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M E M O

Date: June 6, 2023

To: Nick Towstopiat
Associate Project Manager
David J. Powers & Associates, Inc.

From: Michael Thill
Principal Consultant
Illingworth & Rodkin, Inc.

SUBJECT: 749 W. El Camino Real, Mountain View, CA – Traffic Noise Assessment

The 749 W. El Camino Real project proposes to demolish the existing restaurant, bank, and all associated surface parking, and construct two new buildings including a bank and a six-story mixed use building with 299 multi-family residential units and up to 11,500 square feet (sf) of commercial uses. Additionally, there would be two levels of underground parking and a public plaza. This memo summarizes Illingworth & Rodkin, Inc's (I&R) assessment of traffic noise impacts due to the proposed project.

Significance Criteria. A significant permanent traffic noise increase would occur if the project would increase noise levels at noise-sensitive receptors by 3 dBA DNL or greater where future ambient noise levels exceed the "normally acceptable" noise level standard. Where future ambient noise levels are at or below the "normally acceptable" noise level standard, noise level increases of 5 dBA DNL or greater would be considered significant. According to the City's 2030 General Plan, the "normally acceptable" outdoor noise level standard for the nearby multi-family residences would be 60 dBA DNL.

Screening Analysis. Traffic data supplied by Hexagon Transportation Consultants were first screened to identify roadway segments in the project vicinity where traffic volumes would substantially increase. An approximate doubling (100% increase) of worst-hour traffic volumes would roughly equate to a 3 dBA DNL increase in traffic noise, an approximate 50% increase in worst-hour traffic volumes would roughly equate to a 2 dBA DNL increase in traffic noise, and an approximate 25% increase in worst-hour traffic volumes would roughly equate to a 1 dBA DNL increase in traffic noise.

The traffic study evaluated AM and PM traffic volumes for existing, background, and background plus project conditions at 8 intersections in the vicinity of the project site. The screening analysis identified Intersection 6 (Castro Street & Victor Way) and Intersection 8 (Lane Avenue & Victor Way) as the only intersections where traffic volumes would increase by 50% or more. All other intersections were eliminated from further analysis as project-generated traffic noise levels would be less than 2 dBA DNL. The only potentially affected roadway segment was determined to be Victor Way, between Castro Street and Lane Avenue.

Detailed Analysis – Victor Way (Castro Street to Lane Avenue). The detailed analysis reviewed the traffic volumes expected along Victor Way between Castro Street on the west and Lane Avenue on the east. This analysis showed that, during the PM peak hour, volumes on Victor Way, east of Castro Street, would increase from 77 to 227, and volumes on Victor Way, west of Lane Avenue, would increase from 31 to 59. The maximum increase in PM peak hour traffic volumes would reach 150 vehicles, however, overall traffic volumes would remain relatively low for the residential street.

The Federal Highways Administration's Traffic Noise Model (FHWA TNM) was used to calculate traffic noise levels expected at 25 feet from the centerline of Victor Way assuming the worst-case project traffic increment of 150 vehicles/hour. The predicted noise level from the project traffic would be about 55 dBA L_{eq} as shown in Attachment A. The DNL would also be expected to reach 55 dBA as peak hour noise levels and DNL noise levels on residential streets are generally equivalent.

To calculate the actual noise increase expected with the project, one must consider the increase in Victor Way traffic volumes as well as the ambient noise levels in the area. Based on ambient noise measurements made in the area (Attachment B) the existing DNL noise level at receptors along Victor Way is 57 dBA at 25 feet from the roadway centerline. Adding the project DNL (55 dBA) to the existing DNL (57 dBA) yields a background plus project noise level of 59 dBA DNL. Therefore, the increased traffic along Victor Way due to the project would be less than the 3 dBA DNL significance threshold and DNL noise levels at nearby receptors would not be substantially increased. This is a less-than-significant impact, and no mitigation would be required.

