Noise and Vibration Impact Analysis

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Bradley Gardens Skilled Nursing Facility Expansion Project

Noise and Vibration Impact Analysis

Prepared For

City of San Jacinto

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1 INTRODUCTION

This Noise and Vibration Impact Analysis evaluates the potential noise impacts of the proposed Bradley Gardens Skilled Nursing Facility Expansion Project ("Project" or "proposed Project"). The Project is located within the City of San Jacinto within Riverside County.

1.1 Project Description

The Project site is located at 980 West 7th Street, at the southeast corner of the intersection of West 7th Street and South Grand Avenue. Regional access to the Project site is provided by State Route (SR) 79 and SR 74. Local access to the site is provided by West 7th Street and South Grand Avenue. The Project site consists of one parcel encompassing approximately 2.98 acres. The site is identified as Assessor's Parcel Number (APN) 435-330-003. The Project site is developed and currently operates as the Bradley Gardens facility, which offers a variety of psychiatric-focused care to patients with varying health needs. The Project site and the surrounding area are shown in Figure 1-1, *Local Vicinity*.

The Project proposes the expansion of the existing Bradley Gardens Nursing Facility on the 2.98-acre site. The Project includes demolition of the existing 1,074-square-foot (SF) maintenance and storage building for the construction of an 18,000 SF building in addition to the existing 44-bed, 12,132 SF Skilled Nursing Facility (SNF) building that would provide 43 additional SNF and Short-term Psychiatric (STP) beds, resulting in a total capacity of 87 beds. The Project also proposes the conversion of the existing 2,596 SF vacant office building into a 16-bed Psychiatric Health Facility (PHF). Refer to Figure 1-2, *Conceptual Site Map*, for the details. Additional improvements would include landscaping, utility connections, implementation of stormwater facilities, lighting, and pavement of parking areas and driveways.

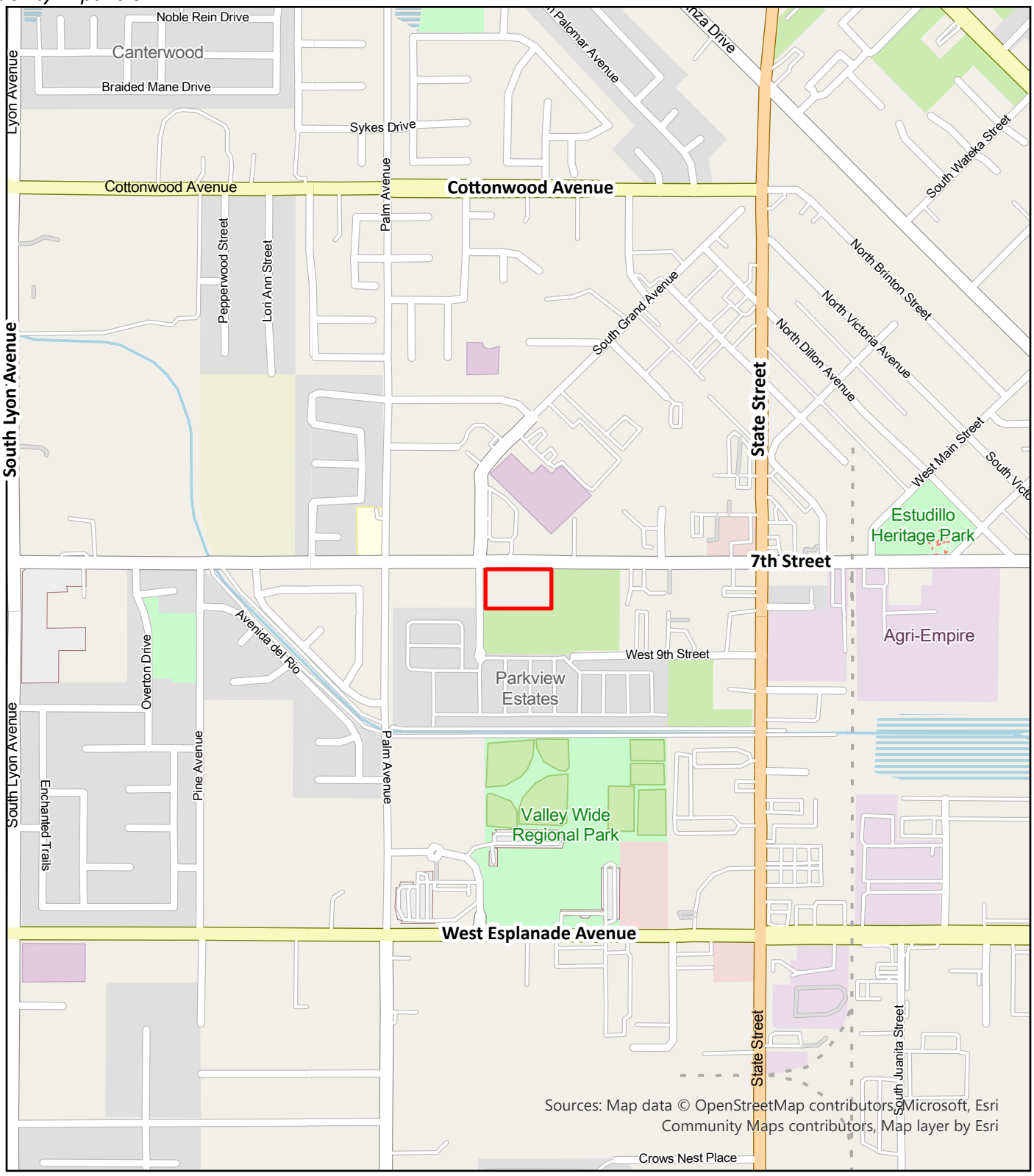
The Project site has an existing General Plan land use designation of Industrial (I) and is zoned as Industrial Light (IL). Refer to Table 1-1, *Land Use and Zoning Designations of Project Site and Surrounding Area*, for a description of the land use and zoning designations of the Project site and surrounding area.

Table 1-1: Land Use and Zoning Designations of Project Site and Surrounding Area

Direction	General Plan Land Use	Zoning
Proposed Project Site	Industrial (I)	Industrial Light (IL)
North	Industrial (I)	Industrial Light (IL)
East	Industrial (I)	Industrial Light (IL)
South	Industrial (I)	Industrial Light (IL)
West	Industrial (I)	Industrial Light (IL)

Source:
City of San Jacinto. (2022a). City of San Jacinto General Plan Land Use.
City of San Jacinto. (2022b). City of San Jacinto Zoning Map.

Figure 1-1: Local Vicinity



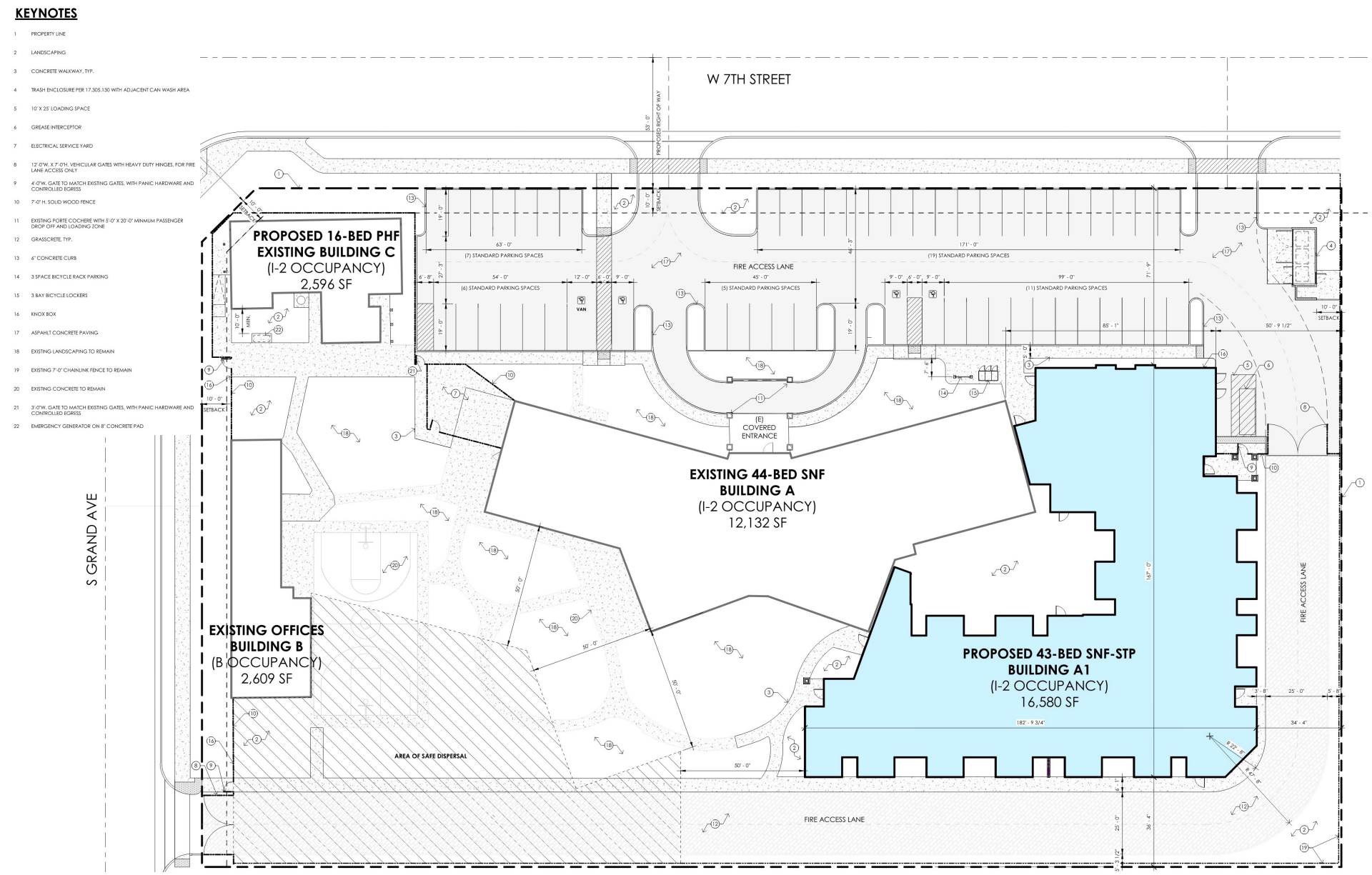
Legend

Project Boundary

0 0.15 0.3 Miles

N

Figure 1-2: Conceptual Site Plan



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1.2 Purpose of the Report

To support the California Environmental Quality Act (CEQA) document for the proposed Project, this report evaluates potential noise-related impacts to surrounding land uses as a result of implementation of the Project. This report begins with an overview of the study area, the Project site, and the key components of the proposed development. It then provides a foundational explanation of noise and vibration concepts to help frame the analysis.

To ensure consistency with local requirements, this report outlines relevant noise guidelines and regulatory standards that apply to the Project. It also describes the existing noise environment in and around the Project site to establish a baseline for comparison. From there, the analysis addresses potential short-term noise and vibration impacts that could occur during construction activities. Finally, the report examines long-term operational impacts once the Project is built and active.

1.3 Summary of Findings

The conclusions of this analysis are shown in Table 1-2, *Summary of Findings*. The Project would not result in significant impacts related to noise and vibration.

