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July 21, 2022

Greg Bitter  
Planning Manager  
City of Roseville  
311 Vernon Street  
Roseville, CA 95678

Re: Sutter Parking Garage Expansion Project Appeal Hearing, PL22-0024

Dear Mr. Bitter:

Our firm represents Sutter Health concerning the Sutter Parking Garage Expansion Project (File PL22-0024) ("Project"). On August 3, 2022, the City Council will hear the Laborers International Union of North America, Local Union 185 ("Union") appeal from the Planning Commission's approval of the Project ("Appeal"). On behalf of Sutter Health, I have reviewed the comment letter attached to the Union's Appeal as well as the City's responses to evaluate the adequacy of the Negative Declaration as it relates to the Project. The Negative Declaration thoroughly evaluates all potential environmental impacts of the Project and finds that the Project does not have the potential to result in any significant impacts on the environment. City staff's responses to the Union's comment letter on the Sutter Parking Garage Expansion Project demonstrate that the Negative Declaration is adequate to comply with CEQA for the Sutter Parking Garage Expansion Project.

While the City may rely on the Negative Declaration to comply with CEQA, the City may also consider additional reasons approval of the Project complies fully with CEQA. For example, in *Rominger v. County of Colusa* (2014) 229 Cal.App.4th 690, the County of Colusa approved a development project based on a mitigated negative declaration. However, after a lawsuit was filed challenging the county's compliance with CEQA, the county asserted both that the mitigated negative declaration complied with CEQA and that the project was exempt from CEQA. In *Rominger*, the petitioner argued that because the county relied on a mitigated negative declaration, the county could not also claim the project was exempt from CEQA. The court rejected petitioner's argument and held that "notwithstanding its preparation of a mitigated negative declaration, the county is entitled to argue before this court that the ... subdivision either did not qualify as a CEQA project or was subject to the commonsense exemption from CEQA." (*Id.* at p. 701.)

Here, evidence in the record demonstrates that the Project is exempt from CEQA pursuant to the categorical exemption for In-Fill Development Projects (CEQA Guidelines Section 15332). Specifically, in addition to the substantial evidence included in the Negative Declaration, Raney Planning & Management, Inc. prepared the Sutter Roseville Parking Garage Expansion Project Categorical Exemption Memorandum (July 2022) evaluating the Project in the context of the criteria for the Infill Exemption ("Infill Exemption Memo"). The Infill Exemption Memo demonstrates that the Project is exempt from CEQA under Section 15332, and does not meet any of the exceptions to categorical exemptions set forth in Section 15300.2 of the CEQA Guidelines.

Nevertheless, the Negative Declaration provides the public with extensive information about the Project and its impacts. Thus, while projects that are exempt from CEQA – such as this Project – do not require a negative declaration, Sutter Health requests that the City exceed the requirement of CEQA by adopting the Negative Declaration as a further basis for concluding that the City complied fully with CEQA.

Respectfully,  
THOMAS LAW GROUP



Christopher J. Butcher  
Attorney for Sutter Health

City of Roseville  
Community Development Department



**Sutter Roseville Parking Garage Expansion Project**  
**Categorical Exemption Memorandum**

**July 2022**

Prepared by



1501 Sports Drive, Suite A, Sacramento, CA 95834

## **TABLE OF CONTENTS**

<b>A.</b>	<b>Introduction and Summary .....</b>	<b>1</b>
<b>B.</b>	<b>Project Description.....</b>	<b>1</b>
<b>C.</b>	<b>Discussion .....</b>	<b>10</b>
<b>D.</b>	<b>Conclusion.....</b>	<b>25</b>

## **FIGURES**

Figure 1 Regional Vicinity Map.....	2
Figure 2 Project Site Boundaries.....	4
Figure 3 Parking Garage Expansion Site Plan .....	5
Figure 4 Parking Garage Expansion Exterior Finishes .....	7
Figure 5 Parking Garage Expansion Utility Plan.....	8
Figure 6 Parking Garage Expansion Landscape Plan .....	9
Figure 7 Daytime Noise Contours .....	16
Figure 8 Nighttime Noise Contours .....	17
Figure 9 Parking Garage Expansion Erosion Control Plan .....	21

## **TABLES**

Table 1 Parking Garage Expansion – Parking Count .....	6
Table 2 Construction Equipment Noise .....	14

## **APPENDICES**

Appendix A: Noise Assessment



## **A. INTRODUCTION AND SUMMARY**

The Sutter Roseville Medical Center (SRMC) is located north of Secret Ravine Parkway at 1 Medical Plaza Drive in the Northeast Roseville Specific Plan (NERSP) area in the City of Roseville, California. An Environmental Impact Report (EIR) dated March 11, 1987 was prepared for the NERSP, which established the NERSP Design Guidelines for the initial specific plan components, including office and business park uses. As part of approval of the SRMC within the NERSP, between 1990 and 1994, the City prepared and certified an EIR and two supplemental EIRs for the Sutter Roseville Medical Center Master Plan (State Clearinghouse Nos. 90020142 and 93092081), and through Specific Plan Amendment and Rezone applications, established the Sutter Roseville Medical Center Master Plan site zoning as Planned Development for Medical Campus (PD457) and authorized the development of the SRMC.

The City of Roseville adopted the General Plan 2035 and certified an associated EIR for the updated General Plan on August 5, 2020.<sup>1,2</sup> The General Plan EIR is a program EIR, prepared pursuant to Section 15168 of the California Environmental Quality Act (CEQA) Guidelines (Title 14, California Code of Regulations [CCR], Sections 15000 *et seq.*). The General Plan EIR analyzed full implementation of the General Plan and identified measures to mitigate the significant adverse impacts associated with the General Plan.

Section 21084 of the Public Resources Code (PRC) requires the CEQA Guidelines to include a list of classes of projects which have been determined not to have a significant effect on the environment and which shall, therefore, be exempt from the provisions of CEQA. In response to that mandate, the Secretary of the Natural Resources Agency has found that several classes of projects listed in Article 19 do not have a significant effect on the environment and, thus, are declared to be categorically exempt from the requirement for the preparation of environmental documents.

The purpose of this Categorical Exemption Memorandum (Memorandum) is to evaluate the Parking Garage Expansion Project (proposed project) to determine whether the proposed project is exempt from review pursuant to CEQA. As will be demonstrated below, the proposed project can be considered exempt from CEQA, consistent with CEQA Guidelines Section 15332, In-Fill Development Projects. None of the exceptions to categorical exemptions identified by CEQA Guidelines Section 15300.2 are applicable to the proposed project. In addition, because the Medical Office Building 7 Project (MOB 7), which the Planning Commission approved on June 23, 2022, is located adjacent to the east of the project site, the Memorandum includes a discussion of MOB 7 in relevant portions of the analysis in order to evaluate potential cumulative impacts of development of the proposed project and the adjacent approved MOB 7 project.

## **B. PROJECT DESCRIPTION**

The following provides a description of the project site's current location and setting, as well as the proposed project components and the discretionary actions required for the project.

### **Project Location and Setting**

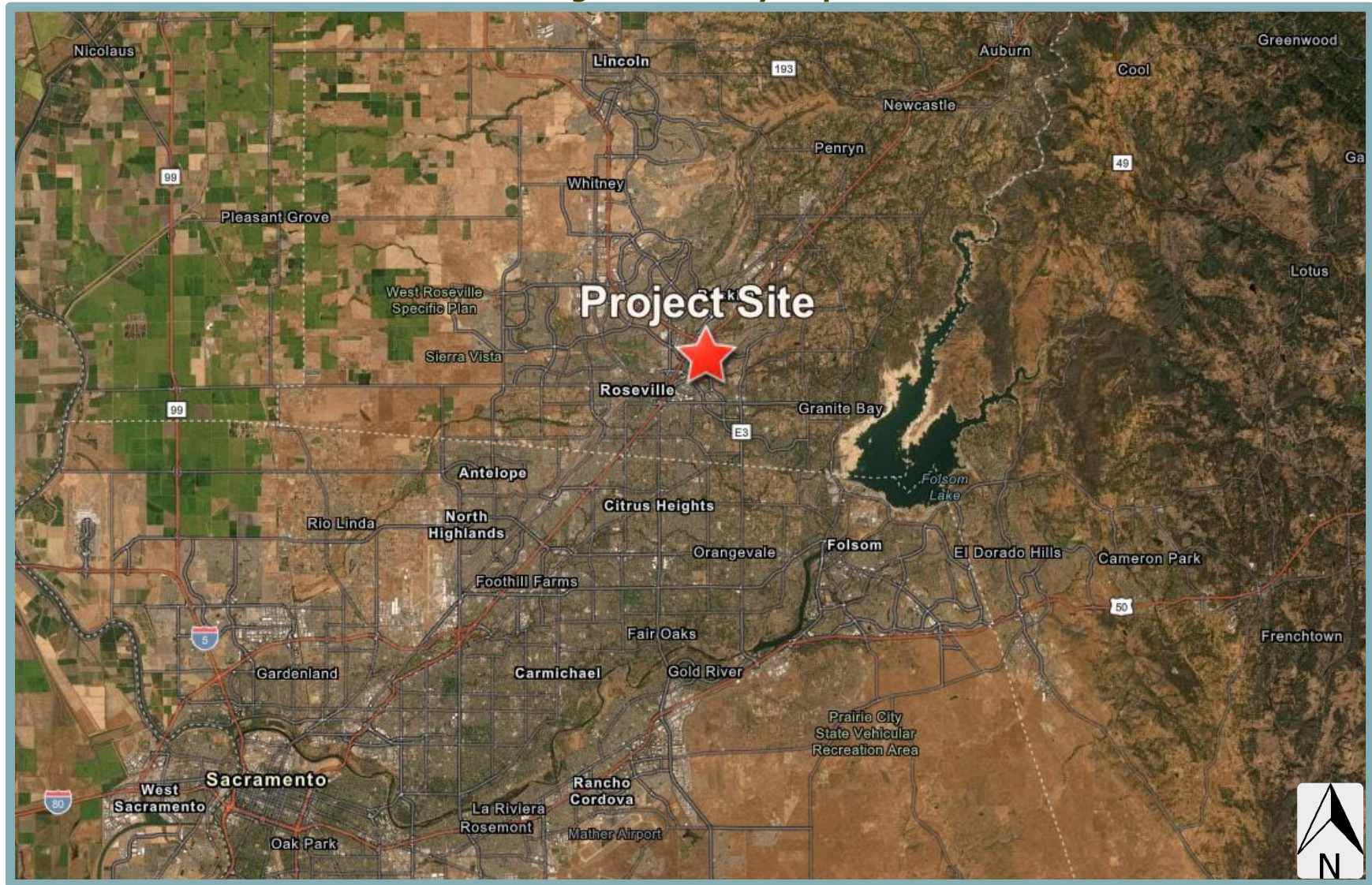
The project site is 0.94 acres and is located on the existing 49-acre SRMC campus in the City of Roseville, California (see Figure 1).

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<sup>1</sup> City of Roseville. *City of Roseville General Plan 2035*. Adopted August 5, 2020.

<sup>2</sup> City of Roseville. *City of Roseville 2035 General Plan Update Final Environmental Impact Report*. Certified August 5, 2020.

**Figure 1  
Regional Vicinity Map**





The project site is identified by Assessor's Parcel Number (APN) 046-060-034. The City of Roseville General Plan designates the SRMC as Business Professional (BP) and the campus is zoned PD457.

More specifically, the project site is located at 12 Medical Plaza Drive and the approved MOB 7 project is located at 7 Medical Plaza Drive. The sites 0.94-acre and measure 1.64 acres, respectively (see Figure 2). The former location, which would be used to develop the proposed Parking Garage Expansion, is located west of Medical Plaza Drive and consists of a surface parking lot, light poles, and landscaped areas. The latter location, which would be used to develop the approved Medical Office Building (MOB 7), is currently developed to the east of Medical Plaza Drive with a surface parking lot, light poles, landscaped areas, and a temporary modular building and sterilization trailer. In addition, the MOB 7 site includes a portion of the Medical Drive Plaza right-of-way (ROW).

Medical Plaza Drive bisects the two sites. With respect to the project site (12 Medical Plaza), surrounding existing uses include the existing five-story SRMC parking garage to the north; the site for MOB 7 and commercial uses (i.e., Holt Orthodontics, Worth Orthodontics, Roseville Dental Group, Serenity Oral Surgery and Implant Center, Rai Care Center, Capital Allergy & Respiratory Disease Center, and Roseville Diagnostic Hearing Center, Inc.) to the east, across Medical Plaza Drive; associated SRMC buildings (MOB 8) and surface parking to the south; and associated SRMC buildings (MOB 3) to the west.

With respect to 7 Medical Plaza Drive, surrounding existing uses include an associated SRMC building (MOB 4) and surface parking to the to the north; multi-family residences (The Phoenician Apartments) to the east; the aforementioned commercial uses (i.e., Holt Orthodontics, Worth Orthodontics, Roseville Dental Group, Serenity Oral Surgery and Implant Center, Rai Care Center, Capital Allergy & Respiratory Disease Center, and Roseville Diagnostic Hearing Center, Inc.) to the south; the existing five-story SRMC parking garage, MOB 3, and the site for the proposed Parking Garage Expansion to the west, across Medical Plaza Drive; and an associated SRMC building (MOB 5) to the northwest.

### **Project Components**

The proposed project would consist primarily of the Parking Garage Expansion. In addition, the project would include new utility improvements and new landscaping. Finally, the project would require City of Roseville approval of a Design Review Permit. The various project components are discussed below.

### **Parking Garage Expansion**

Following the removal of the existing on-site pavement, parking islands, and landscaping vegetation, the proposed six-story Parking Garage Expansion would be constructed south of the existing five-story parking garage and would connect to the existing parking garage, allowing for access between each structure (see Figure 3). As the existing surface parking lot currently provides a total of 93 parking stalls, including a space for charging an electric vehicle (EV) and 22 stalls compliant with the Americans with Disabilities Act (ADA), development of the Parking Garage Expansion would displace a portion of the existing SRMC parking. In addition, construction of the proposed parking structure would necessitate the removal of a portion of the parking stalls within the existing five-story parking garage, and development of MOB 7 would further remove existing parking on the SRMC campus. However, because the proposed parking structure would result in 551 new parking stalls, including a range of standard, compact, Clean Air/EV, Clean Air, and ADA-compliant spaces, development of the new parking garage would result in a net increase of 345 parking stalls on the SRMC.

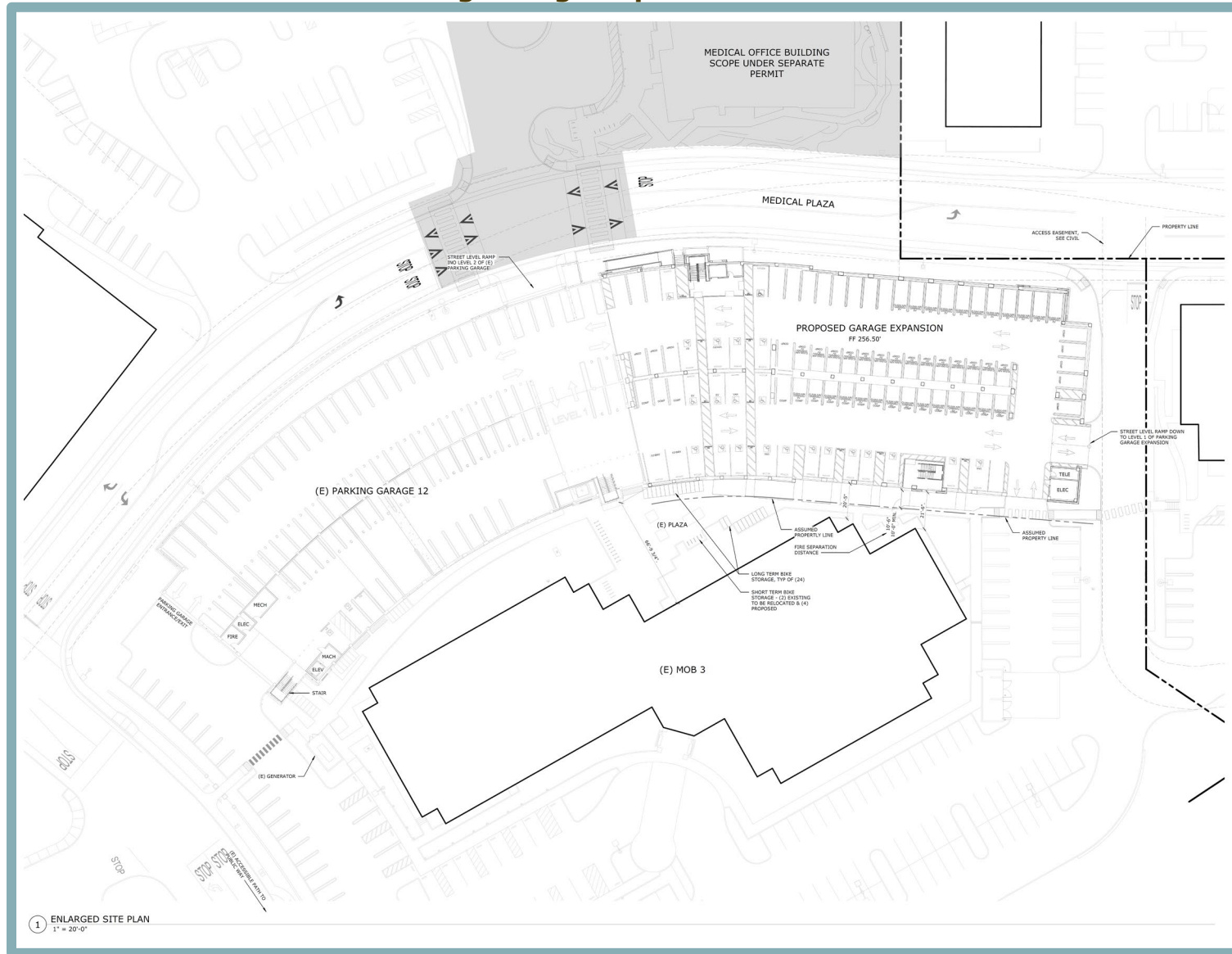


**Figure 2  
Project Site Boundaries**





**Figure 3**  
**Parking Garage Expansion Site Plan**



The number and type of parking stalls that would be provided on each level of the Parking Garage Expansion are provided in Table 1.

