

Appendix B

NOISE MEASUREMENTS

This section provides details of each of the noise measurement locations and their noise environments and a time history chart of the hourly data for the long-term locations.

Long-Term Location 1

Long-term noise monitoring Location 1 represents the noise environment in close proximity to the railroad tracks, in the south central portion of the Plan Area. This location captured noise generated by traffic along Monterey Street, as well as nearby train passages. Existing land uses in the vicinity of this location include a mixture of industrial, commercial, and vacant lands. This site was located on vacant land along the east side of Monterey Street, 1,270 feet north-northwest of its intersection with Luchessa Avenue. This location was 1,760 feet west-northwest of US 101 and 300 feet to the west-southwest of the railroad tracks. Noise level data over a 24-hour period were acquired, beginning at 5:53 p.m. on Wednesday, August 26, 2015. At the start of the 24-hour measurement period, winds were from the north at 5 to 10 mph, with a temperature of 93°F; during the measurement period, the air temperature ranged from approximately 95°F to 60°F.

The noise environment of long-term Location 1 was characterized by a mix of noise sources, including cars, trucks, service vehicles, and transit along Alexander Street, as well noise from HVAC and other equipment associated with nearby commercial and industrial uses. The sound of overflights by small aircraft could also occasionally be discerned. The 24-hour Community Noise Equivalent Level (CNEL) at this location was 62.6 dBA. The lowest and highest hourly L_{eq} levels observed at this location were, respectively, 46.0 dBA during the period of 2:00 a.m. to 3:00 a.m., and 60.8 A-weighted decibels (dBA) during the 1:00 p.m. to 2:00 p.m. hour.

Long-Term Location 2

Long-term noise monitoring Location 2 represents the noise environment in the north central portion of the Plan Area, and captured noise generated by traffic along Monterey Street, First Street, and Egleberry Street, as well as noise generated by passing trains. Existing land uses in the vicinity of this location include a mixture of commercial office and retail, single-family residential, and institutional uses. This location was on the east side of Egleberry Street, approximately 150 feet south-southeast of the intersection of First Street and Egleberry, about 350 feet west-southwest of First Streets intersection with Monterey Street. This location was approximately 3,000 feet west-southwest of US 101 and 580 feet to the west-southwest of the railroad tracks. Noise level data over a 24-hour period were acquired, beginning at 5:51 p.m. on Tuesday, August 25, 2015. At the start of the 24-hour measurement period, winds were from the north at less than 5 mph, with a temperature of 92°F; during the measurement period, the air temperature ranged from approximately 57°F to 93°F.

APPENDIX B

The noise environment of long-term Location 2 was characterized by a mix of noise sources, including cars, trucks, and service vehicles along Seventh Street, as well as minor noise associated with the parking areas for adjacent civic uses. The sound of overflights by small aircraft could also occasionally be discerned. The 24-hour CNEL at this location was 65.1 dBA. The lowest and highest hourly L_{eq} levels observed at this location were, respectively, 54.2 dBA during the period of 2:00 a.m. to 3:00 a.m., and 63.0 dBA during the 7:00 a.m. to 8:00 a.m. hour.

Long-Term Location 3

Long-term noise monitoring Location 3 represents the noise environment in industrial areas located in close proximity to the railroad tracks, in the central portion of the Plan Area. This location captured noise generated by traffic along Alexander Street, as well as nearby train passages. Existing land uses in the vicinity of this location include a mixture of industrial, commercial, and vacant lands. This site was located along the west side of Alexander Street, 145 feet south of its intersection with Eighth Street and approximately 750 feet east-northeast of Monterey Street. This location was approximately 2,150 feet west-southwest of US 101 and 450 feet to the east-northeast of the railroad tracks. Noise level data over a 24-hour period were acquired, beginning at 5:16 p.m. on Wednesday, August 26, 2015. At the start of the 24-hour measurement period, winds were from the north at 5 to 10 mph, with a temperature of 94°F; during the measurement period, the air temperature ranged from approximately 60°F to 95°F.

The noise environment of long-term Location 3 was characterized by a mix of noise sources, including cars, trucks, service vehicles, and transit along Alexander Street, as well as noise from HVAC and other equipment associated with nearby commercial and industrial uses. The sound of overflights by small aircraft could also occasionally be discerned. The 24-hour CNEL at this location was 66.8 dBA. The lowest and highest hourly L_{eq} levels observed at this location were, respectively, 54.4 dBA during the period of 12:00 a.m. to 1:00 a.m., and 64.7 dBA during the 7:00 p.m. to 8:00 p.m. hour.

Long-Term Location 4

Long-term noise monitoring Location 4 represents the noise environment in the central portions of the Plan Area located slightly farther from the railroad tracks. This location captured noise generated by traffic along Church Street, Seventh Street, and Rosanna Street, and to a lesser extent, Monterey Street and noise generated by passing trains. Existing land uses in the vicinity of this location include a mixture of civic offices and public facilities, commercial offices, and single-family residential. This location was approximately 70 feet northwest of the center of the intersection of Rosanna Street and Seventh Street, about 1,200 feet west-southwest of Seventh Street's intersection with Monterey Street. This location was approximately 4,000 feet west-southwest of US 101 and 1,500 feet to the west-southwest of the railroad tracks. Noise level data over a 24-hour period were acquired, beginning at 4:35 p.m. on Tuesday, August 25, 2015. At the start of the 24-hour measurement period, winds were from the north at less than 5 mph, with a temperature of 94°F; during the measurement period, the air temperature ranged from approximately 57°F to 93°F.

The noise environment of long-term Location 2 was characterized by a mix of noise sources, including cars, trucks, service vehicles, and transit along Monterey Street, as well as minor noise associated with the parking areas for adjacent commercial uses. The sound of overflights by small aircraft could also occasionally be discerned. The 24-hour CNEL at this location was 57.9 dBA. The lowest and highest hourly

L_{eq} levels observed at this location were, respectively, 39.9 dBA during the period of 2:00 a.m. to 3:00 a.m., and 57.7 dBA during the 7:00 p.m. to 8:00 p.m. hour.