Table 1-2: Summary of Findings

Topics	Significance Findings	Mitigation Measures Proposed
Construction Noise	Less than significant	NA
Operation Noise	Less than significant	NA
Construction Vibration	Less than significant	NA
Operation Vibration	Less than significant	NA
Airport Noise	Less than significant	NA

Notes: NA = not applicable

2 NOISE SCALES AND DEFINITIONS

Sound is energy transferred through air that our ears detect as small changes in air pressures. Noise is defined as any sound that is unwanted or excessive. Noise is considered undesirable when it disrupts everyday activities, poses a risk of physical harm, or negatively impacts health. Its effects on people can include irritation, difficulty communicating, sleep disruption, and in severe cases, hearing loss. These impacts can stem from either the pitch or the loudness of the sound. Pitch refers to the frequency of a sound wave, how many vibrations occur per second, which determines whether a sound is high or low in tone. Humans generally perceive higher-pitched sounds as louder. Loudness, on the other hand, relates to the intensity or amplitude of the sound.

Typically, noise is measured or predicted by a sound pressure level, reported in decibels (dB). The dB is a logarithmic unit used to represent the ratio between a measured sound pressure level and a standard reference level. A sound level of 0 dB corresponds to the quietest sound that a healthy, unimpaired human ear can hear. The human ear does not hear all frequencies equally. To better approximate the sensitivity of human hearing, the A-weighted decibel scale (dBA) has been developed. On this scale, the human range of hearing extends from approximately 3 dBA to approximately 140 dBA. Figure 2-1, *Common Noise Levels*, shows typical sound levels and human response for everyday sounds and noises.

Sound and vibration are intimately related. Sound is produced by the vibration of sound pressure waves in the air. Vibrating surfaces and structures can radiate sound, so measures taken to reduce vibration will often lead to a reduction in noise level.

2.1 Terminology

Sound: Sound is a vibratory disturbance produced by a vibrating object that travels through a medium, such as air, in the form of pressure waves. It can be detected by a receiver, such as the human ear or a microphone.

Noise: Sound that is loud, unpleasant, unexpected, or otherwise undesirable.

Ambient noise: The combined noise from all nearby and distant sources present in a specific environment.

Decibel (dB): Unit used to measure the intensity of a sound.

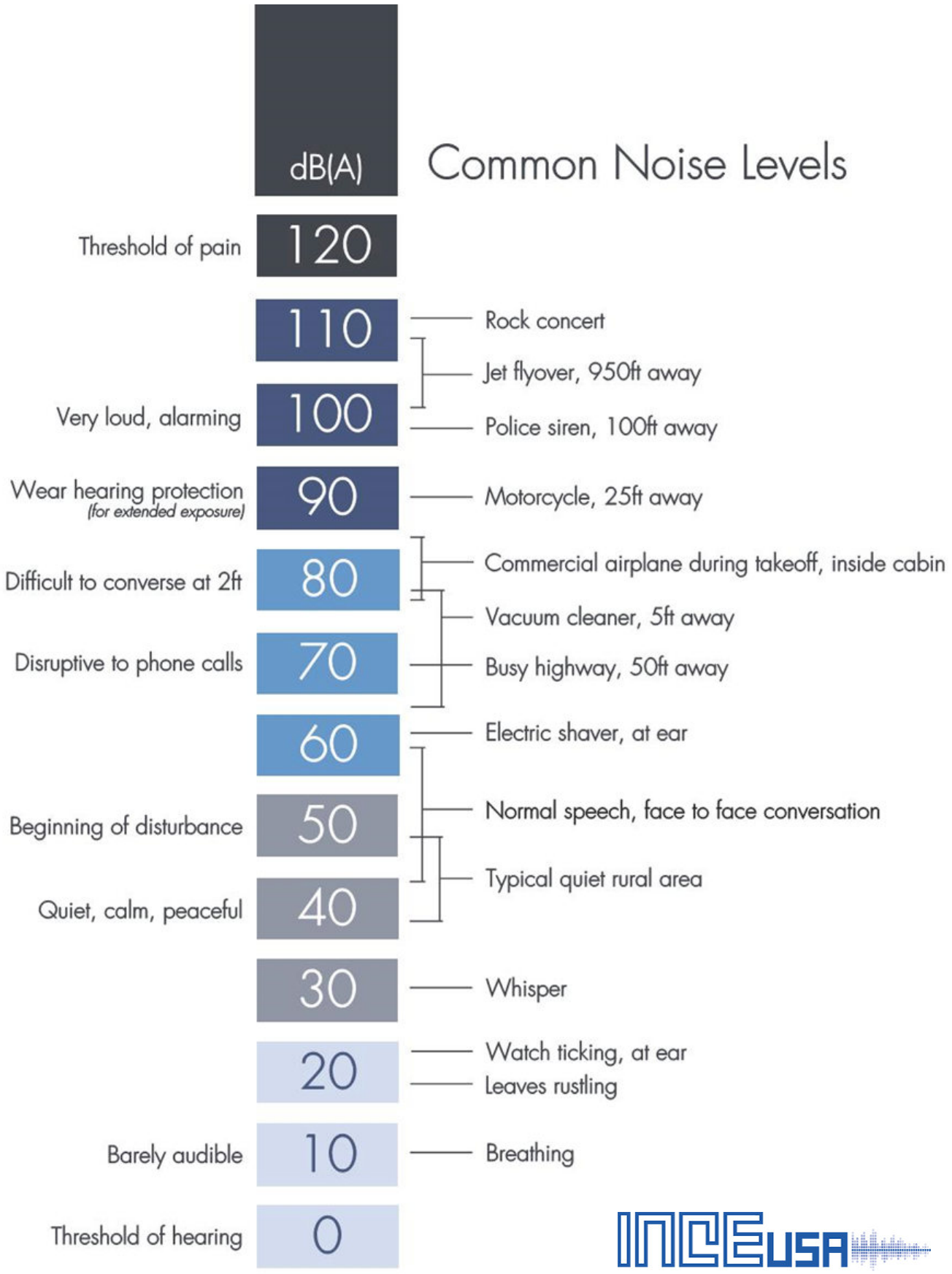
A-weighted decibel (dBA): Unit of sound pressure level in decibels on the “A-weighted” scale.

Sound exposure level (SEL): Represents all the acoustic energy (sound pressure) of an individual noise event as if that event had occurred within a one-second time period.

Equivalent sound level (L_{eq}): L_{eq} is the equivalent steady-state level which within a stated period of time contains the same acoustic energy as the time-varying sound level during the same time period.

Maximum sound level (L_{max}): The highest values measured by the sound meter over a given time period.

Figure 2-1: Noise Measurement Locations



Minimum sound level (L_{min}): The lowest values measured by the sound meter over a given time period.

Day-night average sound level (L_{dn}): A noise metric used to reflect a person's cumulative exposure to sound over a 24-hour period, expressed as the noise level for the average day of the year on the basis of annual operation.

Community noise equivalent level (CNEL): CNEL represents a composite 24-hour noise level. The CNEL is the weighted average of the intensity of a sound, with corrections for time of day, and averaged over 24 hours. The time-of-day corrections require the addition of 5 decibels to dBA L_{eq} sound levels in the evening from 7:00 p.m. to 10:00 p.m., and the addition of 10 decibels to dBA L_{eq} sound levels at night between 10:00 p.m. and 7:00 a.m. These additions are to account for the noise-sensitive time periods during the evening and night hours when quiet is most desirable and sound appears louder. CNEL does not represent the actual sound level heard at any time, but rather represents the total sound exposure.

Root mean square (RMS): RMS is the average vibration amplitude. The RMS amplitude is defined as the average of the squared amplitude of the signal and is most frequently used to describe the effect of vibration on the human body (FTA, 2018).

Peak Particle Velocity (PPV): PPV is the maximum instantaneous peak of the vibration signal (FTA, 2018). The PPV is most frequently used to describe vibration impacts on buildings.

Vibration Decibel (VdB): VdB is a unit used to measure ground motion caused by vibrations, specifically particle velocity in inches per second.

2.2 Sound Propagation

Sound propagates uniformly outward in a spherical pattern. Sound can propagate through air, water, and solids. During propagation, waves can be reflected, refracted, or attenuated by the medium. The reduction of sound (acoustic) waves is known as attenuation. The sound level attenuates (or decreases) at a rate of 6 dB for each doubling of distance in air from a point source. Sound attenuation can occur in numerous ways, including:

- Dissipating through the air when absorbed by another medium.
- Reflected against a barrier.
- Via interference from ambient noise.

2.3 Stationary Noise

A stationary noise source refers to any fixed-location activity or equipment that generates noise. Examples include engines, machinery, energy generation systems, and other powered equipment, as well as activities such as loading and unloading and parking lot activity. Although noise from motor vehicles on public roads is generally exempt from local regulation, these vehicles are considered stationary noise

sources when used on private property, such as at construction sites, truck terminals, or warehouse facilities.

The impact of stationary noise depends on several factors, including the type and operation of the equipment, the distance and path between the noise source and the receiver, and environmental conditions such as weather. Regulation of stationary noise can occur at the point of manufacture (for example, limits on engine noise), through restrictions on hours of operation, location of installation, or by requiring noise mitigation features such as barriers, structures, or other project features.

Construction activities are a frequent and often temporary source of stationary noise. Although construction-related noise is typically higher than existing background levels, it is limited to the duration of the work. Construction occurs in phases, each involving different equipment and operations, resulting in varied noise levels and characteristics throughout the project. Despite differences in equipment type and size, the primary sources and patterns of noise during construction are consistent enough to categorize noise levels by construction phase.

2.4 Mobile Noise

Traffic noise levels are primarily influenced by three factors: the volume of traffic, the speed of vehicles, and the proportion of trucks within the traffic flow. In general, traffic noise becomes louder with increased vehicle volume, higher speeds, and a greater number of heavy trucks. Vehicle noise comes from a combination of sources, including the engine, exhaust system, and tires.

Because noise levels are measured on a logarithmic scale, doubling the volume of traffic (while speed and truck percentage remain the same) results in an increase of about 3 dBA. According to the Federal Highway Administration (FHWA), a change of 3 dBA is considered "barely perceptible" and a change of 5 dBA is considered readily perceptible. A 10 dBA increase is typically required to produce a doubling in perceived loudness. The mix of vehicles also affects noise levels; as the number of heavy trucks rises and makes up a larger share of the traffic, nearby noise levels increase (FTA, 2018).

2.5 Noise From Multiple Sources

Because sound pressure levels in decibels are measured on a logarithmic scale, they cannot be added or subtracted using standard arithmetic. Instead, these levels are combined using energy-based summation. This means that adding a new noise source with the same sound level as an existing one does not result in a doubling of the overall noise level.

When two noise sources differ by 10 dBA or more, the louder source determines the overall level, and the combined noise level will be equal to that louder source. If the difference is between 0 and 1 dBA, the resulting level will be 3 dBA higher than the louder source or both sources if they are equal. A difference of 2 to 3 dBA results in a combined level 2 dBA above the louder source. When the difference is between 4 and 10 dBA, the resulting level will be 1 dBA higher than the louder source (FTA, 2018).

