schools: For a project having over 4,000 pages of documents associated with it, I find it hard to believe that PDC could propose a “balanced plan” to have well over 600 residences and little to no discussions about schools are found in the docs. Currently the City and its corresponding School Districts have fundamentally failed its citizens. People are buying and moving into new homes daily in west Roseville with an understanding they will have the highest quality of life possible with great and nearby schools immediately available for their children to attend after move-in. Unfortunately, no matter how the developers, homebuilders, the city and school districts market this community as the go-to-place to buy and live - they are being fooled. I hear daily total dissatisfaction from parents who do not have solid answers on where their kids will actually be attending schools and when the new schools will ever come to fruition. Families are having to make significant sacrifices after the closing of their new homes and how and where they are going to get their kids to school. We have no real system of school busing in west Roseville to assist parents in getting their kids to/from school. Therefore, schools that should be built and be available for kids as they move in are not there. So, mom or dad have to make personal and daily arrangements to get their kids, on many occasions and situations, across-town to school. The added stress, cost of transportation, pollution and lost time is 100% avoidable if City planners held developers and school districts accountable for these lack of performances. If new homes are required to paved streets, water systems, sewer/drain lines, street lighting and related infrastructure in place “before occupancy” if a new home may occur; than simply schools should be in place too. It is part of the same equation, services being available. PDC and this DEIR makes no guarantees, tangible projections or satisfactory timelines on when and where children residing in the new 660 plus housing units will go to school. That is totally unacceptable and the City should deny the DEIR and proposed development from moving forward, until such time that all the parties in the theme of partnering have come to the table and made mandatory procedures occur where schools must be close-by, adequate in size and more so immediately available for new home buyers children or the occupancy of the residence does NOT occur. If all the parties performed their due diligence like they do to get

water, sewer, drainage, lighting, power, gas, streets and roadways in place for move-in, then the reciprocal for having schools ready to attend should be part of the approval process and an ingredient for prompt occupancy. Currently, if this DEIR is proposed - the City and all others have failed the new residents. Reference DEIR section, 3.3, Transportation, and you will not find anywhere in these discussion any mention of parents driving habits to move children to school multiple times per day by car, no mention of school busing, no other student movement options or how these added and avoidable driving trips impact our environment from the wear-tear of our roadways, GHG and related negative consequences. So an F-grade with this DEIR as it pertains to children, students, education, transportation and schooling. It is a complete failure and housing is a huge part of this project's overall dynamics being missed.

10 State of California, Department of Housing and Community Development, Surplus Land Act, Notice of Violation:

When the State of California gets involved in your business of doing things - typically that is not a good thing. However, our City did just that and it took a 3rd-party citizen to bring it to the attention of the State for a possible resolution. However, even though the City recognized their failings, what is unacceptable to us as respondents/commenters to the DEIR, is why did the City enter into a special settlement agreement with the State of CA over the NOV and not advise the citizens of Roseville of this controversy in a news release (as this was a hot potato for us west side residents) and why are its full contents not attached herewith in the DEIR sections or measures stated where readers could read and understand its contents? Again, the City staff are public servants to its people (residents/citizens of Roseville) and if monies and payments are part of this executed settlement agreement, where do such funds/penalties/violation fees come from? In other words, who is paying for this blunder and who is being held accountable and answering to the consequences for not doing their job(s) at the City? All of these documents should be part of this DEIR package. Explain why this was not included? See section cited below:

“On December 4, 2023, the City received a procedural notice from HCD related to the applicability of the Surplus Land Act as amended by Assembly Bill (AB) 1846. AB 1846 modified the Surplus Land Act to require that the notice of availability for the property be issued to low- and moderate- income housing developers and the list of

housing sponsors pursuant to Government Code Section 54222. The notice of violation, which was issued in response to a third-party complaint, stated that although the notice of availability of the surplus property was issued prior to the January 1, 2020 effective date of AB 1846, the property remained subject to the Surplus Land Act as amended by AB 1846 and did not meet the grandfathering provisions. The City has since worked with HCD and reached a Surplus Land Act resolution. Pending the sale of the property, the City of Roseville and HCD have executed a settlement agreement, effective September 16, 2024. This agreement allows for the transfer of the project site to the applicant.”

11 Use What We Have: Utilization of existing facilities and improvements is just simply part of Economics and Business 101.

A. Existing Commercial Property Sites for IP's - In other parts of unincorporated Roseville, I found approximately 197 acres zoned and ready 'build to suit' property just north of the city limit lines in Placer County. I found another 207 acres within the City of Roseville that have streets in place and with all of the required appurtenances, such as underground utilities ready to build on for new IP's. All of these facilities have close proximity to railroads and established existing highways with corresponding support services. Some areas are just west of Industrial Avenue, some are east. I found over 400,000 ft² of empty class A buildings vacant for use and there are more that I found in my study in other locations such as the Douglas Boulevard corridor. I would like someone to help educate me on one good reason, why all of these areas that currently exist are not promoted by our City officials to perform in-fill and build-out on first and why PDC believes West Roseville is the best home for our next innovation park?

12 Political Choices: It makes no sense to build an IP as proposed in West Roseville. For every single reason the developer may bring to the table on why they think this is a fit for Roseville, I will bring to them a corresponding 10 items on why it is not a fit.

A. Use what we have - The city needs to do a better job on developing what they have. Two things occur in life when we make our choices. This holds true for all of you who are our City Fathers, our public servants and our elected officials. There are things we "need" every day. Then there are things we "want" most days. We need food. But we want a new car. We need housing but we want a ski boat. The developer and possibly some working at the City may "want" the innovation park but we do not "need" the innovation park in west Roseville.

B. What do the residents need? - We need the highest quality of life possible. That is why we bought homes here and chose to raise our families here. The residents of Roseville, and not just west Roseville, need the City of Roseville to make the "right choices" for its People. The City does not need to make choices for what they may want. The City would serve itself and its citizens best, by marketing what they now have and what they might want can wait. We need to eliminate blight and failures with the inner city or core areas being left vacant. Values to businesses and property located now in those areas do not appreciate when infill is not promoted by City forces to developers. The city needs to link arms with companies who indeed want to move to Roseville and offer to them a partnership to occupy what we now have; such as buying-down-fees to get them to move into existing industrial / commercial areas and with related incentive opportunities. It is not that hard to do, folks.

C. Let the People Speak - The bottom line is when you make your decisions on this project, would you want this proposed land use in your backyard or to have for your kids or your grandkids neighborhood? We have a consensus on what we need. We do not need this development. I will be most happy to take anyone from the City on a detailed tour of Roseville and show to you the most ideal places you have previously approved for innovation center development. These areas have not been built out and I can show to each of you vacant buildings which are not being occupied. All good city fathers, good urban planners, good regional managers and great development marketers; know it is good business to perform their job, their duty and their obligation to serve for the betterment of its citizens.

As residents of Roseville, we do not see this project as "cumulatively considerable" per CEQA guidelines.

I urge you to deny an approval on the DEIR and on the Phillip Road Site proposal and I challenge you to put your energies where they are best utilized and to fill-in and occupy our vacant and available land in other parts of our City and to occupy all of our corresponding vacant buildings, first.

That is what we need and that is what I am certain you want to do as our local leaders. Thank you for your consideration and for your time. Please feel free to reach out to me to discuss these questions, comments and concerns at your earliest. I look forward to your written receipt of and acknowledgement of this correspondence.

Cordially,

[REDACTED]

**Fiddymment Farms and
West Roseville resident**

[REDACTED]