Short-Term Location 1

Short-term noise monitoring Location 1 represents the noise environment at the western edge of the Plan Area in primarily residential areas farthest from the railroad tracks. Short-term monitoring Location 1 captured noise generated primarily by passing traffic along Sixth Street and, to lesser extent, Dowdy Street. Existing land uses in the vicinity of this location included detached single-family residential, and civic and institutional uses. This location was on the east side of Dowdy Street, approximately 180 feet to the south-southeast of its intersection with Sixth Street. This location was approximately 4,650 feet west-southwest of US 101 and 2,150 feet to the west-southwest of the railroad tracks. Fifteen minutes of noise measurements were acquired, beginning at 10:17 a.m. on Thursday August 26, 2015. During the measurement period, winds were calm, and the air temperature was 83°F.

The noise environment of short-term Location 1 was characterized primarily by traffic along Sixth Street, with very distant traffic noise also discernible at times. Other sources of noise included birds, wind, and human voices from nearby homes. No train passages were noted, but two aircraft overflights were noted during this time. The 15-minute equivalent noise level at this location (L_{eq}) was 49.0 dBA.

Short-Term Location 2

Short-term noise monitoring Location 2 represents the noise environment in the vicinity of large-scale automotive and industrial uses in close proximity to US 101 near the southern edge of the Plan Area. Short-term monitoring Location 2 captured noise generated primarily by passing traffic along Chestnut Street, and to a more limited extent, nearby uses and US 101. Existing land uses in the vicinity of this location included car dealerships and repair centers, large heavy industrial facilities (including concrete manufacturing), service stations, and commercial/light industrial uses. This location was along Chestnut Street, approximately 2,100 feet south-southeast of its intersection with Tenth Street and 1,000 feet east-northeast of Monterey Street. This location was 950 feet west of US 101 and 700 feet to the northeast of the railroad tracks. Fifteen minutes of noise measurements were acquired, beginning at 10:57 a.m. on Wednesday August 25, 2015. During the measurement period, winds were light and variable, and the air temperature was 82°F.

The noise environment of short-term Location 2 was characterized primarily by traffic along Chestnut Street, with notable additional noise from nearby industrial and automotive uses. At times, traffic along US 101 was discernible. No passage of trains was noted, but one aircraft overflight was noted during this time. The 15-minute equivalent noise level at this location (L_{eq}) was 65.8 dBA.

Short-Term Location 3

Short-term noise monitoring Location 3 represents the noise environment in the vicinity of existing residential neighborhoods near the western edge of the central portion of the Plan Area. Short-term monitoring Location 3 captured noise generated primarily by passing traffic along Ninth Street and Egleberry Street, and to a more limited extent, traffic along Monterey Street and human activity at nearby homes. Existing land uses in the vicinity of this location included detached and attached single-family residential with commercial uses located approximately one block away along Monterey Street.

APPENDIX B

This location was on the northwest corner of the intersection of Egleberry Street and Ninth Street, approximately 400 feet to the west-southwest of Monterey Street. This location was 3,300 feet west-southwest of US 101 and 700 feet to the west-southwest of the railroad tracks. Fifteen minutes of noise measurements were acquired, beginning at 11:48 a.m. on Wednesday August 25, 2015. During the measurement period, winds were light and variable, and the air temperature was 85°F.

The noise environment of short-term Location 3 was characterized primarily by traffic along Monterey Street as well as passing traffic along Egleberry Street, Ninth Street, and Church Street. Sirens from emergency vehicles along Monterey Street also contributed to the noise environment. No train passages were noted, but one aircraft overflight was noted during this time. The 15-minute equivalent noise level at this location (L_{eq}) was 53.3 dBA.

Short-Term Location 4

Short-term noise monitoring Location 4 represents the noise environment in the vicinity of single-family and multi-family residences in close proximity to US 101 at the eastern edge of the Plan Area. Short-term monitoring Location 4 captured noise generated primarily by passing traffic along US 101, and to a more limited extent, Eighth Street and Old Gilroy Street. Existing land uses in the vicinity of this location include single-family and multi-family residential, as well the City of Gilroy corporation yard, a small motel, and Eliot Elementary School. This location was at the intersection of Eighth Street and Old Gilroy Road, approximately 2,500 feet east of its intersection with Monterey Street. This location was 470 feet west-southwest of US 101 and 2,000 feet to the east-northeast of the railroad tracks. Fifteen minutes of noise measurements were acquired, beginning at 10:35 a.m. on Wednesday August 25, 2015. During the measurement period, winds were calm, and the air temperature was 78°F.

The noise environment of short-term Location 4 was characterized primarily by traffic along US 101, with additional noise from traffic on Eighth Street and Old Gilroy Street, and vehicles coming and going from the corporation yard. No passage of trains was noted, but one aircraft overflight was noted during this time. The 15-minute equivalent noise level at this location (L_{eq}) was 57.3 dBA.

Short-Term Location 5

Short-term noise monitoring Location 5 represents the noise environment in the vicinity of potential redevelopment sites in the northern portion of the Plan Area, and captured noise generated primarily by passing cars along Welburn Avenue, and to a more limited extent, Church Street and Monterey Street. Existing land uses in the vicinity of this location include primarily auto-oriented retail commercial and automotive service uses. This location was along Welburn Ave, approximately 420 feet west of its intersection with Monterey Street. This location was 3,000 feet west-southwest of US 101 and 500 feet to the west-southwest of the railroad tracks. Fifteen minutes of noise measurements were acquired, beginning at 9:25 a.m. on Wednesday August 25, 2015. During the measurement period, winds were calm, and the air temperature was 72°F.

The noise environment of short-term Location 5 was characterized primarily by passing cars and trucks along Welburn Avenue, as well as more distant traffic noise on Church Street and Monterey Street. No passage of trains or aircraft were noted during this time. The 15-minute equivalent noise level at this location (L_{eq}) was 62.1 dBA.