2.6 Vibration

The FTA *Transit Noise and Vibration Impact Assessment Manual* describes that vibration is the periodic oscillation of a medium or object. Sources of ground-borne vibrations include natural phenomena (e.g., earthquakes, volcanic eruptions, sea waves, landslides) or human-made causes (e.g., explosions, machinery, traffic, trains, construction equipment). Unlike airborne noise, ground-borne vibration is generally not perceptible outdoors and is primarily an indoor annoyance. Vibration effects should therefore be evaluated at the structure, considering building characteristics. Light structures such as wood-framed homes are more susceptible to vibration than heavy buildings with deep or spread foundations. In general, heavier buildings respond less to ground vibration due to soil-structure coupling.

There are several different methods that are used to quantify vibration. The peak particle velocity (PPV) is defined as the maximum instantaneous peak of the vibration signal. The PPV is most frequently used to describe vibration impacts on buildings. The root mean square (RMS) vibration is the average of the squared amplitude of the signal and is most frequently used to describe the effect of vibration on the human body. Also, vibration decibel notation (VdB) is another vibration notation used by the FTA to describe vibration levels, provide a background of common vibration levels, and set vibration limits. Typical sources of perceptible ground-borne vibration are construction equipment, steel-wheeled trains, heavy trucks and traffic on rough roads. If a roadway is smooth, the ground-borne vibration is rarely perceptible. For construction-related activities, PPV-based threshold, such as those established by California Department of Transportation (Caltrans), are generally more appropriate for evaluating potential impacts on both structures and human receptors.

3 REGULATORY SETTING

3.1 Federal

Federal Transit Administration Noise and Vibration Guidance

The noise and vibration assessment in this report is based on criteria from the FTA's 2018 *Transit Noise and Vibration Impact Assessment Manual* (FTA Manual) for a detailed construction noise assessment. Table 3-1, *Construction Noise Thresholds*, lists the FTA's recommended noise thresholds for a detailed construction noise assessment based on adjacent land uses.

Table 3-1: Construction Noise Thresholds

Land Use	$L_{eq.equip(8hr)}$, dBA	
	Day	Night
Residential	80	70
Commercial	85	85
Industrial	90	90

Source: Federal Transit Administration. (2018). *Federal Transit Administration Transit Noise and Vibration Guidance.*

Construction activity can result in varying degrees of ground vibration, depending on the equipment and method employed. Operation of the construction equipment causes ground vibrations that spread through the ground and diminish in strength with distance. Buildings founded on the soil near the construction site respond to these vibrations with varying results, ranging from no perceptible effects at the lowest levels, low rumbling sounds and perceptible vibration at moderate levels, and slight damage at the highest levels. While ground vibrations from construction activities do not often reach levels that can damage structures, fragile buildings must receive special consideration.

Federal Interagency Committee on Noise

The Federal Interagency Committee on Noise made the following recommendations when reviewing noise levels for land use planning. If screening analysis shows that noise sensitive areas will be at or above 65 dB and will have an increase of 1.5 dB L_{dn} or more, further analysis should be conducted of noise-sensitive areas between 60-65 dB L_{dn} having an increase of 3 dB L_{dn} or more due to the proposed project noise exposure. If the 65 dB L_{dn} screening test calls for further analysis between 60-65 dB L_{dn}, agency mitigation options may include noise sensitive areas between 60-65 dB L_{dn} that are projected to have an increase of 3 dB or more as a result of the proposed project noise exposure. When the ambient noise level is less than 60 dB L_{dn}, a margin of safety of 5 dB is applied to the identified outdoor level to account for other adverse effects on activity interference and annoyance as well as for the most sensitive fraction of the population.

3.2 State

Noise Element Requirements

California Government Code Section 65302(f) mandates that the legislative body of each county and city adopt a Noise Element within the General Plan. The Element must identify and evaluate noise problems within the community, focusing on noise sources such as transportation, industrial plants, and airports, and presenting noise contours using CNEL or Ldn.

The Governor's Office of Land Use and Climate Innovation (previously known as the Governor's Office of Planning and Research) Noise Element Guidelines include recommended exterior and interior noise level standards for local jurisdictions to identify and prevent creation of incompatible land uses due to noise. The Noise Element Guidelines contain a land use compatibility table that describes the compatibility of various land uses with a range of environmental noise levels in terms of community noise equivalent level (CNEL). A noise environment of 50 CNEL to 60 CNEL is considered to be "normally acceptable" for residential uses.

Title 24 – California Building Standards Code

The California Building Code (CBC) (California Code of Regulations Title 24, Part 2) contains general building design and construction requirements relating to fire and life safety, structural safety, and access compliance. Section 1206.4, *Allowable Interior Noise Levels*, of the CBC requires that interior noise levels attributable to exterior sources shall not exceed 45 dB in any habitable room.

California Department of Transportation

Caltrans published updates to the *Traffic Noise Analysis Protocol* and *Transportation and Construction Vibration Guidance Manual* in April 2020. It contains the recommended thresholds to evaluate vibration impacts during construction. The construction vibration criteria include consideration of building conditions, as shown in Table 3-2, *Construction Vibration Damage Thresholds*.

Table 3-2: Construction Vibration Damage Thresholds

Structure and Condition	Maximum PPV, inches/second	
	Transient Sources	Continuous/Frequent Intermittent Sources
Extremely fragile historic buildings, ruins, ancient monuments	0.12	0.08
Fragile buildings	0.2	0.1
Historic and some old buildings	0.5	0.25
Older residential structures	0.5	0.3
New residential structures	1.0	0.5
Modern industrial/commercial structures	2.0	0.5

PPV=peak particle velocity
Notes: Transient sources create a single isolated vibration event, such as blasting or drop balls. Continuous/frequent intermittent sources include impact pile drivers, pogo-stick compactors, crack-and-seat equipment, vibratory pile drivers, and vibratory compaction equipment.
Source: Caltrans. (2020). *Transportation and Construction Vibration Guidance Manual*.

3.3 Local

City of San Jacinto General Healthy Community Element

The City of San Jacinto General Plan (Envision San Jacinto 2040) is a policy document adopted by the City Council to guide long-term growth and development within the City. The General Plan includes goals and policies used by the City to evaluate land use and development decisions. Noise policies are contained in the Public Safety Element and provide guidance for managing noise exposure and land use compatibility throughout the City. The following policies are applicable to the proposed Project.

Goal PS-6: A comfortable community environmental that is free from excessive noise pollution.

Policies

PS-6.1 Noise Exposure. Consider the noise compatibility of existing and future development when making land use planning decisions.

PS-6.2 Noise Mitigation. Require new development to mitigate excessive noise to the standards indicated in Tables PS-1 [included below as Table 3-3], PS-2 [included below as Table 3-4], PS-3 [included below as Table 3-5], and PS-4 to the extent feasible through best practices, including building location and orientation, building design features, placement of noise-generating equipment away from sensitive receptors, shielding of noise-generating equipment, placement of noise-tolerant features between noise sources and sensitive receptors, and use of noise-minimizing materials.

Table 3-3: Land Use Compatibility for Community Noise Exposure

Land Use Categories	Community Noise Equivalent Level (CNEL)			
	Normally Acceptable	Conditionally Acceptable	Normally Unacceptable	Clearly Unacceptable
Residential	<60	55-70	70-75	75-80
Hospitals, Nursing Homes, Assisted Living	A	C	C	C
Hotel, Motel, Mixed Use	A	A	B	B
Churches	A	A	A	A
Schools, Libraries, Museums	A	A	A	B
Sports Arenas, Outdoor Spectator Sports	B	B	C	C
Playgrounds, Neighborhood Parks	A	A	A	A
Golf Courses, Riding Stables, Water Recreation, Cemeteries	A	A	A	A
Office Buildings, Businesses	A	A	B	C
Industrial, Manufacturing, Utilities, Agriculture	A	A	A	B

Zone A (Normally Acceptable): Specified Land use is satisfactory, based upon the assumption that any buildings involved are of normal conventional construction, without any special noise insulation requirements.
Zone B (Conditionally Acceptable): New construction or development should be undertaken only after a detailed analysis of the noise reduction requirements is made and needed noise insulation features included in the design. Conventional construction, but with closed windows and fresh air supply systems or air conditioning will normally suffice.
Zone C (Normally Unacceptable): New construction or development should generally be discouraged. 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.
Zone D (Clearly Unacceptable): New construction or development should generally not be undertaken.
Source: City of San Jacinto, (2024), General Plan Chapter Five: Public Safety | Envision San Jacinto.

Table 3-4: Maximum Allowable Noise Exposure From Mobile Noise Sources

Land Use Categories	Community Noise Equivalent Level (CNEL) Energy Average CNEL[1]	
	Interior	Exterior
Residential – single-family, multi-family, duplex, and mobile home	65 dB(A)	45 dB(A)
Residential – transient lodging, hotels, motels, nursing homes, hospitals, assisted care facilities	65 dB(A)	45 dB(A)
Private offices, churches, libraries, theaters, concert halls, meeting halls, schools	65 dB(A)	45 dB(A)
General commercial, office, retail, reception, restaurant	65 dB(A)	45 dB(A)
Light industrial[2]	--	--
Parks and playgrounds[3]	65 dB(A)	50 dB(A)
Golf courses, outdoor spectator sports	70 dB(A)	--

Notes:
1. In Community Noise Equivalent Level (CNEL)
2. Noise standards do not apply to Light Industrial areas.
3. Outdoor environment limited to playground areas, picnic areas, and other areas of frequent human use.

Table 3-5: Allowable Exterior/Interior Noise Level Due to Stationary Noise Source

Land Use Categories	Allowed Equivalent Noise Level, dBA L_{eq}^2 (Exterior)		Allowed Equivalent Noise Level, dBA L_{eq}^2 (Interior)	
	7:00 a.m. to 10:00 p.m.	10:00 p.m. to 7:00 a.m.	7:00 a.m. to 10:00 p.m.	10:00 p.m. to 7:00 a.m.
All single-family residential properties	65	45	45	40
All multifamily residential properties and mobile home parks	65	50	45	40
All commercial property	65	60	45	40
The residential portion of mixed-use properties	70	70	45	40
All manufacturing or industrial properties and all other uses	70	70	-	-

Notes:

1. If the ambient noise level exceeds the resulting standard, the ambient noise level shall be the standard.
2. Measurements for compliance are made on the affected property pursuant to Municipal Code Section 8.40.160.
3. It is unlawful for any person at any location within the incorporated area of the city to create noise, or to allow the creation of any noise on property owned, leased, occupied, or otherwise controlled by such person, which noise causes the noise level, when measured at any location on any other property, to exceed either of the following:
   a. The noise standard for the applicable zone for any fifteen (15) minute period;
   b. A maximum instantaneous (single instance) noise level equal to the value of the noise standard plus twenty (20) dBA for any period time (measured using A-weighted slow response).
4. In the event the ambient noise level exceeds the noise standard, the maximum allowable noise level under such category shall be increased to reflect the maximum ambient noise level.
5. The residential portion of mixed-use properties standard shall apply to that portion of the residential property falling within one hundred (100) feet of a commercial property or use if the noise originates from that commercial property or use.
6. If the measurement location on a boundary between two different types of land uses, the lower noise level standard applicable to types of land uses shall apply.

PS-6.3 Acoustical Studies. Require acoustical studies for new discretionary developments and transportation improvements that have the potential to affect existing noise-sensitive uses such as schools, hospitals, libraries, care facilities, and residential areas, and for projects that would introduce new noise-sensitive uses into an area where existing noise levels may exceed the thresholds identified in this element. For projects that are required to prepare an acoustical study, the following mobile and stationary noise source criteria shall be used to determine the significance of those impacts.