ATTACHMENT A TNM RESULTS

I&R
MST

6 June 2023
TNM 2.5
Calculated with TNM 2.5

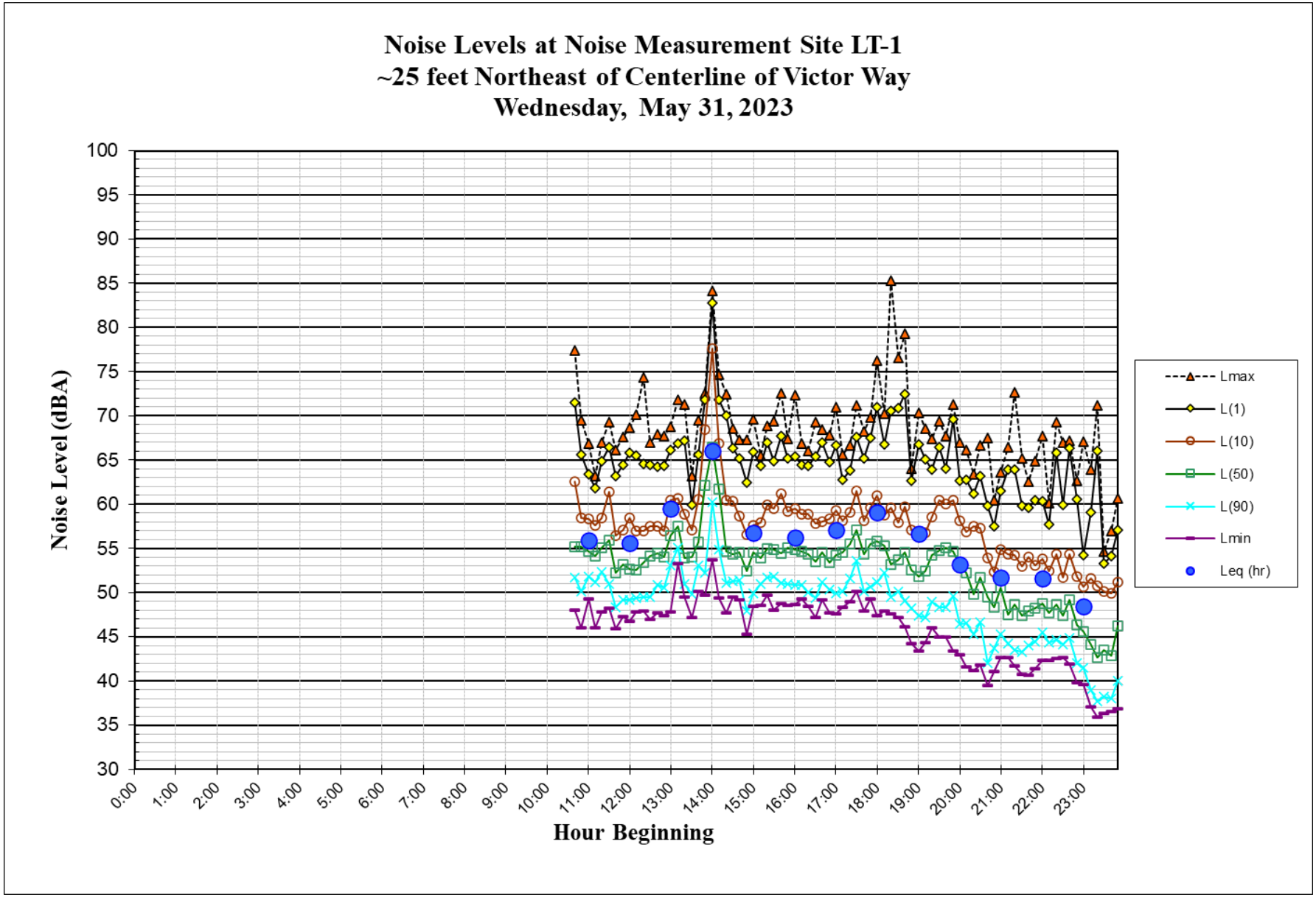
RESULTS: SOUND LEVELS
PROJECT/CONTRACT: 22-170
RUN: 749 W. El Camino Real
BARRIER DESIGN: INPUT HEIGHTS
ATMOSPHERICS: 68 deg F, 50% RH