<b>Table 1</b>					
<b>Parking Garage Expansion – Parking Count</b>					
<b>Level</b>	<b>Standard</b>	<b>Compact</b>	<b>Clean Air/EV</b>	<b>Clean Air</b>	<b>ADA</b>
1	11	13	34	11	20
2	52	12	28	0	4
3	52	43	0	0	6
4	51	43	1	0	6
5	39	34	1	0	6
6	47	37	0	0	0

The Parking Garage Expansion would emulate the existing aesthetics of structures within the SRMC campus. Exterior finishes would be comprised of painted concrete in tones of beige of brown; concrete panels; and metal finishes (see Figure 4). Accounting for a light pole that would be installed on the sixth level, the new parking garage would be constructed at a height of 75 feet.

### **Access, Parking, and Circulation**

Access to both the MOB 7 and Parking Garage Expansion sites would be provided by way of Medical Plaza Drive. Motorists would access MOB 7 through the existing entrance on the easterly side of Medical Plaza Drive, and access to the Parking Garage Expansion would be accommodated by the existing entrance immediately north of MOB 8 on the westerly side of the road. The proposed parking structure would allow for two-way travel for motorists circulating within the structure.

The Parking Garage Expansion's vehicle parking count is discussed above. The proposed parking structure would also provide for short-term bicycle parking, allowing for parking of seven bicycles, as well as an area for long-term bicycle parking, which would provide enough space to park 24 bicycles. In regard to pedestrian access and circulation, the existing sidewalks located adjacent to the site along Medical Plaza Drive would be maintained as part of development.

### **Utilities**

Due to the nature of the proposed project, the Parking Garage Expansion would not require water or sewer service. As shown in Figure 5, a new 12-inch storm drain line would be installed primarily to the west of the proposed parking structure. Runoff from impervious surfaces within the ground floor and around the parking structure would be directed towards on-site inlets, which would collect the flows and release them to the new storm drain line. From the new storm drain line, flows would be released to an existing 12-inch storm drain line west of the Parking Garage Expansion site, which would ultimately discharge to the City's storm drain system.

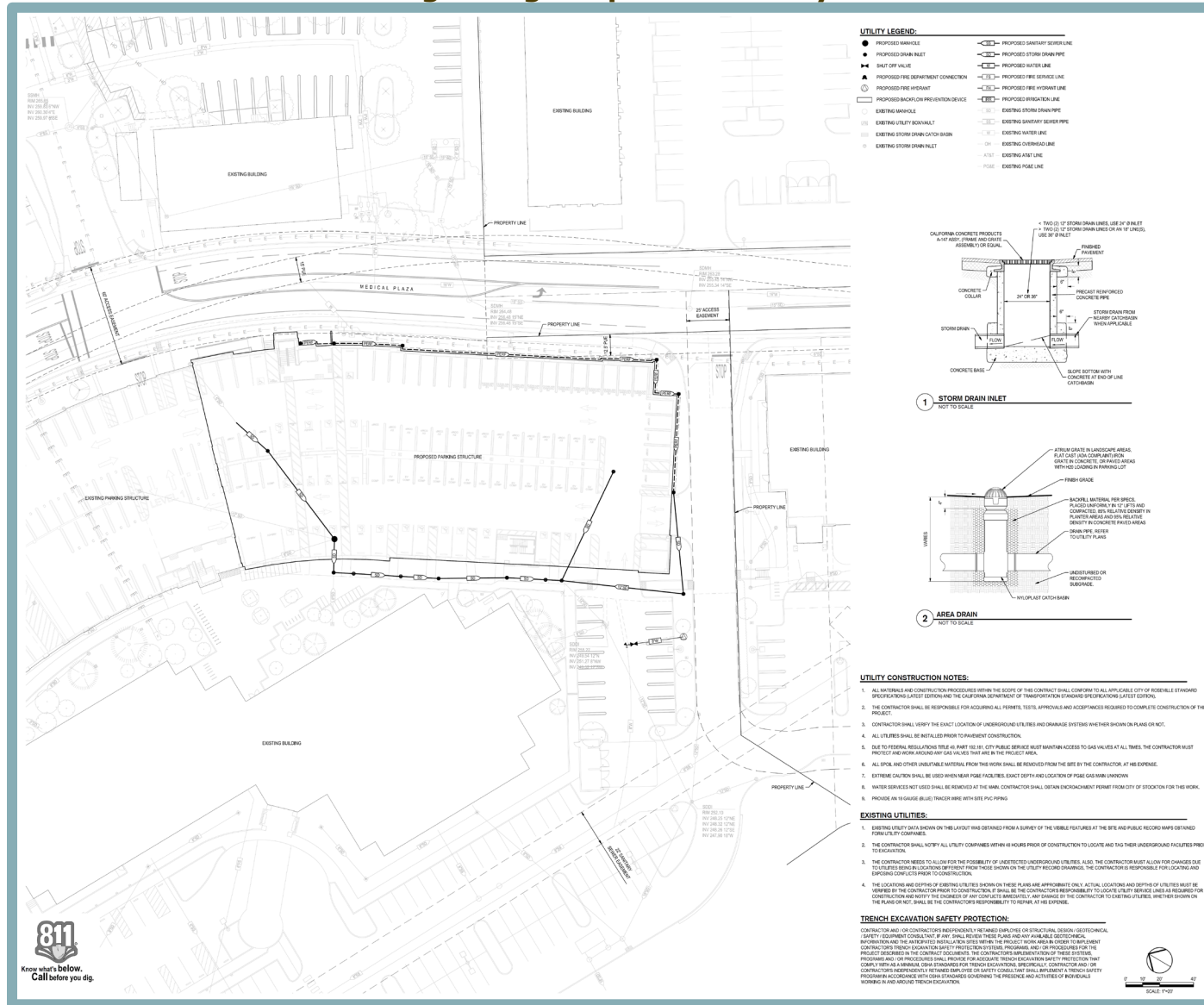
### **Landscaping and Open Space**

As shown in Figure 6, the Parking Garage Expansion site would include new landscaping in areas around the proposed structure. The landscaping would consist of various sizes of trees (e.g., Chinese pistache, red oak, prospector elm, Norway maple, incense cedar, atlas cedar, Japanese maple, western redbud, crape myrtle multi-trunk) and site shrubs (e.g., rockrose, golden breath of heaven, giant wild rye, fringe flower, heavenly bamboo, autumn sage, Chinese star jasmine), as well as new streetscape shrubs and groundcovers (e.g., coyote brush, sunset gold breath of heaven, blue chip juniper, ballerina Indian hawthorn, Mexican bush sage). All species would be drought-tolerant.

**Figure 4**  
**Parking Garage Expansion Exterior Finishes**

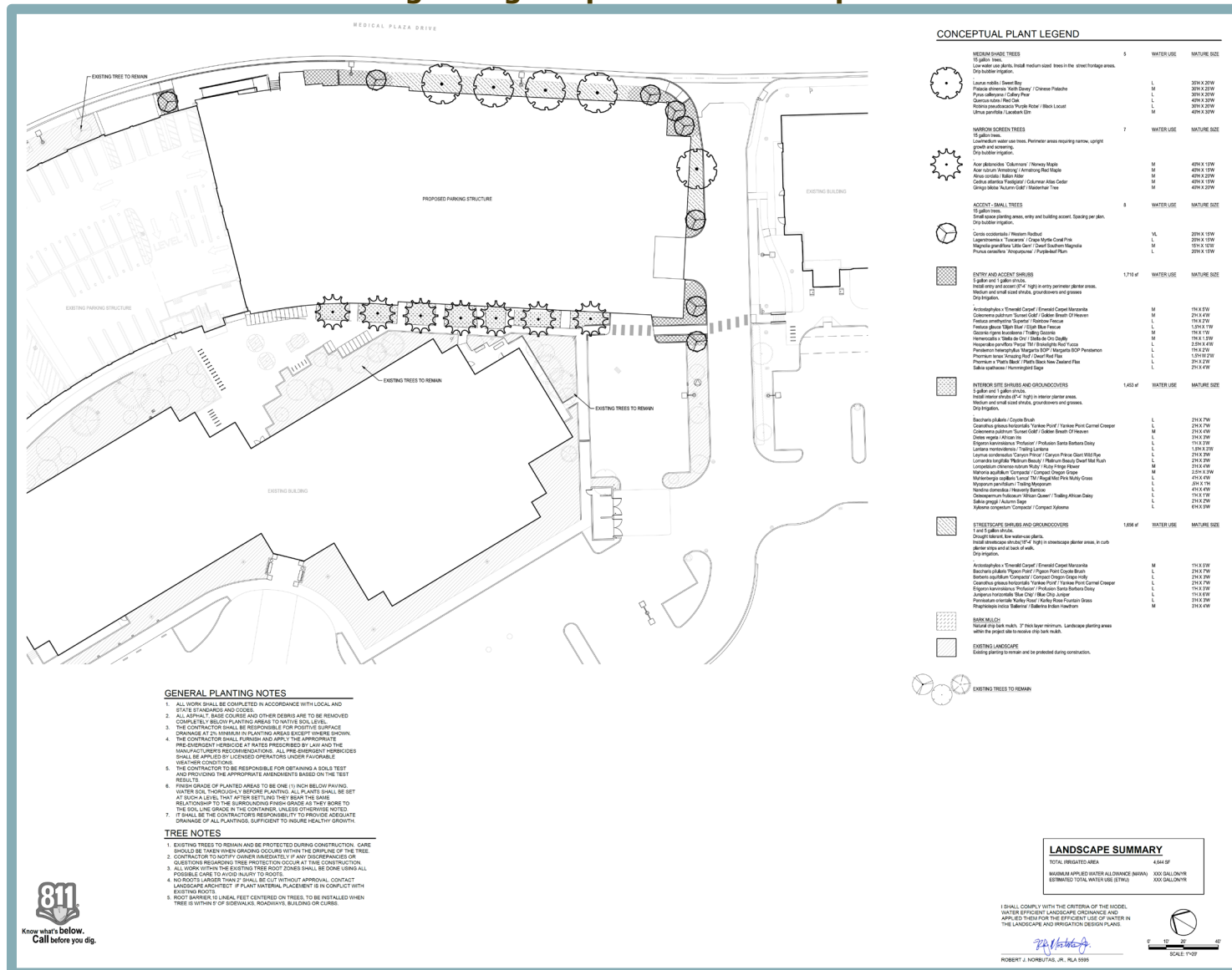


**Figure 5**  
**Parking Garage Expansion Utility Plan**





**Figure 6**  
**Parking Garage Expansion Landscape Plan**



## **Requested/Required Entitlements**

The proposed project would require the City's approval of the following discretionary entitlement:

- Design Review Permit.

Pursuant to Roseville Municipal Code Section 19.74.010, a Design Review Permit must be obtained prior to the issuance of a building permit or improvement plan for new construction of commercial projects, as well as for any significant site, circulation, and parking modifications. Thus, the proposed project would require approval of a Design Review Permit.

## **C. DISCUSSION**

The following section contains substantial evidence showing that the proposed project can be considered exempt from CEQA and is not subject to any of the exceptions set forth in Section 15300.2 of the CEQA Guidelines. As demonstrated in the analysis below, the proposed project qualifies for exemption pursuant to CEQA Guidelines Section 15332, Class 32.

### **In-Fill Development Project Exemption**

Article 19 of the CEQA Guidelines, Sections 15300 through 15333, includes a list of classes of projects that have been determined not to have a significant effect on the environment, and are, therefore, exempt from CEQA. Section 15332 of the CEQA Guidelines provides a categorical exemption for infill development projects that meet the following criteria:

- (a) The project is consistent with the applicable general plan designation and all applicable general plan policies as well as with applicable zoning designation and regulations.
- (b) The proposed development occurs within the city limits on a project site of no more than five acres substantially surrounded by urban uses.
- (c) The project site has no value as habitat for endangered, rare or threatened species.
- (d) Approval of the project would not result in any significant effects relating to traffic, noise, air quality, or water quality.
- (e) The site can be adequately served by all required utilities and public services.

The applicability of the above criteria to the proposed project is described in the following sections.

### **Criterion 15332(a): General Plan and Zoning Consistency**

The BP land use designation is intended to allow for small and large office uses, including uses supportive of office uses. The proposed parking structure would support the existing and approved medical office buildings in the project vicinity, by providing 551 new parking stalls, including a range of standard, compact, Clean Air/EV, Clean Air, and ADA-compliant spaces (see Table 1). Development of the new parking garage would result in a net increase of 345 parking stalls on the SRMC, which would accommodate the parking needs of physicians, nurses, visitors, and other SRMC staff working in the on-campus office uses. As such, the proposed project would constitute a use supportive of the existing and approved medical office uses on the SRMC campus. In addition, the proposed parking structure would be consistent with applicable General Plan policies. For instance, consistent with General Plan Policy LU7.1 and pursuant to Roseville Municipal Code Section 19.74.010, construction of the Parking Garage Expansion would require City approval of a Design Review Permit. As part of the Design Review Permit process, the City would review the proposed parking structure to ensure exterior finishes and the architectural design of the parking garage complement the existing five-story parking garage to which the proposed Parking Garage Expansion would connect. As such, the Design Review Permit process would ensure development of the proposed project meets the requirements set forth by General Plan Policy LU7.2, which necessitates that design standards are applied to new development that

ensures compatibility between adjacent developments. Based on the above, the proposed Parking Garage Expansion would be consistent with the General Plan.

With respect to zoning consistency, pursuant to Roseville Zoning Ordinance Section 19.74.010, construction of the Parking Garage Expansion would require City approval of a Design Review Permit. As part of the Design Review Permit process, the City would review the proposed parking structure and improvements for consistency with applicable development standards set forth by the Roseville Zoning Ordinance, as well as those established by the City's Community Design Guidelines and the NERSP. NERSP Plan Policy 2 of the Medical Campus Component establishes design standards with which SRMC development must comply, including minimum setback distances; standards for minimum lot coverage and land coverage; requirements that new landscaping be consistent with existing SRMC landscaping and be composed of drought-tolerant materials; and preparation of a visual impact analysis concurrent with the submittal of development plans. The Design Review Permit process would ensure construction of the Parking Garage Expansion complies with the foregoing requirements. Therefore, development of the parking structure would be consistent with the requirements set forth for the PD457 district by the Roseville Zoning Ordinance.

Based on the above, the proposed project would be consistent with the Roseville General Plan's BP designation, applicable General Plan polices, the PD457 zoning district, and applicable zoning regulations. Therefore, the project meets the provisions of Criterion 15332(a).

### **Criterion 15332(b): Project Location, Size, and Context**

The project site consists of 0.94-acre on the existing 49-acre SRMC campus in the City of Roseville. The site is currently developed and is surrounded by existing development. Thus, the proposed project meets the provisions of Criterion 15332(b).

