
Appendix H-2

Option 2 – Noise Assessment

This Page Intentionally Left Blank

MEMORANDUM

To: Mark Tersini, KT Urban

From: Ace Malisos
Noemi Wyss
Kimley-Horn and Associates, Inc.

Date: July 2, 2019

Subject: Garden Gate Tower Project –Option 2 Noise Analysis

1.0 Purpose

The purpose of this memorandum is to identify the noise impacts associated with construction and operations of the proposed Garden Gate Tower Project (Project), located in the City of San José, California. The Project was originally proposed as a multi-family project, but in March 2019 the City Council amended the City’s Zoning ordinance to establish a Co-Living Community as an allowed residential use within two Downtown Zoning Districts. As discussed in section 2.0 Project Description below, the Applicant added a Co-Living as Option 2.

2.0 Proposed Project Description

The Project is located approximately 0.8 miles south of Downtown San José (City) in Santa Clara County, California. The site is located in an urban area bounded by residential uses in a mix of single-family and multi-family. Interstate 280 runs south of the project site, South 1st Street to the west, East Reed Street to the North and an Alley to the east. The project site is near Valley Transportation Authority (VTA) bus stop for routes 66, 68, and 82. The proposed Project site includes two parcels (Assessor Parcel Number 472-26-090 and 472-26-089) on approximately 0.42 acres. The Project site includes an existing commercial building, two-story residential structure, and associated landscaping and parking.

The Project includes a residential tower with ground-floor neighborhood-oriented retail in a 27-story tower. The tower would have a maximum height of 283 feet.

Option 1 (previously studied) includes the traditional multi-family project with 290 units and 4,840 square-feet (sf) of retail divided into four spaces. Option 1 would provide 232 vehicle parking spaces and 74 bicycle parking spaces. Option 1 would have a density of 690 dwelling units per acre.

Option 2 of the proposed Project is the Co-Living configuration. Option 2 includes 850¹ bedrooms, approximately 6,000 square-feet of ground-floor retail area, 124 vehicle parking spaces, and 180 bicycle parking spaces. The density would be approximately 1,445 dwelling units per acre.

Vehicular access to the project site would consist of a garage driveway up on the Alley accessed from East Reed Street and a garage entry down on South 1st Street. The Alley has a width of 24 feet and therefore would limit the types of vehicles able to enter the garage.

An Acoustical Assessment was originally prepared by Michael Baker International in August 2018 for the original Option 1 Project. The analysis below addresses Option 2.

3.0 Project Specific Noise Analysis

Construction Emissions

Construction for Option 1 and Option 2 would involve the same building footprint and nearly the same exterior building architecture with the exception of some minor differences in the ground floor layout. The construction for Option 2 was not separately modeled as it was assumed to have the same demolition, earthwork volumes, construction phasing and equipment use. The project involves construction activities associated with demolition of the paved area, site preparation, grading, construction, and architectural coating applications. Site grading would require approximately 31,500 cubic yards of soil export. The project would be constructed over approximately 26 months. It is assumed that operations of the Project would begin in Summer 2022. The project would be required to implement City of San Jose noise policies as well as mitigation measures NOI-1, NOI-2.1 and NOI-2.2 listed in the original Acoustical Assessment (2018).

Operational Emissions

The proposed Project would include increased traffic on adjacent roadways which would increase vehicular noise in the vicinity. Based on the Traffic Operations Analysis, the project would result in approximately 1,412 daily trips under Option 2. The Existing without Project scenario should range from approximately 56.4 to 65.6 dBA DNL and the Existing Plus Project scenario for Option 2 should range approximately from 57.5 to 65.5 dBA DNL. This would result in a maximum 1.2 dBA DNL increase along East Reed Street. The noise level increase would not be perceivable (i.e., increase would be less than 3 dBA DNL) consistent with General Plan Policy EC-1.2.

¹ Consistent with other co-living projects, the City of San José assumes 1.5 people per bedroom to calculate the anticipated number of residents. That value (1,275 residents) is divided by the average number of people per household in the Downtown, which is 2.1 (per Census data) to calculate the number of units towards the capacity of the Downtown Strategy 2040 FEIR. This would result in 607 units equivalent for this project.

Conclusion

The Project would involve the same building footprint and nearly the same exterior building architecture as the original Option 1 of the project. The construction for Option 2 was not separately modeled as it was assumed to have the same demolition, earthwork volumes, construction phasing and equipment use. Therefore, construction noise was assumed to be similar. As shown in **Table 1**, the Project would not result in new noise impacts. With implementation of the General Plan and Municipal Code policies, as well as adherence to MM NOI-1, MM NOI-2.1, and MM NOI-2.2, the project would not result in a significant noise or vibration impact for Option 2.

This Page Intentionally Left Blank