Short-Term Location 6

Short-term noise monitoring Location 6 represents the noise environment in the vicinity of multiple sensitive receptors, including a middle school, an elementary school, and a children's services center. Short-term monitoring Location 6 captured noise generated primarily by passing cars along I.O.O.F. Avenue, and to a more limited extent, Monterey Street and the more distant US 101. Existing land uses in the vicinity of this location include primarily public school uses, with single-family residential also located nearby. This location was along I.O.O.F. Avenue, approximately 850 feet northeast of its intersection with Monterey Street. This location was 1,800 feet west-southwest of US 101 and 550 feet to the east-northeast of the railroad tracks. Fifteen minutes of noise measurements were acquired, beginning at 10:12 a.m. on Wednesday August 25, 2015. During the measurement period, winds were calm, and the air temperature was 77°F.

The noise environment of short-term Location 6 was characterized primarily by passing cars along I.O.O.F. Avenue, as well as noise from birds, children at play, departing and arriving school buses, and delivery vehicles. No passage of trains was noted, but one aircraft overflight was noted during this time. The 15-minute equivalent noise level at this location (L_{eq}) was 63.4 dBA.

Short-Term Location 7

Short-term noise monitoring Location 7 represents the noise environment at the current boundary between primarily commercial and residential uses in the central portion of the Plan Area. Short-term monitoring Location 7 captured noise generated primarily by passing traffic along Fourth Street and Egleberry Street, and to a more limited extent, traffic along Monterey Street and nearby HVAC and other utilities systems. Existing land uses in the vicinity of this location included vertical mixed-use, detached and attached single-family residential, commercial uses, and institutional uses. This location was on the northwest corner of the intersection of Egleberry Street and Fourth Street, approximately 400 feet to the west-southwest of Monterey Street. This location was approximately 3,100 feet west-southwest of US 101 and 700 feet to the west-southwest of the railroad tracks. Fifteen minutes of noise measurements were acquired, beginning at 9:56 a.m. on Thursday August 26, 2015. During the measurement period, winds were calm, and the air temperature was 82°F.

The noise environment of short-term Location 7 was characterized primarily by traffic along Fourth Street and Egleberry Street, with traffic along Monterey Street discernible at times. No train passages or aircraft overflights were noted. The 15-minute equivalent noise level at this location (L_{eq}) was 64.0 dBA.

Short-Term Location 8

Short-term noise monitoring Location 8 represents the noise environment in the vicinity of potential infill sites within the Station Area Plan Boundary, near the central part of Downtown Gilroy. Short-term monitoring Location 8 captured noise generated primarily by passing cars along Lewis Street, and to a more limited extent, Monterey Street and the more distant US 101. Existing land uses in the vicinity of this location include primarily single-family residential as well as moderate density multi-family/single-family attached residential. This location was along Lewis Street, approximately 650 feet east-northeast of its intersection with Monterey Street. This location was 2,100 feet west-southwest of US 101 and 390 feet to the east-northeast of the railroad tracks. Fifteen minutes of noise measurements were acquired,

APPENDIX B

beginning at 9:50 a.m. on Wednesday August 25, 2015. During the measurement period, winds were calm, and the air temperature was 75°F.

The noise environment of short-term Location 8 was characterized primarily by passing cars along Lewis Street, as well as more distant traffic noise on Monterey Street and US 101. No passage of trains was noted, but two aircraft overflights were noted during this time. The 15-minute equivalent noise level at this location (L_{eq}) was 54.3 dBA.

Short-Term Location 9

Short-term noise monitoring Location 9 represents the noise environment at a busy intersection in Downtown Gilroy near the central portion of the Plan Area. Short-term monitoring Location 9 captured noise generated primarily by passing traffic along Sixth Street and Monterey Street. Existing land uses in the immediate vicinity of this location included commercial and mixed-use, with residential and institutional uses also located nearby. This location was on north side of Sixth Street, approximately 122 feet to the northeast of its intersection with Monterey Street. This location was approximately 2,700 feet west-southwest of US 101 and 140 feet to the west-southwest of the railroad tracks. Fifteen minutes of noise measurements were acquired, beginning at 10:41 a.m. on Thursday, August 27, 2015. During the measurement period, winds were calm, and the air temperature was 85°F.

The noise environment of short-term Location 9 was characterized primarily by moderate to heavy traffic along Sixth Street and Monterey Street. Other sources of noise included pedestrians and delivery and transit vehicles. One passage of a passenger train was noted during the monitoring period, the train appeared to have one engine and six passenger cars. No aircraft overflights were noted during the monitoring period. The 15-minute equivalent noise level at this location (L_{eq}) was 75.1 dBA.

Short-Term Location 10

Short-term noise monitoring Location 10 represents the noise environment in the vicinity of existing and new residential development near the southwestern edge of the Plan Area. Short-term monitoring Location 10 captured noise generated primarily by passing traffic along Monterey Street, and to a more limited extent, nearby industrial uses, construction activity, and human voices. Existing land uses in the vicinity of this location included detached and attached single-family residential, as well as commercial uses along Monterey Street and more distant industrial uses to the east of Monterey Street. This location was along Koror Lane, approximately 500 feet west-southwest of its intersection with Monterey Street. This location was 2,500 feet west-northwest of US 101 and 800 feet to the west-southwest of the railroad tracks. Fifteen minutes of noise measurements were acquired, beginning at 11:19 a.m. on Wednesday August 25, 2015. During the measurement period, winds were light and variable, and the air temperature was 84°F.

The noise environment of short-term Location 10 was characterized primarily by traffic along Monterey Street as well as passing vehicles along Koror Lane. At times, human voices contributed to the noise environment. One train passage and two aircraft overflights were noted during this time. The 15-minute equivalent noise level at this location (L_{eq}) was 48.7 dBA.