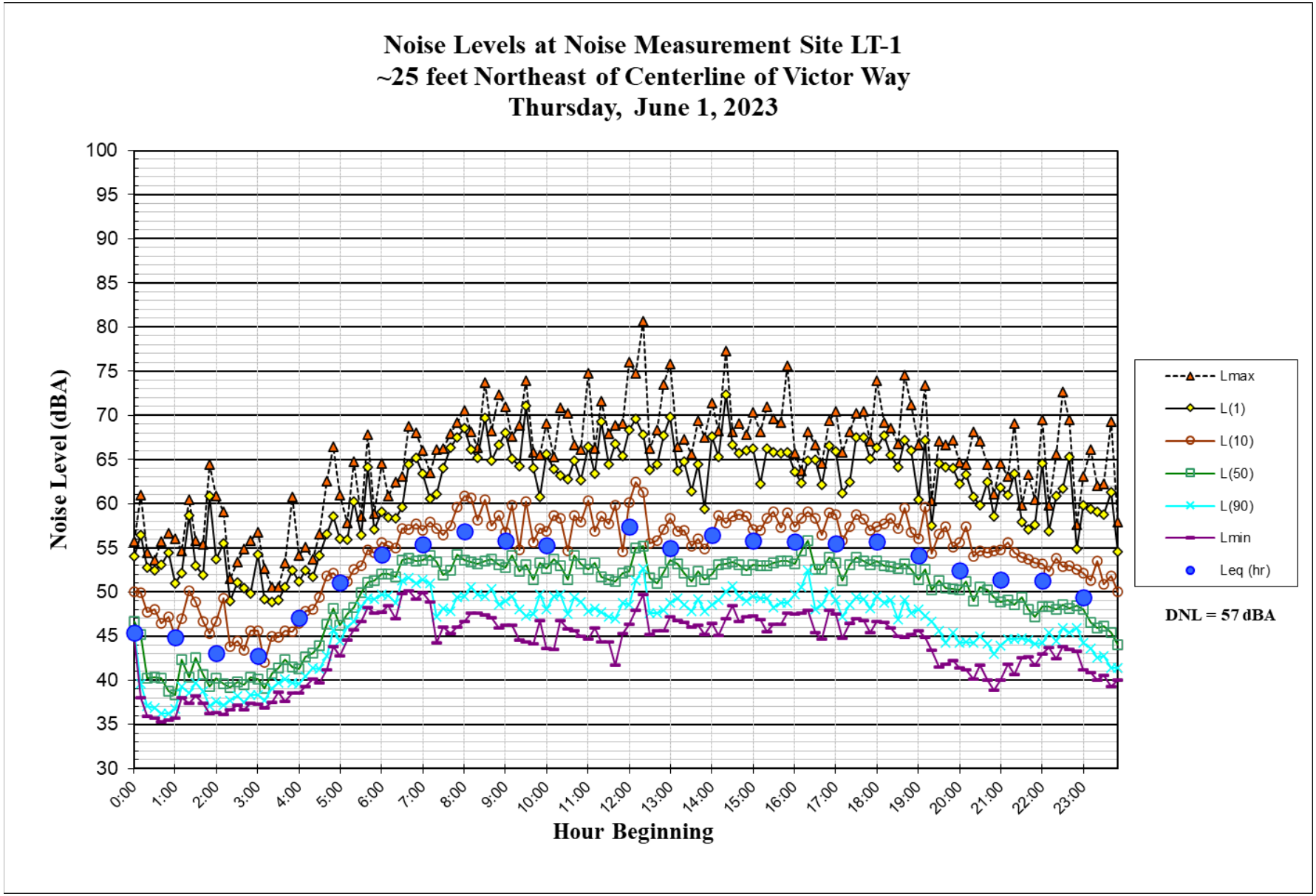
Average pavement type shall be used unless a State highway agency substantiates the use of a different type with approval of FHWA.