Mobile Noise Sources:

a. Where existing traffic noise levels are within or below the "normally acceptable" noise criteria at the affected land use (see Table PS-1), a readily perceptible 5 dBA CNEL or greater increase in roadway noise will be considered significant;
b. Where existing traffic noise levels falls within the "conditionally acceptable" noise criteria at the sensitive land use, a +3 dBA CNEL or greater increase in roadway noise levels will be considered significant; and
c. Where existing traffic noise levels exceed the "conditionally acceptable" noise criteria at the sensitive land use, a +1.5 dBA CNEL or greater increase in roadway noise levels will be considered significant.

PS-6.5 Vehicular Traffic. Monitor and enforce existing speed limits and motor vehicle codes requiring adequate mufflers on all types of vehicles traveling through the city.

PS-6.6 Commercial Noise. Require the use of noise attenuation measures, including screening and buffering techniques, for all new commercial development expected to produce excessive noise; in existing cases where the City's noise standards are exceeded, work with Code Enforcement to require compliance.

PS-6.7 Construction Noise. Require construction activities to reduce noise impacts on adjacent uses to the criteria identified in Tables PS-3, or, if the criteria cannot be met, to the maximum extent feasible, complying with Chapter 8.40 of the San Jacinto Municipal Code (Noise Control) and use best practices. Construction activities outside of the permitted construction hours identified in the San Jacinto Municipal Code may be approved on a case-by-case basis by the Community Development Director.

Actions

PS-6a Review Chapter 8.40 of the San Jacinto Municipal Code and update as necessary to ensure that the noise standards are consistent with this General Plan, including Tables 3-3, 3-4, PS 3-5, and PS 3-6 and to require new residential, mixed-use with a residential component, and other noise-sensitive development to be designed to minimize noise exposure to noise sensitive uses through incorporation of site planning and architectural techniques.

PS-6e Require all construction activity to comply with the limits (maximum noise levels, hours and days of allowed activity) established in the City noise regulations (Title 24 California Code of Regulations, Noise Ordinance) in order to reduce impacts associated with temporary construction noise to the extent feasible. Trucks associated with construction activities shall follow the designated truck routes described in the Mobility Element.

PS-6i During subsequent updates to Section 8.40 of the Muni Code, review and update Section 8.40.090, Construction Activity Noise Regulations, as needed in order to allow provisions for emergency repairs, exceptional circumstances, and reasonable Sunday construction and maintenance activities, while continuing to achieve the objectives of providing a nuisance-free noise environment.

City of San Jacinto Municipal Code

The City of San Jacinto regulates noise through Title 8 of the Municipal Code (Health and Safety), specifically Chapter 8.40, *Noise Control*.

Section 8.40.030, *Land Use Compatibility Standard.* This section includes the same land use compatibility standards that are listed in Table PS-1 of the General Plan, which is included as Table 3-3 of this report. The standards listed in Table 3-3, *Land Use Compatibility for Community Noise Exposure*, shall apply to all development and infrastructure projects.

Section 8.040.040, *Mobile noise source standards*. This section includes the same maximum allowable noise exposure from mobile sources that are listed in Table PS-2 of the General Plan, which is included as Table 3-4 of this report. The noise standards listed in Table 3-4, *Maximum Allowable Noise Exposure from Mobile Noise Sources*, shall apply to all development and infrastructure projects, unless otherwise specifically indicated.

Section 8.040, *Stationary noise source standards, exterior and exterior*. This section lists the allowable exterior/interior noise levels that are listed in Table PS-3 of the General Plan, which is included as Table 3-5, *Allowable Exterior/Interior Noise Level Due to Stationary Noise Source*, of this report.

Section 8.40.090, *Construction activity noise regulations.*

A. The erection (including excavation), demolition, alteration or repair of any building shall occur between the hours of seven a.m. and seven p.m. on weekdays and Saturdays, and between nine a.m. and six p.m. on Sundays and holidays, except when such work complies with the terms of a temporary use permit which may be issued by the community development director or his or her designee, upon a showing of sufficient need due to hot or inclement weather, or the use of an unusually long process material, or other circumstances of unusual and compelling nature.
B. No landowner, construction company owner, contractor, subcontractor or employer shall permit or allow any person or persons working under their direction and control to operate any tool, equipment or machine in violation of the provisions of this section.

C. Exceptions.

1. The provisions of this section shall not apply to emergency construction work performed by a private party when authorized by the city manager or his or her designee;
2. The maintenance, repair or improvement of any public work or facility by public employees, by any person or persons acting pursuant to a public works contract, or by any person or persons performing such work or pursuant to the direction of, or on behalf of, any public agency; provided, however, this exception shall not apply to the city of San Jacinto, or its employees, contractors or agents, unless:
    a. The city manager or a department head determines that the maintenance, repair or improvement is immediately necessary to maintain public services; or
    b. The maintenance, repair or improvement is of a nature that cannot feasibly be conducted during normal business hours; or
    c. The city council has approved project specifications, contract provisions, or an environmental document that specifically authorizes construction during hours of the day that would otherwise be prohibited pursuant to this section;
3. Any construction that complies with the noise limits specified in Section 8.40.050.

4 EXISTING CONDITIONS

4.1 Existing Noise Levels

To assess existing ambient noise levels in the Project area, EPD conducted short-term noise measurements on April 8, 2026, at three locations in the vicinity of the proposed Project. These measurement locations are shown in Figure 4-1, *Noise Measurement Locations*, and are representative of typical noise exposure levels experienced at the nearest sensitive receptors. Each measurement consisted of a 15-minute recording taken between 12:00 p.m. and 1:30 p.m. These short-term L_{eq} measurements are considered indicative of general noise conditions throughout the day.

The measurements were conducted during "off-peak" traffic hours (9:00 a.m. to 3:00 p.m.) to establish a more conservative baseline. During traditional peak hours, traffic congestion often results in lower vehicle and heavy truck volumes. In contrast, free-flowing traffic conditions immediately before or after peak periods can produce higher noise levels. The recorded noise levels at the measurement sites and at the nearest sensitive receptors are summarized in Table 4-1, *Ambient Noise Measurements*.

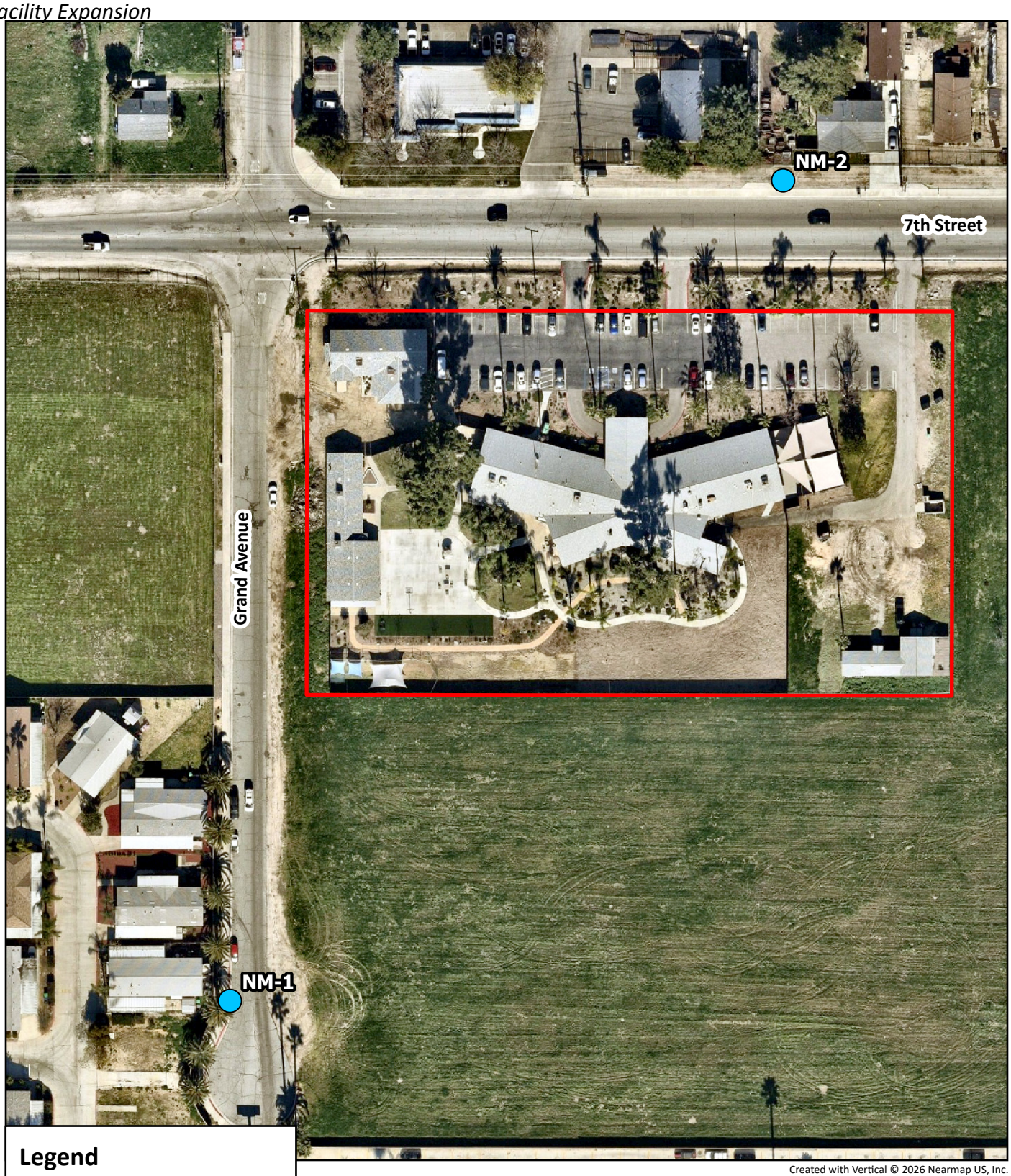
Table 4-1: Ambient Noise Measurements

Location	Description	L_{eq} (dBA)	L_{max} (dBA)	L_{min} (dBA)
NM-1	South of 943 West 7th St, San Jacinto, CA 92582	69.8	86.8	45.7
NM-2	Along South Grand Avenue, east of 913 South Grand Avenue, San Jacinto, CA 92582	58.3	79.2	37.8

Notes: dBA=A-weighted decibels; L_{eq}=Equivalent Sound Level; L_{min}=Minimum Sound Level; L_{max}=Maximum Sound Level
Source: Refer to Appendix A, *Noise Measurement Data*.

The background ambient noise levels in the Project area are dominated by transportation-related noise associated with West 7th Street. The meteorological conditions during the measurement of ambient noise levels included clear conditions and warm temperatures with light windspeeds (4 miles per hour). Noise monitoring equipment used for the ambient noise survey consisted of a PCE-430, which is a Class 1 sound level meter with a half-inch measurement microphone. The monitoring equipment complies with applicable requirements of the American National Standards Institute (ANSI) for sound level meters. The results of the field measurements are included in Appendix A.