Site: ST-1
Number of one-minute measurements: 15
Average Leq: 49.0
Estimated ST-1 Ldn: 49.0
Minute Leq
 1 47.1
 2 47.8
 3 46.2
 4 43.5
 5 43.9
 6 43.8
 7 55.4
 8 49.5
 9 46.6
 10 46.9
 11 46
 12 53.8
 13 46
 14 46.3
 15 48.8

Start date: 8/27/2015
Start time: 10:17 AM
Long-term 15-min LEQ: 0.0
Long-term 24-hour Ldn:
Minute Leq

Site: ST-2
Number of one-minute measurements: 15
Average Leq: 65.8
Estimated ST-2 Ldn: 65.8
Minute Leq
 1 60.9
 2 63.1
 3 62.1
 4 69.8
 5 68.6
 6 60.5
 7 64.9
 8 59.4
 9 66.8
 10 63.8
 11 67.4
 12 67.7
 13 64.8
 14 66.9
 15 65.8

Start date: 8/26/2015
Start time: 10:57 AM
Long-term 15-min LEQ: 0.0
Long-term 24-hour Ldn:
Minute Leq

Site: ST-3
Number of one-minute measurements: 15
Average Leq: 53.3
Estimated ST-3 Ldn: 53.3
Minute Leq
 1 44.4
 2 53.4
 3 43.5
 4 44.5
 5 59.1
 6 49.6
 7 45.1
 8 60.2
 9 45.6
 10 53.8
 11 42.5
 12 50.9
 13 54.3
 14 50.5
 15 51.7

Start date: 8/26/2015
Start time: 11:48 AM
Long-term 15-min LEQ: 0.0
Long-term 24-hour Ldn:
Minute Leq

Site: ST-4
Number of one-minute measurements: 15
Average Leq: 57.3
Estimated ST-4 Ldn: 57.3
Minute Leq
 1 55.9
 2 55.9
 3 56.9
 4 56.3
 5 57.5
 6 64
 7 57.1
 8 55.5
 9 57.1
 10 55.6
 11 57.1
 12 54.9
 13 56.1
 14 54.5
 15 58.3

Start date: 8/26/2015
Start time: 10:35 AM
Long-term 15-min LEQ: 0.0
Long-term 24-hour Ldn:
Minute Leq

Site: ST-5
Number of one-minute measurements: 15
Average Leq: 62.1
Estimated ST-4 Ldn: 62.1
Minute Leq
 1 62.4
 2 65.3
 3 61.1
 4 59.3
 5 63.9
 6 60
 7 59.5
 8 61.2
 9 60.9
 10 62.7
 11 60.5
 12 62.4
 13 62
 14 64.5
 15 59.5

Start date: 8/26/2015
Start time: 9:25 AM
Long-term 15-min LEQ: 0.0
Long-term 24-hour Ldn:
Minute Leq

Site: ST-6
Number of one-minute measurements: 15
Average Leq: 63.4
Estimated ST-4 Ldn: 63.4
Minute Leq
 1 58.8
 2 60.3
 3 60.4
 4 63.5
 5 62.1
 6 59.9
 7 63.6
 8 66.2
 9 62.6
 10 65.3
 11 65
 12 65.7
 13 57.8
 14 66.4
 15 60.8

Start date: 8/26/2015
Start time: 10:12 AM
Long-term 15-min LEQ: 0.0
Long-term 24-hour Ldn:
Minute Leq

Site: ST-7
Number of one-minute measurements: 15
Average Leq: 64.0
Estimated ST-4 Ldn: 64.0
Minute Leq
 1 53.6
 2 53.2
 3 57.2
 4 68.1
 5 61.3
 6 57.6
 7 58.9
 8 60
 9 58.4
 10 73.6
 11 53.6
 12 57.6
 13 58.3
 14 60.2
 15 55.1

Start date: 8/27/2015
Start time: 9:56 AM
Long-term 15-min LEQ: 0.0
Long-term 24-hour Ldn:
Minute Leq

Site: ST-8
Number of one-minute measurements: 15
Average Leq: 54.3
Estimated ST-4 Ldn: 54.3
Minute Leq
 1 57.4
 2 55.6
 3 56.1
 4 53
 5 54.4
 6 53.8
 7 52.7
 8 52.5
 9 46.7
 10 54.9
 11 53.5
 12 54.5
 13 58.4
 14 47.3
 15 43.1

Start date: 8/26/2015
Start time: 9:50 AM
Long-term 15-min LEQ: 0.0
Long-term 24-hour Ldn: 0.0
Minute Leq

Site: ST-9
Number of one-minute measurements: 15
Average Leq: 75.1
Estimated ST-4 Ldn: 75.1

Start date: 8/27/2015
Start time: 10:41 AM
Long-term 15-min LEQ: 0.0
Long-term 24-hour Ldn: 0.0

Minute	Leq
1	66.6
2	63.8
3	65.3
4	65.8
5	69.7
6	63.5
7	66.9
8	63.3
9	61.8
10	86.3
11	65.8
12	62.6
13	68.3
14	67.3
15	64.6

Minute	Leq
--------	-----

Site: ST-10
Number of one-minute measurements: 15
Average Leq: 48.7
Estimated ST-4 Ldn: 48.7

Start date: 8/26/2015
Start time: 11:19 AM
Long-term 15-min LEQ: 0.0
Long-term 24-hour Ldn: 0.0

Minute	Leq
1	47.7
2	54.2
3	49.6
4	45.8
5	44
6	46.3
7	42.9
8	49.8
9	47
10	53
11	45.3
12	48.3
13	44.2
14	45.6
15	47.5

