

**Acoustical Assessment
5853 Rue Ferrari Project
City of San José, California**

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LIST OF ABBREVIATED TERMS

APN	Assessor's Parcel Number
ADT	average daily traffic
ASTM	American Society for Testing and Materials
dBA	A-weighted sound level
CEQA	California Environmental Quality Act
CSMA	California Subdivision Map Act
CNEL	community equivalent noise level
L_{dn}	day-night noise level
dB	decibel
du/ac	dwelling units per acre
L_{eq}	equivalent noise level
FHWA	Federal Highway Administration
FTA	Federal Transit Administration
HVAC	heating ventilation and air conditioning
Hz	hertz
in/sec	inches per second
LUD	Land Use Designation
L_{max}	maximum noise level
μPa	micropascals
L_{min}	minimum noise level
PPV	peak particle velocity
RMS	root mean square
STC	Sound Transmission Class
sf	square feet
TNM	Traffic Noise Model
VdB	vibration velocity level

1 INTRODUCTION

This report documents the results of an Acoustical Assessment completed for the 5853 Rue Ferrari Project. The purpose of this Acoustical Assessment is to evaluate the project's potential construction and operational noise and vibration levels associated with the project and determine the level of impact the project would have on the environment.

1.1 PROJECT LOCATION

The proposed project is located on 5853 Rue Ferrari (APN: 678-05-057) in the City of San José. [Figure 1: Regional Vicinity](#) and [Figure 2: Project Location](#), depict the project site in a regional and local context. The project site is located in an urban area with a mix of surrounding uses including commercial, office, and industrial uses. The proposed project's existing land use designation is Combined Industrial/Commercial (CIC) and existing zoning designation is Industrial Park (IP).

Currently, the project site is developed with two industrial use buildings totaling 286,330 square feet. The existing buildings are located in the center of the parcel and include loading docks along the eastern and western elevations. Surface parking is available throughout the site, with automobile parking along all sides of the existing buildings. The project site has existing landscaping along all site boundaries. There are 345 existing trees throughout the project site. The project site also has existing light fixtures.

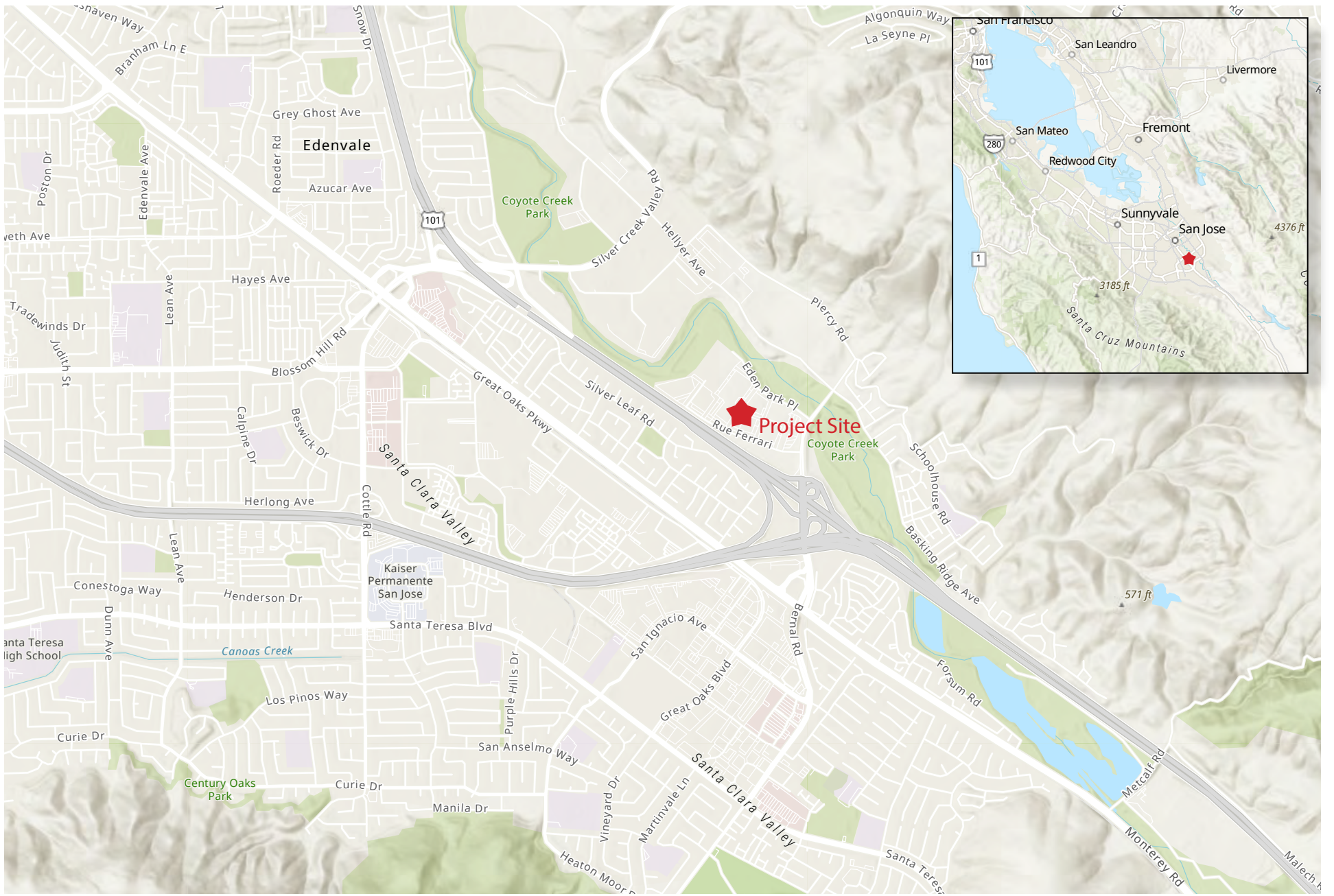
1.2 PROJECT DESCRIPTION

The project site is located at 5853 Rue Ferrari in the City of San José, California on an approximate 17.38-acre parcel. The proposed 5853 Rue Ferrari project (proposed project or project) would demolish the two existing warehouse buildings and construct one industrial warehouse building with a loading dock area on the west side of the warehouse building. Construction of the project is expected to commence in February 2022 and last for approximately 12 months. The proposed development would contain approximately 292,772 square feet of warehouse space and 10,000 square feet of office space, see [Figure 3: Site Plan](#).

The proposed warehouse building would include 45 loading dock doors for trailer, box, and recycling trucks on the west side of the warehouse building. The proposed project also includes surface parking with 110 trailer truck stalls and 296 automobile stalls on site. Automobile parking would be located north, east, and south of the warehouse building while the trailer truck parking would be located west of the warehouse building. Additionally, 10 motorcycle parking spaces and 60 bicycle parking spaces would be located around the office space. The primary pedestrian entrance to the building would be provided from Rue Ferrari. Access to the project site would be provided by four driveways, two off Rue Ferrari and two off Eden Park Place.

The project site has mature landscape vegetation including trees and shrubs along the site boundary and throughout the surface parking lot. The proposed project would include additional landscaping throughout the site would include a mix of trees, grasses, shrubs and groundcover.

The project site is designated as Combined Industrial/Commercial (CIC) by the General Plan, which allows for warehousing uses. The project site is zoned as Industrial Park (IP). The IP Zoning District allows for a warehouse/distribution facility.



Source: USGS, 2021

Figure 1: Regional Map
5853 Rue Ferrari Project



Not to scale



Source: Nearmap, 2021

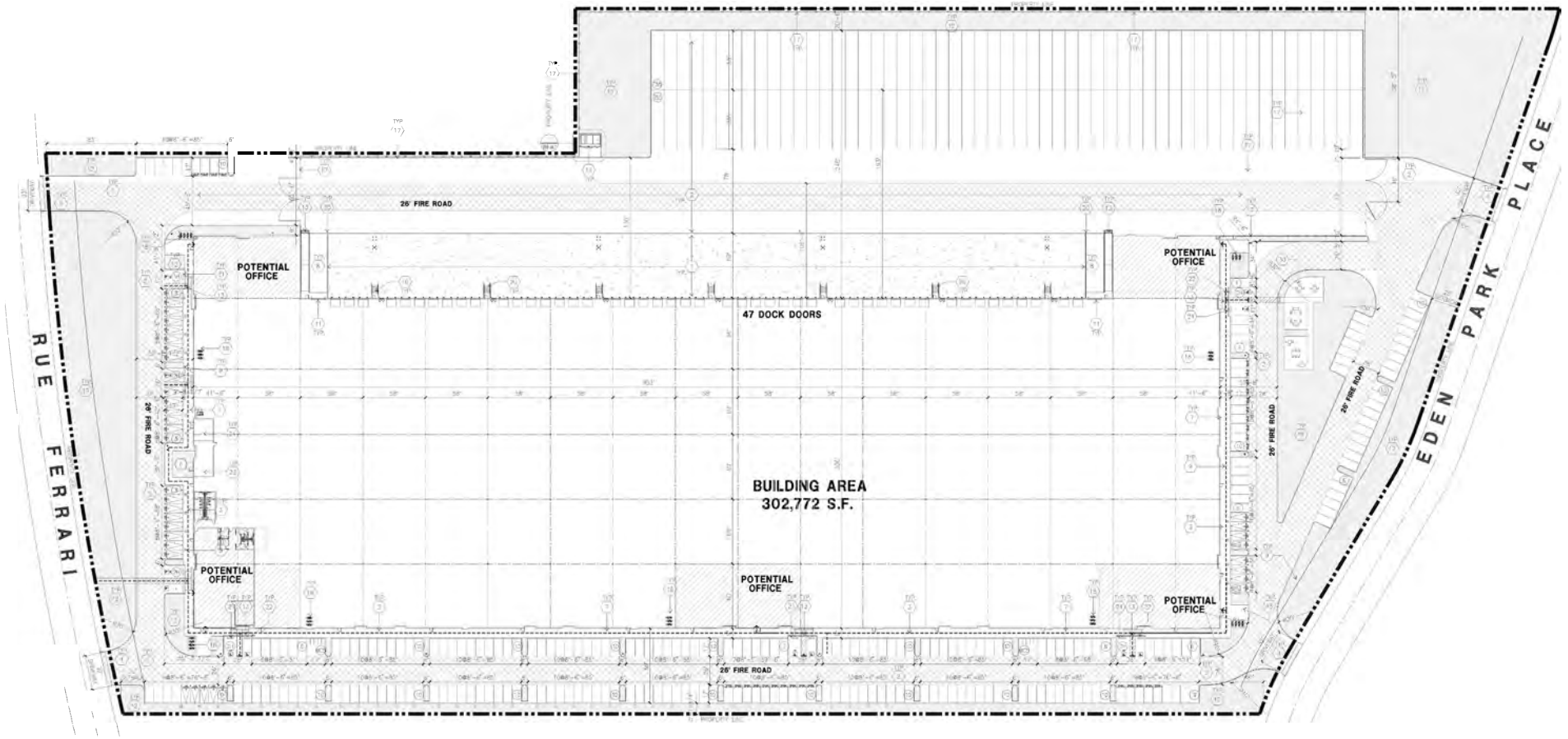
Figure 2: Project Vicinity Map

5853 Rue Ferrari Project



Not to scale

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Source: Duke Realty, 2021

Figure 3: Site Plan
5853 Rue Ferrari Project



2 ACOUSTIC FUNDAMENTALS

2.1 SOUND AND ENVIRONMENTAL NOISE

Acoustics is the science of sound. Sound can be described as the mechanical energy of a vibrating object transmitted by pressure waves through a medium (e.g. air) to human (or animal) ear. If the pressure variations occur frequently enough (at least 20 times per second), 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 defined as loud, unexpected, or annoying sound. The fundamental acoustics model consists of a noise source, receptor, and the propagation path between the two. The loudness of the noise source, obstructions, or atmospheric factors affecting the propagation path, determine the perceived sound level and noise characteristics at the receptor. Acoustics deal primarily with the propagation and control of sound. A typical noise environment consists of ambient noise that is the sum of many distant and indistinguishable noise sources. Superimposed on this ambient noise is the sound from individual local sources. These sources can vary from an occasional aircraft or train passing by to continuous noise from traffic on a major highway. Perceptions of sound and noise are highly subjective from person to person.

Measuring sound directly in terms of pressure would require a large range of numbers. To avoid this, the decibel (dB) scale was devised. The dB scale uses the hearing threshold of 20 micropascals (μPa) 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 dB scale allows a million-fold increase in pressure to be expressed as 120 dB, and changes in levels correspond closely to human perception of relative loudness. [Table 1: Typical Noise Levels](#) provides typical noise levels.