Figure 4-1: Noise Measurement Locations



4.2 Sensitive Receptors

Noise-sensitive receptors are locations or individuals that may be adversely affected by elevated noise levels due to their nature, function, or occupancy. Land uses considered sensitive by the State of California includes schools, playgrounds, athletic facilities, hospitals, rest homes, rehabilitation centers, long-term care and mental care facilities. Generally, a sensitive receptor is identified as a location where human populations (especially children, senior citizens, and sick people) are present.

The sensitive receptors closest to the Project site boundary are the property lines of the single-family residences approximately 80 feet north of the Project site across W. 7th Street and 90 feet west of the Project site across S. Grand Avenue. Due to the setback to the property line, the nearest structure with sensitive receptors is the single-family residence located 90 feet north of the Project site. Other noise sensitive land uses near the Project site are located at greater distances than those listed above and would experience lower noise levels than those detailed in this report due to the additional attenuation from distance and the shielding of intervening structures.

4.3 Aircraft Noise

Aircraft-related noise levels are primarily associated with aircraft engine noise made during takeoff, landing, or idling on the tarmac. The nearest airport is the Hemet Ryan Airport, which is located 3.9 miles southeast of the Project site.

4.4 Stationary Sources

Land uses in the Project area are industrial and residential. The primary sources of stationary noise in the Project vicinity are urban-related activities (e.g., mechanical equipment, and parking areas). The noise associated with residential may represent a single-event noise occurrence, short-term noise, or long-term/continuous noise. However, industrial noise is generally continuous, sustained, and higher in intensity, often persisting for long durations and sometimes operating around the clock.

4.5 Existing Traffic Noise

Traffic conditions in the Project vicinity are characterized by steady vehicular flow along primary arterials, with periodic congestion occurring during morning and evening peak hours. Roadway segments adjacent to the study area experience moderate to high traffic volumes, including a mix of passenger vehicles and commercial trucks in and out from the nearby existing residential and industrial land uses along W. 7th Street. Intersections within the vicinity operate with intermittent delays, particularly during peak commuting periods. Overall, traffic activity reflects typical urban conditions and serves as a primary contributor to the existing ambient noise environment.

5 THRESHOLDS OF SIGNIFICANCE

5.1 CEQA Thresholds

Appendix G, *Environmental Checklist Form*, of the CEQA Guidelines contains the following significance criteria. A project could have potential significant impacts regarding noise and vibration if it were to:

- 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 the other agencies;
- Generate excessive ground vibration or ground borne noise levels; or
- 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 2 miles of a public or public use airport, expose people residing or working in the project area to excessive noise levels.

Based on these standards/criteria, the effects of the Project have been categorized as having "no impact," a "less-than-significant impact," or a "potentially significant impact." Mitigation measures are recommended for potentially significant impacts. If a potentially significant impact cannot be reduced to a less-than-significant level through the application of existing regulations and mitigation, it is categorized as a significant and unavoidable impact.

5.2 Methodology

Construction Noise

Since the City's Municipal Code does not establish quantified thresholds for increases in noise or vibration, this analysis applies the thresholds from the Federal Transit Administration (FTA) Transit Noise and Vibration Impact Assessment Manual. Construction noise levels were estimated using typical equipment noise levels published by the FTA and the Federal Highway Administration (FHWA), in conjunction with the FHWA's Roadway Construction Noise Model (RCNM), which incorporates a national database of reference noise levels for construction equipment.

The equipment list used in this analysis was developed based on project land use and location using the California Emissions Estimator Model (CalEEMod). Because the specific equipment to be used on-site is not yet confirmed, and because equipment would move throughout the site rather than remain stationary for extended periods, this evaluation considers the combined noise levels of the two loudest equipment operating simultaneously during each construction phase using the Computer Aided Noise Abatement (CadnaA) program. CadnaA can analyze multiple types of noise sources using the spatially accurate project site plan and OpenStreetMap data in its calculations to predict outdoor noise levels. Using the ISO 9613-2 protocol, CadnaA calculates the distance from each noise source to the noise receptor locations and

applies ground absorption, distance attenuation, and barrier/building attenuation inputs to provide a summary of the noise level at each receptor, as well as the partial noise level contributions from each source.

Construction noise is expressed in terms of A-weighted equivalent sound levels (dBA L_{eq}). The FTA manual identifies a daytime noise threshold of 80 dBA L_{eq} for residential land uses, which is considered conservative. Accordingly, this analysis uses the 80 dBA L_{eq} threshold to evaluate potential construction noise impacts. It is important to note that the 80 dBA construction threshold applies to the time-averaged L_{eq}, not the momentary L_{max} value.

Operational Noise

Operational noise would include noise from off-site mobile sources and on-site noise sources such as heating, ventilation, air conditioning (HVAC) units, parking lot activities, and on-site vehicles including automobiles, garbage, and delivery trucks traveling on internal roads. Operational noise sources were compared to the exterior thresholds set in the City of San Jacinto Municipal Code to evaluate the significance of impact. The operational noise on-site is analyzed using the CadnaA program.

Consistent with the ISO 9613-2 protocol, the CadnaA noise prediction model relies on reference sound power levels (PWL) to describe individual noise sources. While sound pressure levels (SPL) quantify in decibels the intensity of a given sound at a reference distance, SPLs vary with distance from the source and are influenced by intervening obstacles and barriers, air absorption, wind, and other factors. In contrast, sound power represents the total acoustic energy emitted by a source and is an absolute value that is not affected by the surrounding environment.

The operational noise level calculations presented in this study account for distance attenuation due to geometric spreading, which occurs when sound from a localized stationary source (i.e., a point source) propagates uniformly outward in a spherical pattern. A default ground attenuation factor of 0.5 was used in the analysis to represent mixed ground conditions, reflecting a combination of hard and soft surfaces. This approach provides a reasonable approximation for environments where both surface types are present and aligns with typical real-world conditions.

The FHWA Highway Traffic Prediction Model (FHWA-RD-77-108) was used to evaluate traffic-related noise conditions along local roadway segments in the Project vicinity. Since the ambient noise level ranges from 58.3 to 69.8 dBA (see Table 4-1, *Ambient Noise Measurements*), the mobile noise increase due to implementation of the Project was compared to the lowest threshold of 1.5 dBA to evaluate the significance.

Construction and Operation Vibration

Vibration levels were calculated based on the structure damage assessment method provided in the Caltrans' *Transportation and Construction Vibration Guidance Manual*. As the nearest sensitive receptor structures are residential uses, the construction damage threshold of 0.3 inches per second is applied.

Distance to the Surrounding Sensitive Receptors

As discussed above, there are sensitive receptors located in the Project vicinity. The nearest sensitive receptors are the residences located to the north of the Project site. Other noise sensitive land uses near the Project site are located at greater distances than those listed above and would experience lower noise levels than those detailed in this report due to the additional attenuation from distance and the shielding of intervening structures. The construction vibration impacts are evaluated from the construction activities to the nearest residential structures. Please refer to Table 5-1, *Distances Used for Construction Noise Analysis*, for details of distances.

Table 5-1: Distances Used for Construction Noise Analysis

Sensitive Receptor	Distance Between Project Boundary to Surrounding Land Uses (feet)	Distance from Construction Activities to the Nearest Structure (feet)
Residential to the North	80	90
Residential to the West	90	100

Airport Noise

The distance between the Project site and the nearest airport was evaluated to determine whether the Project is located within an airport land use plan area or within the vicinity of a public or private airstrip. Aircraft flyovers may occasionally be audible at the project site due to air traffic in the surrounding area. The nearest airport is the Hemet Ryan Airport, which is located 3.9 miles southeast of the Project site. The Project is not located within the Airport Influence Area of Hemet Ryan Airport (County of Riverside, 2023). Therefore, further analysis is not warranted.

5.3 Significance Criteria

The following significance criteria are based on the analysis identified within Appendix G of the CEQA Guidelines. The City's General Plan guidelines and Municipal Code regulations identify noise compatibility and establish noise standards that are implemented as thresholds. However, the existing City regulations do not identify thresholds that are considered substantial or vibration criteria during construction. Thus, information gathered from the FTA Manual, and Caltrans *Transportation and Construction Vibration Manual* were utilized to evaluate construction thresholds, and vibration thresholds, respectively.

Construction

The threshold of 80 dBA L_{eq} set in the FTA's *Transit Noise and Vibration Impact Assessment Manual* was used to evaluate noise impacts.

Vibration

Vibration-generating activities were evaluated using the Caltrans *Transportation and Construction Vibrational Manual* vibration damage thresholds to assess potential construction-related impacts at nearby buildings. The threshold for older residential structures was used, which is 0.3 PPV (in/sec), as listed previously in Table 3-2, *Construction Vibration Damage Thresholds*.

Summary

Table 5-2, *Significance Criteria Summary*, provides a summary of thresholds established by the City of San Jacinto and used in this report.

Table 5-2: Significance Criteria Summary

Analysis	Conditions	Significant Criteria	
		Daytime	Nighttime
Operational Mobile Noise[1]	If ambient is within or below the "normally acceptable" noise criteria at the affected land use	≥ 5 dBA CNEL Project Increase	
	If ambient is within or below the "conditionally acceptable" noise criteria at the affected land use	≥ 3 dBA CNEL Project Increase	
	If ambient exceeds the "conditionally acceptable" noise criteria at the affected land use	≥ 1.5 dBA CNEL Project Increase	
Operational Stationary Source[1,2]	Exterior Noise Level Standards	65 dBA	45 dBA
Construction	The erection (including excavation), demolition, alteration or repair of any building shall occur between the hours of seven a.m. and seven p.m. on weekdays and Saturdays, and between nine a.m. and six p.m. on Sundays and holidays, except when such work complies with the terms of a temporary use permit which may be issued by the community development director or his or her designee, upon a showing of sufficient need due to hot or inclement weather, or the use of an unusually long process material, or other circumstances of unusual and compelling nature.[4]		
	Noise Level at Residential Property[5]	80 dBA	Not Allowed
	Construction Off-site Traffic Noise	3.0 dBA	
	Vibration Damage Criteria[6]	0.3 PPV (inches/second)	

1. City of San Jacinto. (2022a). *City of San Jacinto General Plan.*
2. City of San Jacinto. (*2026*). *City of San Jacinto Municipal Code, Section 8.40.040. Mobile noise source standards.*
3. City of San Jacinto. (*2026*). *City of San Jacinto Municipal Code. Construction activity noise regulations.*
4. FTA. (2018). *Transit Noise and Vibration Impact Assessment Manual*.
5. Caltrans. (2020). *Transportation and Construction Vibration Guidance Manual*. For older residential structures.

6 PROJECT IMPACTS

6.1 Construction Noise

On-Site Construction Noise

Construction is accomplished in different phases with a specific equipment mix, depending on the work to be performed during that phase. As a result of the different equipment mix for each phase, each phase has its own noise characteristics; some phases have higher continuous noise levels, while others have higher impact noise levels. The Project construction activities are expected to occur in the following phases:

1. Demolition
2. Site preparation;
3. Grading;
4. Building construction;
5. Paving; and
6. Architectural coating.

Construction activities frequently shift from one location to another. For example, during site preparation and grading, noise-generating activities may concentrate in an area for a short period to remove existing structures, while the majority of the grading involves the equipment moving back and forth in a predictable pattern throughout the site. The building construction and foundation work generally concentrates near the building location, while paving involves a pattern of movement throughout the site over a short term. Therefore, the FTA recommends that construction activities are best evaluated as multiple moving point sources because equipment changes position in terms of its distance and direction relative to the receivers (FTA, 2018). Due to the size and location of the expansion, only the sound power level from the two loudest equipment operating concurrently on-site was used. The noise levels of the potential construction equipment are listed in Table 6-1, *Construction Equipment Noise Levels*.