Minute	Leq
--------	-----

Site Name: LT-1

Number of one-hour measurements: 24

Unweighted Leq: 57.4 CNEL: 62.6 LDN: 62.3

Hour	Time	Leq	CNEL Penalty	Adj. Leq	LDN Penalty	Adj. Leq
1	0:00	48.5	10	58.5	10	58.5
2	1:00	47.1	10	57.1	10	57.1
3	2:00	46.0	10	56.0	10	56.0
4	3:00	51.1	10	61.1	10	61.1
5	4:00	52.6	10	62.6	10	62.6
6	5:00	56.6	10	66.6	10	66.6
7	6:00	60.4	10	70.4	10	70.4
8	7:00	58.6	0	58.6	0	58.6
9	8:00	60.7	0	60.7	0	60.7
10	9:00	58.7	0	58.7	0	58.7
11	10:00	57.1	0	57.1	0	57.1
12	11:00	57.9	0	57.9	0	57.9
13	12:00	58.0	0	58.0	0	58.0
14	13:00	60.8	0	60.8	0	60.8
15	14:00	59.1	0	59.1	0	59.1
16	15:00	58.4	0	58.4	0	58.4
17	16:00	57.5	0	57.5	0	57.5
18	17:00	57.2	0	57.2	0	57.2
19	18:00	58.3	0	58.3	0	58.3
20	19:00	57.2	5	62.2	0	57.2
21	20:00	56.9	5	61.9	0	56.9
22	21:00	54.8	5	59.8	0	54.8
23	22:00	59.6	10	69.6	10	69.6
24	23:00	51.2	10	61.2	10	61.2

Site Description

Long-term noise monitoring Location 1 represents the noise environment in close proximity to the railroad tracks, in the south central portion of the Station Plan Area. This location captured noise generated by traffic along Monterey Street, as well as nearby train passages. Existing land uses in the vicinity of this location include a mixture of industrial, commercial, and vacant lands. This site was located on vacant land along the east side of Monterey Street, 1,270 feet north-northwest of its intersection with Luchessa Avenue. This location was 1,760 feet west-northwest of Highway 101 and 300 feet to the west-southwest of the railroad tracks. Noise level data over a 24-hour period were acquired, beginning at 5:53 p.m. on Wednesday, August 26, 2015. At the start of the 24-hour measurement period, winds were from the north at 5 to 10 mph, with a temperature of 93°F; during the measurement period, the air temperature ranged from approximately 95°F to 60°F. The noise environment of long-term Location 1 was characterized by a mix of noise sources, including cars, trucks, service vehicles, and transit along Alexander Street, as well noise from HVAC and other equipment associated with nearby commercial and industrial uses. The sound of overflights by small aircraft could also occasionally be discerned. The 24-hour CNEL at this location was 62.6 dBA. The lowest and highest hourly Leq levels observed at this location were, respectively, 46.0 dBA during the period of 2:00 a.m. to 3:00 a.m., and 60.8 dBA during the 1:00 p.m. to 2:00 p.m. hour. A time history chart of the hourly data for long-term Location 1 is included in Appendix C.

Site Name: LT-2

Number of one-hour measurements:

24

Unweighted Leq: 60.4 **CNEL:** 65.1 **LDN:** 64.8

Hour	Time	Leq	CNEL Penalty	Adj. Leq	LDN Penalty	Adj. Leq
1	0:00	54.3	10	64.3	10	64.3
2	1:00	56.7	10	66.7	10	66.7
3	2:00	54.2	10	64.2	10	64.2
4	3:00	55.1	10	65.1	10	65.1
5	4:00	55.6	10	65.6	10	65.6
6	5:00	59.3	10	69.3	10	69.3
7	6:00	62.7	10	72.7	10	72.7
8	7:00	63.0	0	63.0	0	63.0
9	8:00	62.0	0	62.0	0	62.0
10	9:00	60.7	0	60.7	0	60.7
11	10:00	60.4	0	60.4	0	60.4
12	11:00	61.0	0	61.0	0	61.0
13	12:00	61.8	0	61.8	0	61.8
14	13:00	60.6	0	60.6	0	60.6
15	14:00	62.2	0	62.2	0	62.2
16	15:00	61.9	0	61.9	0	61.9
17	16:00	62.8	0	62.8	0	62.8
18	17:00	62.9	0	62.9	0	62.9
19	18:00	61.7	0	61.7	0	61.7
20	19:00	60.5	5	65.5	0	60.5
21	20:00	59.8	5	64.8	0	59.8
22	21:00	57.0	5	62.0	0	57.0
23	22:00	55.4	10	65.4	10	65.4
24	23:00	56.3	10	66.3	10	66.3

Site Description

Long-term noise monitoring Location 2 represents the noise environment in the north central portion of the Station Plan Area, and captured noise generated by traffic along Monterey Street, 1st Street, and Egleberry Street, as well as noise generated by passing trains. Existing land uses in the vicinity of this location include a mixture of commercial office and retail, single-family residential, and institutional uses. This location was on the east side of Egleberry Street, approximately 150 feet south-southeast of the intersection of 1st Street and Egleberry, about 350 feet west-southwest of 1st Streets intersection with Monterey Street. This location was approximately 3,000 feet west-southwest of Highway 101 and 580 feet to the west-southwest of the railroad tracks. Noise level data over a 24-hour period were acquired, beginning at 5:51 p.m. on Tuesday, August 25, 2015. At the start of the 24-hour measurement period, winds were from the north at less than 5 mph, with a temperature of 92°F; during the measurement period, the air temperature ranged from approximately 57°F to 93°F.

The noise environment of long-term Location 2 was a characterized by a mix of noise sources, including cars, trucks, and service vehicles along 7th Street, as well as minor noise associated with the parking areas for adjacent civic uses. The sound of overflights by small aircraft could also occasionally be discerned. The 24-hour CNEL at this location was 65.1 dBA. The highest and lowest hourly Leq levels observed at this location were, respectively, 54.2 dBA during the period of 2:00 a.m. to 3:00 a.m., and 63.0 dBA during the 7:00 a.m. to 8:00 a.m. hour. A time history chart of the hourly data for long-term Location 2 is included in Appendix C.