Table 1: Typical Noise Levels

Common Outdoor Activities	Noise Level (dBA)	Common Indoor Activities
	- 110 -	Rock Band
Jet fly-over at 1,000 feet		
	- 100 -	
Gas lawnmower at 3 feet		
	- 90 -	
Diesel truck at 50 feet at 50 miles per hour		Food blender at 3 feet
	- 80 -	Garbage disposal at 3 feet
Noisy urban area, daytime		
Gas lawnmower, 100 feet	- 70 -	Vacuum cleaner at 10 feet
Commercial area		Normal Speech at 3 feet
Heavy traffic at 300 feet	- 60 -	
		Large business office
Quiet urban daytime	- 50 -	Dishwasher in next room
Quiet urban nighttime	- 40 -	Theater, large conference room (background)
Quiet suburban nighttime		
	- 30 -	Library
Quiet rural nighttime		Bedroom at night, concert hall (background)
	- 20 -	
		Broadcast/recording studio
	- 10 -	
Lowest threshold of human hearing	- 0 -	Lowest threshold of human hearing

Source: California Department of Transportation, *Technical Noise Supplement to the Traffic Noise Analysis Protocol*, September 2013.

Noise Descriptors

The dB scale alone does not adequately characterize how humans perceive noise. The dominant frequencies of a sound have a substantial effect on the human response to that sound. Several rating scales have been developed to analyze the adverse effect of community noise on people. Because environmental noise fluctuates over time, these scales consider that the effect of noise on people is largely dependent on the total acoustical energy content of the noise, as well as the time of day when the noise occurs. The equivalent noise level (L_{eq}) represents the continuous sound pressure level over the measurement period, while the day-night noise level (L_{dn}) and Community Equivalent Noise Level (CNEL) are measures of energy average during a 24-hour period, with dB weighted sound levels from 7:00 p.m. to 7:00 a.m. Most commonly, environmental sounds are described in terms of L_{eq} that has the same acoustical energy as the summation of all the time-varying events. Each is applicable to this analysis and defined Table 2: Definitions of Acoustical Terms.

Table 2: Definitions of Acoustical Terms

Term	Definitions
Decibel (dB)	A unit describing the amplitude of sound, equal to 20 times the logarithm to the base 10 of the ratio of the pressure of the sound measured to the reference pressure. The reference pressure for air is 20.
Sound Pressure Level	Sound pressure is the sound force per unit area, usually expressed in μPa (or 20 micronewtons per square meter), where 1 pascals is the pressure resulting from a force of 1 newton exerted over an area of 1 square meter. The sound pressure level is expressed in dB as 20 times the logarithm to the base 10 of the ratio between the pressures exerted by the sound to a reference sound pressure (e.g. 20 μPa). Sound pressure level is the quantity that is directly measured by a sound level meter.
Frequency(Hz)	The number of complete pressure fluctuations per second above and below atmospheric pressure. Normal human hearing is between 20 Hz and 20,000 Hz. Infrasonic sound are below 20 Hz and ultrasonic sounds are above 20,000 Hz.
A-Weighted Sound Level (dBA)	The sound pressure level in dB as measured on a sound level meter using the A-weighting filter network. The A-weighting filter de-emphasizes the very low and very high frequency components of the sound in a manner similar to the frequency response of the human ear and correlates well with subjective reactions to noise.
Equivalent Noise Level (L_{eq})	The average acoustic energy content of noise for a stated period of time. Thus, the L_{eq} of a time-varying noise and that of a steady noise are the same if they deliver the same acoustic energy to the ear during exposure. For evaluating community impacts, this rating scale does not vary, regardless of whether the noise occurs during the day or the night.
Maximum Noise Level (L_{max}) Minimum Noise Level (L_{min})	The maximum and minimum dBA during the measurement period.
Exceeded Noise Levels ($L_1, L_{10}, L_{50}, L_{90}$)	The dBA values that are exceeded 1%, 10%, 50%, and 90% of the time during the measurement period.
Day-Night Noise Level (L_{dn} or DNL)	A 24-hour average L_{eq} with a 10 dBA weighting added to noise during the hours of 10:00 p.m. to 7:00 a.m. to account for noise sensitivity at nighttime. The logarithmic effect of these additions is that a 60 dBA 24-hour L_{eq} would result in a measurement of 66.4 dBA L_{dn} .
Community Noise Equivalent Level (CNEL)	A 24-hour average L_{eq} with a 5 dBA weighting during the hours of 7:00 a.m. to 10:00 a.m. and a 10 dBA weighting added to noise during the hours of 10:00

Term	Definitions
	p.m. to 7:00 a.m. to account for noise sensitivity in the evening and nighttime, respectively. The logarithmic effect of these additions is that a 60 dBA 24-hour Leq would result in a measurement of 66.7 dBA CNEL.
Ambient Noise Level	The composite of noise from all sources near and far. The normal or existing level of environmental noise at a given location.
Intrusive	That noise which intrudes over and above the existing ambient noise at a given location. The relative intrusiveness of a sound depends on its amplitude, duration, frequency, and time of occurrence and tonal or informational content as well as the prevailing ambient noise level.

The A-weighted decibel (dBA) sound level scale gives greater weight to the frequencies of sound to which the human ear is most sensitive. Because sound levels can vary markedly over a short period of time, a method for describing either the average character of the sound or the statistical behavior of the variations must be used. Most commonly, environmental sounds are described in terms of an average level that has the same acoustical energy as the summation of all the time-varying events.

The scientific instrument used to measure noise is the sound level meter. Sound level meters can accurately measure environmental noise levels to within about plus or minus 1 dBA. Various computer models are used to predict environmental noise levels from sources, such as roadways and airports. The accuracy of the predicted models depends on the distance between the receptor and the noise source.

A-Weighted Decibels

The perceived loudness of sounds is dependent on 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 dBA values. There is a strong correlation between dBA and the way the human ear perceives sound. For this reason, the dBA has become the standard tool of environmental noise assessment. All noise levels reported in this document are in terms of dBA, but are expressed as dB, unless otherwise noted.

Addition of Decibels

The dB scale is logarithmic, not linear, and therefore sound levels cannot be added or subtracted through ordinary arithmetic. Two sound levels 10 dB apart differ in acoustic energy by a factor of 10. When the standard logarithmic dB 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. When two identical sources are each producing sound of the same loudness, the resulting sound level at a given distance would be 3 dBA higher than one source under the same conditions. Under the dB scale, three sources of equal loudness together would produce an increase of approximately 5 dBA.

Sound Propagation and Attenuation

Sound spreads (propagates uniformly outward in a spherical pattern, and the sound level decreases (attenuates) at a rate of approximately 6 dB for each doubling of distance from a stationary or point source. Sound from a line source, such as a highway, propagates outward in a cylindrical pattern. Sound levels attenuate at a rate of approximately 3 dB for each doubling of distance from a line source, such as a roadway, depending on ground surface characteristics. No excess attenuation is assumed for hard surfaces like a parking lot or a body of water. Soft surfaces, such as soft dirt or grass, can absorb sound, so an excess ground-attenuation value of 1.5 dB per doubling of distance is normally assumed. For line sources, an overall attenuation rate of 3 dB per doubling of distance is assumed.

Noise levels may also be reduced by intervening structures; generally, a single row of buildings between the receptor and the noise source reduces the noise level by about 5 dBA, while a solid wall or berm reduces noise levels by 5 to 10 dBA. The way older homes in California were constructed generally provides a reduction of exterior-to-interior noise levels of about 20 to 25 dBA with closed windows. The exterior-to-interior reduction of newer residential units is generally 30 dBA or more.

Human Response to Noise

The human response to environmental noise is subjective and varies considerably from individual to individual. Noise in the community has often been cited as a health problem, not in terms of actual physiological damage, such as hearing impairment, but in terms of inhibiting general well-being and contributing to undue stress and annoyance. The health effects of noise in the community arise from interference with human activities, including sleep, speech, recreation, and tasks that demand concentration or coordination. Hearing loss can occur at the highest noise intensity levels.

Noise environments and consequences of human activities are usually well represented by median noise levels during the day or night or over a 24-hour period. Environmental noise levels are generally considered low when the CNEL is below 60 dBA, moderate in the 60 to 70 dBA range, and high above 70 dBA. Examples of low daytime levels are isolated, natural settings with noise levels as low as 20 dBA and quiet, suburban, residential streets with noise levels around 40 dBA. Noise levels above 45 dBA at night can disrupt sleep. Examples of moderate-level noise environments are urban residential or semi-commercial areas (typically 55 to 60 dBA) and commercial locations (typically 60 dBA). People may consider louder environments adverse, but most will accept the higher levels associated with noisier urban residential or residential-commercial areas (60 to 75 dBA) or dense urban or industrial areas (65 to 80 dBA). Regarding increases in dBA, the following relationships should be noted:

- Except in carefully controlled laboratory experiments, a 1-dBA change cannot be perceived by humans.
- Outside of the laboratory, a 3-dBA change is considered a just-perceivable difference.
- A minimum 5-dBA change is required before any noticeable change in community response would be expected. A 5-dBA increase is typically considered substantial.
- A 10-dBA change is subjectively heard as an approximate doubling in loudness and would almost certainly cause an adverse change in community response.

Effects of Noise on People

Hearing Loss. While physical damage to the ear from an intense noise impulse is rare, a degradation of auditory acuity can occur even within a community noise environment. Hearing loss occurs mainly due to chronic exposure to excessive noise but may be due to a single event such as an explosion. Natural hearing loss associated with aging may also be accelerated from chronic exposure to loud noise. The Occupational Safety and Health Administration has a noise exposure standard that is set at the noise threshold where hearing loss may occur from long-term exposures. The maximum allowable level is 90 dBA averaged over 8 hours. If the noise is above 90 dBA, the allowable exposure time is correspondingly shorter.

Annoyance. Attitude surveys are used for measuring the annoyance felt in a community for noises intruding into homes or affecting outdoor activity areas. In these surveys, it was determined that causes for annoyance include interference with speech, radio and television, house vibrations, and interference with sleep and rest. The L_{dn} as a measure of noise has been found to provide a valid correlation of noise level and the percentage of people annoyed. People have been asked to judge the annoyance caused by

aircraft noise and ground transportation noise. There continues to be disagreement about the relative annoyance of these different sources. A noise level of about 55 dBA L_{dn} is the threshold at which a substantial percentage of people begin to report annoyance¹.

2.2 GROUNDBORNE VIBRATION

Sources of groundborne vibrations include natural phenomena (earthquakes, volcanic eruptions, sea waves, landslides, etc.) or man-made causes (explosions, machinery, traffic, trains, construction equipment, etc.). Vibration sources may be continuous (e.g. factory machinery) or transient (e.g. explosions). Ground vibration consists of rapidly fluctuating motions or waves with an average motion of zero. Several different methods are typically used to quantify vibration amplitude, including Vibration Decibels (VdB), peak particle velocity (PPV), and the root mean square (RMS) velocity. VdB is the vibration velocity level in the decibel scale. PPV is defined as the maximum instantaneous positive or negative peak of the vibration wave. The RMS velocity is defined as the average of the squared amplitude of the signal. The PPV and RMS vibration velocity amplitudes are used to evaluate human response to vibration.

Table 3: Human Reaction and Damage to Buildings for Continuous or Frequent Intermittent Vibration, displays the reactions of people and the effects on buildings produced by continuous vibration levels. The annoyance levels shown in the table should be interpreted with care since vibration may be found to be annoying at much lower levels than those listed, depending on the level of activity or the sensitivity of the individual. To sensitive individuals, vibrations approaching the threshold of perception can be annoying. Low-level vibrations frequently cause irritating secondary vibration, such as a slight rattling of windows, doors, or stacked dishes. The rattling sound can give rise to exaggerated vibration complaints, even though there is very little risk of actual structural damage. In high noise environments, which are more prevalent where groundborne vibration approaches perceptible levels, this rattling phenomenon may also be produced by loud airborne environmental noise causing induced vibration in exterior doors and windows.

Table 3: Human Reaction and Damage to Buildings for Continuous or Frequent Intermittent Vibrations

Maximum PPV (in/sec)	Vibration Annoyance Potential Criteria	Vibration Damage Potential Threshold Criteria	FTA Vibration Damage Criteria
0.008	-	Extremely fragile historic buildings, ruins, ancient monuments	-
0.01	Barely Perceptible	-	-
0.04	Distinctly Perceptible	-	-
0.1	Strongly Perceptible	Fragile buildings	-
0.12	-	-	Buildings extremely susceptible to vibration damage
0.2	-	-	Non-engineered timber and masonry buildings
0.25	-	Historic and some old buildings	-
0.3	-	Older residential structures	Engineered concrete and masonry (no plaster)
0.4	Severe	-	-
0.5	-	New residential structures, Modern industrial/commercial buildings	Reinforced-concrete, steel, or timber (no plaster)

PPV = peak particle velocity; in/sec = inches per second; FTA = Federal Transit Administration
 Source: California Department of Transportation, Transportation and Construction Vibration Guidance Manual, 2020 and Federal Transit Administration; Transit Noise and vibration Assessment Manual, 2018.

