ILLINGWORTH & RODKIN, INC.
Acoustics • Air Quality
429 E. Cotati Avenue
Cotati, CA 94931

Memo

Date: April 22, 2019

To: Amy Wang
David J. Powers & Associates, Inc.

From: Dana Lodico, PE, INCE Bd. Cert.
Illingworth & Rodkin, Inc.

SUBJECT: **Downtown Specific Plan Land Use Update, Sunnyvale, California (IR Job # 18-010)**

The City of Sunnyvale originally adopted the Downtown Specific Plan (DSP) in 1993 and updated it in 2003 and 2013. In April 2019, Illingworth & Rodkin, Inc. submitted an Environmental Noise and Vibration Assessment (ENA) addressing the noise and vibration impacts due to proposed amendments to six sites within the DSP area, located within Blocks 1a, 18 and 22. Traffic noise impacts calculated in the ENA were based on traffic volumes provided by Fehr and Peers in March 2019. However, the land use description studied in the traffic study was slightly different from the land use description studied in the rest of the Environmental Impact Report (EIR) that is currently being prepared. This memorandum describes the differences between the traffic impact analysis (TIA) and EIR land use descriptions and presents a summary comparison of the noise and vibration impacts.

Table 1 presents the land use summaries for the TIA and EIR, along with the net changes between the two documents.

Table 1: Summary of Land Use Descriptions

Scenario	Residential Units	Commercial Square Footage	Office Square Footage
TIA Description	773	79,063	852,624
EIR Description	823	79,063	852,624
Difference	50	0	0

As shown in Table 1, the TIA included 50 fewer residential units as compared to the EIR. The commercial and office square footage is the same between the two descriptions.

The locations and specifications of noise generating mechanical equipment and other on-site project operations studied in the ENA were based on project plans and would not be impacted by the project description discrepancy. Likewise, for construction information and scheduling. Aircraft noise impacts are based on the project's location with respect to nearby airport operations, which again does not change between the two descriptions.

Fehr and Peers provided a memorandum assessing the differences in traffic volumes between the two land use descriptions, dated April 8, 2019. Turning volumes along individual roadway segments, which are used to calculate traffic noise impacts, are not given in the memo; however, the memo does provide overall trip generation estimates. Based on a comparison of the trip generation estimates provided with those provided for the previous land use description, the addition of 50 residential units to the project would result in a total of 15 AM Peak Hour and 12 PM Peak Hour additional vehicle trips above those used in the analysis for the ENA. This small increase in traffic volumes would account for less than 1% of the trip generation allowed under the DSP with Proposed Amendments. For reference, a 15% increase in traffic volumes along an individual roadway segment would result in a 1 dBA increase in traffic noise levels and a doubling (100% increase) of traffic volumes would result in a 3 dBA increase in traffic noise. As such, a 1% increase in traffic volumes would not be measurable or noticeable and would not change the traffic noise impacts from those described in the ENA.

With the addition of 50 residential units to the project, operational noise impacts (Impact 1a in the ENA), traffic noise impacts (Impact 1b in the ENA) temporary noise and vibration impacts due to construction (Impacts 1c and 2 in the ENA), and aircraft noise impacts (Impact 3 in ENA) would be the same as those discussed in the ENA. Mitigation Measures 1a and 1c from the ENA would reduce these impacts to **less-than-significant** levels.