### **Criterion 15332(c): Endangered, Rare, or Threatened Species**

Endangered, rare, or threatened species include those plant and wildlife species that have been formally listed, are proposed as endangered or threatened, or are candidates for such listing under the federal and/or State Endangered Species Act. Both acts afford protection to listed species and those proposed for listing.

A search of the California Natural Diversity Database (CNDDB) was conducted for the U.S. Geological Survey (USGS) topographic quadrangle in which the project site is located (Rocklin) to identify the potential for any endangered, rare, or threatened species to occur on-site.<sup>3</sup> The intent of the database review was to identify documented occurrences of endangered, rare, or threatened species in the project vicinity in order to determine their locations relative to the project site and to evaluate whether the site meets the habitat requirements of such species.

The project site is currently developed. As such, the project site does not contain sensitive habitats capable of supporting endangered, rare, or threatened species, and does not meet the habitat requirements for any of the documented endangered, rare, or threatened species known to occur within the project region. Additionally, all documented occurrences of the endangered, rare, or threatened species identified have occurred outside of the immediate project vicinity. Based on the limited habitat provided on-site, the developed nature of the SRMC campus, and the recorded CNDDB locations of endangered, rare, or threatened species occurrences in the project vicinity, endangered, rare, or threatened plant and wildlife species are unlikely to occur on the project site.

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<sup>3</sup> California Department of Fish and Wildlife. *RareFind*. Available at: <https://apps.wildlife.ca.gov/rarefind/view/RareFind.aspx>. Accessed July 2022.

and would not be impacted by the proposed project. Moreover, this section of the exemption criteria focuses narrowly on whether the project site has value as habitat for endangered, rare, or threatened species. Thus, the relevant inquiry is not whether any endangered, rare, or threatened species could occur on-site due to the habitat types present, but, more specifically, whether on-site habitats provide value to endangered, rare, or threatened species. As stated above, the project site does not contain any valuable habitat for endangered, rare, or threatened species and, thus, the proposed project meets the provisions of Criterion 15332(c).

### **Criterion 15332(d): Traffic, Noise, Air Quality, and Water Quality**

The following sections present analysis regarding potential effects related to traffic, noise, air quality, and water quality resulting from implementation of the proposed project.

#### Traffic

Section 15064.3 of the CEQA Guidelines provides specific considerations for evaluating a project's transportation impacts. Pursuant to Section 15064.3, analysis of VMT attributable to a project is the most appropriate measure of transportation impacts, with other relevant considerations consisting of the effects of the project on transit and non-motorized travel. VMT is the total miles of travel by personal motorized vehicles a project is expected to generate in a day. VMT measures the full distance of personal motorized vehicle trips, with one end within the project site. Typically, development projects that are farther from other complementary land uses (such as a business park far from housing) and in areas without transit or active transportation infrastructure (bike lanes, sidewalks, etc.) generate more driving than development near complementary land uses with more robust transportation options. Therefore, development projects located in a central business district with high density and diversity of complementary land uses and frequent transit services are expected to internalize trips and generate shorter and fewer vehicle trips than developments located in a suburban area with low density of residential developments and no transit service in the project vicinity.

As discussed above, the project site is located on the existing 49-acre SRMC campus in the City of Roseville. Surrounding existing uses include SRMC buildings (e.g., MOB 3, 4, and 5) to the north, south, and west; commercial uses (i.e., Holt Orthodontics, Worth Orthodontics, Roseville Dental Group, Serenity Oral Surgery and Implant Center, Rai Care Center, Capital Allergy & Respiratory Disease Center, and Roseville Diagnostic Hearing Center, Inc.) to the east; and multi-family residences (The Phoenician Apartments) to the east. Additionally, single-family residential neighborhoods are located less than a mile to the east and south of the SRMC along Secret Ravine Parkway. Roseville Transit Routes A and B proceed through the SRMC campus, with a bus stop located 0.17-mile west of the Parking Garage Expansion site. The SRMC campus also includes sidewalks along campus roadways and areas that provide short-term and long-term bicycle parking.

The proposed project would be consistent with the site's BP land use designation and PD PD457 zoning district. Through the Design Review Permit process, the project would be required to demonstrate consistency with applicable development standards set forth by the Roseville Zoning Ordinance, as well as those established by the City's Community Design Guidelines and the NERSP, including those related to the provision of bicycle parking spaces and pedestrian facilities. As such, development of the proposed project would be consistent with the surrounding existing SRMC campus developments. Furthermore, as shown in Figure 3.10 of the Sacramento Area Council of Governments (SACOG) 2020 Metropolitan Transportation Plan/Sustainable Communities Strategy (MTP/SCS), the SRMC is located within an area currently below the



regional average of VMT per capita.<sup>4</sup> According to Figure 3.11 of the 2020 MTP/SCS, the area in which the project site is located is anticipated by SACOG to remain below the regional average of VMT per capita in 2040.<sup>5</sup> Furthermore, the proposed project would help to meet existing and future parking demand on the SRMC campus, thereby reducing the time and distance required for employees and visitors to find parking on-site. Considering that the proposed project would be consistent with the uses anticipated for the project site in the Roseville General Plan and NERSP and would be consistent with existing SRMC uses and complemented by existing residential uses in the project vicinity, the project would not result in a substantial number of new vehicle trips that would cause VMT per capita in the project region to significantly increase above the existing level of VMT in the region.

Therefore, the proposed project would not result in a significant effect related to VMT.

### Noise

Decibels (dB) are logarithmic units that compare the wide range of sound intensities to which the human ear is sensitive. The perceived loudness of sounds is dependent upon many factors, including sound pressure level and frequency content. However, within the typical range of environmental noise levels, perception of loudness is relatively predictable and can be approximated by filtering the frequency response of a sound level meter by means of the standardized A-weighting network. A-weighting of sound levels best reflects the human ear's reduced sensitivity to low frequencies, and the use of A-weighted sound level, expressed as dBA, has become the standard tool of environmental noise assessment.

Several time-averaged scales represent noise environments and consequences of human activities. Community Noise Equivalent Level (CNEL), which can be used to compare the noise level of neighborhoods, is the weighted average noise level over time, presented in dB. Community noise is also commonly described in terms of the ambient noise level, which is defined as the overall noise level associated with a given environment. A common statistical tool to measure the ambient noise level is the average, or equivalent, sound level ( $L_{eq}$ ). The  $L_{eq}$  is the foundation of the day-night average noise descriptor ( $L_{dn}$  or DNL), and represents a correlation with community response to noise. The  $L_{dn}$  is based on the average noise level over a 24-hour period, with an additional 10 dB weight applied to noise that occurs during nighttime hours (10:00 PM to 7:00 AM). The 10 dB nighttime penalty is applied to account for the assumption that people are more sensitive to nighttime noise exposures as compared to daytime noise exposures. Finally, the highest root-mean-square (RMS) sound level measured over a given period of time is expressed as  $L_{max}$ .

Some land uses are considered more sensitive to noise than others. Land uses often associated with sensitive receptors generally include residences, schools, libraries, hospitals, and passive recreational areas. Sensitive noise receptors may also include threatened or endangered noise sensitive biological species, although many jurisdictions have not adopted noise standards for wildlife areas. Noise sensitive land uses are typically given special attention in order to achieve protection from excessive noise. Sensitivity is a function of noise exposure (in terms of both exposure duration and insulation from noise) and the types of activities involved. In the vicinity of the project site, sensitive land uses include the existing multi-family residential uses located east of the project site (The Phoenician Apartments).

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<sup>4</sup> Sacramento Area Council of Governments. *2020 Metropolitan Transportation Plan/Sustainable Communities Strategy*. [pg. 56]. November 18, 2019.

<sup>5</sup> Sacramento Area Council of Governments. *2020 Metropolitan Transportation Plan/Sustainable Communities Strategy*. [pg. 57]. November 18, 2019.

Potential noise increases relative to existing ambient noise levels in the project vicinity that could occur during project construction and operation activities are discussed below.

### *Project Construction*

During the construction of the proposed project, heavy equipment would be used for demolition and building construction, which would temporarily increase ambient noise levels when in use. Noise levels would vary depending on the type of equipment used, how the equipment is operated, and how well the equipment is maintained. In addition, noise exposure at any single point outside the project site would vary depending on the proximity of construction activities to that point. Standard construction equipment, such as backhoes, loaders, and trucks, would be used on-site.

As part of evaluating potential noise level increases that could occur through development of the proposed project at sensitive receptors in the project vicinity, an Environmental Noise Assessment (Noise Assessment) was prepared by Saxelby Acoustics.<sup>6</sup> Table 2 shows maximum noise levels associated with typical construction equipment. Based on the table, activities involved in typical construction would generate maximum noise levels up to 90 dB at a distance of 50 feet. As one increases the distance between equipment, or increases separation of areas with simultaneous construction activity, dispersion and distance attenuation reduce the effects of combining separate noise sources. The noise levels from a source decrease at a rate of approximately 6.0 dB per every doubling of distance from the noise source.

<b>Table 2 Construction Equipment Noise</b>	
<b>Type of Equipment</b>	<b>Maximum Level, dBA at 50 Feet</b>
Auger Drill Rig	84
Backhoe	78
Compactor	83
Compressor (Air)	78
Concrete Saw	90
Dozer	82
Dump Truck	76
Excavator	81
Generator	81
Jackhammer	89
Pneumatic Tools	85
<b>Source: Saxelby Acoustics, 2022.</b>	

Although project construction activities would increase ambient noise levels in the project vicinity, pursuant to Roseville Municipal Code Section 9.24.030, construction activities conducted between 7:00 AM and 7:00 PM, Monday through Friday, and between 8:00 AM and 8:00 PM, Saturday and Sunday, are exempted from the sound level standards set forth in Roseville Municipal Code Section 9.24.100. Nonetheless, pursuant to the Roseville Noise Regulation, construction would occur only during allowable hours and all construction equipment would be fitted with muffling devices and maintained in good working order. Compliance with such provisions would ensure that noise generated by construction activities associated with the proposed project does not result in a significant effect.

<sup>6</sup> Saxelby Acoustics. *Environmental Noise Assessment: Sutter MOB 7 and Garage Expansion, City of Roseville, California*. July 20, 2022.

### *Project Operation*

Noise generated by the proposed project would in large part be associated with vehicle trips to and from the on-site structures as well as operational noise of the structures. Pursuant to the Noise Assessment, the proposed project is not anticipated to generate a substantial increase in off-site traffic. The SRMC campus is accessed by way of East Roseville Parkway and Secret Ravine Parkway. East Roseville Parkway carries a daily traffic volume of approximately 64,600 vehicles, while Secret Ravine Parkway carries approximately 16,200 vehicles per day. Even if the proposed project were to add 5,000 vehicles per day to either roadway, Saxelby Acoustics determined that the increase in noise levels would only be 0.3 dBA for East Roseville Parkway and 1.2 dBA for Secret Ravine Parkway. Such increases would not be audible. Therefore, noise level increases during project operation associated with off-site vehicle trips would not result in a significant effect.

With respect to operational noise from the proposed on-site parking structure, pursuant to the Roseville General Plan Noise Element, the City maintains hourly noise level limits of 50 dBA  $L_{eq}$ /70 dBA  $L_{max}$  during the daytime (7:00 AM to 10:00 PM) and 45 dBA  $L_{eq}$ /65 dBA  $L_{max}$  during the nighttime (10:00 PM to 7:00 AM). As shown in Figure 7 and Figure 8, the proposed project is predicted to generate daytime noise levels of 44 dBA  $L_{eq}$  and nighttime noise levels of 41 dBA  $L_{eq}$  at the nearest residential property boundary. Such noise levels would lead to an increase in ambient noise levels of 0.6 dBA during daytime hours and 0.8 dBA during nighttime hours. As such, the proposed project would comply with the City's daytime and nighttime noise level standards without any additional noise control measures. Therefore, potential on-site noise level increases generated by the project operation would not result in a significant effect.

### *Conclusion*

Based on the above, the proposed project would comply with the Roseville Noise Ordinance during project construction and would comply with the City's daytime and nighttime noise level standards without any additional noise control measures during project operation. Therefore, the proposed project would not result in a significant effect related to noise.

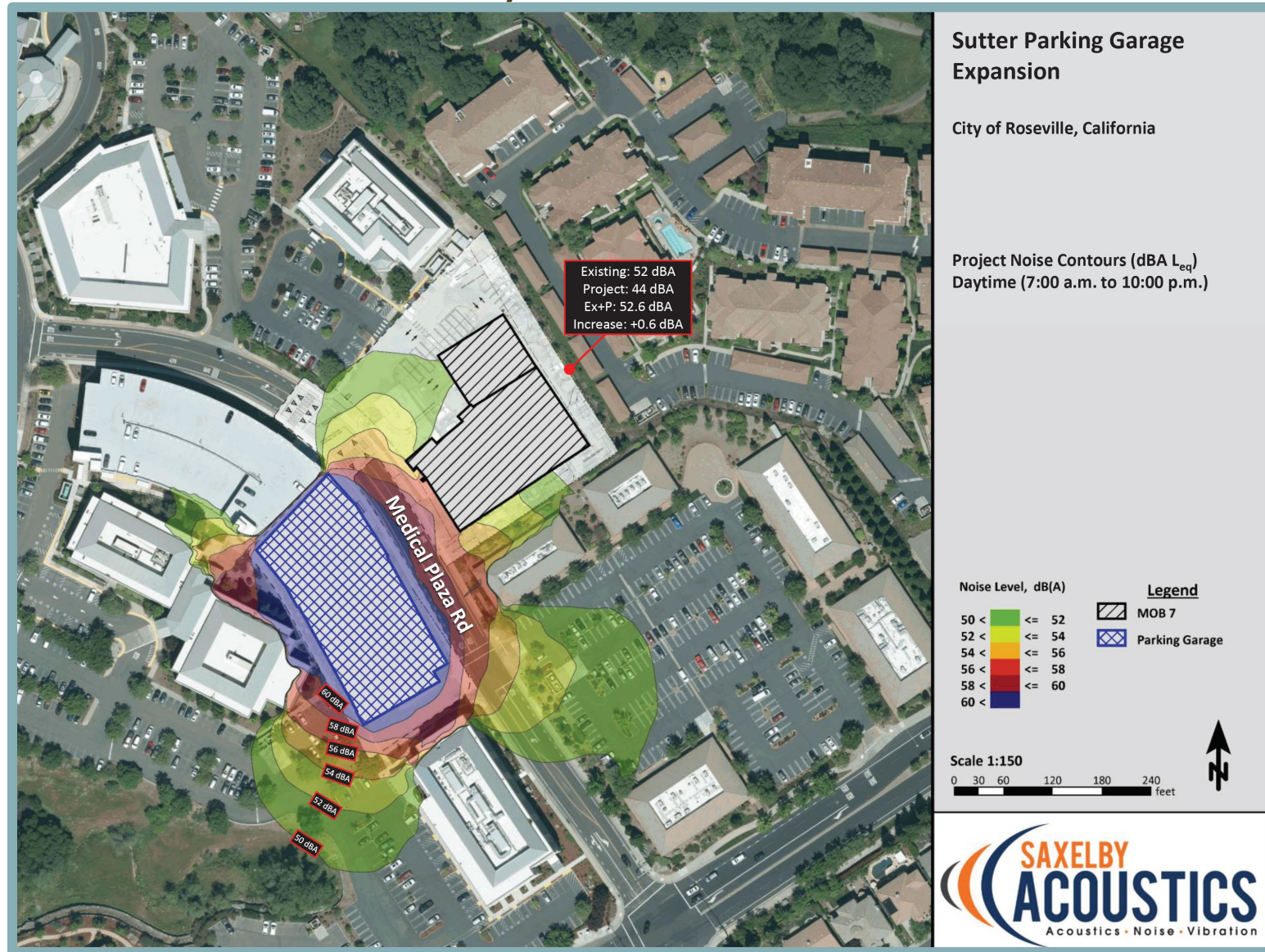
### Air Quality

The project site is located within the Sacramento Valley Air Basin (SVAB) and is under the jurisdiction of the Placer County Air Pollution Control District (PCAPCD). The SVAB is designated nonattainment for the federal particulate matter 2.5 microns in diameter ( $PM_{2.5}$ ) and the State particulate matter 10 microns in diameter ( $PM_{10}$ ) standards, as well as for both the federal and State ozone standards. The federal Clean Air Act requires areas designated as federal nonattainment to prepare an air quality control plan referred to as the State Implementation Plan (SIP). The SIP contains the strategies and control measures for states to use to attain the national ambient air quality standards (NAAQS). The SIP is periodically modified to reflect the latest emissions inventories, planning documents, rules, and regulations of air basins as reported by the agencies with jurisdiction over them. In compliance with regulations, the PCAPCD periodically prepares and updates air quality plans that provide emission reduction strategies to achieve attainment of the NAAQS, including control strategies to reduce air pollutant emissions via regulations, incentive programs, public education, and partnerships with other agencies.