Site Name: LT-3

Number of one-hour measurements: 24

Unweighted Leq: 62.0 **CNEL:** 66.8 **LDN:** 66.2

Hour	Time	Leq	CNEL Penalty	Adj. Leq	LDN Penalty	Adj. Leq
1	0:00	54.4	10	64.4	10	64.4
2	1:00	55.6	10	65.6	10	65.6
3	2:00	54.7	10	64.7	10	64.7
4	3:00	57.6	10	67.6	10	67.6
5	4:00	59.2	10	69.2	10	69.2
6	5:00	62.9	10	72.9	10	72.9
7	6:00	62.5	10	72.5	10	72.5
8	7:00	62.5	0	62.5	0	62.5
9	8:00	61.7	0	61.7	0	61.7
10	9:00	62.0	0	62.0	0	62.0
11	10:00	63.2	0	63.2	0	63.2
12	11:00	62.3	0	62.3	0	62.3
13	12:00	63.6	0	63.6	0	63.6
14	13:00	63.5	0	63.5	0	63.5
15	14:00	63.6	0	63.6	0	63.6
16	15:00	63.6	0	63.6	0	63.6
17	16:00	64.1	0	64.1	0	64.1
18	17:00	63.8	0	63.8	0	63.8
19	18:00	63.7	0	63.7	0	63.7
20	19:00	64.7	5	69.7	0	64.7
21	20:00	62.9	5	67.9	0	62.9
22	21:00	59.9	5	64.9	0	59.9
23	22:00	56.9	10	66.9	10	66.9
24	23:00	56.1	10	66.1	10	66.1

Site Description

Long-term noise monitoring Location 3 represents the noise environment in industrial areas located in close proximity to the railroad tracks, in the central portion of the Station Plan Area. This location captured noise generated by traffic along Alexander Street, as well as nearby train passages. Existing land uses in the vicinity of this location include a mixture of industrial, commercial, and vacant lands. This site was located along the west side of Alexander Street, 145 feet south of its intersection with 8th Street and approximately 750 feet east-northeast of Monterey Street. This location was approximately 2,150 feet west-southwest of Highway 101 and 450 feet to the east-northeast of the railroad tracks. Noise level data over a 24-hour period were acquired, beginning at 5:16 p.m. on Wednesday, August 26, 2015. At the start of the 24-hour measurement period, winds were from the north at 5 to 10 mph, with a temperature of 94°F; during the measurement period, the air temperature ranged from approximately 60°F to 95°F.

The noise environment of long-term Location 3 was characterized by a mix of noise sources, including cars, trucks, service vehicles, and transit along Alexander Street, as well noise from HVAC and other equipment associated with nearby commercial and industrial uses. The sound of overflights by small aircraft could also occasionally be discerned. The 24-hour CNEL at this location was 66.8 dBA. The lowest and highest hourly Leq levels observed at this location were, respectively, 54.4 dBA during the period of 12:00 a.m. to 1:00 a.m., and 64.7 dBA during the 7:00 p.m. to 8:00 p.m. hour. A time history chart of the hourly data for long-term Location 3 is included in Appendix C.

Site Name: LT-4

Number of one-hour measurements:

24

Unweighted Leq: 54.2 **CNEL:** 57.9 **LDN:** 57.1

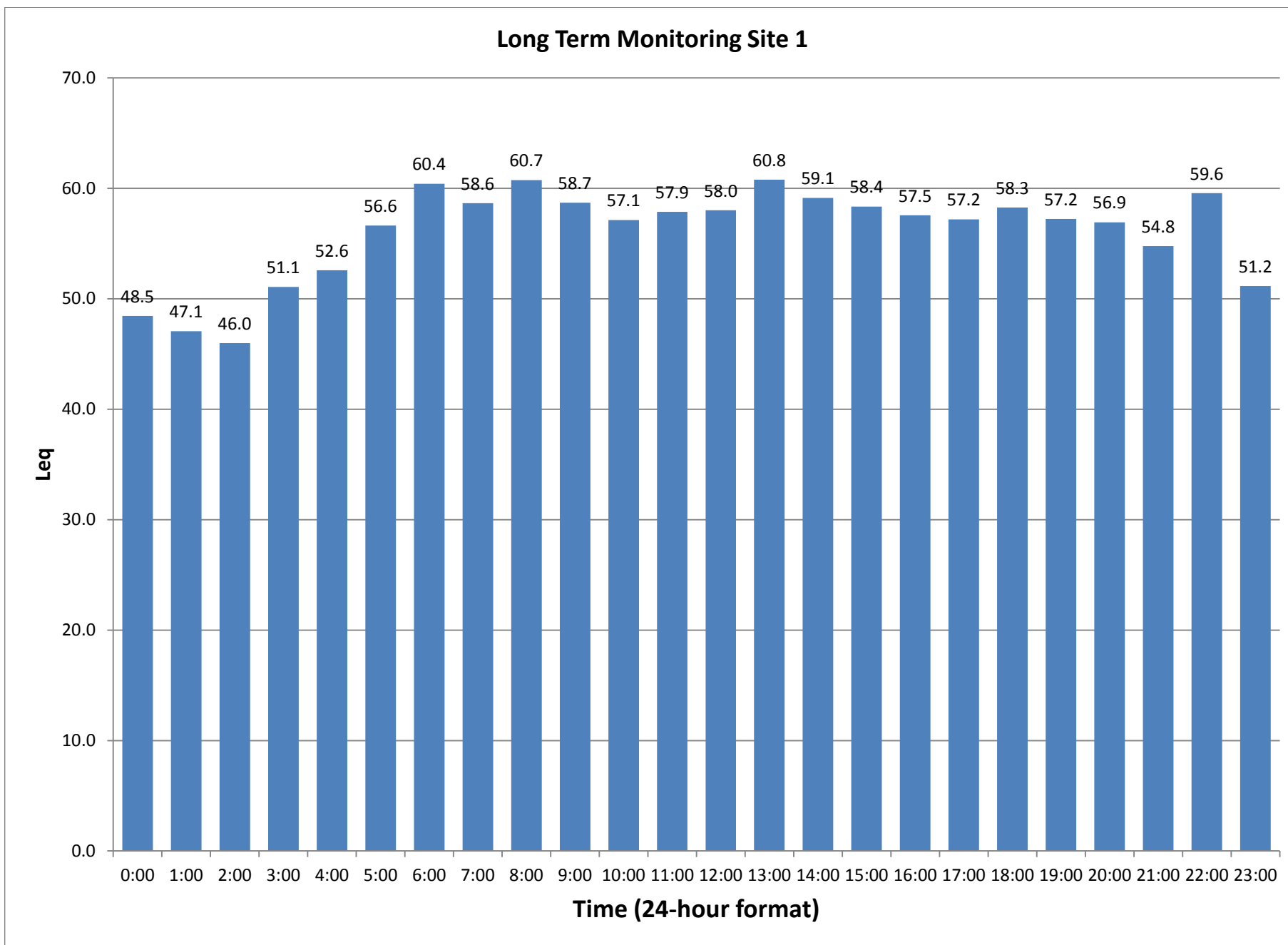
Hour	Time	Leq	CNEL Penalty	Adj. Leq	LDN Penalty	Adj. Leq
1	0:00	46.8	10	56.8	10	56.8
2	1:00	42.4	10	52.4	10	52.4
3	2:00	39.9	10	49.9	10	49.9
4	3:00	46.6	10	56.6	10	56.6
5	4:00	46.9	10	56.9	10	56.9
6	5:00	51.0	10	61.0	10	61.0
7	6:00	53.8	10	63.8	10	63.8
8	7:00	56.8	0	56.8	0	56.8
9	8:00	55.7	0	55.7	0	55.7
10	9:00	52.4	0	52.4	0	52.4
11	10:00	54.8	0	54.8	0	54.8
12	11:00	57.3	0	57.3	0	57.3
13	12:00	56.0	0	56.0	0	56.0
14	13:00	56.8	0	56.8	0	56.8
15	14:00	55.9	0	55.9	0	55.9
16	15:00	55.8	0	55.8	0	55.8
17	16:00	56.0	0	56.0	0	56.0
18	17:00	54.8	0	54.8	0	54.8
19	18:00	55.3	0	55.3	0	55.3
20	19:00	57.7	5	62.7	0	57.7
21	20:00	55.6	5	60.6	0	55.6
22	21:00	51.9	5	56.9	0	51.9
23	22:00	48.6	10	58.6	10	58.6
24	23:00	47.7	10	57.7	10	57.7