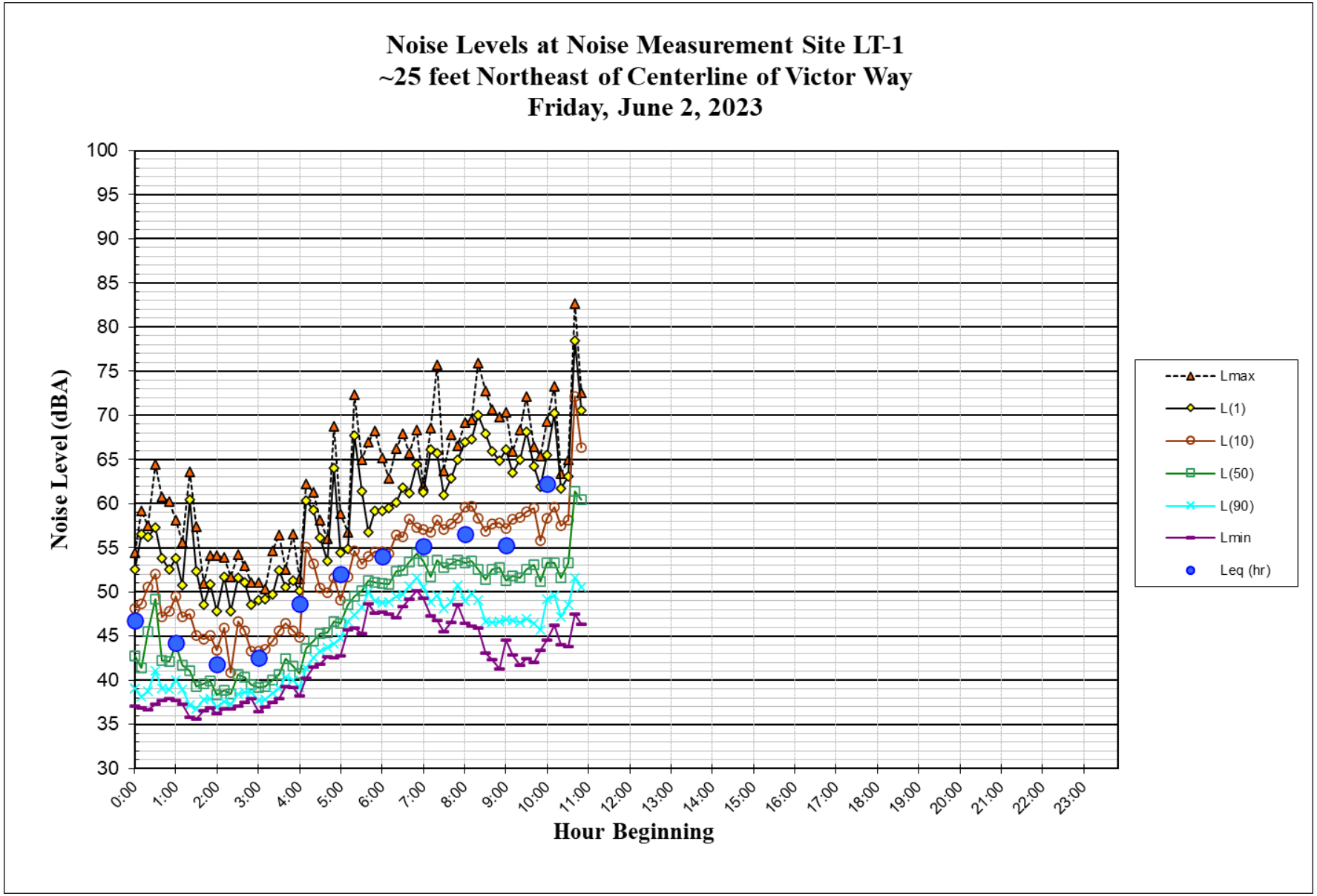
Receiver Name	No.	#DUs	Existing LAeq1h	No Barrier LAeq1h Calculated	Crit'n	Increase over existing Calculated	Crit'n Sub'l Inc	Type Impact	With Barrier Calculated LAeq1h	Noise Reduction Calculated	Goal	Calculated minus Goal
			dBA	dBA	dBA	dB	dB		dBA	dB	dB	dB
Receiver1	1	1	0.0	54.8	66	54.8	10	—	54.8	0.0	8	-8.0

Dwelling Units	# DUs	Noise Reduction Min	Avg	Max
		dB	dB	dB
All Selected	1	0.0	0.0	0.0
All Impacted	0	0.0	0.0	0.0
All that meet NR Goal	0	0.0	0.0	0.0

ATTACHMENT B AMBIENT NOISE DATA




Noise Levels at Noise Measurement Site LT-1
~25 feet Northeast of Centerline of Victor Way
Thursday, June 1, 2023
Noise Level (dBA)
100
95
90
85
80
75
70
65
60
55
50
45
40
35
30
0:00
1:00
2:00
3:00
4:00
5:00
6:00
7:00
8:00
9:00
10:00
11:00
12:00
13:00
14:00
15:00
16:00
17:00
18:00
19:00
20:00
21:00
22:00
23:00
Hour Beginning
Lmax
L(1)
L(10)
L(50)
L(90)
Lmin
Leq (hr)
DNL = 57 dBA


Noise Levels at Noise Measurement Site LT-1
~25 feet Northeast of Centerline of Victor Way
Friday, June 2, 2023
Noise Level (dBA)
100
95
90
85
80
75
70
65
60
55
50
45
40
35
30
0:00
1:00
2:00
3:00
4:00
5:00
6:00
7:00
8:00
9:00
10:00
11:00
12:00
13:00
14:00
15:00
16:00
17:00
18:00
19:00
20:00
21:00
22:00
23:00
Hour Beginning
Lmax
L(1)
L(10)
L(50)
L(90)
Lmin
Leq (hr)