¹ Federal Interagency Committee on Noise, *Federal Agency Review of Selected Airport Noise Analysis Issues*, August 1992.

Ground vibration can be a concern in instances where buildings shake, and substantial rumblings occur. However, it is unusual for vibration from typical urban sources such as buses and heavy trucks to be perceptible. Common sources for groundborne vibration are planes, trains, and construction activities such as earth-moving which requires the use of heavy-duty earth moving equipment. For the purposes of this analysis, a PPV descriptor with units of inches per second (in/sec) is used to evaluate construction-generated vibration for building damage and human complaints.

3 REGULATORY SETTING

To limit population exposure to physically or psychologically damaging as well as intrusive noise levels, the Federal government, the State of California, various county governments, and most municipalities in the state have established standards and ordinances to control noise.

3.1 STATE OF CALIFORNIA

California Government Code

California Government Code Section 65302(f) mandates that the legislative body of each county and city adopt a noise element as part of its comprehensive general plan. The local noise element must recognize the land use compatibility guidelines established by the State Department of Health Services. The guidelines rank noise land use compatibility in terms of “normally acceptable”, “conditionally acceptable”, “normally unacceptable”, and “clearly unacceptable” noise levels for various land use types. Single-family homes are “normally acceptable” in exterior noise environments up to 60 CNEL and “conditionally acceptable” up to 70 CNEL. Multiple-family residential uses are “normally acceptable” up to 65 CNEL and “conditionally acceptable” up to 70 CNEL. Schools, libraries, and churches are “normally acceptable” up to 70 CNEL, as are office buildings and business, commercial, and professional uses.

Title 24 – Building Code

The State’s noise insulation standards are codified in the California Code of Regulations, Title 24: Part 1, Building Standards Administrative Code, and Part 2, California Building Code. These noise standards are applied to new construction in California for interior noise compatibility from exterior noise sources. The regulations specify that acoustical studies must be prepared when noise-sensitive structures, such as residential buildings, schools, or hospitals, are located near major transportation noise sources, and where such noise sources create an exterior noise level of 65 dBA CNEL or higher. Acoustical studies that accompany building plans must demonstrate that the structure has been designed to limit interior noise in habitable rooms to acceptable noise levels. For new multi-family residential buildings, the acceptable interior noise limit for new construction is 45 dBA CNEL.

3.2 LOCAL

City of San José General Plan

The San José General Plan identifies goals, policies, and implementations in the Noise Element. The Noise Element provides a basis for comprehensive local programs to regulate environmental noise and protect citizens from excessive exposure. Table 4: Land-Use Compatibility Guidelines for Community Noise in San José highlights five land-use categories and the outdoor noise compatibility guidelines.

Table 4: Land-Use Compatibility Guidelines for Community Noise in San José

Land-Use Category	Exterior Noise Exposure (DNL), in dBA		
	Normally Acceptable ¹	Conditionally Acceptable ²	Normally Unacceptable ³
Residential, Hotels and Motels, Hospitals, and Residential Care	Up to 60	>60 to 75	>75
Outdoor Sports and Recreation, Neighborhood Parks and Playgrounds	Up to 65	>65 to 80	>80
Schools, Libraries, Museums, Meeting Halls, Churches	Up to 60	>60 to 75	>75
Office Buildings, Business Commercial, and Professional Offices	Up to 70	>70 to 80	>75
Sports Area, Outdoor Spectator Sports	Up to 70	>70 to 80	>65
Public and Quasi-Public Auditoriums, Concert Halls, Amphitheaters		>55 to 70	>70
<p>1. Normally Acceptable – Specified land use is satisfactory, based upon the assumption that any buildings involved are of normal conventional construction. There are no special noise insulation requirements.</p> <p>2. Conditionally Acceptable – New construction should be undertaken only after a detailed analysis of the noise reduction requirement is conducted and needed noise insulation features included in the design.</p> <p>3. Normally Unacceptable – New construction should be discouraged and may be denied as inconsistent with the General Plan and City Code. If new construction or development does proceed, a detailed analysis of the noise reduction requirements must be made and needed noise insulation features included in the design.</p> <p>4. Outdoor open space noise standards do not apply to private balconies/patios.</p>			
Source: City of San José General Plan, 2014.			

The San José General Plan includes the following policies for noise:

Policy EC – 1.1: Locate new development in areas where noise levels are appropriate for the proposed uses. Consider federal, state and City noise standards and guidelines as a part of new development review

Policy EC – 1.2: Minimize the noise impacts of new development on land uses sensitive to increased noise levels (Categories 1, 2, 3 and 6) by limiting noise generation and by requiring use of noise attenuation measures such as acoustical enclosures and sound barriers, where feasible. The City considers significant noise impacts to occur if a project would:

- Cause the DNL at noise sensitive receptors to increase by five dBA DNL or more where the noise levels would remain “Normally Acceptable”; or
- Cause the DNL at noise sensitive receptors to increase by three dBA DNL or more where noise levels would equal or exceed the “Normally Acceptable” level

- Policy EC – 1.3:** Mitigate noise generation of new nonresidential land uses to 55 dBA DNL at the property line when located adjacent to existing or planned noise sensitive residential and public/quasi-public land uses.
- Policy EC – 1.6:** Regulate the effects of operational noise from existing and new industrial and commercial development on adjacent uses through noise standards in the City's Municipal Code.
- Policy EC – 1.7:** Require construction operations within San José to use best available noise suppression devices and techniques and limit construction hours near residential uses per the City's Municipal Code. The City considers significant construction noise impacts to occur if a project located within 500 feet of residential uses or 200 feet of commercial or office uses would:
- Involve substantial noise generating activities (such as building demolition, grading, excavation, pile driving, use of impact equipment, or building framing) continuing for more than 12 months.
- For such large or complex projects, a construction noise logistics plan that specifies hours of construction, noise and vibration minimization measures, posting or notification of construction schedules, and designation of a noise disturbance coordinator who would respond to neighborhood complaints will be required to be in place prior to the start of construction and implemented during construction to reduce noise impacts on neighboring residents and other uses.
- Policy EC – 1.13:** Update noise limits and acoustical descriptors in the Zoning Code to clarify noise standards that apply to land uses throughout the City.
- Policy EC – 1.14:** Require acoustical analyses for proposed sensitive land uses in areas with exterior noise levels exceeding the City's noise and land use compatibility standards to base noise attenuation techniques on expected Envision General Plan traffic volumes to ensure land use compatibility and General Plan consistency.
- Policy EC – 2.3:** Require new development to minimize continuous vibration impacts to adjacent uses during demolition and construction. For sensitive historic structures, including ruins and ancient monuments or building that are documented to be structurally weakened, a continuous vibration limit of 0.08 in/sec PPV (peak particle velocity) will be used to minimize the potential for cosmetic damage to a building. A continuous vibration limit of 0.20 in/sec PPV will be used to minimize the potential for cosmetic damage at buildings of normal conventional construction. Equipment or activities typical of generating continuous vibration include but are not limited to: excavation equipment; static compaction equipment; vibratory pile drivers; pile-extraction equipment; and vibratory compaction equipment. Avoid use of impact pile drivers within 125 feet of any buildings, and within 300 feet of historical buildings, or buildings in poor condition. On a project-specific basis, this distance of 300 feet may be reduced where warranted by a technical study by a qualified professional that verifies that

there will be virtually no risk of cosmetic damage to sensitive buildings from the new development during demolition and construction. Transient vibration impacts may exceed a vibration limit of 0.08 in/sec PPV only when and where warranted by a technical study by a qualified professional that verifies that there will be virtually no risk of cosmetic damage to sensitive buildings from the new development during demolition and construction.

City of San José Municipal Code

According to San José Municipal Code, Section 20.100.450, construction hours within 500 feet of a residential unit are limited to the hours of 7:00 a.m. to 7:00 p.m. on Monday through Friday, unless otherwise allowed in a Development Permit or other planning approval. The Municipal Code does not establish quantitative noise limits for construction activities in the City. Table 5: City of San José Zoning Ordinance Noise Standards shows the San José standards for maximum noise level at the property line.

Table 5: City of San José Zoning Ordinance Noise Standards

Land Use Types	Maximum Noise Level in Decibels at Property Line
Industrial use adjacent to a property used or zoned for residential purposes	55
Industrial use adjacent to a property used or zoned for commercial purposes	60
Industrial use adjacent to a property used or zoned for industrial or use other than commercial or residential purposes	70

Source: City of San José Municipal Code section 20.50.300.

4 EXISTING CONDITIONS

4.1 EXISTING NOISE SOURCES

The City of San José is impacted by various noise sources. Mobile sources of noise, especially cars and trucks, are the most common and significant sources of noise in most communities. Other sources of noise are the various land uses (i.e., residential, commercial, institutional, and recreational and parks activities) throughout the City that generate stationary-source noise.

Noise Measurements

To determine ambient noise levels in the project area, four short-term (10-minute) noise measurements and one long-term (24-hour) noise measurements were taken using a Larson Davis SoundExpert LxT Type I integrating sound level meter on June 29 and June 30, 2021; refer to Appendix A for existing noise measurement data.

Short-Term measurement 1 (ST-1) and Long-Term measurement 1 (LT-1) were taken to represent the existing noise level at the nearby office park adjacent to the project site. ST-2 was taken to represent existing noise levels at the proposed project driveway on Eden Park Place, ST-3 was taken to represent existing noise levels along Rue Ferrari, and ST-4 was taken to represent existing noise levels at the driveway of the neighboring office park to the west of the project site. The primary noise sources during the noise measurements were traffic along Rue Ferrari, Highway 101, and stationary noise at industrial and commercial operations, and outdoor trails nearby. [Table 6: Noise Measurements](#) provides the ambient noise levels measured at these locations, also shown in [Figure 4: Noise Measurement Locations](#).

Table 6: Noise Measurements

Site No.	Location	L _{eq} (dBA)	L _{min} (dBA)	L _{max} (dBA)	L _{peak} (dBA)	Time	Date
ST-1	5883 Rue Ferrari	52.8	48.3	63.6	88.5	9:38 a.m. to 9:48 a.m.	6/29/2021
ST-2	5849 Eden Park Place	51.8	45.0	66.0	87.7	9:55 a.m. to 10:05 a.m.	6/29/2021
ST-3	5885 Rue Ferrari	65.8	56.3	78.5	94.4	10:12 a.m. to 10:22 a.m.	6/29/2021
ST-4	5811 Rue Ferrari	70.4	64.3	77.3	91.4	10:27 a.m. to 10:37 a.m.	6/29/2021
LT-1	5883 Rue Ferrari	56.2	38.8	80.2	102.7	10:53 a.m. to 12 p.m.	6/29/2021 – 6/30/2021

Source: Noise Measurements taken by Kimley-Horn on June 29th and 30th in 2021.



Source: Google Earth, 2021

Figure 4: Noise Measurement Locations

5853 Rue Ferrari Project



Not to scale

Existing Mobile Noise

Existing roadway noise levels were calculated for the roadway segments in the project vicinity. This task was accomplished using the Federal Highway Administration (FHWA) Highway Traffic Noise Prediction Model (FHWA-RD-77-108) and existing traffic volumes from the Project Transportation Analysis (Kimley-Horn 2021). The noise prediction model calculates the average noise level at specific locations based on traffic volumes, average speeds, roadway geometry, and site environmental conditions. The average vehicle noise rates (also referred to as energy rates) used in the FHWA model have been modified to reflect average vehicle noise rates identified for California by Caltrans. The Caltrans data indicates that California automobile noise is 0.8 to 1.0 dBA higher than national levels and that medium and heavy truck noise is 0.3 to 3.0 dBA lower than national levels. The average daily noise levels along roadway segments in proximity to the project site are included in [Table 7: Existing Traffic Noise](#).

Table 7: Existing Traffic Noise

Roadway Segment	ADT	dBA DNL ¹
Rue Ferrari		
West of Silicon Valley Blvd	1,730	51.7
Eden Park Place		
West of Silicon Valley Blvd	470	46.1
Silicon Valley Boulevard		
South of Rue Ferrari	11,860	62.2
ADT = average daily trips; dBA = A-weighted decibels; DNL = day-night noise level		
1. Traffic noise levels are at 100 feet from the roadway centerline. The actual sound level at any receptor location is dependent upon such factors as the source-to-receptor distance and the presence of intervening structures, barriers, and topography.		
Source: Based on data from the Transportation Analysis (Kimley-Horn, 2021). Refer to Appendix A for traffic noise modeling assumptions and results.		

The project site is primarily surrounded by industrial and commercial uses. Residential uses exist southeast of the project site. The existing mobile noise in the project area are generated along US-101, which is south of the project site, and Silicon Valley Boulevard which is east of the project site.

Existing Stationary Noise

The primary sources of stationary noise in the project vicinity are those associated with the operations of existing mixed-used commercial surrounding of the project site. The noise associated with these sources may represent a single-event noise occurrence, short-term noise, or long-term/continuous noise.