Site Description

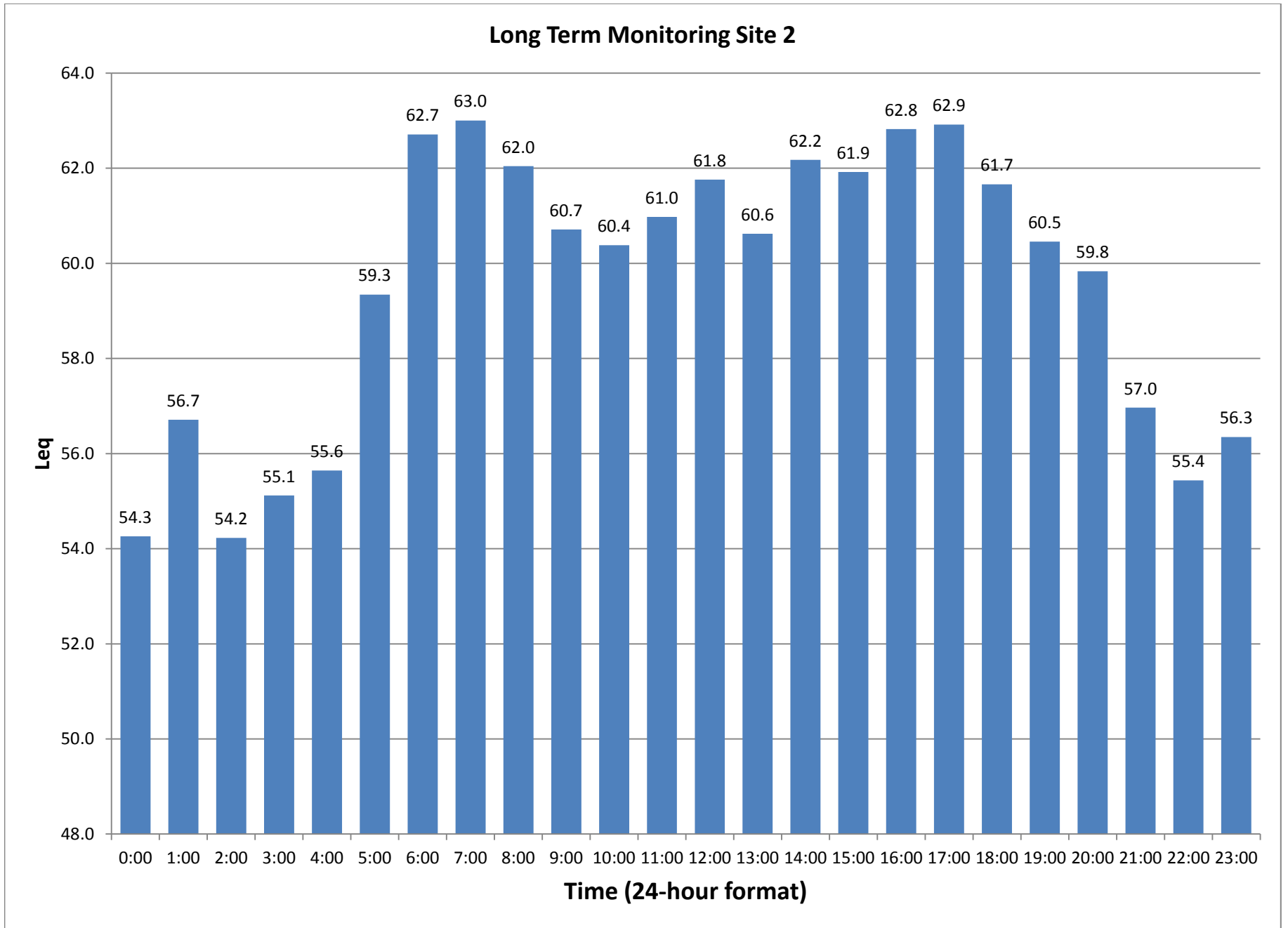
Long-term noise monitoring Location 4 represents the noise environment in the central portions of the Station Plan Area located slightly farther from the railroad tracks. This location captured noise generated by traffic along Church Street, 7th Street, and Rosanna Street, and to a lesser extent, Monterey Street and noise generated by passing trains. Existing land uses in the vicinity of this location include a mixture of civic offices and public facilities, commercial offices, and single-family residential. This location was approximately 70 feet northwest of the center of the intersection of Rosanna Street and 7th Street, about 1,200 feet west-southwest of 7th Street’s intersection with of Monterey Street. This location was approximately 4,000 feet west-southwest of Highway 101 and 1,500 feet to the west-southwest of the railroad tracks. Noise level data over a 24-hour period were acquired, beginning at 4:35 p.m. on Tuesday, August 25, 2015. At the start of the 24-hour measurement period, winds were from the north at less than 5 mph, with a temperature of 94°F; during the measurement period, the air temperature ranged from approximately 57°F to 93°F.