The current applicable air quality plan for the project area is the Sacramento Regional 2009 NAAQS 8-Hour Ozone Attainment and Reasonable Further Progress Plan (Ozone Attainment Plan), updated July 24, 2017. The Ozone Attainment Plan demonstrates how existing and new control strategies would provide the necessary future emission reductions to meet the Clean Air Act (CAA) requirements, including the federal AAQS.



**Figure 7**  
**Daytime Noise Contours**





**Figure 8**  
**Nighttime Noise Contours**



It should be noted that in addition to strengthening the 8-hour ozone NAAQS, the U.S. Environmental Protection Agency (USEPA) also strengthened the secondary 8-hour ozone NAAQS, making the secondary standard identical to the primary standard.

The SVAB remains classified as a severe nonattainment area for ozone with an attainment deadline of 2027. On October 26, 2015, the USEPA released a final implementation rule for the revised NAAQS for ozone to address the requirements for reasonable further progress, modeling and attainment demonstrations, and reasonably available control measures (RACM) and reasonably available control technology (RACT). On April 30, 2018, the USEPA published designations for areas in attainment/unclassifiable for the 2015 ozone standards. The USEPA identified the portions of Placer County within the SVAB as nonattainment for the 2015 ozone standards. Due to the designation of the SVAB as nonattainment for the 2015 standards, the PCAPCD will work with other regional air districts to prepare a new ozone SIP for the revised 2015 standards.

General conformity requirements of the regional air quality plan include whether a project would cause or contribute to new violations of any AAQS, increase the frequency or severity of an existing violation of any AAQS, or delay timely attainment of any AAQS. In order to evaluate ozone and other criteria air pollutant emissions and support attainment goals for those pollutants that the area is designated nonattainment, the PCAPCD has adopted recommended thresholds of significance for emissions of PM<sub>10</sub> and the ozone precursors reactive organic gases (ROG) and oxides of nitrogen (NO<sub>x</sub>). On October 13, 2016, the PCAPCD adopted updated significance thresholds for the aforementioned pollutants.

If the proposed project's emissions would exceed the pollutant thresholds established by the PCAPCD, the project could have a significant effect on air quality, the attainment of federal and State AAQS, and could conflict with or obstruct implementation of the applicable air quality plan. Because the proposed project would only involve minimal consumption of electricity and would not generate new vehicle trips during project operation, only the anticipated emissions associated with construction of the proposed project have been modeled. The proposed project's construction emissions were quantified using the California Emissions Estimator Model (CalEEMod) software version 2020.4.0 - a Statewide model designed to provide a uniform platform for government agencies, land use planners, and environmental professionals to quantify air quality emissions, including greenhouse gas (GHG) emissions, from land use projects. The model applies inherent default values for various land uses, including construction data, vehicle mix, trip length, average speed, etc. Where project-specific information is available, such information is applied in the model. Pursuant to the CalEEMod results, emissions generated during the proposed project's construction activities would not exceed the pollutant thresholds established by the PCAPCD. Therefore, project construction would not result in a significant air quality impact.

### *Greenhouse Gas Emissions*

Emissions of GHGs contributing to global climate change are attributable in large part to human activities associated with the industrial/manufacturing, utility, transportation, residential, and agricultural sectors. Therefore, the cumulative global emissions of GHGs contributing to global climate change can be attributed to every nation, region, and city, and virtually every individual on Earth. An individual project's GHG emissions are at a micro-scale level relative to global emissions and effects to global climate change; however, an individual project could result in a cumulatively considerable incremental contribution to a significant cumulative macro-scale impact. As such, impacts related to emissions of GHG are inherently considered cumulative impacts.

Implementation of the proposed project would cumulatively contribute to increases of GHG emissions. Estimated GHG emissions attributable to future development would be primarily associated with increases of carbon dioxide (CO<sub>2</sub>) and, to a lesser extent, other GHG pollutants, such as methane (CH<sub>4</sub>) and nitrous oxide (N<sub>2</sub>O) associated with area sources, mobile sources or vehicles, utilities (electricity and natural gas), water usage, wastewater generation, and the generation of solid waste. The primary source of GHG emissions for the project would be mobile source emissions. The common unit of measurement for GHG is expressed in terms of annual metric tons of CO<sub>2</sub> equivalents (MTCO<sub>2</sub>e/yr).

In recognition of the global scale of climate change, California has enacted several pieces of legislation in an attempt to curb GHG emissions. Specifically, Assembly Bill (AB) 32 and, more recently, Senate Bill (SB) 32, have established statewide GHG emissions reduction targets. Accordingly, the California Air Resources Board (CARB) has prepared the Climate Change Scoping Plan for California (Scoping Plan), approved in 2008 and updated in 2014 and 2017, which provides the outline for actions to reduce California's GHG emissions and achieve the emissions reduction targets required by AB 32 and SB 32. In concert with statewide efforts to reduce GHG emissions, air districts, counties, and local jurisdictions throughout the State have implemented their own policies and plans to achieve emissions reductions in line with the Scoping Plan and emissions reduction targets, including AB 32 and SB 32.

Potential impacts related to GHG emissions are discussed in terms of the PCAPCD's thresholds of significance as well as the *Placer County Sustainability Plan* below.

### **PCAPCD Thresholds**

On October 13, 2016, the PCAPCD adopted GHG emissions thresholds for construction and operations in concert with the criteria pollutant threshold update. For project construction, the PCAPCD established a threshold of 10,000 MTCO<sub>2</sub>e/yr. Should construction of a proposed project emit GHG emissions in excess of 10,000 MTCO<sub>2</sub>e/yr, the project would be considered to have a cumulatively considerable contribution to global climate change. Pursuant to the CalEEMod results, the estimated unmitigated maximum construction-related GHG emissions for the proposed project would be well below the PCAPCD's bright-line threshold of 10,000 MTCO<sub>2</sub>e/yr. Therefore, project construction would not be considered to result in a cumulatively considerable contribution to global climate change.

### **Conclusion**

As discussed above, the proposed project is not anticipated to result in short-term construction-related or long-term operational emissions of air quality pollutants that would be considered to have the potential to result in significant effects on the environment.

### **Water Quality**

Project construction activities such as grading, excavation, and trenching for site improvements would result in the disturbance of on-site soils. The exposed soils have the potential to affect water quality in two ways: 1) suspended soil particles and sediments transported through runoff; or 2) sediments transported as dust that eventually reach local water bodies. Spills or leaks from heavy equipment and machinery, staging areas, or building sites also have the potential to enter runoff. Typical pollutants include, but are not limited to, petroleum and heavy metals from equipment and products such as paints, solvents, and cleaning agents, which could contain hazardous constituents. Sediment from erosion of graded or excavated surface materials, leaks or spills from equipment, or inadvertent releases of building products could result in water quality degradation if runoff containing the sediment or contaminants should enter receiving waters in



sufficient quantities. Impacts from construction-related activities would generally be short-term and of limited duration.

Water quality degradation is regulated by the federal National Pollutant Discharge Elimination System (NPDES) Program, established by the Clean Water Act (CWA), which controls and reduces pollutants to water bodies from point and non-point discharges. In California, the NPDES permitting program is administered by the State Water Resources Control Board (SWRCB) through nine Regional Water Quality Control Boards (RWQCBs). New development that disturbs one or more acres of land must comply with the NPDES Construction General Permit. Compliance with the Construction General Permit would include the preparation of a Storm Water Pollution Prevention Plan (SWPPP), which would incorporate Best Management Practices (BMPs) to control sedimentation, erosion, and hazardous materials contamination of runoff during construction. In addition, as shown in Figure 9, the Parking Garage Expansion includes erosion sediment control plans, detailing the various short-term BMPs that would be incorporated during construction activities to ensure polluted runoff does not enter the City's storm drain system. Such BMPs include installation of silt fencing around drain inlets, fiber rolls near slopes, concrete washouts, and gravel bags at drop inlets. As such, with incorporation of the short-term erosion control measures shown on the erosion control plans, the proposed project would not result in significant effects related to water quality during project construction.

With respect to potential water quality impacts during project operation, pursuant to Roseville Municipal Code Section 14.20.170, site development construction plans must be accompanied by a stormwater management plan designed in compliance with the standards set forth in the *West Placer Storm Water Quality Design Manual*. Prior to the issuance of a building permit and installation of BMPs specified in the project-specific stormwater management plan, the plan would be required to have been reviewed and approved by the City Engineer. The stormwater management plan must detail how stormwater generated from a project site during operation would be controlled, managed, and treated, including, but not limited to, through the incorporation of Low Impact Development (LID) designs and hydromodification management concepts. In accordance with Roseville Municipal Code Section 14.20.170, a stormwater management plan would be required to be prepared for the Parking Garage Expansion and would be subject to City approval prior to issuance of building permits to ensure the plans have been designed in accordance with applicable City standards. Based on the above, the proposed project would not result in significant effects related to water quality during project operation.

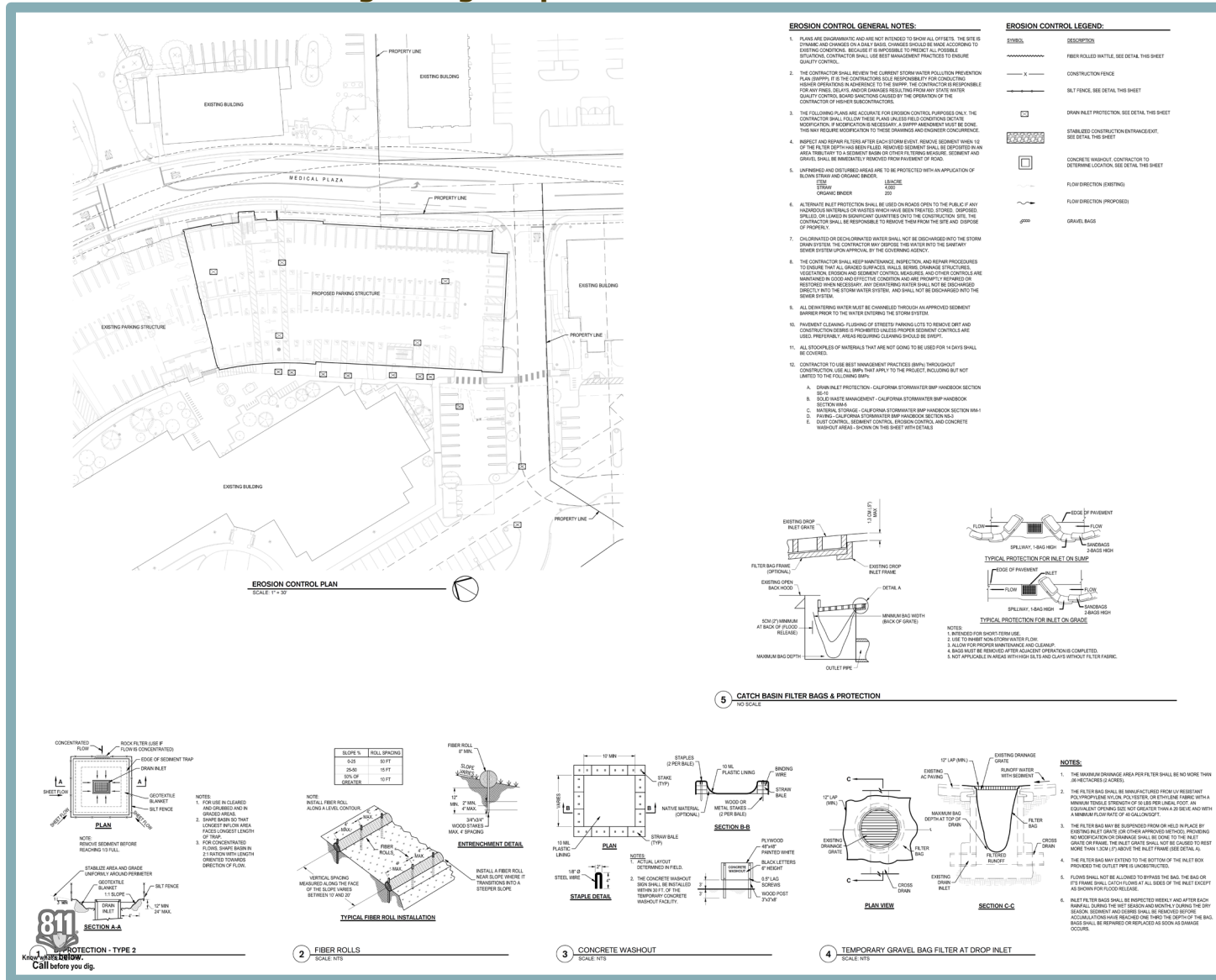
### Conclusion

Based on the above, the proposed project is not anticipated to result in any significant effects related to traffic, noise, air quality, or water quality during construction or operation. Thus, the project would meet the provisions of Criterion 15332(d).

### **Criterion 15332(e): Utilities and Public Services**

Due to the nature of the proposed project, the Parking Garage Expansion would not require water or sewer service. Considering the project site's location within the existing 49-acre SRMC in the City of Roseville, existing utilities are located in the immediate area of the Parking Garage Expansion site. As such, the relocation or construction of new or expanded off-site water, wastewater treatment, stormwater drainage, or other utility infrastructure would not be required. In addition, given that the proposed project is consistent with the site's General Plan land use designation, increases in demand on existing utilities and public services such as fire, police, and schools, associated with the project have been previously anticipated in the General Plan and accounted for in local planning efforts. Thus, the site would be adequately served by all required utilities and public services and the proposed project would meet the provisions of Criterion 15332(e).

**Figure 9**  
**Parking Garage Expansion Erosion Control Plan**



### **Exceptions to Categorical Exemptions analysis**

Even if a project is ordinarily exempt under any of the potential categorical exemptions, CEQA Guidelines Section 15300.2 provides specific instances where exceptions to otherwise applicable exemptions apply. Exceptions to a categorical exemption apply in the following circumstances:

- (a) Location. Classes 3, 4, 5, 6, and 11 are qualified by consideration of where the project is to be located – a project that is ordinarily insignificant in its impact on the environment may in a particularly sensitive environment be significant. Therefore, these classes are considered to apply all instances, except where the project may impact on an environmental resource of hazardous or critical concern where designated, precisely mapped, and officially adopted pursuant to law by federal, state, or local agencies.
- (b) Cumulative Impact. All exemptions for these classes are inapplicable when the cumulative impact of successive projects of the same type in the same place, over time is significant.
- (c) Significant Effect. A categorical exemption shall not be used for an activity where there is a reasonable possibility that the activity will have a significant effect on the environment due to unusual circumstances.
- (d) Scenic Highways. A categorical exemption shall not be used for a project which may result in damage to scenic resources, including but not limited to, trees, historic buildings, rock outcroppings, or similar resources, within a highway officially designated as a state scenic highway. This does not apply to improvements which are required as mitigation by an adopted negative declaration or certified EIR.
- (e) Hazardous Waste Sites. A categorical exemption shall not be used for a project located on a site which is included on any list compiled pursuant to Section 65962.5 of the Government Code.
- (f) Historical Resources. A categorical exemption shall not be used for a project which may cause a substantial adverse change in the significance of a historical resource.

The following analysis addresses whether any of the exceptions to the CEQA exemption apply to the proposed project.

#### **Criterion 15300.2(a): Location**

CEQA exemption classes 3, 4, 5, 6, or 11 are qualified by consideration of where the project is to be located. Given that the proposed project qualifies for exemption under CEQA Guidelines Section 15332, Class 32, an exception to the exemption under CEQA Guidelines Section 15300.2(a) does not apply to the proposed project.

#### **Criterion 15300.2(b): Cumulative Impact**

Pursuant to CEQA Guidelines Section 15300.2(b), in applying this exception, the cumulative impact must result from “successive projects of the same type in the same place.” Both the “same type” and “same place” limitations restrict the scope of this exception.<sup>7</sup> The project site is located within the existing 49-acre SRMC campus in the City of Roseville, which is developed.

Because the proposed project is consistent with the project site’s General Plan land use designation, cumulative impacts associated with buildout of the project site have been previously anticipated by the City and analyzed in the General Plan EIR. As discussed above, the project would not require off-site utility upsizing or other related improvements with the potential to result in cumulatively considerable impacts. The project does not include any unique features that would result in new or more severe cumulative impacts beyond what have been analyzed and identified in the General Plan EIR.