4.2 SENSITIVE RECEPTORS

Noise exposure standards and guidelines for various types of land uses reflect the varying noise sensitivities associated with each of these uses. Residences, hospitals, schools, guest lodging, libraries, and churches are treated as the most sensitive to noise intrusion and therefore have more stringent noise exposure targets than do other uses, such as manufacturing or agricultural uses that are not subject to impacts such as sleep disturbance. As shown in [Table 8: Sensitive Receptors](#) and [Figure 5: Sensitive Receptor Locations](#), sensitive receptors near the project site include religious uses, lodging, and schools. Bordering the project site to the west are large industrial and commercial areas. These distances are from the project site to the sensitive receptor property line.

Table 8: Sensitive Receptors

Receptor Description	Distance and Direction from the Project Site
1. Carrington College	45 feet east
2. Gateway City Church and Daycare	45 feet east
3. Coyote Creek Trail	100 feet northeast
4. San Jose Emergency Interim Housing	300 feet southeast
5. Single family homes	400 feet southwest
6. Starlight High School	420 feet east
7. Wyndham Hotel	1,100 feet southeast



Source: Nearmap, 2021

Figure 5: Sensitive Receptors

5853 Rue Ferrari Project



Not to scale

5 SIGNIFICANCE CRITERIA AND METHODOLOGY

5.1 CEQA THRESHOLDS

Appendix G of the California Environmental Quality Act (CEQA) Guidelines contains analysis guidelines related to noise impacts. These guidelines have been used by the City to develop thresholds of significance for this analysis. A project would create a significant environmental impact if it would:

- NOI-1 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;
- NOI-2 Generate excessive groundborne vibration or groundborne noise levels; and
- NOI-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, expose people residing or working in the project area to excessive noise levels.

5.2 METHODOLOGY

Construction

Construction noise estimates are based upon noise levels on typical noise levels generated by construction equipment published by the Federal Transit Administration (FTA) and FHWA. Construction noise is assessed in dBA L_{eq} . This unit is appropriate because L_{eq} can be used to describe noise level from operation of each piece of equipment separately, and levels can be combined to represent the noise level from all equipment operating during a given period. The Federal Transit Administration's (FTA) *Transit Noise and Vibration Impact Assessment Manual* (2018) (FTA Noise and Vibration Manual) identifies a maximum 1-hour noise level standard of 90 dBA L_{eq} at residential uses and 100 dBA L_{eq} at commercial and industrial uses for short-term construction activities.

Reference noise levels are used to estimate noise levels at nearby sensitive receptors based on a standard noise attenuation rate of 6 dB per doubling of distance (line-of-sight method of sound attenuation for point sources of noise). Construction noise level estimates do not account for the presence of intervening structures or topography, which may reduce noise levels at receptor locations. Therefore, the noise levels presented herein represent a conservative, reasonable worst-case estimate of actual temporary construction noise.

Operations

The analysis of the existing and future noise environments is based on noise prediction modeling and empirical observations. Reference noise level data are used to estimate the project operational noise impacts from stationary sources. Noise levels are collected from field noise measurements and other published sources from similar types of activities are used to estimate noise levels expected with the project's stationary sources. The reference noise levels are used to represent a worst-case noise environment as noise level from stationary sources can vary throughout the day.

Stationary source operational noise is evaluated based on the standards within the City's Municipal Code. The traffic noise levels in the project vicinity were calculated using the FHWA Highway Noise Prediction Model (FHWA-RD-77-108).

Vibration

Groundborne vibration levels associated with construction-related activities for the project were evaluated utilizing typical groundborne vibration levels associated with construction equipment, obtained from FTA published data for construction equipment. Potential groundborne vibration impacts related to structural damage and human annoyance were evaluated, considering the distance from construction activities to nearby land uses and typically applied criteria for structural damage and human annoyance.

6 POTENTIAL IMPACTS AND MITIGATION

6.1 ACOUSTICAL IMPACTS

Threshold 6.1 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?

Construction

Construction noise typically occurs intermittently and varies depending on the nature or phase of construction (e.g. land clearing, grading, excavation, paving). Noise generated by construction equipment, including earth movers, material handlers, and portable generators, can reach high levels. During construction, exterior noise levels could affect the residential neighborhoods surrounding the construction site. Project construction would occur approximately 45 feet from the nearest sensitive receptor to the east. However, construction activities would occur throughout the project site and would not be concentrated at a single point near sensitive receptors. Noise levels typically attenuate (or drop off) at a rate of 6 dB per doubling of distance from point sources, such as industrial machinery. During construction, exterior noise levels could affect the residential neighborhoods near the construction site.

Construction activities associated with development of the project would include some demolition, site preparation, grading, paving, building construction, and architectural coating. Such activities would require graders, scrapers, and tractors during site preparation; graders, dozers, and tractors during grading; cranes, forklifts, generators, tractors, and welders during building construction; pavers, rollers, mixers, tractors, and paving equipment during paving; and air compressors during architectural coating. Grading and excavation phases of project construction tend to be the shortest in duration and create the highest construction noise levels due to the operation of heavy equipment required to complete these activities. It should be noted that only a limited amount of equipment can operate near a given location at a particular time. Equipment typically used during this stage includes heavy-duty trucks, backhoes, bulldozers, excavators, front-end loaders, and scrapers. Operating cycles for these types of construction equipment may involve one or two minutes of full-power operation followed by three to four minutes at lower power settings. Other primary sources of noise would be shorter-duration incidents, such as dropping large pieces of equipment or the hydraulic movement of machinery lifts, which would last less than one minute. According to the applicant, no pile-driving would be required during construction and as such a project condition of approval will be included in the project permit to reflect the project's proposed construction.

Noise generated by construction equipment, including earth movers, material handlers, and portable generators, can reach high levels. Typical noise levels associated with individual construction equipment are listed in. Table 9: Typical Construction Noise Levels.

Table 9: Typical Construction Noise Levels

Equipment	Typical Noise Level (dBA)from Source ¹		
	45 feet	50 feet	300 feet
Air Compressor	81	80	64
Backhoe	81	80	64
Compactor	83	82	66
Concrete Mixer	86	85	69
Concrete Pump	83	82	66
Concrete Vibrator	77	76	60
Crane, Derrick	89	88	72
Crane, Mobile	84	83	67
Dozer	86	85	69
Generator	83	82	66
Grader	86	85	69
Impact Wrench	86	85	69
Jack Hammer	89	88	72
Loader	81	80	64
Paver	86	85	69
Pump	78	77	61
Roller	86	85	69
Saw	77	76	60
Scraper	86	85	69
Shovel	83	82	66
Truck	85	84	68

1. Calculated using the inverse square law formula for sound attenuation: $dB_{A_2} = dB_{A_1} + 20\log(d_1/d_2)$
Where: $QWdBA_2$ = estimated noise level at receptor; dB_{A_1} = reference noise level; d_1 = reference distance; d_2 = receptor location distance.
Source: Federal Transit Administration, *Transit Noise and Vibration Impact Assessment Manual*, September 2018.

The City of San José does not have construction noise standards. As shown in [Table 9](#) noise levels are below 89 dBA at 45 feet, the distance to the nearest sensitive receptor property line. However, due to the frequent movement and sporadic concentration and location of construction activity, noise impacts for mobile construction equipment are typically assessed as emanating from the center of the equipment activity or construction site. The nearest noise-sensitive uses are college and church/playground buildings located approximately 300 feet to the east of the project construction area.² Additionally, nearest residential sensitive receptor to the project site is located approximately 300 feet south of the site. The highest anticipated construction noise level of 72 dBA at 300 feet is expected to occur during the demolition phase (jack hammer) and building construction phase (derrick crane). These sensitive uses may be exposed to elevated noise levels during project construction. [Table 9](#) shows that the two loudest pieces of equipment would be 72 dBA and 69 dBA at a distance of 300 feet. The combined noise level of the two loudest pieces of equipment 75 dBA at 300 feet. Therefore, construction noise would not exceed the Federal Transit Administration (FTA)'s standards of 90 dBA L_{eq} at residential uses and 100 dBA L_{eq} at commercial and industrial uses. Additionally, the majority of construction would occur throughout the project site and would not be concentrated at a single point near sensitive receptors. The project

² For the purposes of this analysis, the construction area is defined as the center of the project site per the methodology in the FTA *Transit Noise and Vibration Impact Assessment Manual* (September 2018). Although some construction activities may occur at distances closer than 300 feet from the nearest properties, construction equipment would be dispersed throughout the project site during various construction activities. Therefore, the center of the project site represents the most appropriate distance based on the sporadic nature of construction activities.

construction would comply with Section 20.100.450 of the municipal code, limiting construction hours within 500 feet of a residential unit to the hours of 7:00 a.m. to 7:00 p.m. on Monday through Friday.

General Policy EC-1.7 requires construction operations within San Jose to use best available noise suppression devices and techniques and limit construction hours near residential uses. The City considers significant construction noise impacts to occur if a project located within 500 feet of residential uses or 200 feet of commercial or office uses would:

- Involve substantial noise generating activities (such as building demolition, grading, excavation, pile driving, use of impact equipment, or building framing) continuing for more than 12 months.

The project site is located within 500 feet of residential uses to the south of the site and 200 feet from industrial uses east and west of the site. However, the proposed project would not result in more than 12 months of substantial noise generating activities. The proposed project construction would result in approximately six months of construction including substantial noise generating phases such as demolition, grading, and building framing as well as the less noise intensive construction phases such as site preparation, building construction, paving, and architectural coating. Additionally, the project would not include pile-driving.

Additionally, construction activities would be limited to daytime hours and would conform to the time-of-day restrictions of the City's Municipal Code. The proposed project would be required to adhere to the Standard Permit Conditions which would ensure that all construction equipment is equipped with properly operating and maintained mufflers and other state required noise attenuation devices, helping to reduce noise at the source. The Standard Permit Conditions are required to ensure that construction noise levels do not exceed the City's standards and that time-of-day restrictions are adhered to. With implementation of these conditions, construction noise impacts to nearby receptors would be less than significant.

Construction Traffic Noise

Construction is estimated to be approximately 12 months. Construction noise may be generated by large trucks moving materials to and from the project site. Large trucks would be necessary to deliver building materials as well as remove dump materials. Excavation, cut, and fill would be required. Soil hauling would be required as approximately 5,000 cubic yards (cy) of soil would be imported. Based on the California Emissions Estimator Model (CalEEMod) default assumptions for this project, as analyzed in 5853 Rue Ferrari Air Quality Assessment (Kimley-Horn 2021), the project would generate the highest number of daily trips during the demolition and site preparation phases. The model estimates that the project would generate up to 15 worker trips and 129 daily hauling trips (2,838 hauling trips over 20 days) for demolition for a total of approximately 144 daily vehicle trips during demolition. For grading, the model estimates approximately 494 hauling trips. Building construction would have approximately 275 daily worker trips and 107 daily vendor trips for a total of 380 daily vehicle trips. Therefore, a maximum of 380 daily vehicle trips would occur during project construction. Because of the logarithmic nature of noise levels, a doubling of the traffic volume (assuming that the speed and vehicle mix do not also change) would result in a noise level increase of 3 dBA. Rue Ferrari west of Silicon Valley Boulevard has an average daily trip volume of 1,730 vehicles (Table 7). Therefore, a maximum of 380 daily project construction trips would not double the existing traffic volume per day. Construction related traffic noise would not be noticeable and would not create a significant noise impact.

California establishes noise limits for vehicles licensed to operate on public roads using a pass-by test procedure. Pass-by noise refers to the noise level produced by an individual vehicle as it travels past a fixed location. The pass-by procedure measures the total noise emissions of a moving vehicle with a microphone. When the vehicle reaches the microphone, the vehicle is at full throttle acceleration at an engine speed calculated for its displacement.

For heavy trucks, the State pass-by standard is consistent with the federal limit of 80 dB. The State pass-by standard for light trucks and passenger cars (less than 4.5 tons gross vehicle rating) is also 80 dB at 15 meters from the centerline. According to the FHWA, dump trucks typically generate noise levels of 77 dBA and flatbed trucks typically generate noise levels of 74 dBA, at a distance of 50 feet from the truck (FHWA, Roadway Construction Noise Model, 2006). Furthermore, while construction is approximately 12 months and is would be temporary, the project is subject to the following standard permit conditions to limit construction noise and impacts.