Table 6-1: Construction Equipment Noise Levels

Activity	Equipment[1]	Quantities[1]	Maximum Noise Level @ 50 Feet[2,3]	Two Loudest Noise Levels @ 50 Feet[2,3]	Sound Power Level at Source
			dBA L_{max}	dBA L_{eq}	dB (PWL)
Demolition	Concrete/Industrial Saws	1	**89.6**	84.5	**114.7**
	Rubber Tired Dozers	1	81.7		
	Tractors/Loaders/Backhoes	1	**84.0**		
Site Preparation	Graders	1	**85.0**	82.7	112.8
	Rubber Tired Dozers	1	**84.0**		
	Crawler Tractors	1	81.7		
Grading	Graders	1	**85.0**	82.7	112.8
	Rubber Tired Dozers	1	**84.0**		
	Crawler Tractors	1	81.7		
Paving	Pavers	1	77.2	84.5	**114.7**
	Roller	1	80.0		
	Cement and Mortar Mixer	1	80.0		
	Tractors/Loaders/Backhoes	1	**84.0**		
	Paving Equipment	1	**89.5**		
Building Construction	Cranes	1	**80.6**	80.7	110.9
	Forklift	1	74.7		
	Generator Sets	1	72.8		
	Tractors/Loaders/Backhoes	1	**84.0**		
	Welders	3	74.0		
Architectural Coating	Air Compressors	1	77.7	77.7	107.8

Notes: **bold** = Selected equipment with the two highest noise levels. PWL=Sound Power Level.
Sources:

1. The equipment list at each construction phase is based on the California Emissions Estimator Model and questionnaire filled by the applicant.
2. Federal Highway Administration. (2006). *Construction Noise Handbook*.
3. The noise levels are based on Table 9.1 of the Construction Noise Handbook. If the exact equipment listed is not available, a default noise level of 85 dBA, representative of typical construction equipment, is used. Specifically, the Forklift is modeled using this default value. Additionally, for the category of Tractors/Loaders/Backhoes, the noise level of a Tractor (84 dBA) is used, as it represents the loudest among the three.

The nearest off-site noise sensitive receptors are the single-family residences located 80 feet to the north and 90 feet to the west of the Project site. The nearest on-site noise sensitive receptors are the employees and patients from the existing uses on-site. Project construction would be allowed only between the hours of 7:00 a.m. and 7:00 p.m. on weekdays and Saturdays, and between 9:00 a.m. and 6:00 p.m. on Sundays and holidays, in compliance with the City's Municipal Code. Further, the noise levels of construction equipment are listed in Table 6-1, *Construction Equipment Noise Levels*, above. As discussed above, as a conservative analysis, this analysis assumes the two loudest equipment are operating on-site concurrently. As shown in Table 6-1, the estimated temporary noise levels from the loudest Project construction activities, paving, at the nearest sensitive receptors would be 71.9 dBA on-site and 62.8 dBA off-site, which would not exceed the FTA threshold of 80 dBA L_{eq} for residential properties, refer to Appendix B, *Noise Modeling Details.* As such, impacts from Project construction noise would be less than significant.

Construction Noise from Off-Site Traffic

Project construction would result in additional traffic on adjacent roadways over the period that construction occurs. According to the California Emissions Estimator Model (CalEEMod), which is used to predict the number of construction-related automotive trips, the maximum number of Project construction trips traveling to and from the Project site during a single construction phase is estimated to be 8 worker trips and 25 hauling trips per day. Using a reference from the State of Illinois Department of Transportation, noise generated by one truck at 55 miles per hour generates a noise level equivalent to approximately 28 automobiles (State of Illinois, 2015). Therefore, during the demolition phase, the Project is expected to result in the equivalent of approximately 708 automobile trips (8 + [25 x 28] =708). According to the *Caltrans Traffic Noise Analysis Protocol*, a doubling of traffic on a roadway results in an increase of 3 dB (Caltrans, 2020a). A 3 dBA change is considered a just perceptible difference. The Project site would be accessible via West 7th Street during construction. There are 8,686 daily vehicle trips on West 7th Street (Streetlight Data, 2026). Therefore, the Project's construction trips (708 trips) would not result in a doubling of traffic on the transportation network; thus, noise from the addition of construction trips would not be perceptible. Additionally, construction is temporary, and construction trips would cease upon completion of the Project. As such, impacts related to off-site construction noise would be less than significant.

6.2 Operational Noise

Long-term operational noise would be generated from the day-to-day operational activities including:

- Off-site mobile sources: automobiles traveling to and from the Project site.
- On-site noise sources:
    - Stationary sources including HVAC units and parking activities.
    - Mobile sources including passenger vehicles, daily delivery trucks, and weekly garbage trucks moving on-site.

Off-Site Mobile Noise

Roadway segment noise levels for the "Existing" and "Existing with Project" scenarios were compared to evaluate Project-related operational noise impacts. According to the *Bradley Gardens Vehicle Miles Traveled Screening Analysis* (VMT Analysis) prepared for the Project, the Project would generate an estimated 181 net new daily trips (EPD Solutions, Inc., 2026). The existing daily trips along West 7th Street is 8,686. According to the *Caltrans Traffic Noise Analysis Protocol*, a doubling of traffic on a roadway results in an increase of 3 dB (Caltrans, 2020a). A 3 dBA change is considered a just perceptible difference. However, as a conservative analysis, this report uses the 1.5 dBA threshold to evaluate the operational off-site traffic noise. The increase due to the Project would be 0.09 dBA based on the following formula:

$$Change\ in\ Noise = 10 * Log\ (\frac{Volumn_{Existing+project}}{Volumn_{Existing}})$$

Therefore, the traffic noise increase from implementation of the proposed Project would be less than significant.

On-Site Noise

Heating, Ventilation, and Air Conditioning

The Project proposes construction of a new building and renovation of an existing building. Typically, mechanical equipment such as heating, ventilation, and air conditioning (HVAC) units would be located on the rooftop of the structure. It is assumed that one ton of HVAC capacity is required for every 300 to 500 SF. Based on this assumption, and as a conservative analysis, the renovated building would require one 8-ton HVAC unit, while the new building would require seven 8-ton HVAC units. For this analysis, it is assumed that the new structures would utilize a commonly available HVAC unit with standard sound performance (or similar), such as an 8.5-ton commercial packaged air conditioner manufactured by Daikin (Klondike AC & Heating, 2026). According to the manufacturer's specifications, this unit generates a sound pressure level of 82.65 dBA at the source. As a conservative assumption, all HVAC units were modeled as operating continuously (24 hours per day) at a steady-state sound pressure level of 82.7 dBA. In addition, no noise attenuation from walls or other on-site structures was assumed, further ensuring a conservative analysis.

Based on modeling results from CadnaA (refer to Attachment B, *Noise Modeling Data*), the noise generated from HVAC units would be 40.7 dBA and 36.1 dBA during the daytime and nighttime at the nearest sensitive receptors to the north and west, respectively, which would not exceed the City's exterior thresholds of 65 dBA for daytime and 45 dBA for nighttime.

On-Site Mobile Noise

There are two components of on-site mobile noise: vehicles traveling on internal roads, including regular automobile vehicles, occasional delivery trucks, and weekly garbage trucks, and parking activities. As a

conservative analysis, it was assumed there would be 10 auto vehicle trips per hour during the day on-site, which is the highest peak hour trips based on the VMT Analysis prepared for the Project (EPD Solutions, Inc., 2026). It was assumed that one percent of the vehicles on-site every hour would be attributed to truck activities to account for occasional delivery trucks and weekly garbage trucks. During the night, the traffic volume would decrease to 50 percent and there would be no heavy trucks. Based on the *Noise Navigator Sound Level Database with Over 1700 Measurement Values*, light traffic generates 50.8 dBA at 50 feet, which is within the normally acceptable noise range for single-family community noise standards (Berger, E. H. et al, 2015). As such, traffic associated within the proposed Project would not be of sufficient volume to exceed community noise standards, which are based on a time-averaged scale such as the CNEL scale.

Project Operational Noise Increase in Ambient Noise

To evaluate potential operational noise impacts, Project-generated noise levels from stationary sources and on-site vehicle activities were combined with existing ambient noise measurements to determine any incremental increase above baseline conditions. The difference between the combined noise levels and ambient conditions represents the Project's contribution to overall noise. Based on modeling results prepared using CadnaA (see Appendix B, *Noise Modeling Data*), predicted noise levels would reach 53.8 dBA at the residences to the north, and 41.4 dBA at the residences to the east. Existing ambient noise levels in the Project vicinity range from 58.3 to 69.8 dBA L_{eq}, as shown in Table 4-1. As demonstrated in Table 6-2, *Project Operational Noise Levels*, the increase over ambient would be less than the incremental thresholds based on the ambient noise level measured. Therefore, operational noise associated with the proposed Project would not substantially elevate ambient noise levels beyond established thresholds, and impacts would be considered less than significant.

Table 6-2: Project Operational Noise Levels

Land Use	Project Noise Level (dBA)[1]	Ambient Noise Level (dBA)[2]	Cumulative Noise Level (dBA)[3]	Increase over Ambient(dBA)[4]	Incremental increase (dBA)[5]	Exceed Threshold?
Residential to the North	53.8	69.8	69.9	0.1	1.5	No
Residential to the East	41.4	58.3	58.4	0.1	3.0	No

1. Refer to Appendix B, Noise *Modeling Data*, for outputs.
2. Ambient Noise Level is based on the noise measurement in Table 4-1. The ambient noise for the residential to the north was based on data collected at NM-1, and for the residential to east was based on NM-2.
3. Calculation is based on Logarithmic Addition of Sound Level, $SPL_{total}=10*Log(10^{SP1/10}+10^{SPL2/10})$.
4. Difference between Cumulative Noise Level and Ambient Noise Level.
5. Thresholds are based on the noise measurement in Table 4-1.

6.3 Vibration

Construction Vibration

Construction activities can generate varying levels of ground vibration depending on the equipment used and the methods employed. These vibrations propagate through the ground and decrease in intensity with distance. Table 6-3, *Construction Equipment Vibration Levels*, presents typical vibration levels associated with various types of construction equipment.

Table 6-3: Construction Equipment Vibration Levels

Equipment	Reference Vibration Level at 25 feet (PPV [inches/second])[1]	Vibration Level at 80 feet (PPV [inches/second])[1]	Vibration Level at 90 feet (PPV [inches/second])[1]
Loaded Trucks	0.076	0.013	0.011
Small Bulldozer	0.003	0.001	<0.001

Source:
1. FTA. (2018). *Transit Noise and Vibration Impact Assessment Manual*.
2. $PPV_{equip} = PPV_{ref} \times \left(\frac{25}{D}\right)^{1.5}$, D=distance between the equipment to the sensitive receptors.