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<sup>7</sup> Stephen L. Kostka and Michael H. Zischke. *Practice Under the California Environmental Quality Act, Second Edition* [pg. 5-68]. March 2019 Update.



Additionally, similar to the proposed project, MOB 7 is consistent with the BP land use designation and the PD PD457. The BP land use designation is intended to allow for small and large office uses, including uses supportive of office uses. According to the General Plan's Land Use Element, the BP land use designation primary uses include administrative, professional, government, and medical offices, and research and development (not including any manufacturing or assembly). The General Plan does not address the compatibility of medical-related research (educational or instructional) uses, such as the proposed Graduate Medical Education program, in the BP land use category. The General Plan, therefore, relies on the PD 457 district to determine the appropriate location and design of medical-related research (educational or instructional) uses through the City's Conditional Use Permit process. As discussed below, the proposed MOB 7 is consistent with PD 457; therefore, the proposed MOB 7 is consistent with the General Plan.

Roseville Zoning Ordinance Section 19.26.030 establishes off-street parking requirements for Specialized Education and Training uses. The parking requirement for vocational and specialty schools is one space per 50 square feet of instructional area and one space per 250 square feet of office space. MOB 7 includes a Graduate Medical Education program on the ground floor, which required City approval of a Conditional Use Permit. Although the final floor plan for the Graduate Medical Education program has yet to be finalized, the program would occupy only the first floor of MOB 7. The NERSP Guidelines for Medical Campuses allows for parking standards to be modified by the Planning Commission, if justified through a parking study. A Parking Study was prepared for MOB 7 by Fehr and Peers,<sup>8</sup> which compared parking demand trends from previous years with current on-campus parking demand. Due to a recent shift in tele-medicine appointments, the Parking Study found a decrease in on-campus parking demand. Additionally, the study also noted that a comparison between 2016 and 2021 data showed a decrease in parking demand, as the November 2016 parking demand rate was based on "occupied" square footage, while the 2021 rate was based on gross square footage of the campus. It should be noted that the Roseville Zoning Ordinance does not account for the fact that the MOB 7 would be located on-campus and would, therefore, not be considered a standalone project. Due to the on-campus location of MOB 7, physicians, nurses, and other SRMC staff would likely park once and walk between buildings during the course of the workday. For instance, doctors would walk between MOB 7 and the hospital to see patients. As such, the Parking Study found a parking ratio that is adequate for the campus. The study identified a medical office parking ratio of 3.31 spaces per 1,000 square feet of gross building area, which encompasses the Graduate Medical Education program square footage and the new MOB 7. Because the Parking Garage Expansion would provide sufficient parking stalls for users of MOB 7, including the Graduate Medical Education program, the medical program would be consistent with applicable standards and requirements of the set forth by the Roseville Zoning Ordinance.

In addition, consistent with General Plan Policy LU7.1 and pursuant to Roseville Zoning Ordinance Section 19.74.010, construction of MOB 7 required City approval of a Design Review Permit. As part of the Design Review Permit process, the City reviewed the MOB 7 structures and improvements for consistency with applicable development standards set forth by the Roseville Zoning Ordinance, as well as those established by the City's Community Design Guidelines and the NERSP. The Design Review Permit process ensured construction of MOB 7 complies with the foregoing requirements. Therefore, development of MOB 7 will be consistent with the requirements set forth for the PD457 district by the Roseville Zoning Ordinance.

Therefore, an exception to the exemption pursuant to CEQA Guidelines Section 15300.2(b) does not apply to the proposed project.

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<sup>8</sup> Fehr and Peers. *Parking Study for Sutter Roseville Medical Center (SRMC)*. January 31, 2022.

### **Criterion 15300.2(c): Significant Effect**

In listing a class of projects as exempt, the Secretary has determined that the environmental changes typically associated with projects in that class are not significant effects within the meaning of CEQA, even though an argument might be made that they are potentially significant. The plain language of CEQA Guidelines Section 15300.2, subdivision (c), requires that a potentially significant effect must be “due to unusual circumstances” for the exception to apply.

The determination as to whether there are “unusual circumstances” (CEQA Guidelines Section 15300.2 subdivision [c]) is reviewed pursuant to PRC Section 21168.5’s substantial evidence prong. Whether a particular project presents circumstances that are unusual for projects in an exempt class is an essentially factual inquiry. As to this question, the lead agency serves as “the finder of fact”.

As the courts have noted, local conditions are relevant in determining whether the environmental effects of a proposed project are unusual or typical. In general, the project site does not contain any unique or unusual features with the potential to result in a potentially significant effect. For example, the project site does not include any aquatic features and, as discussed further below, is not included on any lists of hazardous waste sites. Moreover, the proposed project is consistent with the type and amount of development anticipated as part of the SRMC. Thus, an exception to the exemption under CEQA Guidelines Section 15300.2(c) does not apply to the proposed project.

### **Criterion 15300.2(d): Scenic Highway**

According to the California Scenic Highway Mapping System, the project site is not located within the vicinity of an officially designated State scenic highway.<sup>9</sup> The nearest officially designated State scenic highway is the portion of U.S. Route 50 (US-50) beginning west of Placerville and is not visible from the project site. Thus, an exception to the exemption under CEQA Guidelines Section 15300.2(d) does not apply to the proposed project.

### **Criterion 15300.2(e): Hazardous Waste Sites**

The California Environmental Protection Agency provides a list of data resources that provide information regarding the facilities or sites identified as meeting the “Cortese List” requirements, pursuant to Government Code 65962.5. Pursuant to the SWRCB GeoTracker, which identifies sites that require cleanup, such as Leaking Underground Storage Tank (LUST) sites, Department of Defense sites, and Cleanup Program sites, hazardous waste sites are not identified on or adjacent to the project site.<sup>10</sup> In addition, the Department of Toxic Substances Control (DTSC) EnviroStor database does not identify such sites on or adjacent to the project site.<sup>11</sup> Therefore, the project site is not located on any list compiled pursuant to Section 65962.5 of the Government Code. Thus, an exception to the exemption pursuant to CEQA Guidelines Section 15300.2(e) does not apply to the proposed project.

It should be noted that hazardous materials are routinely used on the SRMC campus as part of operation of the medical campus; however, such materials are used in conformance with applicable regulations. As such, the SRMC campus does not constitute a hazardous waste site.

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<sup>9</sup> California Department of Transportation. *California State Scenic Highway System Map*. Available at: <https://caltrans.maps.arcgis.com/apps/webappviewer/index.html?id=465dfd3d807c46cc8e8057116f1aaca>. Accessed July 2022.

<sup>10</sup> State Water Resources Control Board. *GeoTracker*. Available at: <https://geotracker.waterboards.ca.gov/>. Accessed July 2022.

<sup>11</sup> Department of Toxic Substances Control. *EnviroStor*. Available at: <https://dtsc.ca.gov/dtscs-cortese-list/>. Accessed July 2022.

**Criterion 15300.2(f): Historical Resources**

The project site consists of impervious surfaces. Therefore, the proposed project would not result in a substantial adverse change in the significance of a historical resource, and an exception to the exemption pursuant to CEQA Guidelines Section 15300.2(f) does not apply to the proposed project.

**D. CONCLUSION**

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This Memorandum demonstrates that the proposed project, even when considered in the cumulative context of MOB 7, can be considered exempt from CEQA under Section 15332, and does not meet any of the exceptions to categorical exemptions set forth in Section 15300.2 of the CEQA Guidelines.



# **Appendix A**

## **Noise Assessment**

# Environmental Noise Assessment

## Sutter MOB 7 and Garage Expansion

City of Roseville, California

July 20, 2022

Project #220703

Prepared for:



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## Table of Contents

<b>INTRODUCTION .....</b>	<b>3</b>
<b>ENVIRONMENTAL SETTING .....</b>	<b>3</b>
<i>BACKGROUND INFORMATION ON NOISE .....</i>	<i>3</i>
<b>EXISTING AND FUTURE NOISE AND VIBRATION ENVIRONMENTS .....</b>	<b>8</b>
<i>EXISTING NOISE RECEPTORS .....</i>	<i>8</i>
<i>EXISTING GENERAL AMBIENT NOISE LEVELS .....</i>	<i>8</i>
<b>FUTURE TRAFFIC NOISE ENVIRONMENT AT OFF-SITE RECEPTORS .....</b>	<b>9</b>
<b>EVALUATION OF PROJECT OPERATIONAL NOISE AT RESIDENTIAL RECEPTORS .....</b>	<b>9</b>
<b>CONSTRUCTION NOISE ENVIRONMENT .....</b>	<b>13</b>
<b>CONSTRUCTION VIBRATION ENVIRONMENT .....</b>	<b>14</b>
<b>REGULATORY CONTEXT .....</b>	<b>15</b>
<i>FEDERAL .....</i>	<i>15</i>
<i>STATE .....</i>	<i>15</i>
<i>LOCAL .....</i>	<i>15</i>
<i>CRITERIA FOR ACCEPTABLE VIBRATION .....</i>	<i>16</i>
<b>IMPACTS AND MITIGATION MEASURES .....</b>	<b>17</b>
<i>THRESHOLDS OF SIGNIFICANCE .....</i>	<i>17</i>
<i>NOISE LEVEL INCREASE CRITERIA FOR LONG-TERM PROJECT-RELATED NOISE LEVEL INCREASES .....</i>	<i>17</i>
<i>PROJECT-SPECIFIC IMPACTS AND MITIGATION MEASURES .....</i>	<i>18</i>
<b>REFERENCES .....</b>	<b>21</b>

## Appendices

Appendix A: Acoustical Terminology  
Appendix B: Field Noise Measurement Data



## List of Figures

Figure 1: Site Plan.....	4
Figure 2: Noise Measurement Sites and Receptor Locations .....	5
Figure 3: Daytime Project Noise Contours ( $L_{eq}$ ) .....	11
Figure 4: Nighttime Project Noise Contours ( $L_{eq}$ ).....	12

## List of Tables

Table 1: Typical Noise Levels.....	6
Table 2: Summary of Existing Background Noise Measurement Data .....	8
Table 3: Construction Equipment Noise .....	13
Table 4: Vibration Levels for Various Construction Equipment.....	14
Table 5: Effects of Vibration on People and Buildings .....	16
Table 6: Significance of Changes in Noise Exposure .....	18

## INTRODUCTION

The Sutter MOB 7 and Parking Garage project includes the construction of a medical office building divided into two phases and the expansion to the 12 Medical Plaza Drive parking garage structure. Phase 1 will consist of an 85,000 square-foot four-story building with a drop-off area and 32 adjacent parking spaces. It will displace an existing surface lot with 99 parking spaces and a 6,700 square-foot modular building. Phase 2 will include a 15,000 square-foot two-story building attached to the Phase 1 MOB 10 building and removal of 24 adjacent parking spaces. The expansion of the 12 Medical Plaza Drive garage will construct a six-story parking structure attached to the existing five-story parking garage. The expansion will include 556 new parking stalls and will displace an existing surface lot with 93 spaces. The project is located at the corner of the intersection of Secret Ravine Parkway and Medical Plaza Drive in the City of Roseville, California.

**Figure 1** shows the project site plan. **Figure 2** shows an aerial photo of the project site.

## ENVIRONMENTAL SETTING

### BACKGROUND INFORMATION ON NOISE

#### *Fundamentals of Acoustics*

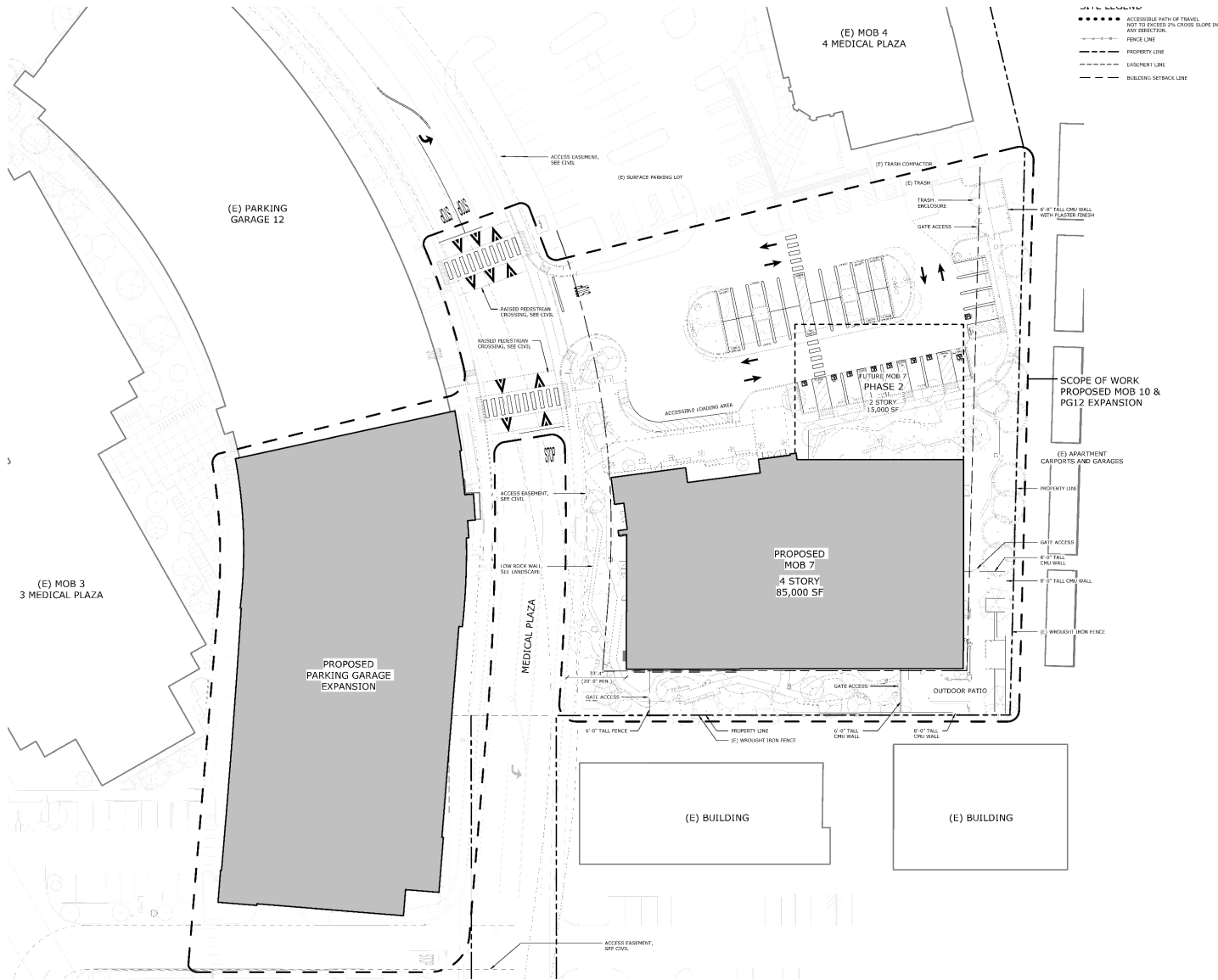
Acoustics is the science of sound. Sound may be thought of as mechanical energy of a vibrating object transmitted by pressure waves through a medium to human (or animal) ears. If the pressure variations occur frequently enough (at least 20 times per second), then they can be heard and are called sound. The number of pressure variations per second is called the frequency of sound, and is expressed as cycles per second or Hertz (Hz).

Noise is a subjective reaction to different types of sounds. Noise is typically defined as (airborne) sound that is loud, unpleasant, unexpected or undesired, and may therefore be classified as a more specific group of sounds. Perceptions of sound and noise are highly subjective from person to person.

Measuring sound directly in terms of pressure would require a very large and awkward range of numbers. To avoid this, the decibel scale was devised. The decibel scale uses the hearing threshold (20 micropascals), as a point of reference, defined as 0 dB. Other sound pressures are then compared to this reference pressure, and the logarithm is taken to keep the numbers in a practical range. The decibel scale allows a million-fold increase in pressure to be expressed as 120 dB, and changes in levels (dB) correspond closely to human perception of relative loudness.

The perceived loudness of sounds is dependent upon many factors, including sound pressure level and frequency content. However, within the usual range of environmental noise levels, perception of loudness is relatively predictable, and can be approximated by A-weighted sound levels. There is a strong correlation between A-weighted sound levels (expressed as dBA) and the way the human ear perceives sound. For this reason, the A-weighted sound level has become the standard tool of environmental noise assessment.