Standard Permit Conditions

Construction-Related Noise. Noise minimization measures include, but are not limited to, the following:

- Prohibit pile driving
- Limit construction hours to between 7:00 a.m. and 7:00 p.m., Monday through Friday, unless permission is granted with a development permit or other planning approval. No construction activities are permitted on the weekends at sites within 500 feet of a residence.
- Construct solid plywood fences around ground level construction sites adjacent to operational businesses, residences, or other noise-sensitive land uses.
- Equip all internal combustion engine-driven equipment with intake and exhaust mufflers that are in good condition and appropriate for the equipment.
- Prohibit unnecessary idling of internal combustion engines.
- Locate stationary noise-generating equipment such as air compressors or portable power generators as far as possible from sensitive receptors. Construct temporary noise barriers to screen stationary noise-generating equipment when located near adjoining sensitive land uses.
- Utilize “quiet” air compressors and other stationary noise sources where technology exists.
- Control noise from construction workers’ radios to a point where they are not audible at existing residences bordering the project site.
- Notify all adjacent business, residences, and other noise-sensitive land uses of the construction schedule, in writing, and provide a written schedule of “noisy” construction activities to the adjacent land uses and nearby residences.
- If complaints are received or excessive noise levels cannot be reduced using the measures above, erect a temporary noise control blanket barrier along surrounding building facades that face the construction sites.
- Designate a “disturbance coordinator” who shall be responsible for responding to any complaints about construction noise. The disturbance coordinator shall determine the cause of the noise complaint (e.g., bad muffler, etc.) and shall require that reasonable measures be implemented to correct the problem. Conspicuously post a telephone number for the disturbance coordinator at

the construction site and include it in the notice sent to neighbors regarding the construction schedule.

- Limit construction to the hours of 7:00 a.m. to 7:00 p.m. Monday through Friday for any on-site or off-site work within 500 feet of any residential unit. Construction outside of these hours may be approved through a development permit based on a site-specific “construction noise mitigation plan” and a finding by the Director of Planning, Building and Code Enforcement that the construction noise mitigation plan is adequate to prevent noise disturbance of affected residential uses.

Operations

Implementation of the project would create new sources of noise in the project vicinity. The major noise sources associated with the project that would potentially impact existing and future nearby residences include the following:

- Off-site traffic noise;
- Mechanical equipment (i.e., trash compactors, air conditioners, etc.);
- Delivery trucks on the project site, and approaching and leaving the loading areas;
- Activities at the loading areas (i.e., maneuvering and idling trucks, loading/unloading, and equipment noise);
- Parking areas (i.e., car door slamming, car radios, engine start-up, and car pass-by); and
- Landscape maintenance activities.

As discussed above, the closest sensitive receptors are located approximately 40 feet to the east. The City of San José stationary source exterior Zoning Ordinance Noise Standards for industrial areas adjacent to industrial uses is 70 dBA L_{eq} . Per General Plan Policy EC-1.1, land use compatibility standard for business commercial areas is up to 70 dBA DNL (DNL).

Traffic Noise

Implementation of the project would generate increased traffic volumes along study roadway segments. The project is expected to generate a total of 2,477 average daily trips, which would result in noise increases on project area roadways. In general, a traffic noise increase of less than 3 dBA is barely perceptible to people, while a 5-dBA increase is readily noticeable (Caltrans, 2013). Generally, traffic volumes on project area roadways would have to approximately double for the resulting traffic noise levels to increase by 3 dBA. Therefore, permanent increases in ambient noise levels of less than 3 dBA are considered to be less than significant.

As shown in [Table 10: Existing and Project Traffic Noise](#), the existing traffic-generated noise level on project area roadways is between 46.1 dBA DNL and 62.2 dBA DNL at 100 feet from the centerline. As previously described, DNL is 24-hour average noise level with a 10 dBA “weighting” added to noise during the hours of 10:00 p.m. to 7:00 a.m. to account for noise sensitivity in the evening and nighttime, respectively.

Traffic noise levels for roadways primarily affected by the project were calculated using the FHWA’s Highway Noise Prediction Model (FHWA-RD-77-108). Traffic noise modeling was conducted for conditions with and without the project, based on traffic volumes (Kimley-Horn, 2021). As noted in [Table 10](#), project

noise levels 100 feet from the centerline would range from 49.8 dBA to 62.7 dBA. The project would have the highest increase of 3.7 dBA on Eden Park Place west of Silicon Valley Boulevard. However, per Policy EC-1.2 the City considers significant noise impacts to occur only if a project would cause the DNL at noise sensitive receptors to increase by five dBA DNL or more where the noise levels would remain “Normally Acceptable”. As shown in [Table 10](#) below, the highest increase of 3.7 dBA would not exceed the “Normally Acceptable” noise level of 60 dBA. Therefore, the project would not have a significant impact on existing traffic noise levels.

Table 10: Existing and Project Traffic Noise

Roadway Segment	Existing Conditions		With Project		Change from No Project Conditions	Significant Impact?
	ADT	dBA DNL ¹	ADT	dBA DNL ¹		
Rue Ferrari						
West of Silicon Valley Blvd	1,730	51.7	2,360	53.1	1.3	No
Eden Park Place						
West of Silicon Valley Blvd	470	46.1	1,100	49.8	3.7	No ²
Silicon Valley Boulevard						
South of Rue Ferrari	11,860	62.2	13,100	62.7	0.4	No
ADT = average daily trips; dBA = A-weighted decibels; DNL= day-night noise levels						
1. Traffic noise levels are at 100 feet from the roadway centerline. The actual sound level at any receptor location is dependent upon such factors as the source-to-receptor distance and the presence of intervening structures, barriers, and topography.						
2. As shown in Table 4: Land-Use Compatibility Guidelines for Community Noise in San José above, the normally acceptable noise level for schools and churches is 60 dBA. Policy EC-1.2 states that the City considers significant noise impacts to occur only if a project would cause the DNL at noise sensitive receptors to increase by five dBA DNL or more where the noise levels would remain “Normally Acceptable”.						
Source: Based on data from the Transportation Analysis (Kimley-Horn, 2021). Refer to Appendix A for traffic noise modeling assumptions and results.						

[Table 11: Opening Year and Opening Year Plus Project Traffic Noise](#), shows the background conditions or Opening Year traffic. Per the Transportation Analysis, Opening Year conditions include nine approved projects that were added to the existing 2021 volumes. As shown in [Table 11](#), Opening Year roadway noise levels with the project would range from 49.8 dBA to 65.1 dBA. Project traffic would traverse and disperse over project area roadways, where existing ambient noise levels already exist. Future development associated with the project would result in additional traffic on adjacent roadways, thereby increasing vehicular noise near existing and proposed land uses. The project would not result in noise level increases above 5.0 dBA or exceed the “Normally Acceptable” noise level. Therefore, impacts are less than significant.

Table 11: Opening Year and Opening Year Plus Project Traffic Noise

Roadway Segment	Opening Year		With Project		Change from No Project Conditions	Significant Impact?
	ADT	dBA DNL ¹	ADT	dBA DNL ¹		
Rue Ferrari						
West of Silicon Valley Blvd	1,730	51.7	2,360	53.1	1.3	No
Eden Park Place						

Roadway Segment	Opening Year		With Project		Change from No Project Conditions	Significant Impact?
	ADT	dBA DNL ¹	ADT	dBA DNL ¹		
West of Silicon Valley Blvd	470	46.1	1,100	49.8	3.7	No ²
Silicon Valley Boulevard						
South of Rue Ferrari	21,710	64.9	22,950	65.1	0.2	No
ADT = average daily trips; dBA = A-weighted decibels; DNL= day-night noise levels						
1. Traffic noise levels are at 100 feet from the roadway centerline. The actual sound level at any receptor location is dependent upon such factors as the source-to-receptor distance and the presence of intervening structures, barriers, and topography. 2. As shown in Table 4: Land-Use Compatibility Guidelines for Community Noise in San José above, the normally acceptable noise level for schools and churches is 60 dBA. Policy EC-1.2 states that the City considers significant noise impacts to occur only if a project would cause the DNL at noise sensitive receptors to increase by five dBA DNL or more where the noise levels would remain “Normally Acceptable”.						
Source: Based on data from the Transportation Analysis (Kimley-Horn, 2021). Refer to Appendix A for traffic noise modeling assumptions and results.						

Stationary Noise Sources

Implementation of the project would create new sources of noise in the project vicinity from mechanical equipment, truck loading areas, parking lot noise, and landscape maintenance. Table 12: Operational Noise Levels shows the noise levels generated by various stationary noise sources and the resulting noise level at the nearest receiver. Table 12 also show the project’s compliance with GP Policy EC-1.1 and EC-1.2 as well as the Municipal Code. Each stationary source is discussed below.

Mechanical Equipment

Regarding mechanical equipment, the project would generate stationary-source noise associated with heating, ventilation, and air conditioning (HVAC) units. HVAC units typically generate noise levels of approximately 52 dBA at 50 feet.³ Table 12 shows that mechanical equipment would not exceed the City’s General Plan standards in Policy EC-1.1 and Policy EC-1.2.

Loading Area Noise

The project is an industrial development that would include deliveries. The primary noise associated with deliveries is the arrival and departure of trucks. Operations of proposed project would potentially require a mixture of deliveries from vans, light trucks, and heavy-duty trucks. Normal deliveries typically occur during daytime hours. During loading and unloading activities, noise would be generated by the trucks’ diesel engines, exhaust systems, and brakes during low gear shifting’ braking activities; backing up toward the docks/loading areas; dropping down the dock ramps; and maneuvering away from the docks. The project is surrounded by industrial uses. The closest that the proposed project could be located to sensitive receptors would be approximately 385 feet from the dock doors. While there would be temporary noise increases during truck maneuvering and engine idling, these impacts would be of short duration and infrequent. Typically, heavy truck operations generate a noise level of 64 dBA at a distance of 50 feet. Table 12 shows that truck and loading area noise would not exceed the City’s General Plan standards in Policy EC-1.1 and Policy EC-1.2.

³ Elliott H. Berger, Rick Neitzel, and Cynthia A. Kladden, *Noise Navigator Sound Level Database with Over 1700 Measurement Values*, July 6, 2010.

Parking Areas

Traffic associated with parking areas is typically not of sufficient volume to exceed community noise standards, which are based on a time-averaged scale such as the CNEL scale. However, the instantaneous maximum sound levels generated by a car door slamming, engine starting up and car pass-bys may be an annoyance to adjacent noise-sensitive receptors. Parking lot noise can also be considered a “stationary” noise source. The instantaneous maximum sound levels generated by a car door slamming, engine starting up, and car pass-bys range from 53 to 61 dBA at 50 feet and may be an annoyance to noise-sensitive receptors. Conversations in parking areas may also be an annoyance to sensitive receptors. Sound levels of speech typically range from 33 dBA at 48 feet for normal speech to 50 dBA at 50 feet for very loud speech. It should be noted that parking lot noise are instantaneous noise levels compared to noise standards in the DNL scale, which are averaged over time. As a result, actual noise levels over time resulting from parking lot activities would be far lower. Table 12 shows that parking area noise would not exceed the City’s General Plan standards in Policy EC-1.1 and Policy EC-1.2

Landscape Maintenance Activities

Development and operation of the project includes new landscaping that would require periodic maintenance. Noise generated by a gasoline-powered lawnmower is estimated to be approximately 70 dBA at a distance of five feet. Landscape Maintenance activities would be 50 dBA at the closest adjacent use 50 feet away and 47 dBA at the closest sensitive receptor approximately 75 feet away. Maintenance activities would operate during daytime hours for brief periods of time as allowed by the City Municipal Code and would not permanently increase ambient noise levels in the project vicinity and would be consistent with activities that currently occur at the surrounding uses. Table 12 shows that landscape maintenance noise would not exceed the City’s General Plan standards in Policy EC-1.1 and Policy EC-1.2.