The noise environment of long-term Location 2 was a characterized by a mix of noise sources, including cars, trucks, service vehicles, and transit along Monterey Street, as well as minor noise associated with the parking areas for adjacent commercial uses. The sound of overflights by small aircraft could also occasionally be discerned. The 24-hour CNEL at this location was 57.9 dBA. The highest and lowest hourly Leq levels observed at this location were, respectively, 39.9 dBA during the period of 2:00 a.m. to 3:00 a.m., and 57.7 dBA during the 7:00 p.m. to 8:00 p.m. hour. A time history chart of the hourly data for long-term Location 2 is included in Appendix C.

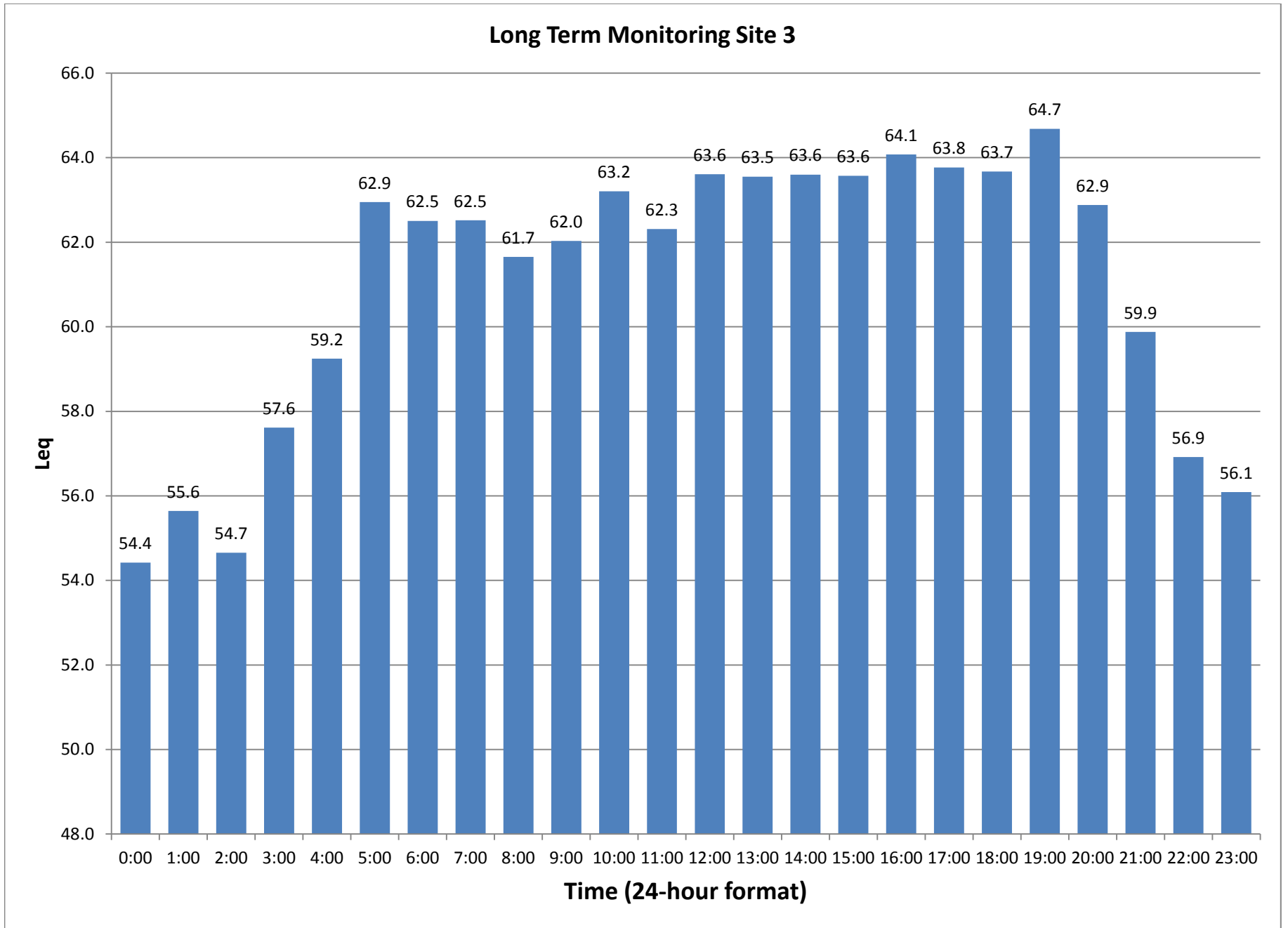
LT-1 TimeHistory Chart



LT-2 Time History Chart



LT-3 Time History Chart



LT-4 Time History Chart