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Dreyfuss+Blackford  
architecture

CITY APPROVAL STAMP



150 DREYFUSS+BLACKFORD ARCHITECTURE  
150 DREYFUSS+BLACKFORD ARCHITECTURE

ENTITLEMENT PACKAGE

REVISION BY DATE

SUTTER ROSEVILLE MEDICAL CENTER  
MEDICAL OFFICE  
BUILDING 7

7 MEDICAL PLAZA  
ROSEVILLE, CA 95661

CEQA SITE PLAN - PROPOSED  
MOB & PARKING GARAGE



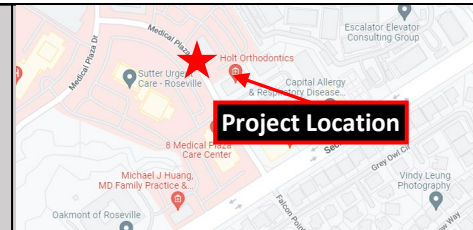
C1014-00  
AS SHOWN  
2 MAY 2022

## Sutter MOB 7 and Parking Garage Expansion

City of Roseville, California

Figure 1

Project Site Plan







## Sutter MOB 7 & Parking Garage Expansion

City of Roseville, California

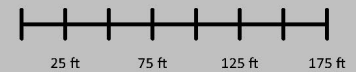
Figure 2

Noise Measurement Sites

### Legend

 Project Site

 Noise Measurement Site - Long Term



Projection: UTM Zone 10 / WGS84 / meters  
Rev. Date: 07/19/2022





The decibel scale is logarithmic, not linear. In other words, two sound levels 10-dB apart differ in acoustic energy by a factor of 10. When the standard logarithmic decibel is A-weighted, an increase of 10-dBA is generally perceived as a doubling in loudness. For example, a 70-dBA sound is half as loud as an 80-dBA sound, and twice as loud as a 60 dBA sound.

Community noise is commonly described in terms of the ambient noise level, which is defined as the all-encompassing noise level associated with a given environment. A common statistical tool is the average, or equivalent, sound level ( $L_{eq}$ ), which corresponds to a steady-state A weighted sound level containing the same total energy as a time varying signal over a given time period (usually one hour). The  $L_{eq}$  is the foundation of the composite noise descriptor,  $L_{dn}$ , and shows very good correlation with community response to noise.

The day/night average level ( $L_{dNL}$  or  $L_{dn}$ ) is based upon the average noise level over a 24-hour day, with a +10-decibel weighing applied to noise occurring during nighttime (10:00 p.m. to 7:00 a.m.) hours. The nighttime penalty is based upon the assumption that people react to nighttime noise exposures as though they were twice as loud as daytime exposures. Because  $L_{dn}$  represents a 24-hour average, it tends to disguise short-term variations in the noise environment.

**Table 1** lists several examples of the noise levels associated with common situations. **Appendix A** provides a summary of acoustical terms used in this report.

**TABLE 1: TYPICAL NOISE LEVELS**

Common Outdoor Activities	Noise Level (dBA)	Common Indoor Activities
	--110--	Rock Band
Jet Fly-over at 300 m (1,000 ft.)	--100--	
Gas Lawn Mower at 1 m (3 ft.)	--90--	
Diesel Truck at 15 m (50 ft.), at 80 km/hr. (50 mph)	--80--	Food Blender at 1 m (3 ft.) Garbage Disposal at 1 m (3 ft.)
Noisy Urban Area, Daytime Gas Lawn Mower, 30 m (100 ft.)	--70--	Vacuum Cleaner at 3 m (10 ft.)
Commercial Area Heavy Traffic at 90 m (300 ft.)	--60--	Normal Speech at 1 m (3 ft.)
Quiet Urban Daytime	--50--	Large Business Office Dishwasher in Next Room
Quiet Urban Nighttime	--40--	Theater, Large Conference Room (Background)
Quiet Suburban Nighttime	--30--	Library
Quiet Rural Nighttime	--20--	Bedroom at Night, Concert Hall (Background)
	--10--	Broadcast/Recording Studio
Lowest Threshold of Human Hearing	--0--	Lowest Threshold of Human Hearing

Source: Caltrans, Technical Noise Supplement, Traffic Noise Analysis Protocol. September, 2013.

### ***Effects of Noise on People***

The effects of noise on people can be placed in three categories:

- Subjective effects of annoyance, nuisance, and dissatisfaction
- Interference with activities such as speech, sleep, and learning
- Physiological effects such as hearing loss or sudden startling

Environmental noise typically produces effects in the first two categories. Workers in industrial plants can experience noise in the last category. There is no completely satisfactory way to measure the subjective effects of noise or the corresponding reactions of annoyance and dissatisfaction. A wide variation in individual thresholds of annoyance exists and different tolerances to noise tend to develop based on an individual's past experiences with noise.

Thus, an important way of predicting a human reaction to a new noise environment is the way it compares to the existing environment to which one has adapted: the so-called ambient noise level. In general, the more a new noise exceeds the previously existing ambient noise level, the less acceptable the new noise will be judged by those hearing it.

With regard to increases in A-weighted noise level, the following relationships occur:

- Except in carefully controlled laboratory experiments, a change of 1-dBA cannot be perceived;
- Outside of the laboratory, a 3-dBA change is considered a just-perceivable difference;
- A change in level of at least 5-dBA is required before any noticeable change in human response would be expected; and
- A 10-dBA change is subjectively heard as approximately a doubling in loudness, and can cause an adverse response.

Stationary point sources of noise – including stationary mobile sources such as idling vehicles – attenuate (lessen) at a rate of approximately 6-dB per doubling of distance from the source, depending on environmental conditions (i.e. atmospheric conditions and either vegetative or manufactured noise barriers, etc.). Widely distributed noises, such as a large industrial facility spread over many acres, or a street with moving vehicles, would typically attenuate at a lower rate.

## EXISTING AND FUTURE NOISE AND VIBRATION ENVIRONMENTS

### EXISTING NOISE RECEPTORS

Some land uses are considered more sensitive to noise than others. Land uses often associated with sensitive receptors generally include residences, schools, libraries, hospitals, and passive recreational areas. Sensitive noise receptors may also include threatened or endangered noise sensitive biological species, although many jurisdictions have not adopted noise standards for wildlife areas. Noise sensitive land uses are typically given special attention in order to achieve protection from excessive noise.

Sensitivity is a function of noise exposure (in terms of both exposure duration and insulation from noise) and the types of activities involved. In the vicinity of the project site, sensitive land uses include existing multi-family residential uses located east of the project site.

### EXISTING GENERAL AMBIENT NOISE LEVELS

Saxelby Acoustics conducted a continuous noise measurement survey to quantify the existing ambient noise environment at the project site. The noise measurement location is shown on **Figure 2**. A summary of the noise level measurement survey results is provided in **Table 2**. **Appendix B** contains the complete results of the noise monitoring.

The sound level meter was programmed to record the maximum, median, and average noise levels at the project site during the survey. The maximum value, denoted  $L_{max}$ , represents the highest noise level measured. The average value, denoted  $L_{eq}$ , represents the energy average of all of the noise received by the sound level meter microphone during the monitoring period. The median value, denoted  $L_{50}$ , represents the sound level exceeded 50 percent of the time during the monitoring period.

A Larson Davis Laboratories (LDL) Model 820 precision integrating sound level meter was used for the ambient noise level measurement survey. The meter was calibrated before and after use with a CAL 200 acoustical calibrator to ensure the accuracy of the measurements. The equipment used meets all pertinent specifications of the American National Standards Institute for Type 1 sound level meters (ANSI S1.4).

**TABLE 2: SUMMARY OF EXISTING BACKGROUND NOISE MEASUREMENT DATA**

Location	Date	$L_{dn}$	Daytime $L_{eq}$ Low-High (Average)	Day $L_{50}$ Low-High (Average)	Day $L_{max}$ Low-High (Average)	Night $L_{eq}$ Low-High (Average)	Night $L_{50}$ Low-High (Average)	Night $L_{max}$ Low-High (Average)
LT-1	7/15/2022 (Friday)	58	50-68 (58)	50-53 (51)	60-89 (69)	46-52 (49)	45-51 (48)	57-69 (63)
LT-1	7/16/2022 (Saturday)	55	49-54 (52)	48-53 (51)	59-85 (68)	45-50 (48)	45-50 (47)	51-67 (60)
LT-1	7/17/2022 (Sunday)	61	49-54 (52)	47-53 (51)	58-82 (66)	46-62 (55)	46-49 (47)	58-86 (69)

**Notes:**

- All values shown in dBA
- Daytime hours: 7:00 a.m. to 10:00 p.m.
- Nighttime Hours: 10:00 p.m. to 7:00 a.m.
- Source: Saxelby Acoustics 2022

## **FUTURE TRAFFIC NOISE ENVIRONMENT AT OFF-SITE RECEPTORS**

### ***Off-Site Traffic Noise Impact Assessment Methodology***

The proposed project is not predicted to generate substantial increase in off-site traffic. The medical campus is accessed via E. Roseville Parkway and Secret Ravine Parkway. E. Roseville Parkway carries a daily traffic volume of approximately 64,600 vehicles while Secret Ravine carries approximately 16,200 vehicles per day. Even if the project added 5,000 vehicles per day to either roadway the increase in noise levels would only be 0.3 dBA for E. Roseville Parkway and 1.2 dBA for Secret Ravine. These increases would not be audible. Therefore, off-site traffic noise increases are not considered further in this analysis.

## **EVALUATION OF PROJECT OPERATIONAL NOISE AT RESIDENTIAL RECEPTORS**

Project site traffic circulation and HVAC operational noise are considered to be the primary noise sources for this project. The following is a list of assumptions used for the noise modeling. The data used is based upon a combination of manufacturer's provided data and Saxelby Acoustics data from similar operations.

Parking Structures:	Approximately 556 trips per hour are assumed for parking structure traffic. Parking structure movement for cars is predicted to generate a sound exposure level (SEL) of 71 dBA SEL at 50 feet. It was assumed that nighttime (10:00 p.m. to 7:00 a.m.) parking garage utilization would be 25% of the peak hour volume. Saxelby Acoustics data.
Rooftop HVAC Units:	Three Trane SXHLF75 75-ton packaged rooftop units operating continuously during the daytime and 50% of the time at night. The HVAC unit is expected to generate a sound exposure level of 62 dBA $L_{eq}$ at 50 feet. Manufacturer's data.
Rooftop Heat Pump Unit:	11 Mini-split heat pump condensers operating continuously during the daytime, and 50% of the time at night. Mini-split heat pump condensers are predicted to generate a maximum sound exposure level of 50 dBA $L_{eq}$ at 50 feet. Manufacturer's data.
Rooftop Exhaust Fan Unit:	One exhaust fan operating continuously during the daytime, and 50% of the time at night. Exhaust fan is predicted to generate a continuous noise level of 50 dBA $L_{eq}$ at 50 feet. Saxelby Acoustics data.
Rooftop Boiler Unit:	Boiler Unit operating continuously during the daytime, and 50% of the time at night. Boiler unit is assumed to generate a continuous noise level of 62 dBA $L_{eq}$ at 50 feet. Saxelby Acoustics data.

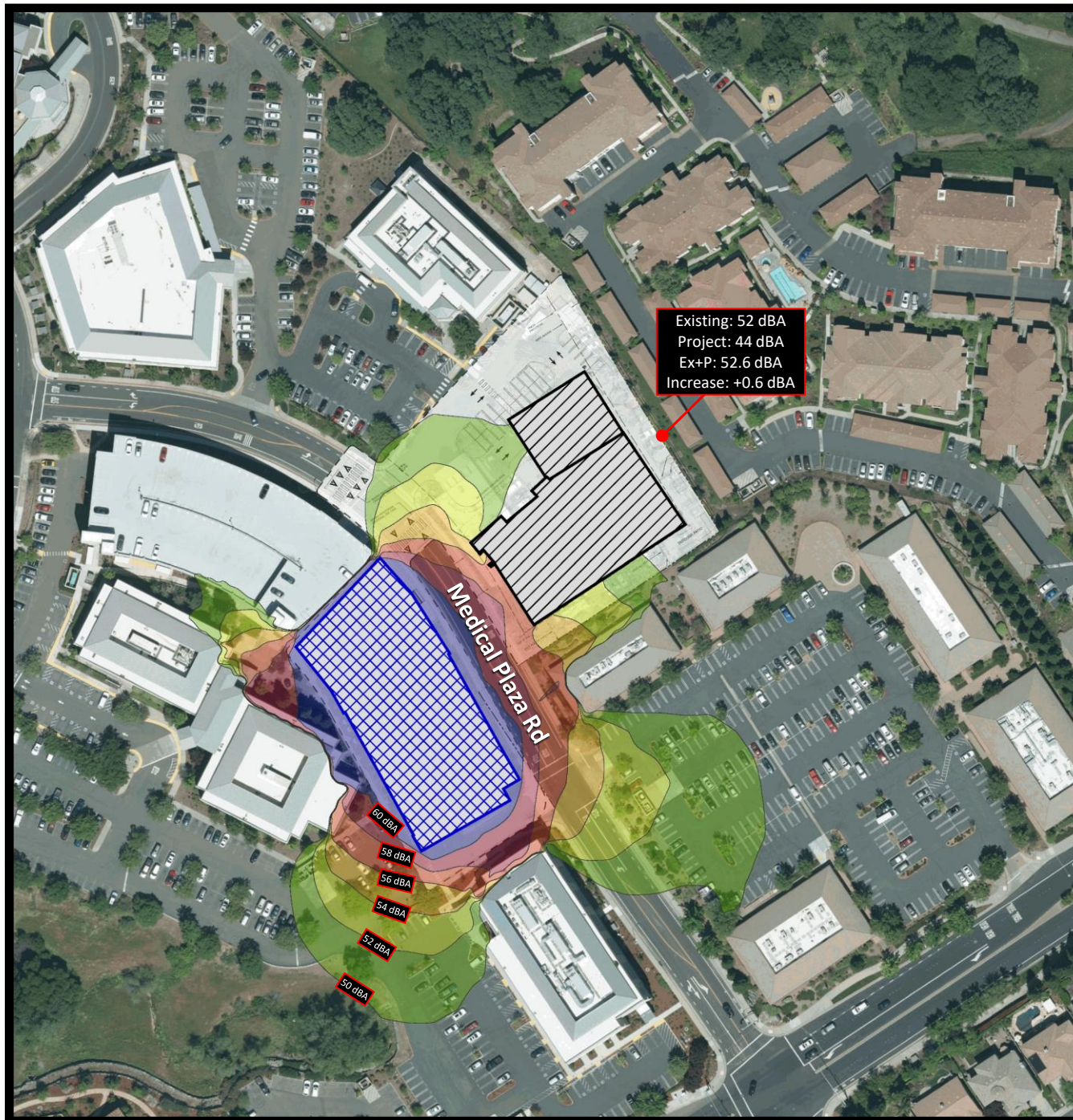
It should be noted that the noise-generating uses associated with the proposed project are not predicted to generate maximum noise levels more than 20 dBA above the average ( $L_{eq}$ ) noise levels. The City of Roseville maximum noise level standards for both daytime and nighttime hours are 20 dBA above the average noise level standards. Therefore, where the average project-generated noise levels comply with the City's standards, project-generated maximum noise levels will also comply.

Saxelby Acoustics used the SoundPLAN noise prediction model. Inputs to the model included sound power levels for the proposed amenities, existing and proposed buildings, terrain type, and locations of sensitive receptors. These predictions are made in accordance with International Organization for Standardization



(ISO) standard 9613-2:1996 (Acoustics – Attenuation of sound during propagation outdoors). ISO 9613 is the most commonly used method for calculating exterior noise propagation. **Figure 3** shows the noise level contours resulting from operation of the project during daytime (7:00 a.m. to 10:00 p.m.) operation. **Figure 4** shows the noise level contours during nighttime (10:00 p.m. to 7:00 a.m.) operation.





## Sutter MOB 7 and Parking Garage Expansion

City of Roseville, California

Figure 3

Project Noise Contours (dBA  $L_{eq}$ )  
Daytime (7:00 a.m. to 10:00 p.m.)

Noise Level, dB(A)

50 <	<= 52
52 <	<= 54
54 <	<= 56
56 <	<= 58
58 <	<= 60
60 <	

### Legend

- MOB 7
- Parking Garage

Scale 1:150

0 30 60 120 180 240 feet







## Sutter MOB 7 and Parking Garage Expansion

City of Roseville, California



Figure 4

Project Noise Contours (dBA  $L_{eq}$ )  
Nighttime (10:00 p.m. to 7:00 a.m.)