Table 12: Operational Noise Levels

Nearest Land Use	Distance (feet) ¹⁰	Reference Level at 50 ft (dBA)	Policy EC-1.1			Policy EC-1.2			
			Noise Level at Receiver	Exterior Noise Standard	Exceed Threshold	Ambient Noise Level (L _{eq})	Combined Noise at Receiver	Incremental Increase (dBA) ⁹	Exceed Threshold
Mechanical Equipment									
Industrial	150	52 dBA ¹	43 dBA	70 dBA ⁴	No	70.4 dBA ⁶	70.4 dBA	0.0	N/A
School/Church	350		35 dBA	60 dBA ⁵	No	52.8 dBA ⁷	52.9 dBA	0.1	No
Residences	540		31 dBA	60 dBA ⁵	No	65.8 dBA ⁸	65.8 dBA	0.0	No
Loading Area									
Industrial	100	64 dBA ¹	58 dBA	70 dBA ⁴	No	70.4 dBA ⁶	70.6 dBA	0.2	N/A
School/Church	385		46 dBA	60 dBA ⁵	No	52.8 dBA ⁷	53.7 dBA	0.9	No
Residences	950		38 dBA	60 dBA ⁵	No	65.8 dBA ⁸	65.8 dBA	0.0	No
Parking Area									
Industrial	50	61 dBA ²	61 dBA	70 dBA ⁴	No	70.4 dBA ⁶	70.9 dBA	0.5	N/A
School/Church	130		53 dBA	60 dBA ⁵	No	52.8 dBA ⁷	55.8 dBA	3.0	No
Residences	300		45 dBA	60 dBA ⁵	No	65.8 dBA ⁸	65.8 dBA	0.0	No
Landscape Maintenance									
Industrial	50	61 dBA ³	50 dBA	70 dBA ⁴	No	70.4 dBA ⁶	70.4 dBA	0.0	N/A
School/Church	100		44 dBA	60 dBA ⁵	No	52.8 dBA ⁷	53.3 dBA	0.5	No
Residences	275		35 dBA	60 dBA ⁵	No	65.8 dBA ⁸	65.8 dBA	0.0	No
<ol style="list-style-type: none"> 1. Elliott H. Berger, Rick Neitzel, and Cynthia A. Kladden, <i>Noise Navigator Sound Level Database with Over 1700 Measurement Values</i>, July 6, 2010. 2. Kariel, H. G., <i>Noise in Rural Recreational Environments</i>, Canadian Acoustics 19(5), 3-10, 1991. 3. U.S. EPA, <i>Noise from Construction Equipment and Operations, Building Equipment, and Home Appliances</i>, 1971. 4. City of San José Municipal Code section 20.50.300 (Table 20-135), which establishes industrial use noise standards of 55 dBA when adjacent to residential zones, 60 dBA when adjacent to commercial zones, and 70 dBA when adjacent to industrial zones. 5. City of San José General Plan Policy EC-1.1 establishes Normally acceptable noise standards of 60 dBA for residential and institutional uses and 70 dBA for commercial office uses. 6. Noise Measurement ST-4, which is representative of ambient noise levels at the industrial land uses west of the project site. 7. Noise Measurement ST-1, which is representative of ambient noise levels at the land uses east of the project site. 8. Noise Measurement ST-3, which is representative of ambient noise levels at the land uses south of the project site along Rue Ferrari. 9. Incremental noise threshold per City of San José General Plan Policy EC-1.2, which establishes incremental noise standards of 5 dBA where noise levels would remain “Normally Acceptable” and 3 dBA where noise levels would equal or exceed the “Normally Acceptable” level for land uses sensitive to increased noise levels. Normally acceptable levels are 60 dBA for residential uses. Although the normally acceptable standard for industrial and commercial office uses is 70 dBA, it is not considered a land use sensitive to increased noise levels per Policy EC-1.2. 10. Distance is from noise generating source to nearest sensitive receptor. 									

As shown in [Table 12](#), stationary sources would not exceed the Land Use Compatibility Standards from GP Policy EC-1.1 or the incremental noise increases per GP Policy EC-1.2 at the adjacent industrial use, nearest sensitive receptor (school/playground), and nearest residential communities. The project would not place mechanical equipment adjacent to residential uses, and noise from this equipment would not be perceptible at the closest sensitive receptor, and noise from this equipment would not be perceptible at the closest sensitive receptor. As noise levels associated with trucks would not exceed the City's 70 dBA and 60 dBA, for industrial, commercial or non-residential, and residential uses, respectively per GP Policy EC-1.1. Loading area noise would not result in increased noise levels exceeding 3 dBA per GP Policy EC-1.2. Noise associated with parking lot activities is not anticipated to exceed the 60 or 70 dBA threshold per GP Policy EC-1.1. Additionally, the incremental increase would be 3.0 dBA at the school/playground; this would not result in exceeding 3 dBA per GP Policy EC-1.2. Therefore, noise impacts from parking lots would be less than significant. With adherence to the City's Municipal Code, impacts associated with landscape maintenance would be less than significant.

Additionally, noise levels would be further attenuated by intervening terrain and structures. Impacts from mechanical equipment, loading area, parking area, and landscape maintenance would be less than significant. Therefore, the project would not result in a significant impact to operational noise.

Summary

Overall, implementation of Standard Permit Conditions and adherence to Municipal Code requirements, noise impacts associated with operation such as traffic, mechanical equipment, deliveries, loading/unloading activities, parking lot noise, and landscape equipment would be reduced to a less than significant level.

Mitigation Measures: No mitigation is required.

Level of Significance: Less than significant impact.

Threshold 6.2 Would the Project generate excessive groundborne vibration or ground borne noise levels?

Construction

Increases in groundborne vibration levels attributable to the project would be primarily associated with construction-related activities. Construction on the project site would have the potential to result in varying degrees of temporary groundborne vibration, depending on the specific construction equipment used and the operations involved. Ground vibration generated by construction equipment spreads through the ground and diminishes in magnitude with increases in distance. The effect on buildings located in the vicinity of the construction site often varies depending on soil type, ground strata, and construction characteristics of the receiver building(s). The results from vibration can range from no perceptible effects at the lowest vibration levels, to low rumbling sounds and perceptible vibration at moderate levels, to slight damage at the highest levels. Groundborne vibrations from construction activities rarely reach levels that damage structures.

The types of construction vibration impacts include human annoyance and building damage. Human annoyance occurs when construction vibration rises significantly above the threshold of human perception for extended periods of time. Building damage can be cosmetic or structural. Ordinary

buildings that are not particularly fragile would not experience cosmetic damage (e.g., plaster cracks) at distances beyond 30 feet. This distance can vary substantially depending on soil composition and underground geological layer between vibration source and receiver.

The FTA has published standard vibration velocities for construction equipment operations. In general, depending on the building category of the nearest buildings adjacent to the potential pile driving area, the potential construction vibration damage criteria vary. For example, for a building constructed with reinforced concrete with no plaster, the FTA guidelines show that a vibration level of up to 0.50 inch per second (in/sec) peak particle velocity (PPV) is considered safe and would not result in any construction vibration damage. The City of San Jose General Plan Policy EC-2.3 includes a vibration limit of 0.08 in/sec PPV for sensitive historic structures and 0.20 in/sec PPV for normal conventional construction. The surrounding structures are not listed as historical resources. Therefore, the 0.20 in/sec PPV threshold could be utilized.

Table 13: Typical Construction Equipment Vibration Levels, lists vibration levels at 25 feet, 45 feet, and 300 feet for typical construction equipment. Groundborne vibration generated by construction equipment spreads through the ground and diminishes in magnitude with increases in distance. As indicated in Table 13, based on FTA data, vibration velocities from typical heavy construction equipment operations that would be used during project construction range from 0.0012 to 0.0369 in/sec PPV at 45 feet from the source of activity. The nearest sensitive receptor is approximately 45 feet from the property line and would not experience perceptible vibration levels.

Table 13: Typical Construction Equipment Vibration Levels

Equipment	Peak Particle Velocity At 25 feet (in/sec)	Peak Particle Velocity At 45 feet (in/sec)	Peak Particle Velocity At 300 feet (in/sec)
Large Bulldozer	0.089	0.0369	0.0021
Loaded Trucks	0.076	0.0315	0.0018
Rock Breaker	0.059	0.0244	0.0014
Jackhammer	0.035	0.0145	0.0008
Small Bulldozer/Tractors	0.003	0.0012	0.0001
1. Calculated using the following formula: $PPV_{equip} = PPV_{ref} \times (25/D)^{1.5}$, where: PPV_{equip} = the peak particle velocity in in/sec of the equipment adjusted for the distance; PPV_{ref} = the reference vibration level in in/sec from Table 7-4 of the Federal Transit Administration, Transit Noise and Vibration Impact Assessment Manual, 2018; D = the distance from the equipment to the receiver.			
Source: Federal Transit Administration, Transit Noise and Vibration Impact Assessment Manual, September 2018.			

As shown in Table 13, the highest vibration levels are achieved with the large bulldozer operations. This construction activity is expected to take place during grading. Project construction would be more than 45 feet from the closest structure. Therefore, construction equipment vibration velocities would not exceed the City's 0.20 PPV threshold. In general, other construction activities would occur throughout the project site and would not be concentrated at the point closest to the nearest structure. Therefore, vibration impacts associated with the project would be less than significant.

Operations

The project would not generate groundborne vibration that could be felt at surrounding uses. Project operations would not involve railroads or substantial heavy truck operations, and therefore would not result in vibration impacts at surrounding uses. As a result, impacts from vibration associated with project operation would be less than significant.

Mitigation Measures: No mitigation is required.

Level of Significance: Less than significant impact.

Threshold 6.3 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?

The nearest airport to the project site is the Reid Hillview Airport located approximately 6.3 miles southeast of the project site. The project site lies outside of the 60 dBA CNEL noise contours shown in the Reid-Hillview Airport Comprehensive Land Use Plan report published in October 2007.⁴ Although aircraft-related noise would occasionally be audible at the project site, noise from aircraft would not substantially increase ambient noise levels. Exterior noise levels resulting from aircraft would be compatible with the proposed project. By ensuring compliance with the City's normally acceptable noise level standards, interior noise levels would also be considered acceptable with aircraft noise. Therefore, the project would not expose people residing or working in the project area to excessive airport- or airstrip-related noise levels and no mitigation is required.

Mitigation Measures: No mitigation is required.

Level of Significance: Less than significant impact.

6.2 CUMULATIVE NOISE IMPACTS

Noise by definition is a localized phenomenon, and drastically reduces as distance from the source increases. Cumulative noise impacts involve development of the project in combination with ambient growth and other related development projects. As noise levels decrease as distance from the source increases, only projects in the nearby area could combine with the project to potentially result in cumulative noise impacts.

Cumulative Construction Noise

The project's construction activities, when properly mitigated, would not result in a substantial temporary increase in ambient noise levels. The City permits construction hours within 500 feet of a residential unit are limited to the hours of 7:00 a.m. to 7:00 p.m. on Monday through Friday, unless otherwise allowed in a Development Permit or other planning approval. The project would contribute to other proximate construction noise impacts if construction activities were conducted concurrently. However, based on the noise analysis above, the project's construction-related noise impacts would be less than significant following compliance with local regulations and City Standard Permit Conditions outlined in this study.

Construction activities at other planned and approved projects would be required to take place during daytime hours, and the City and project applicants would be required to evaluate construction noise impacts and implement mitigation, if necessary, to minimize noise impacts. Each project would be required to comply with the applicable City of San José Municipal Code limitations on allowable hours of

⁴ Comprehensive Land Use Plan – Santa Clara County Reid-Hillview Airport, *Land Use Compatibility Guidelines for the Comprehensive Land Use Plan*, October 2007.

construction. Therefore, project construction would not contribute to cumulative impacts and impacts in this regard are not cumulatively considerable.

Cumulative Operational Noise

Cumulative noise impacts describe how much noise levels are projected to increase over existing conditions with the development of the project and other foreseeable projects. Cumulative noise impacts would occur primarily as a result of increased traffic on local roadways due to buildout of the project and other projects in the vicinity. However, noise from generators and other stationary sources could also generate cumulative noise levels.

Stationary Noise

As discussed above, impacts from the project's operations would be less than significant. Due to site distance, intervening land uses, and the fact that noise dissipates as it travels away from its source, noise impacts from on-site activities and other stationary sources would be limited to the project site and vicinity. No known past, present, or reasonably foreseeable projects would compound or increase the operational noise levels generated by the project. Thus, cumulative operational noise impacts from related projects, in conjunction with project-specific noise impacts, would not be cumulatively significant.

Traffic Noise

A project's contribution to a cumulative traffic noise increase would be considered significant when the combined effect exceeds perception level (i.e., auditory level increase) threshold. Cumulative increases in traffic noise levels were estimated by comparing the Existing Plus Project and Opening Year scenarios to existing conditions.

The following criteria is used to evaluate the combined effect of the cumulative noise increase.

- **Combined Effect.** The cumulative with project noise level ("Opening Year With Project") would cause a significant cumulative impact if a 3.0 dB increase over "Existing" conditions occurs and the resulting noise level exceeds the applicable exterior standard at a sensitive use. Although there may be a significant noise increase due to the project in combination with other related projects (combined effects), it must also be demonstrated that the project has an incremental effect. In other words, a significant portion of the noise increase must be due to the project.

The following criteria have been used to evaluate the incremental effect of the cumulative noise increase.

- **Incremental Effects.** The "Opening Year With Project" causes a 1.0 dBA increase in noise over the "Opening Year Without Project" noise level.

A significant impact would result only if both the combined and incremental effects criteria have been exceeded. Noise by definition is a localized phenomenon and reduces as distance from the source increases. Consequently, only the project and growth due to occur in the general area would contribute to cumulative noise impacts. Table 14: Cumulative Plus Project Conditions Predicted Traffic Noise Levels, identifies the traffic noise effects along roadway segments in the vicinity of the project site for "Existing," "Opening Year Without Project," and "Opening Year With Project," conditions, including incremental and net cumulative impacts.

First, it must be determined whether the “Opening Year With Project” increase above existing conditions (Combined Effects) is exceeded. As indicated in the table, the project has no street segments that exceed the combined effects criterion. Under the Incremental Effects criteria, cumulative noise impacts are defined by determining if the forecast ambient (“Opening Year Without Project”) noise level is increased by 1 dB or more. As indicated below, the project does not exceed the Incremental Effects criteria for any roadway segment analyzed.