Based on the equipment list in Table 6-1, *Construction Equipment Noise Levels*, the Project construction would use vibration-heavy equipment on-site including small rubber-tired dozers and loaded trucks. The Project would not use any equipment over 80,000 pounds or heavy-vibration equipment. The nearest off-site residential structure is located as close as 80 feet from the construction activities. At this distance, Project construction would generate a vibration level of 0.013 from a loaded truck, which would be the most vibrating piece of equipment used. As shown in Table 6-3, *Construction Equipment Vibration Levels*, the vibration level at the nearest off-site residential structure would range from 0.013 to less than 0.001 PPV (inches per second), which would not exceed the threshold of 0.3 inches per second established by Caltrans. As such, vibration impacts during construction would be less than significant.

As an extension project, the Project would also construct a new building attached to the existing building. The small bulldozer should be located more than one foot from the existing building and loaded trucks should be located more than 10 feet from the existing building to avoid vibration impacts to the existing structures. Table 6-4, *Buffer Distance for Potential Construction Equipment*, contains the recommended buffer distance to make sure that the vibration level at the existing structures from construction equipment will not exceed the established building damage criteria.

Table 6-4: Buffer Distance for Potential Construction Equipment

Equipment	Reference Vibration Level at 25 Feet (PPV [inches/second])[1]	Buffer Distance for 0.3 PPV [inches/second][2]
Loaded Trucks	0.076	10
Small Bulldozer	0.003	1

Source:

3. FTA. (2018). *Transit Noise and Vibration Impact Assessment Manual*.
4. $PPV_{equip} = PPV_{ref} \times \left(\frac{25}{D}\right)^{1.5}$, D=distance between the equipment to the sensitive receptors.

Operational Vibration

The Project proposes an extension of existing medical facilities by renovating an existing building and constructing a new building, which would not involve railroads or substantial heavy truck operations that are typically associated with significant operational vibration. Operation of the Project would include passenger vehicles for commuting and garbage trucks for solid waste disposal, which would not be frequent daily activities. Truck vibration levels are dependent on vehicle characteristics, load, speed, and pavement conditions. Daily garbage trucks and occasional delivery trucks on-site would be travelling at very low speeds, so it is expected that vibration from these trucks at nearby sensitive receptors would not be noticeable. It is important these trucks already exist on-site. Therefore, operational vibration impacts from the proposed project would be less than significant.

7 CONCLUSION

During construction, the Project would be required to comply with the rules and regulations set forth in the City's Noise Element and Municipal Code. Construction noise from the Project would not exceed the 80 dBA threshold. In addition, construction vibration would not exceed the threshold of 0.3 inches per second. As such, the Project would not result in a significant impact related to noise and vibration from construction.

Noise modeling shows that HVAC units and on-site mobile sources would generate about 40.7 dBA during the day and 36.1 dBA at night at nearby sensitive receptors, which are below the City's thresholds. When combined with existing ambient noise, total levels would remain within typical background ranges, adding only minimal increases. Overall, the Project's operational noise would not significantly impact surrounding areas and is considered less than significant. Finally, the healthcare facility would only involve passenger vehicles, and occasional delivery and garbage trucks on-site, which would not cause significant vibration to the on-site or nearby structures. As an institutional-expansion project, the Project operation would be expected to generate pure-tone or impulsive noise. As such, the Project would not result in a significant impact related to noise and vibration from operation.

Additionally, the nearest airport is the Hemet Ryan Airport, which is located 3.9 miles southeast of the Project site, and the Project is not located within the Airport Influence Area of the Hemet Ryan Airport. Thus, impacts related to aircraft noise would be less than significant.

Overall, impacts related to noise and vibration from the proposed Project would be less than significant.

8 REFERENCES

Aircraft Noise Office. (2025). *Community Noise Equivalent Level (CNEL).* Retrieved June 26, 2026, from https://noise.flysfo.com/blog/glossary_term/community-noise-equivalent-level-cnel/#:~:text=SFO%20Noise%20Office-,Community%20Noise%20Equivalent%20Level%20(CNEL),to%20measure%20aircraft%20noise%20levels

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APPENDIX A – NOISE MEASUREMENT DATA

Noise Measurement Field Data

Project Number:	26-017		
Site Number:	NM-1		
Investigator(s):	Tina Yuan		
Date:	4/8/2026		
Time:	10:53 a.m. – 11:02 a.m.		
Measurement Location:	943 W 7th St, San Jacinto, CA 92582		
Peak Noise:	Traffic along West 7th Street		
Noise Meter Model:	PCE-430	Microphone Model:	PCE 1/2''
Calibration Date:	3/3/2025		
Weather Conditions:	Sky	Temperature	Wind Speed
	Clear	79 degree F	6

Measurements Data		
L_{eq} (dB)	LAF_{max} (dB)	LAF_{min} (dB)
69.8	45.7	86.6

Site Photo



Site Number:	NM-2		
Investigator(s):	Tina Yuan		
Date:	4/8/2026		
Time:	11:14 a.m. – 11:29 a.m.		
Measurement Location:	East of 913 S Grand Avenue, along the Grand Avenue		
Peak Noise:	Traffic Noise		
Noise Meter Model:	PCE-430	Microphone Model:	PCE 1/2''
Calibration Date:	3/3/2025		
Weather Conditions:	Sky	Temperature	Wind Speed
	Clear	79 Degree F	6

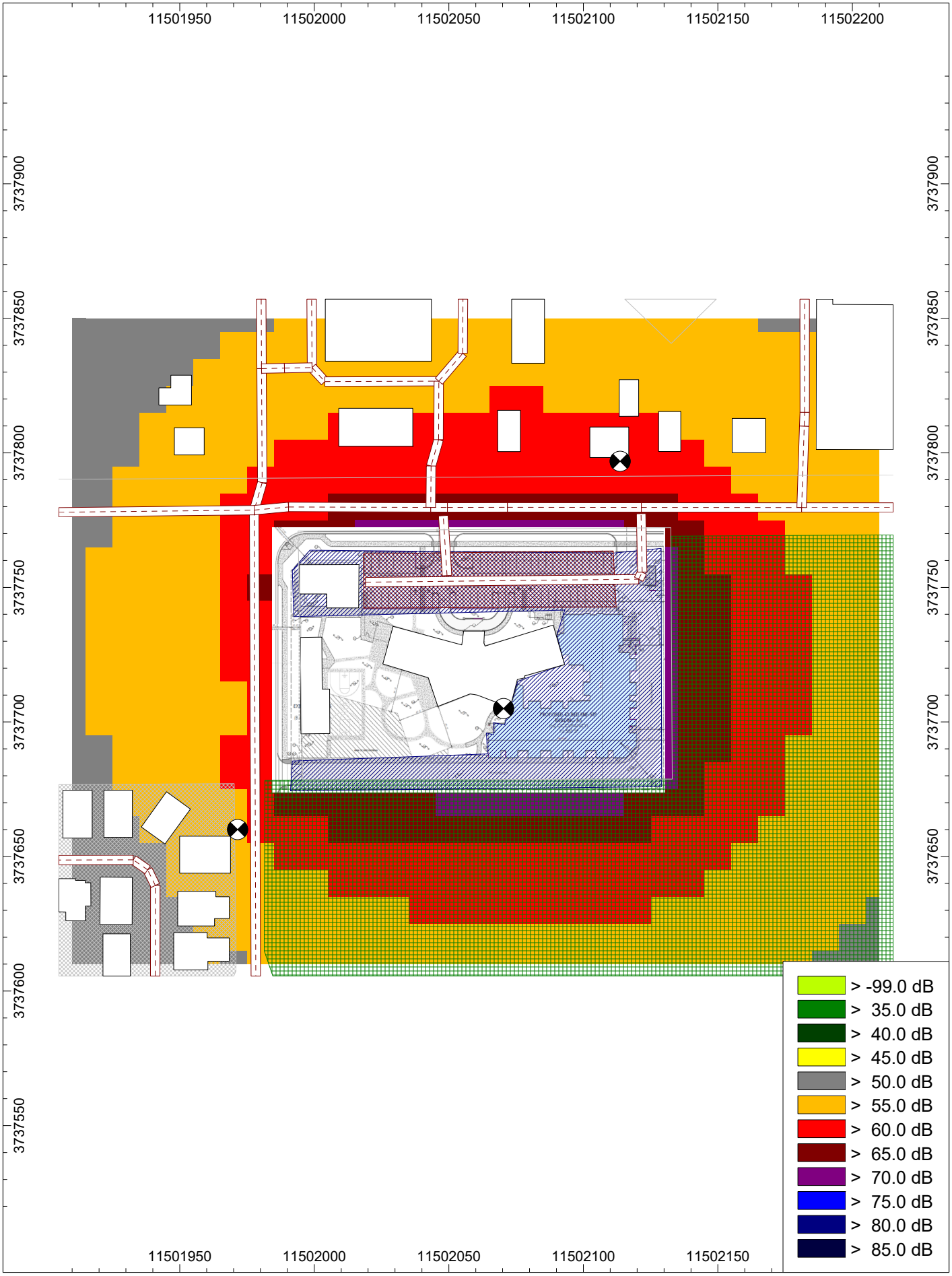
Measurements Data		
L_{eq} (dB)	LAF_{max} (dB)	LAF_{min} (dB)
58.3	37.8	79.2