Noise Level, dB(A)

50 <	<= 52
52 <	<= 54
54 <	<= 56
56 <	<= 58
58 <	<= 60
60 <	

### Legend

-  MOB 7
-  Parking Garage

Scale 1:150

0 30 60 120 180 240 feet



## CONSTRUCTION NOISE ENVIRONMENT

During the construction of the proposed project noise from construction activities would temporarily add to the noise environment in the project vicinity. As shown in **Table 3**, activities involved in construction would generate maximum noise levels ranging from 76 to 90 dB at a distance of 50 feet.

**TABLE 3: CONSTRUCTION EQUIPMENT NOISE**

Type of Equipment	Maximum Level, dBA at 50 feet
Auger Drill Rig	84
Backhoe	78
Compactor	83
Compressor (air)	78
Concrete Saw	90
Dozer	82
Dump Truck	76
Excavator	81
Generator	81
Jackhammer	89
Pneumatic Tools	85

Source: Roadway Construction Noise Model User's Guide. Federal Highway Administration. FHWA-HEP-05-054. January 2006.



## CONSTRUCTION VIBRATION ENVIRONMENT

The primary vibration-generating activities associated with the proposed project would occur during construction when activities such as grading, utilities placement, and parking lot construction occur. **Table 4** shows the typical vibration levels produced by construction equipment.

**TABLE 4: VIBRATION LEVELS FOR VARIOUS CONSTRUCTION EQUIPMENT**

Type of Equipment	Peak Particle Velocity at 25 feet (inches/second)	Peak Particle Velocity at 50 feet (inches/second)	Peak Particle Velocity at 100 feet (inches/second)
Large Bulldozer	0.089	0.031	0.011
Loaded Trucks	0.076	0.027	0.010
Small Bulldozer	0.003	0.001	0.000
Auger/drill Rigs	0.089	0.031	0.011
Jackhammer	0.035	0.012	0.004
Vibratory Hammer	0.070	0.025	0.009
Vibratory Compactor/roller	0.210 (Less than 0.20 at 26 feet)	0.074	0.026

Source: Transit Noise and Vibration Impact Assessment Guidelines. Federal Transit Administration. May 2006.

## REGULATORY CONTEXT

### FEDERAL

There are no federal regulations related to noise that apply to the Proposed Project.

### STATE

#### **California Environmental Quality Act**

The California Environmental Quality Act (CEQA) Guidelines, Appendix G, indicate that a significant noise impact may occur if a project exposes persons to noise or vibration levels in excess of local general plans or noise ordinance standards, or cause a substantial permanent or temporary increase in ambient noise levels. CEQA standards are discussed more below under the Thresholds of Significance section.

### LOCAL

#### **City of Roseville General Plan**

The City of Roseville General Plan Noise Element Table 1X-3 (**Table 5**) establishes an acceptable exterior noise levels for stationary noise sources.

**TABLE 5: CITY OF ROSEVILLE STATIONARY NOISE LEVEL STANDARDS**

Noise Level Descriptor	Daytime (7 a.m. to 10 p.m.)	Nighttime (10 p.m. to 7 a.m.)
Hourly $L_{eq}$ , dB	50	45
Maximum Level, dB	70	65

*For municipal power plants consisting primarily of broadband, steady state noise sources, the hourly ( $L_{eq}$ ) noise standards may be increased up to 10 dB(A), but no exceed 55 dB(A) Hourly  $L_{eq}$ , dB.*

*Each of the noise levels specified above should be lowered by five dB for simple tone noises, noises consisting primarily of speech or music, or for recurring impulsive noises. Such noises are generally considered by residents to be particularly annoying and are a primary source of noise complaints. These noise level standards do not apply to resident units established in conjunction with industrial or commercial uses.*

*No standards have been included for interior noise levels. Standard construction practices should, with exterior noise levels identified, result in acceptable interior noise levels.*

*Source: City of Roseville General Plan Noise Element 2035.*

Based upon review of the City of Roseville General Plan Noise Element standards, hourly noise level limits of 50 dBA  $L_{eq}$  / 70 dBA  $L_{max}$  during the daytime (7:00 a.m. to 10:00 p.m.) and 45 dBA  $L_{eq}$  / 65 dBA  $L_{max}$  during the nighttime (10:00 p.m. to 7 a.m.).

## CRITERIA FOR ACCEPTABLE VIBRATION

Vibration is like noise in that it involves a source, a transmission path, and a receiver. While vibration is related to noise, it differs in that noise is generally considered to be pressure waves transmitted through air, whereas vibration usually consists of the excitation of a structure or surface. As with noise, vibration consists of an amplitude and frequency. A person's perception to the vibration will depend on their individual sensitivity to vibration, as well as the amplitude and frequency of the source and the response of the system which is vibrating.

Vibration can be measured in terms of acceleration, velocity, or displacement. A common practice is to monitor vibration measures in terms of peak particle velocities in inches per second. Standards pertaining to perception as well as damage to structures have been developed for vibration levels defined in terms of peak particle velocities.

Human and structural response to different vibration levels is influenced by a number of factors, including ground type, distance between source and receptor, duration, and the number of perceived vibration events. **Table 5**, which was developed by Caltrans, shows the vibration levels which would normally be required to result in damage to structures. The vibration levels are presented in terms of peak particle velocity in inches per second.

**TABLE 6: EFFECTS OF VIBRATION ON PEOPLE AND BUILDINGS**

Peak Particle Velocity		Human Reaction	Effect on Buildings
mm/second	in/second		
0.15-0.30	0.006-0.019	Threshold of perception; possibility of intrusion	Vibrations unlikely to cause damage of any type
2.0	0.08	Vibrations readily perceptible	Recommended upper level of the vibration to which ruins and ancient monuments should be subjected
2.5	0.10	Level at which continuous vibrations begin to annoy people	Virtually no risk of "architectural" damage to normal buildings
5.0	0.20	Vibrations annoying to people in buildings (this agrees with the levels established for people standing on bridges and subjected to relative short periods of vibrations)	Threshold at which there is a risk of "architectural" damage to normal dwelling - houses with plastered walls and ceilings. Special types of finish such as lining of walls, flexible ceiling treatment, etc., would minimize "architectural" damage
10-15	0.4-0.6	Vibrations considered unpleasant by people subjected to continuous vibrations and unacceptable to some people walking on bridges	Vibrations at a greater level than normally expected from traffic, but would cause "architectural" damage and possibly minor structural damage

Source: *Transportation Related Earthborne Vibrations*. Caltrans. TAV-02-01-R9601. February 20, 2002.

## IMPACTS AND MITIGATION MEASURES

### THRESHOLDS OF SIGNIFICANCE

Appendix G of the CEQA Guidelines states that a project would normally be considered to result in significant noise impacts if noise levels conflict with adopted environmental standards or plans or if noise generated by the project would substantially increase existing noise levels at sensitive receivers on a permanent or temporary basis. Significance criteria for noise impacts are drawn from CEQA Guidelines Appendix G (Items XI [a-f]).

Would the project:

- a. Generate a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?
- b. Generate excessive groundborne vibration or groundborne noise levels?
- c. For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?

### NOISE LEVEL INCREASE CRITERIA FOR LONG-TERM PROJECT-RELATED NOISE LEVEL INCREASES

The California Environmental Quality Act (CEQA) guidelines define a significant impact of a project if it “increases substantially the ambient noise levels for adjoining areas.” Generally, a project may have a significant effect on the environment if it will substantially increase the ambient noise levels for adjoining areas or expose people to severe noise levels. In practice, more specific professional standards have been developed. These standards state that a noise impact may be considered significant if it would generate noise that would conflict with local project criteria or ordinances, or substantially increase noise levels at noise sensitive land uses. The potential increase in traffic noise from the project is a factor in determining significance. Research into the human perception of changes in sound level indicates the following:

- A 3-dB change is barely perceptible,
- A 5-dB change is clearly perceptible, and
- A 10-dB change is perceived as being twice or half as loud.

A limitation of using a single noise level increase value to evaluate noise impacts is that it fails to account for pre-project-noise conditions. **Table 7** is based upon recommendations made by the Federal Interagency Committee on Noise (FICON) to provide guidance in the assessment of changes in ambient noise levels resulting from aircraft operations. The recommendations are based upon studies that relate aircraft noise levels to the percentage of persons highly annoyed by the noise. Although the FICON recommendations were specifically developed to assess aircraft noise impacts, it has been accepted that they are applicable to all sources of noise described in terms of cumulative noise exposure metrics such as the  $L_{dn}$ .



**TABLE 7: SIGNIFICANCE OF CHANGES IN NOISE EXPOSURE**

Ambient Noise Level Without Project, $L_{dn}$	Increase Required for Significant Impact
<60 dB	+5.0 dB or more
60-65 dB	+3.0 dB or more
>65 dB	+1.5 dB or more

Source: Federal Interagency Committee on Noise (FICON)

Based on the **Table 7** data, an increase in the traffic noise level of 5 dB or more would be significant where the pre-project noise levels are less than 60 dB  $L_{dn}$ , or 3 dB or more where existing noise levels are between 60 to 65 dB  $L_{dn}$ . Extending this concept to higher noise levels, an increase in the traffic noise level of 1.5 dB or more may be significant where the pre-project traffic noise level exceeds 65 dB  $L_{dn}$ . The rationale for the **Table 7** criteria is that, as ambient noise levels increase, a smaller increase in noise resulting from a project is sufficient to cause annoyance.

#### PROJECT-SPECIFIC IMPACTS AND MITIGATION MEASURES

**Impact 1:** *Would the project generate a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?*

#### Operational Noise at Sensitive Receptors

The City of Roseville General Plan Noise Element standards, hourly noise level limits of 50 dBA  $L_{eq}$  / 70 dBA  $L_{max}$  during the daytime (7:00 a.m. to 10:00 p.m.) and 45 dBA  $L_{eq}$  / 65 dBA  $L_{max}$  during the nighttime (10:00 p.m. to 7 a.m.).

As shown on **Figures 3 and 4**, the proposed project is predicted to generate daytime noise levels of 44 dBA  $L_{eq}$  and nighttime noise levels of 41 dBA  $L_{eq}$  at the nearest residential property boundary. This will lead to an increase in ambient noise levels of +0.6 dBA during daytime hours and +0.8 dBA during nighttime hours.

The proposed medical office building and parking garage expansion comply with the City's daytime and nighttime noise level standards without any additional noise control measures. Therefore, impacts resulting from operation of mechanical equipment and parking garage circulation noise would be considered **less-than-significant**.

#### Construction Noise

During the construction phases of the project, noise from construction activities would add to the noise environment in the immediate project vicinity. As indicated in **Table 3**, activities involved in construction would generate maximum noise levels ranging from 76 to 90 dBA  $L_{max}$  at a distance of 50 feet. Construction activities would also be temporary in nature and are anticipated to occur during normal daytime working hours.

The City of Roseville Municipal Code limits hours of construction activities when construction is located 500 feet or closer to a residential zone. Construction is limited to between the hours of 7:00 a.m. and 7:00

p.m. Monday through Friday and between 8:00 a.m. and 8:00 p.m. on Saturday and Sunday. The nearest residential uses are located approximately 150 feet to the north, as measured from the center of construction area. At this distance, maximum construction noise levels would be in the range of 62-76 dBA  $L_{max}$  at the nearest residential uses. Existing daytime ambient noise levels at the property line of the nearest residential uses was found to be in the range of 59-89 dBA  $L_{max}$ .

Noise would also be generated during the construction phase by increased truck traffic on area roadways. A project-generated noise source would be truck traffic associated with transport of heavy materials and equipment to and from the construction site. This noise increase would be of short duration and would occur during daytime hours.

Although construction activities are temporary in nature and would occur during normal daytime working hours, construction-related noise could result in sleep interference at existing noise-sensitive land uses in the vicinity of the construction if construction activities were to occur outside the normal daytime hours. Therefore, impacts resulting from noise levels temporarily exceeding the threshold of significance due to construction would be considered ***potentially significant***.

#### Mitigation Measure

1(a) The City shall establish the following as conditions of approval for any permit that results in the use of construction equipment:

- Construction activities (excluding activities that would result in a safety concern to the public or construction workers) shall be limited to between the daytime hours of 7 AM and 7 PM daily.
- Construction equipment shall be properly maintained and equipped with noise-reduction intake and exhaust mufflers and engine shrouds, in accordance with manufacturers' recommendations. Equipment engine shrouds shall be closed during equipment operation.
- When not in use, motorized construction equipment shall not be left idling for more than 5 minutes.
- Stationary equipment (power generators, compressors, etc.) shall be located at the furthest practical distance from nearby noise-sensitive land uses or sufficiently shielded to reduce noise-related impacts.

Implementation of mitigation measures 1(a) would help to reduce construction-generated noise levels. With mitigation, this impact would be considered ***less-than-significant***.

**Impact 2:      *Would the project generate excessive groundborne vibration or groundborne noise levels?***

Construction vibration impacts include human annoyance and building structural damage. Human annoyance occurs when construction vibration rises significantly above the threshold of perception. Building damage can take the form of cosmetic or structural.

The **Table 5** data indicate that construction vibration levels anticipated for the project are less than the 0.2 in/sec threshold at distances of 26 feet. Sensitive receptors which could be impacted by construction related vibrations, especially vibratory compactors/rollers, are located further than 26 feet from typical construction activities. At these distances construction vibrations are not predicted to exceed acceptable levels. Additionally, construction activities would be temporary in nature and would likely occur during normal daytime working hours.

This is a **less-than-significant** impact and no mitigation is required.

**Impact 3:      *For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?***

There are no projects within 2 miles of the project site. Therefore, this impact is not applicable to the proposed project.

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## Appendix A: Acoustical Terminology

<b>Acoustics</b>	The science of sound.
<b>Ambient Noise</b>	The distinctive acoustical characteristics of a given space consisting of all noise sources audible at that location. In many cases, the term ambient is used to describe an existing or pre-project condition such as the setting in an environmental noise study.
<b>ASTC</b>	Apparent Sound Transmission Class. Similar to STC but includes sound from flanking paths and correct for room reverberation. A larger number means more attenuation. The scale, like the decibel scale for sound, is logarithmic.
<b>Attenuation</b>	The reduction of an acoustic signal.
<b>A-Weighting</b>	A frequency-response adjustment of a sound level meter that conditions the output signal to approximate human response.
<b>Decibel or dB</b>	Fundamental unit of sound, A Bell is defined as the logarithm of the ratio of the sound pressure squared over the reference pressure squared. A Decibel is one-tenth of a Bell.
<b>CNEL</b>	Community Noise Equivalent Level. Defined as the 24-hour average noise level with noise occurring during evening hours (7 - 10 p.m.) weighted by +5 dBA and nighttime hours weighted by +10 dBA.
<b>DNL</b>	See definition of Ldn.
<b>IIC</b>	Impact Insulation Class. An integer-number rating of how well a building floor attenuates impact sounds, such as footsteps. A larger number means more attenuation. The scale, like the decibel scale for sound, is logarithmic.
<b>Frequency</b>	The measure of the rapidity of alterations of a periodic signal, expressed in cycles per second or hertz (Hz).
<b>Ldn</b>	Day/Night Average Sound Level. Similar to CNEL but with no evening weighting.
<b>Leq</b>	Equivalent or energy-averaged sound level.
<b>Lmax</b>	The highest root-mean-square (RMS) sound level measured over a given period of time.
<b>L(n)</b>	The sound level exceeded a described percentile over a measurement period. For instance, an hourly L50 is the sound level exceeded 50% of the time during the one-hour period.
<b>Loudness</b>	A subjective term for the sensation of the magnitude of sound.
<b>NIC</b>	Noise Isolation Class. A rating of the noise reduction between two spaces. Similar to STC but includes sound from flanking paths and no correction for room reverberation.
<b>NNIC</b>	Normalized Noise Isolation Class. Similar to NIC but includes a correction for room reverberation.
<b>Noise</b>	Unwanted sound.
<b>NRC</b>	Noise Reduction Coefficient. NRC is a single-number rating of the sound-absorption of a material equal to the arithmetic mean of the sound-absorption coefficients in the 250, 500, 1000, and 2,000 Hz octave frequency bands rounded to the nearest multiple of 0.05. It is a representation of the amount of sound energy absorbed upon striking a particular surface. An NRC of 0 indicates perfect reflection; an NRC of 1 indicates perfect absorption.
<b>RT60</b>	The time it takes reverberant sound to decay by 60 dB once the source has been removed.
<b>Sabin</b>	The unit of sound absorption. One square foot of material absorbing 100% of incident sound has an absorption of 1 Sabin.
<b>SEL</b>	Sound Exposure Level. SEL is a rating, in decibels, of a discrete event, such as an aircraft flyover or train pass by, that compresses the total sound energy into a one-second event.
<b>SPC</b>	Speech Privacy Class. SPC is a method of rating speech privacy in buildings. It is designed to measure the degree of speech privacy provided by a closed room, indicating the degree to which conversations occurring within are kept private from listeners outside the room.
<b>STC</b>	Sound Transmission Class. STC is an integer rating of how well a building partition attenuates airborne sound. It is widely used to rate interior partitions, ceilings/floors, doors, windows and exterior wall configurations. The STC rating is typically used to rate the sound transmission of a specific building element when tested in laboratory conditions where flanking paths around the assembly don't exist. A larger number means more attenuation. The scale, like the decibel scale for sound, is logarithmic.
<b>Threshold of Hearing</b>	The lowest sound that can be perceived by the human auditory system, generally considered to be 0 dB for persons with perfect hearing.
<b>Threshold of Pain</b>	Approximately 120 dB above the threshold of hearing.
<b>Impulsive</b>	Sound of short duration, usually less than one second, with an abrupt onset and rapid decay.
<b>Simple Tone</b>	Any sound which can be judged as audible as a single pitch or set of single pitches.