Therefore, the project’s cumulative noise contribution would be less than significant. Based on the significance criteria set forth in this Report, no roadway segments would result in significant impacts because they would not exceed the City’s threshold for noise at nearby sensitive receptors. The project would not result in long-term mobile noise impacts based on project-generated traffic as well as cumulative and incremental noise levels. Therefore, the project, in combination with cumulative background traffic noise levels, would result in a less than significant cumulative impact. The project’s contribution to noise levels would not be cumulatively considerable.

Table 14: Cumulative Plus Project Conditions Predicted Traffic Noise Levels

Roadway Segment	Existing ¹	Opening Year Without Project ¹	Opening Year With Project ¹	Combined Effects	Incremental Effects	Cumulatively Significant Impact?
				dBa Difference: Existing and Opening Year With Project	dBa Difference: Opening Year Without and With Project	
Rue Ferrari						
West of Silicon Valley Blvd	51.7	51.7	53.1	1.4	1.4	No
Eden Park Place						
West of Silicon Valley Blvd	46.1	46.1	49.8	3.7	3.7	No ²
Silicon Valley Boulevard						
South of Rue Ferrari	62.2	64.9	65.1	2.9	0.2	No
ADT = average daily trips; dBA = A-weighted decibels; DNL= day-night noise levels						
<ol style="list-style-type: none"> Traffic noise levels are at 100 feet from the roadway centerline. The actual sound level at any receptor location is dependent upon such factors as the source-to-receptor distance and the presence of intervening structures, barriers, and topography. As shown in Table 4: Land-Use Compatibility Guidelines for Community Noise in San José above, the normally acceptable noise level for schools and churches is 60 dBA. Policy EC-1.2 states that the City considers significant noise impacts to occur only if a project would cause the DNL at noise sensitive receptors to increase by five dBA DNL or more where the noise levels would remain “Normally Acceptable”. 						
Source: Based on data from the Transportation Analysis (Kimley-Horn, 2021). Refer to Appendix A for traffic noise modeling assumptions and results.						

7 REFERENCES

1. California Department of Transportation, *California Vehicle Noise Emission Levels*, 1987.
2. California Department of Transportation, *Traffic Noise Analysis Protocol*, 2011.
3. California Department of Transportation, *Technical Noise Supplement to the Traffic Noise Analysis Protocol*, 2013.
4. California Department of Transportation, *Transportation Related Earthborne Vibrations*, 2002.
5. California Department of Transportation, *Transportation and Construction-Induced Vibration Guidance Manual*, 2004.
6. City of San José, *Envision San José 2040 General Plan FEIR*, 2011.
7. City of San José, *Municipal Code*, 2019.
8. City of San José Norman Y. Mineta San Jose International Airport Master Plan Update, *Noise Assessment for the Master Plan Environmental Impact Report*, October 2019.
9. Cyril M. Harris, *Handbook of Noise Control*, Second Edition, 1979.
10. Cyril M. Harris, *Noise Control in Buildings – A Practical Guide for Architects and Engineers*, 1994.
11. Elliott H. Berger, Rick Neitzel, and Cynthia A. Kladden. *Noise Navigator Sound Level Database with Over 1700 Measurement Values*, July 6, 2010.
12. Kariel, H. G., *Noise in Rural Recreational Environments*, Canadian Acoustics 19(5), 3-10, 1991.
13. Federal Highway Administration, *Roadway Construction Noise Model*, 2006.
14. Federal Highway Administration, *Roadway Construction Noise Model User's Guide Final Report*, 2006.
15. Federal Interagency Committee on Noise, *Federal Agency Review of Selected Airport Noise Analysis Issues*, 1992.
16. Federal Transit Administration, *Transit Noise and Vibration Impact Assessment Manual*, September 2018.
17. Kimley-Horn & Associates, *5853 Rue Ferrari Transportation Analysis*, August 2021.
18. United States Environmental Protection Agency, *Protective Noise Levels (EPA 550/9-79-100)*, 1979.

Appendix A

Noise Data

Noise Measurement Field Data

Project:	Rue Ferrari	Job Number:	197279009
Site No.:	ST-1	Date:	6/29/2021
Analyst:	Prathna Maharaj / Mia Berg	Time:	9:38 AM
Location:	5883 Rue Ferrari, San Jose, CA 95138		
Noise Sources:	Parking lot noise; Highway 101		
Comments:			
Results (dBA):			
	Leq:	Lmin:	Lmax:
Measurement 1:	52.8	48.3	63.6
			Peak:
			88.5

Equipment	
Sound Level Meter:	LD SoundExpert LxT
Calibrator:	CAL200
Response Time:	Slow
Weighting:	A
Microphone Height:	5 feet

Weather	
Temp. (degrees F):	68°
Wind (mph):	< 5
Sky:	Clear
Bar. Pressure:	29.83 "
Humidity:	66%

Photo:



Measurement Report

Report Summary

Meter's File Name LxT_Data.069.s Computer's File Name LxTse_0006073-20210629 093817-LxT_Data.069.lbin
 Meter LxT SE 0006073
 Firmware 2.404
 User Location
 Job Description
 Note
 Start Time 2021-06-29 09:38:17 Duration 0:10:00.0
 End Time 2021-06-29 09:48:17 Run Time 0:10:00.0 Pause Time 0:00:00.0

Results

Overall Metrics

L _{Aeq}	52.8 dB		
L _{AE}	80.6 dB	SEA	--- dB
E _A	12.7 μPa ² h		
L _{Apeak}	88.5 dB	2021-06-29 09:38:25	
L _{Smax}	63.6 dB	2021-06-29 09:38:17	
L _{Smin}	48.3 dB	2021-06-29 09:39:47	
L _{Aeq}	52.8 dB		
L _{Ceq}	65.4 dB	L _{Ceq} - L _{Aeq}	12.6 dB
L _{A_Ieq}	54.4 dB	L _{A_Ieq} - L _{Aeq}	1.6 dB

Exceedances

	Count	Duration
L _S > 85.0 dB	0	0:00:00.0
L _S > 115.0 dB	0	0:00:00.0
L _{Apeak} > 135.0 dB	0	0:00:00.0
L _{Apeak} > 137.0 dB	0	0:00:00.0
L _{Apeak} > 140.0 dB	0	0:00:00.0

Community Noise

LDN	LDay	LNight	
52.8 dB	52.8 dB	0.0 dB	
LDEN	LDay	LEve	LNight
52.8 dB	52.8 dB	--- dB	--- dB

Any Data

	Level	A Time Stamp	Level	C Time Stamp	Level	Z Time Stamp
L _{eq}	52.8 dB		65.4 dB		--- dB	
L _{S(max)}	63.6 dB	2021-06-29 09:38:17	--- dB		--- dB	
L _{S(min)}	48.3 dB	2021-06-29 09:39:47	--- dB		--- dB	
L _{Peak(max)}	88.5 dB	2021-06-29 09:38:25	--- dB		--- dB	

Overloads

Count	Duration	OBA Count	OBA Duration
0	0:00:00.0	0	0:00:00.0

Statistics

L _S 5.0	56.0 dB
L _S 10.0	54.7 dB
L _S 33.3	52.9 dB
L _S 50.0	52.1 dB
L _S 66.6	51.3 dB
L _S 90.0	49.9 dB

Noise Measurement Field Data

Project:	Rue Ferrari	Job Number:	197279009
Site No.:	ST-2	Date:	6/29/2021
Analyst:	Prathna Maharaj / Mia Berg	Time:	9:55 AM
Location:	5849 Eden Park Place San Jose, CA 95138		
Noise Sources:	Parking lot noise; Coyote Creek Trail; Highway 101		
Comments:			
Results (dBA):			
	Leq:	Lmin:	Lmax:
Measurement 1:	51.8	45.0	66.0
			Peak:
			87.7

Equipment	
Sound Level Meter:	LD SoundExpert LxT
Calibrator:	CAL200
Response Time:	Slow
Weighting:	A
Microphone Height:	5 feet

Weather	
Temp. (degrees F):	69°
Wind (mph):	8
Sky:	Clear
Bar. Pressure:	29.83 "
Humidity:	63%

Photo:



Measurement Report

Report Summary

Meter's File Name LxT_Data.070.s Computer's File Name LxTse_0006073-20210629 095420-LxT_Data.070.ldbin
 Meter LxT SE 0006073
 Firmware 2.404
 User Location
 Job Description
 Note
 Start Time 2021-06-29 09:54:20 Duration 0:10:00.0
 End Time 2021-06-29 10:04:20 Run Time 0:10:00.0 Pause Time 0:00:00.0

Results

Overall Metrics

L _{Aeq}	51.8 dB		
L _{AE}	79.5 dB	SEA	--- dB
E _A	10.0 μPa ² h		
L _{Apeak}	87.7 dB	2021-06-29 10:01:04	
L _{Smax}	66.0 dB	2021-06-29 10:01:04	
L _{Smin}	45.0 dB	2021-06-29 10:02:45	
L _{Aeq}	51.8 dB		
L _{Ceq}	64.0 dB	L _{Ceq} - L _{Aeq}	12.3 dB
L _{A_Ieq}	57.0 dB	L _{A_Ieq} - L _{Aeq}	5.2 dB

Exceedances

	Count	Duration
L _S > 85.0 dB	0	0:00:00.0
L _S > 115.0 dB	0	0:00:00.0
L _{Apeak} > 135.0 dB	0	0:00:00.0
L _{Apeak} > 137.0 dB	0	0:00:00.0
L _{Apeak} > 140.0 dB	0	0:00:00.0

Community Noise

LDN	LDay	LNight	
51.8 dB	51.8 dB	0.0 dB	
LDEN	LDay	LEve	LNight
51.8 dB	51.8 dB	--- dB	--- dB

Any Data

	Level	A Time Stamp	Level	C Time Stamp	Level	Z Time Stamp
L _{eq}	51.8 dB		64.0 dB		--- dB	
L _{S(max)}	66.0 dB	2021-06-29 10:01:04	--- dB		--- dB	
L _{S(min)}	45.0 dB	2021-06-29 10:02:45	--- dB		--- dB	
L _{Peak(max)}	87.7 dB	2021-06-29 10:01:04	--- dB		--- dB	

Overloads

Count	Duration	OBA Count	OBA Duration
0	0:00:00.0	0	0:00:00.0

Statistics

L _S 5.0	56.6 dB
L _S 10.0	54.2 dB
L _S 33.3	50.6 dB
L _S 50.0	49.4 dB
L _S 66.6	48.3 dB
L _S 90.0	46.7 dB

Noise Measurement Field Data

Project:	Rue Ferrari	Job Number:	197279009
Site No.:	ST-3	Date:	6/29/2021
Analyst:	Prathna Maharaj / Mia Berg	Time:	10:12 AM
Location:	5885 Rue Ferrari San Jose, CA 95138		
Noise Sources:	Parking lot noise; Highway 101; Interim Emergency Housing Noise		
Comments:			
Results (dBA):			
	Leq:	Lmin:	Lmax:
Measurement 1:	65.8	56.3	78.5
			Peak:
			94.4

Equipment	
Sound Level Meter:	LD SoundExpert LxT
Calibrator:	CAL200
Response Time:	Slow
Weighting:	A
Microphone Height:	5 feet

Weather	
Temp. (degrees F):	69°
Wind (mph):	8
Sky:	Clear
Bar. Pressure:	29.83 "
Humidity:	63%

Photo:



Measurement Report

Report Summary

Meter's File Name LxT_Data.071.s Computer's File Name LxTse_0006073-20210629 101211-LxT_Data.071.ldbin
 Meter LxT SE 0006073
 Firmware 2.404
 User Location
 Job Description
 Note
 Start Time 2021-06-29 10:12:11 Duration 0:10:00.0
 End Time 2021-06-29 10:22:11 Run Time 0:10:00.0 Pause Time 0:00:00.0

Results

Overall Metrics

L _{Aeq}	65.8 dB		
L _{AE}	93.6 dB	SEA	--- dB
E _A	252.6 μPa ² h		
L _{Apeak}	94.4 dB	2021-06-29 10:21:14	
L _{Smax}	78.5 dB	2021-06-29 10:13:25	
L _{Smin}	56.3 dB	2021-06-29 10:13:12	
L _{Aeq}	65.8 dB		
L _{Ceq}	73.4 dB	L _{Ceq} - L _{Aeq}	7.6 dB
L _{A_Ieq}	68.1 dB	L _{A_Ieq} - L _{Aeq}	2.3 dB

Exceedances

	Count	Duration
L _S > 85.0 dB	0	0:00:00.0
L _S > 115.0 dB	0	0:00:00.0
L _{Apeak} > 135.0 dB	0	0:00:00.0
L _{Apeak} > 137.0 dB	0	0:00:00.0
L _{Apeak} > 140.0 dB	0	0:00:00.0