Site Photos



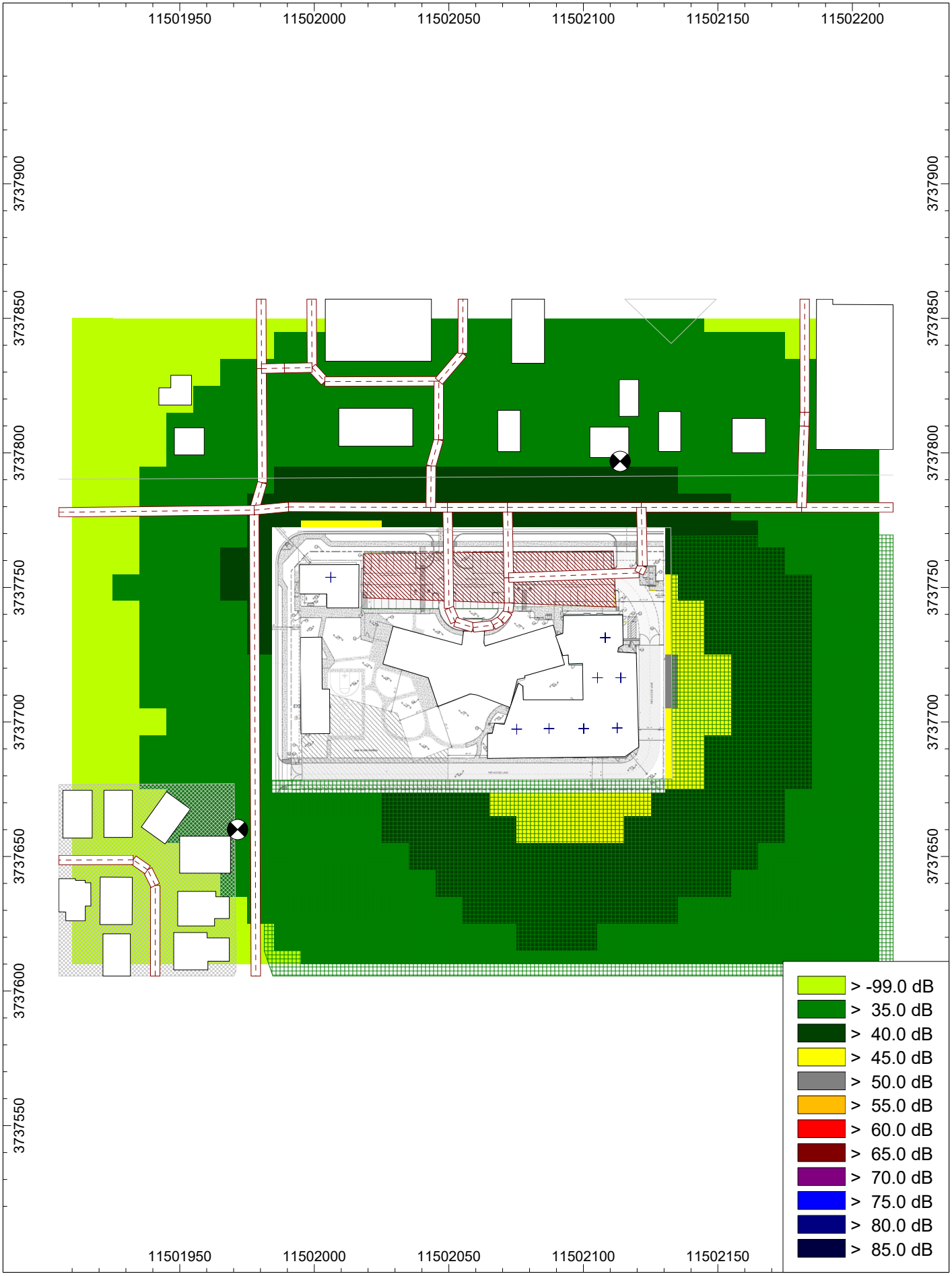
APPENDIX B – NOISE MODELING DATA

APPENDIX B.1 – CONSTRUCTION


11501950
11502000
11502050
11502100
11502150
11502200
3737900
3737850
3737800
3737750
3737700
3737650
3737600
3737550
> -99.0 dB
> 35.0 dB
> 40.0 dB
> 45.0 dB
> 50.0 dB
> 55.0 dB
> 60.0 dB
> 65.0 dB
> 70.0 dB
> 75.0 dB
> 80.0 dB
> 85.0 dB

Receiver		Land Use	Limiting Value		rel. Axis			Lr w/o Noise Control		dL req.		Lr w/ Noise Control		Exceeding		passive NC
Name	ID		Day	Night	Station	Distance	Height	Day	Night	Day	Night	Day	Night	Day	Night	
			dB(A)	dB(A)	m	m	m	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)
SR to West			0	0	119	6.59	4.00	59.2	59.2	59.2	59.2	0.0	0.0	-	-	-
SR to the North			0	0	136	17.13	4.00	62.8	62.8	62.8	62.8	0.0	0.0	-	-	-
On-Site			0	0	51	47.52	4.00	71.9	71.9	71.9	71.9	0.0	0.0	-	-	-

APPENDIX B.2 – STATIONARY ONLY


11501950
11502000
11502050
11502100
11502150
11502200
3737900
3737850
3737800
3737750
3737700
3737650
3737600
3737550
> -99.0 dB
> 35.0 dB
> 40.0 dB
> 45.0 dB
> 50.0 dB
> 55.0 dB
> 60.0 dB
> 65.0 dB
> 70.0 dB
> 75.0 dB
> 80.0 dB
> 85.0 dB

Receiver		Land Use	Limiting Value		rel. Axis			Lr w/o Noise Control		dL req.		Lr w/ Noise Control		Exceeding		passive NC
Name	ID		Day	Night	Station	Distance	Height	Day	Night	Day	Night	Day	Night	Day	Night	
			dB(A)	dB(A)	m	m	m	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)
SR to West			0	0	119	6.59	4.00	36.1	36.1	36.1	36.1	0.0	0.0	-	-	-
SR to the North			0	0	136	17.13	4.00	40.7	40.7	40.7	40.7	0.0	0.0	-	-	-

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Daikin 8.5 Ton 14 EER Commercial Packaged Air Conditioner - 208/230V 3 Phase - R32	
SKU	DSC1023D000001S
Refrigerant Charge	Pre-charged
Weight (in lbs)	1080.000000

Brand/Manufacturer	Daikin
Replaces	DFC1023D0000001S
Additional Information	Uses two 20" x 20" x 2" and two 20" x 25" x 2" filters
Cooling BTU	97,000 BTU
Drive Type	Direct
Maximum CFM	3230
Decibel Level (dBA)	82.6 decibels
Horsepower	0.33 HP
Configuration	Downflow, Horizontal
Refrigerant	R32
EER	11.2
IEER	15
Condenser Stages	Single Stage
Compressor Type	Scroll

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Electrical	208/230v 3 Phase 60 Hz
Phase	Three Phase
Max Breaker Size	50/50 Amps
Min. Breaker Size	44.6/44.6 Amps
Tonnage	8.5 Ton
Height	54 5/8"
Width	60 3/8"
Depth	54 5/8"
Warranty	20 Years Heat Exchanger, 5 Years Parts with Online Registration

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- DIY 5th Generation Ea...

Bricks arrived very well packed
Bricks arrived very well packed,...

Anonymous
Drolet - 4" x 8" x 1 1/4" Refractory ...
11/14/2025

Very efficient and surprisingly quiet
Our installer said it was well-...

Michael Johnson
Goodman - 3.0 Tons/36,000 BTU...
09/08/2025

Reliable p
This prod

Samuel K
Goodman
09/05/2025

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4.67 out of 5
Based on 6 reviews

★★★★★	4
★★★★☆	2
★★★☆☆	0
★★☆☆☆	0
★☆☆☆☆	0

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Joseph Lucero Verified

★★★★★ 05/31/2025
Chelsea Lowe Verified

★★★★★ 05/02/
Drew Short Verified

Very Good, Had to Replace Damaged Unit

Had a small shipping dent, but Josh quickly arranged a replacement. Once installed, it worked flawlessly.

02/02/2025

April Smith Verified

Performs Well, Slightly Noisy at Startup

Had a small shipping dent, but Josh quickly arranged a replacement. Once installed, it worked flawlessly.

Outstanding Team at Klondike AC

The Klondike AC team impressed us with great service. Installation was straightforward and performance is better than expected.

10/19/2024

John Mills Verified

Energy Bills Already Lower

The Klondike AC team impressed us with great service. Installation was straightforward and performance is better than expected.

Runs Quiet and Efficiently

Super smooth experience from start to fin Josh answered all our questions and made sure delivery was easy.

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Daikin
$23,620.00
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Daikin - 15 Ton/172,000 BTU Commercial Packaged Air Conditioner - 14 EER - Single Stage - 208/230V - R32
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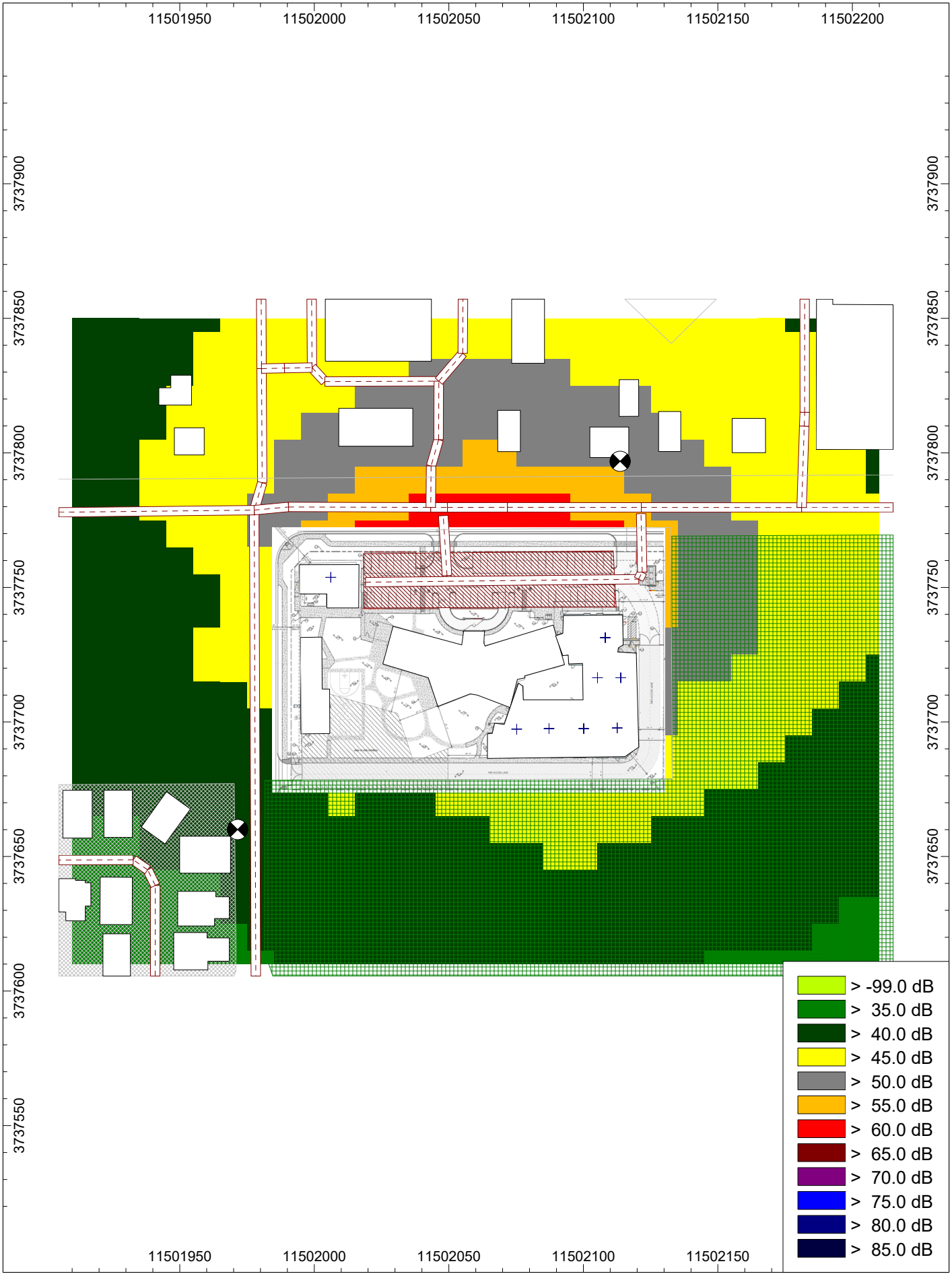
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APPENDIX B.3 CUMULATIVE


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11502150
11502200
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3737850
3737800
3737750
3737700
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3737600
3737550
> -99.0 dB
> 35.0 dB
> 40.0 dB
> 45.0 dB
> 50.0 dB
> 55.0 dB
> 60.0 dB
> 65.0 dB
> 70.0 dB
> 75.0 dB
> 80.0 dB
> 85.0 dB

Receiver		Land Use	Limiting Value		rel. Axis			Lr w/o Noise Control		dL req.		Lr w/ Noise Control		Exceeding		passive NC
Name	ID		Day	Night	Station	Distance	Height	Day	Night	Day	Night	Day	Night	Day	Night	
			dB(A)	dB(A)	m	m	m	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)
SR to West			0	0	119	6.59	4.00	41.4	41.4	41.4	41.4	0.0	0.0	-	-	-
SR to the North			0	0	136	17.13	4.00	53.8	53.8	53.8	53.8	0.0	0.0	-	-	-