## **Appendix B: Continuous Ambient Noise Measurement Results**

## Appendix B1a: Continuous Noise Monitoring Results

Site: LT-1

Project: Sutter MOB 7 and Parking Garage Expansion

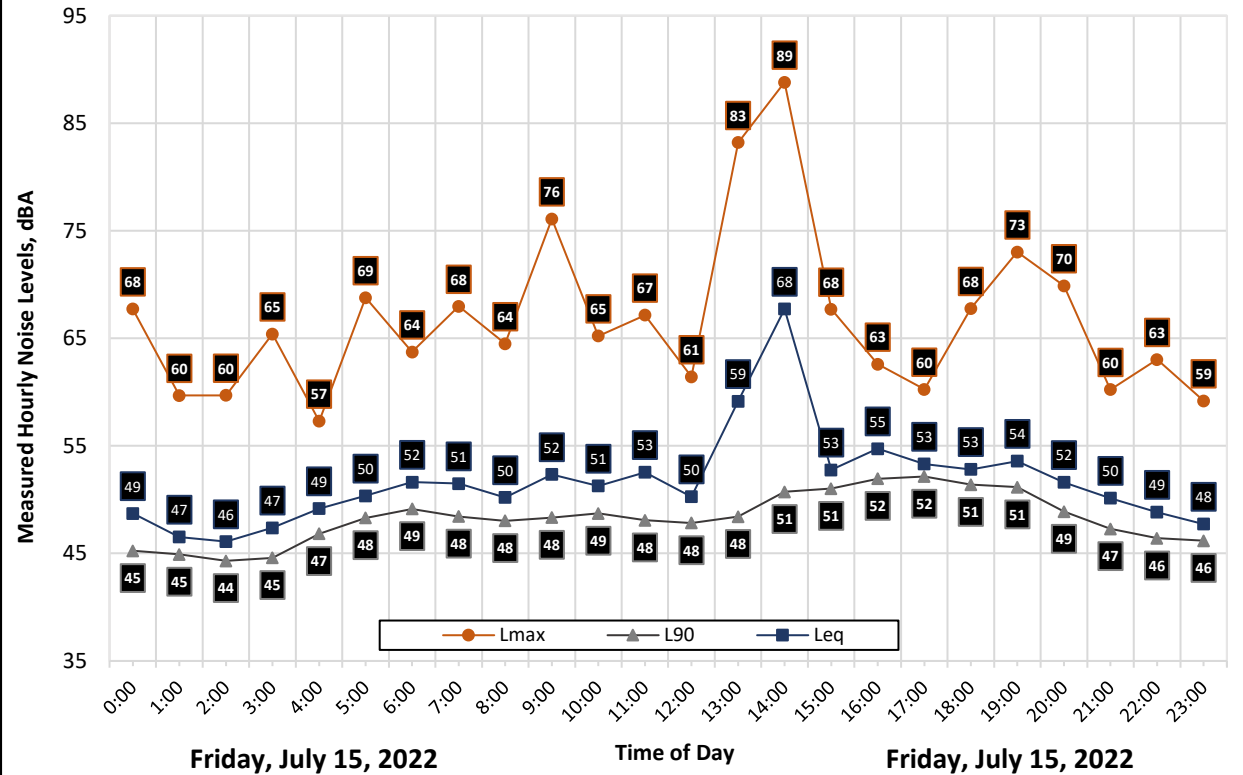
Meter: LDL 820-1

Location: Northern Project Boundary

Calibrator: CAL200

Coordinates: 38.7658774°, -121.2447125°

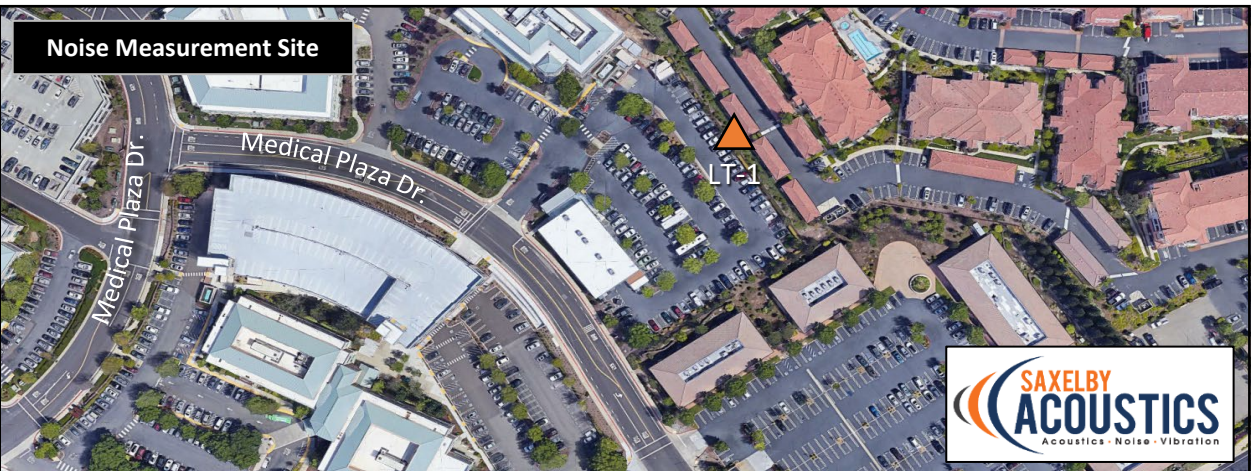
Measured Ambient Noise Levels vs. Time of Day



Friday, July 15, 2022

Time of Day

Friday, July 15, 2022



### Statistics

Statistics	Leq	Lmax	L50	L90
Day Average	58	69	51	49
Night Average	49	63	48	46
Day Low	50	60	50	47
Day High	68	89	53	52
Night Low	46	57	45	44
Night High	52	69	51	49
Ldn	58	Day %		94
CNEL	58	Night %		6



## Appendix B1b: Continuous Noise Monitoring Results

Site: LT-1

Project: Sutter MOB 7 and Parking Garage Expansion

Meter: LDL 820-1

Location: Northern Project Boundary

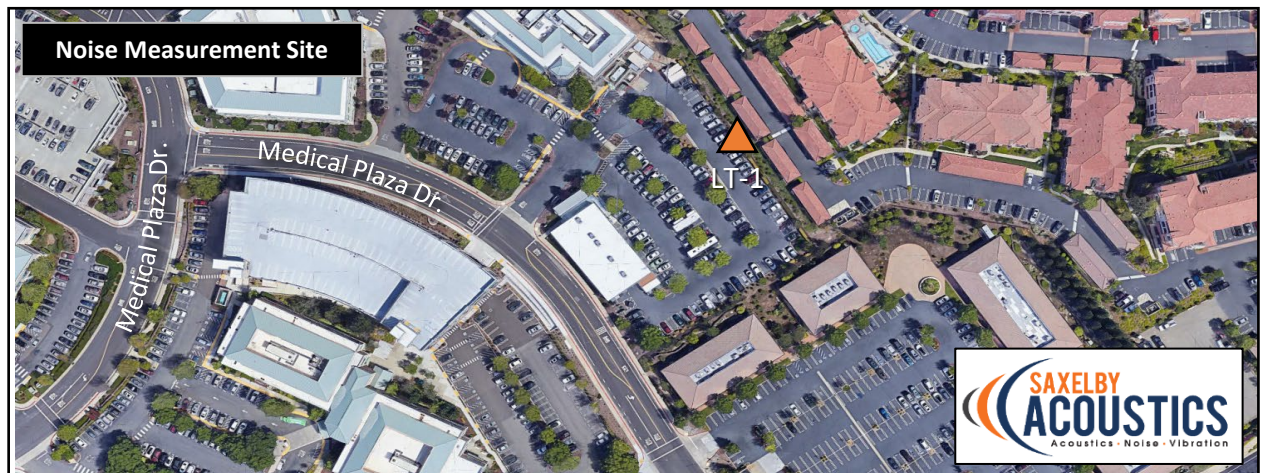
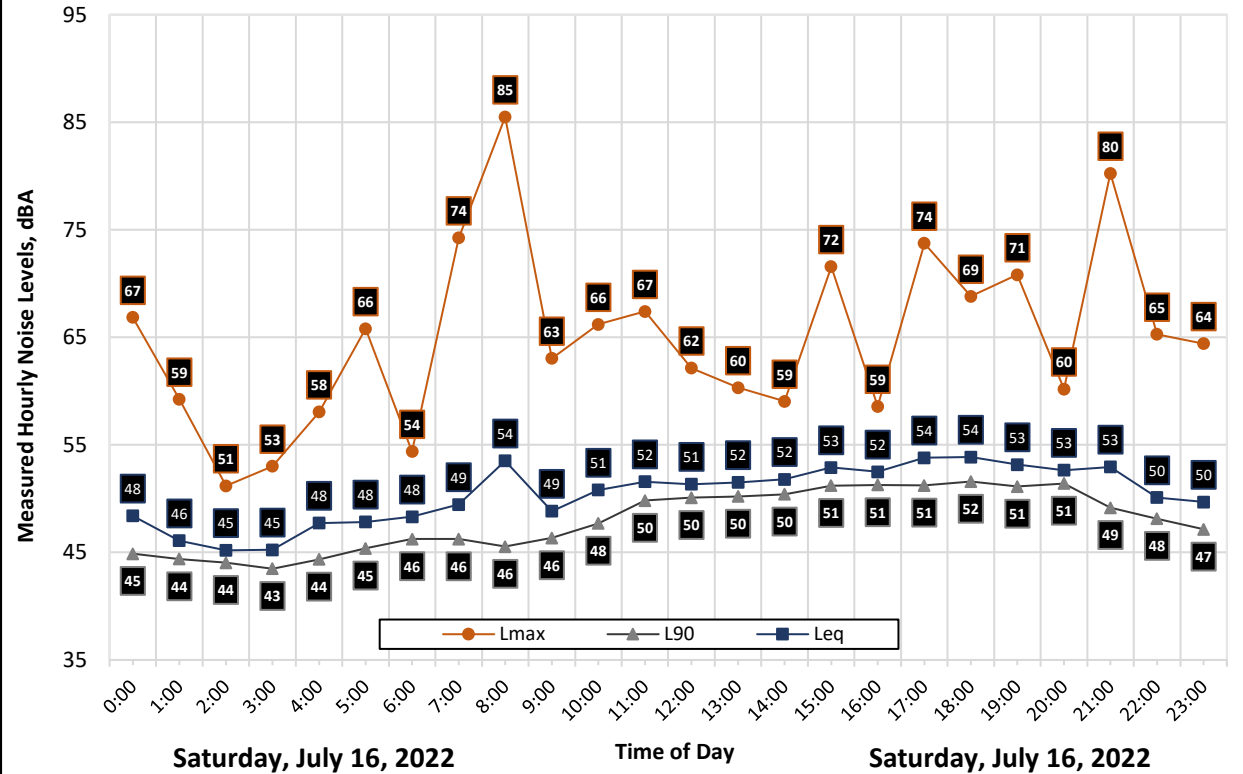
Calibrator: CAL200

Coordinates: 38.7658774°, -121.2447125°

Date	Time	Measured Level, dBA			
		L <sub>eq</sub>	L <sub>max</sub>	L <sub>50</sub>	L <sub>90</sub>
Saturday, July 16, 2022	0:00	48	67	46	45
Saturday, July 16, 2022	1:00	46	59	46	44
Saturday, July 16, 2022	2:00	45	51	45	44
Saturday, July 16, 2022	3:00	45	53	45	43
Saturday, July 16, 2022	4:00	48	58	46	44
Saturday, July 16, 2022	5:00	48	66	47	45
Saturday, July 16, 2022	6:00	48	54	48	46
Saturday, July 16, 2022	7:00	49	74	48	46
Saturday, July 16, 2022	8:00	54	85	48	46
Saturday, July 16, 2022	9:00	49	63	48	46
Saturday, July 16, 2022	10:00	51	66	50	48
Saturday, July 16, 2022	11:00	52	67	51	50
Saturday, July 16, 2022	12:00	51	62	51	50
Saturday, July 16, 2022	13:00	52	60	51	50
Saturday, July 16, 2022	14:00	52	59	52	50
Saturday, July 16, 2022	15:00	53	72	52	51
Saturday, July 16, 2022	16:00	52	59	52	51
Saturday, July 16, 2022	17:00	54	74	52	51
Saturday, July 16, 2022	18:00	54	69	53	52
Saturday, July 16, 2022	19:00	53	71	52	51
Saturday, July 16, 2022	20:00	53	60	52	51
Saturday, July 16, 2022	21:00	53	80	51	49
Saturday, July 16, 2022	22:00	50	65	50	48
Saturday, July 16, 2022	23:00	50	64	49	47

Statistics	Leq	Lmax	L50	L90
Day Average	52	68	51	50
Night Average	48	60	47	45
Day Low	49	59	48	46
Day High	54	85	53	52
Night Low	45	51	45	43
Night High	50	67	50	48
Ldn	55	Day %		85
CNEL	55	Night %		15

Measured Ambient Noise Levels vs. Time of Day





## Appendix B1c: Continuous Noise Monitoring Results

Site: LT-1

Project: Sutter MOB 7 and Parking Garage Expansion

Meter: LDL 820-1

Location: Northern Project Boundary

Calibrator: CAL200

Coordinates: 38.7658774°, -121.2447125°

Date	Time	Measured Level, dBA			
		L <sub>eq</sub>	L <sub>max</sub>	L <sub>50</sub>	L <sub>90</sub>
Sunday, July 17, 2022	0:00	56	81	47	46
Sunday, July 17, 2022	1:00	52	76	47	45
Sunday, July 17, 2022	2:00	47	63	46	45
Sunday, July 17, 2022	3:00	46	59	46	44
Sunday, July 17, 2022	4:00	62	86	47	45
Sunday, July 17, 2022	5:00	51	73	47	45
Sunday, July 17, 2022	6:00	48	62	47	46
Sunday, July 17, 2022	7:00	49	70	47	46
Sunday, July 17, 2022	8:00	53	82	48	46
Sunday, July 17, 2022	9:00	52	76	49	47
Sunday, July 17, 2022	10:00	50	61	49	47
Sunday, July 17, 2022	11:00	51	68	51	49
Sunday, July 17, 2022	12:00	52	60	52	51
Sunday, July 17, 2022	13:00	52	60	52	51
Sunday, July 17, 2022	14:00	53	62	52	51
Sunday, July 17, 2022	15:00	53	69	53	51
Sunday, July 17, 2022	16:00	53	60	53	51
Sunday, July 17, 2022	17:00	54	59	53	52
Sunday, July 17, 2022	18:00	54	72	53	52
Sunday, July 17, 2022	19:00	54	70	53	52
Sunday, July 17, 2022	20:00	52	70	51	49
Sunday, July 17, 2022	21:00	50	58	49	48
Sunday, July 17, 2022	22:00	49	61	49	47
Sunday, July 17, 2022	23:00	48	58	48	46

Statistics	Leq	Lmax	L50	L90
Day Average	52	66	51	50
Night Average	55	69	47	46
Day Low	49	58	47	46
Day High	54	82	53	52
Night Low	46	58	46	44
Night High	62	86	49	47
Ldn	61	Day %		50
CNEL	61	Night %		50

Measured Ambient Noise Levels vs. Time of Day