Community Noise

LDN	LDay	LNight	
65.8 dB	65.8 dB	0.0 dB	
LDEN	LDay	LEve	LNight
65.8 dB	65.8 dB	--- dB	--- dB

Any Data

	Level	A Time Stamp	Level	C Time Stamp	Level	Z Time Stamp
L _{eq}	65.8 dB		73.4 dB		--- dB	
L _{S(max)}	78.5 dB	2021-06-29 10:13:25	--- dB		--- dB	
L _{S(min)}	56.3 dB	2021-06-29 10:13:12	--- dB		--- dB	
L _{Peak(max)}	94.4 dB	2021-06-29 10:21:14	--- dB		--- dB	

Overloads

Count	Duration	OBA Count	OBA Duration
0	0:00:00.0	0	0:00:00.0

Statistics

L _S 5.0	72.4 dB
L _S 10.0	70.0 dB
L _S 33.3	62.3 dB
L _S 50.0	60.7 dB
L _S 66.6	59.6 dB
L _S 90.0	57.7 dB

Noise Measurement Field Data

Project:	Rue Ferrari	Job Number:	197279009
Site No.:	ST-4	Date:	6/29/2021
Analyst:	Prathna Maharaj / Mia Berg	Time:	10:27 AM
Location:	5811 Rue Ferrari San Jose, CA 95138		
Noise Sources:	Parking lot noise; Highway 101		
Comments:			
Results (dBA):			
	Leq:	Lmin:	Lmax:
Measurement 1:	70.4	64.3	77.3
			Peak:
			91.4

Equipment	
Sound Level Meter:	LD SoundExpert LxT
Calibrator:	CAL200
Response Time:	Slow
Weighting:	A
Microphone Height:	5 feet

Weather	
Temp. (degrees F):	71°
Wind (mph):	9
Sky:	Clear
Bar. Pressure:	29.83 "
Humidity:	59%

Photo:



Measurement Report

Report Summary

Meter's File Name LxT_Data.072.s Computer's File Name LxTse_0006073-20210629 102730-LxT_Data.072.lbin
 Meter LxT SE 0006073
 Firmware 2.404
 User Location
 Job Description
 Note
 Start Time 2021-06-29 10:27:30 Duration 0:10:00.0
 End Time 2021-06-29 10:37:30 Run Time 0:10:00.0 Pause Time 0:00:00.0

Results

Overall Metrics

L _{Aeq}	70.4 dB		
L _{AE}	98.2 dB	SEA	--- dB
E _A	739.0 μPa ² h		
L _{Apeak}	91.4 dB	2021-06-29 10:31:20	
L _{Smax}	77.3 dB	2021-06-29 10:35:25	
L _{Smin}	64.3 dB	2021-06-29 10:30:52	
L _{Aeq}	70.4 dB		
L _{Ceq}	76.5 dB	L _{Ceq} - L _{Aeq}	6.1 dB
L _{A_Ieq}	71.2 dB	L _{A_Ieq} - L _{Aeq}	0.7 dB

Exceedances

	Count	Duration
L _S > 85.0 dB	0	0:00:00.0
L _S > 115.0 dB	0	0:00:00.0
L _{Apeak} > 135.0 dB	0	0:00:00.0
L _{Apeak} > 137.0 dB	0	0:00:00.0
L _{Apeak} > 140.0 dB	0	0:00:00.0

Community Noise

LDN	LDay	LNight	
70.4 dB	70.4 dB	0.0 dB	
LDEN	LDay	LEve	LNight
70.4 dB	70.4 dB	--- dB	--- dB

Any Data

	Level	A Time Stamp	Level	C Time Stamp	Level	Z Time Stamp
L _{eq}	70.4 dB		76.5 dB		--- dB	
L _{S(max)}	77.3 dB	2021-06-29 10:35:25	--- dB		--- dB	
L _{S(min)}	64.3 dB	2021-06-29 10:30:52	--- dB		--- dB	
L _{Peak(max)}	91.4 dB	2021-06-29 10:31:20	--- dB		--- dB	

Overloads

Count	Duration	OBA Count	OBA Duration
0	0:00:00.0	0	0:00:00.0

Statistics

L _S 5.0	73.8 dB
L _S 10.0	72.8 dB
L _S 33.3	70.7 dB
L _S 50.0	69.8 dB
L _S 66.6	68.9 dB
L _S 90.0	67.1 dB

Noise Measurement Field Data			
Project:	Rue Ferrari	Job Number:	197279009
Site No.:	LT-1	Date:	6/29/2021
Analyst:	Prathna Maharaj / Mia Berg	Time:	10:53 AM
Location:	5883 Rue Ferrari, San Jose, CA 95138		
Noise Sources:	Parking lot noise; Highway 101		
Comments:			
Results (dBA):			
	Leq:	Lmin:	Lmax:
Measurement 1:	56.2	38.8	80.2
			Peak:
			102.7

Equipment		Weather	
Sound Level Meter:	LD SoundExpert LxT	Temp. (degrees F):	71°
Calibrator:	CAL200	Wind (mph):	9
Response Time:	Slow	Sky:	Clear
Weighting:	A	Bar. Pressure:	29.83 "
Microphone Height:	5 feet	Humidity:	59%

Photo:



Measurement Report

Report Summary

Meter's File Name	LxT_Data.073.s	Computer's File Name	LxTse_0006073-20210629 105340-LxT_Data.073.ldbin	
Meter	LxT SE	0006073		
Firmware	2.404			
User				Location
Job Description				
Note				
Start Time	2021-06-29 10:53:40	Duration	25:05:45.5	
End Time	2021-06-30 11:59:25	Run Time	25:05:45.5	Pause Time 0:00:00.0

Results

Overall Metrics

LA _{eq}	56.2 dB		
LAE	105.8 dB	SEA	--- dB
EA	4.2 mPa ² h		
LA _{peak}	102.7 dB	2021-06-29 10:53:47	
LAS _{max}	80.2 dB	2021-06-29 14:10:18	
LAS _{min}	38.8 dB	2021-06-30 01:01:47	
LA _{eq}	56.2 dB		
LC _{eq}	65.9 dB	LC _{eq} - LA _{eq}	9.7 dB
LAI _{eq}	57.4 dB	LAI _{eq} - LA _{eq}	1.2 dB

Exceedances

	Count	Duration
LAS > 85.0 dB	0	0:00:00.0
LAS > 115.0 dB	0	0:00:00.0
LAPeak > 135.0 dB	0	0:00:00.0
LAPeak > 137.0 dB	0	0:00:00.0
LAPeak > 140.0 dB	0	0:00:00.0

Community Noise

LDN	LDay	LNight	
63.2 dB	55.8 dB	0.0 dB	
LDEN	LDay	LEve	LNight
63.2 dB	56.4 dB	51.8 dB	56.9 dB

Any Data

	A		C		Z	
	Level	Time Stamp	Level	Time Stamp	Level	Time Stamp
L _{eq}	56.2 dB		65.9 dB		---	
L _{S(max)}	80.2 dB	2021-06-29 14:10:18	---		---	
L _{S(min)}	38.8 dB	2021-06-30 01:01:47	---		---	
L _{Peak(max)}	102.7 dB	2021-06-29 10:53:47	---		---	

Overloads

Count	Duration	OBA Count	OBA Duration
0	0:00:00.0	0	0:00:00.0

Statistics

LAS 5.0	62.0 dB
LAS 10.0	60.6 dB
LAS 33.3	54.6 dB
LAS 50.0	53.0 dB
LAS 66.6	51.7 dB
LAS 90.0	46.4 dB

FHWA Highway Noise Prediction Model (FHWA-RD-77-108) with California Vehicle Noise (CALVENO) Emission Levels

Project Name: Rue Ferrari
Project Number:
Scenario: Existing
Ldn/CNEL: Ldn

Assumed 24-Hour Traffic Distribution:	Day	Evening	Night
Total ADT Volumes	77.70%	12.70%	9.60%
Medium-Duty Trucks	87.43%	5.05%	7.52%
Heavy-Duty Trucks	89.10%	2.84%	8.06%

#	Roadway	Segment	Lanes	Median Width	ADT Volume	Speed (mph)	Alpha Factor	Vehicle Mix		Distance from Centerline of Roadway				
								Medium Trucks	Heavy Trucks	Ldn at 100 Feet	70 Ldn	65 Ldn	60 Ldn	55 Ldn
1	Rue Ferrari	West of Silicon Valley Blvd	2	3	1,730	30	0	2.0%	1.0%	51.7	-	-	-	47
2	Eden Park Pl	West of Silicon Valley Blvd	2	3	470	30	0	2.0%	1.0%	46.1	-	-	-	-
3	Silicon Valley Blvd	South of Rue Ferrari	4	15	11,860	40	0	2.0%	1.0%	62.2	-	53	168	531

¹ Distance is from the centerline of the roadway segment to the receptor location.

"-" = contour is located within the roadway right-of-way.

FHWA Highway Noise Prediction Model (FHWA-RD-77-108) with California Vehicle Noise (CALVENO) Emission Levels

Project Name: Rue Ferrari
Project Number:
Scenario: Existing Plus Project
Ldn/CNEL: Ldn

Assumed 24-Hour Traffic Distribution:	Day	Evening	Night
Total ADT Volumes	77.70%	12.70%	9.60%
Medium-Duty Trucks	87.43%	5.05%	7.52%
Heavy-Duty Trucks	89.10%	2.84%	8.06%

#	Roadway	Segment	Lanes	Median Width	ADT Volume	Speed (mph)	Alpha Factor	Vehicle Mix		Distance from Centerline of Roadway				
								Medium Trucks	Heavy Trucks	Ldn at 100 Feet	70 Ldn	65 Ldn	60 Ldn	55 Ldn
1	Rue Ferrari	West of Silicon Valley Blvd	2	3	2,360	30	0	2.0%	1.0%	53.1	-	-	-	64
2	Eden Park Pl	West of Silicon Valley Blvd	2	3	1,100	30	0	2.0%	1.0%	49.8	-	-	-	-
3	Silicon Valley Blvd	South of Rue Ferrari	4	15	13,100	40	0	2.0%	1.0%	62.7	-	59	185	586

¹ Distance is from the centerline of the roadway segment to the receptor location.
 "-" = contour is located within the roadway right-of-way.

FHWA Highway Noise Prediction Model (FHWA-RD-77-108) with California Vehicle Noise (CALVENO) Emission Levels

Project Name: Rue Ferrari
Project Number:
Scenario: Opening Year
Ldn/CNEL: Ldn

Assumed 24-Hour Traffic Distribution:	Day	Evening	Night
Total ADT Volumes	77.70%	12.70%	9.60%
Medium-Duty Trucks	87.43%	5.05%	7.52%
Heavy-Duty Trucks	89.10%	2.84%	8.06%

#	Roadway	Segment	Lanes	Median Width	ADT Volume	Speed (mph)	Alpha Factor	Vehicle Mix		Ldn at 100 Feet	Distance from Centerline of Roadway			
								Medium Trucks	Heavy Trucks		70 Ldn	65 Ldn	60 Ldn	55 Ldn
1	Rue Ferrari	West of Silicon Valley Blvd	2	3	1,730	30	0	2.0%	1.0%	51.7	-	-	-	47
2	Eden Park Pl	West of Silicon Valley Blvd	2	3	470	30	0	2.0%	1.0%	46.1	-	-	-	-
3	Silicon Valley Blvd	South of Rue Ferrari	4	15	21,710	40	0	2.0%	1.0%	64.9	-	97	307	971

¹ Distance is from the centerline of the roadway segment to the receptor location.
 "-" = contour is located within the roadway right-of-way.

FHWA Highway Noise Prediction Model (FHWA-RD-77-108) with California Vehicle Noise (CALVENO) Emission Levels

Project Name: Rue Ferrari
Project Number:
Scenario: Opening Year Plus Project
Ldn/CNEL: Ldn

Assumed 24-Hour Traffic Distribution:	Day	Evening	Night
Total ADT Volumes	77.70%	12.70%	9.60%
Medium-Duty Trucks	87.43%	5.05%	7.52%
Heavy-Duty Trucks	89.10%	2.84%	8.06%

#	Roadway	Segment	Lanes	Median Width	ADT Volume	Speed (mph)	Alpha Factor	Vehicle Mix		Distance from Centerline of Roadway				
								Medium Trucks	Heavy Trucks	Ldn at 100 Feet	70 Ldn	65 Ldn	60 Ldn	55 Ldn
1	Rue Ferrari	West of Silicon Valley Blvd	2	3	2,360	30	0	2.0%	1.0%	53.1	-	-	-	64
2	Eden Park Pl	West of Silicon Valley Blvd	2	3	1,100	30	0	2.0%	1.0%	49.8	-	-	-	-
3	Silicon Valley Blvd	South of Rue Ferrari	4	15	22,950	40	0	2.0%	1.0%	65.1	-	103	325	1,027

¹ Distance is from the centerline of the roadway segment to the receptor location.
 "-" = contour is located within the roadway right-of-way.