**HUD Noise Assessment -** **Mission Bay South Block 6 West**

Noise Assessment Location (NAL) = Affordable Housing Project at Mission Bay South Block 6 West, San Francisco, CA

Sources:
1. San Francisco County Transportation Authority, 2017. Modeling and Travel Forecasting. Accessed at: http://www.sfcta.org/modeling-and-travel-forecasting. Assessed on April 26, 2017.
2. Percent vehicle split based on Event Center and Mixed-Use Development at Mission Bay Blocks 29-32 EIR, SCH No. 2014112045, Appendix NO, 2015.
3. Traffic distribution based on Potrero HOPE SF Master Plan EIR, SCH No. 2010112029, Appendix 4.8A, 2014.

| **Existing condition** | **ADT** |
|---|---|
| **Source 1:** China Basin Street, east of 3rd Street | 144 |
| **China Basin Street ADT[1]** | **144** |

| **24-Hour Traffic Distribution[2, 3]** | % Vehicle | Day | Evening | Night* |
|---|---|---|---|---|
| Automobiles | 95% | 77.70% | 12.70% | 9.60% |
| Medium-Duty Trucks | 3% | 87.43% | 5.05% | 7.52% |
| Heavy-Duty Trucks | 2% | 89.10% | 2.84% | 8.06% |

| **ADT Traffic Volumes** | | | | |
|---|---|---|---|---|
| Automobiles | 137 | 106 | 17 | 13 |
| Medium-Duty Trucks | 4 | 4 | 0 | 0 |
| Heavy-Duty Trucks | 3 | 3 | 0 | 0 |

** Based on the source data, the nighttime vehicle distribution is less than 15%.*
*Values are conservatively rounded up to the nearest integer for input into the HUD DNL Calculator.*

**HUD Noise Assessment -** **Mission Bay South Block 6 West**

Noise Assessment Location (NAL) = Affordable Housing Project at Mission Bay South Block 6 West, San Francisco, CA

Sources:
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2. Percent vehicle split based on Event Center and Mixed-Use Development at Mission Bay Blocks 29-32 EIR, SCH No. 2014112045, Appendix NO, 2015.
3. Traffic distribution based on Potrero HOPE SF Master Plan EIR, SCH No. 2010112029, Appendix 4.8A, 2014.

| **Existing condition** | **ADT** |
|---|---|
| **Source 1:** 4th Street, south of Long Bridge Street | 251 |
| **4th Street ADT[1]** | **251** |

| **24-Hour Traffic Distribution[2, 3]** | % Vehicle | Day | Evening | Night* |
|---|---|---|---|---|
| Automobiles | 95% | 77.70% | 12.70% | 9.60% |
| Medium-Duty Trucks | 3% | 87.43% | 5.05% | 7.52% |
| Heavy-Duty Trucks | 2% | 89.10% | 2.84% | 8.06% |

| **ADT Traffic Volumes** | | | | |
|---|---|---|---|---|
| Automobiles | 238 | 185 | 30 | 23 |
| Medium-Duty Trucks | 8 | 7 | 0 | 1 |
| Heavy-Duty Trucks | 5 | 4 | 0 | 0 |

** Based on the source data, the nighttime vehicle distribution is less than 15%.*
*Values are conservatively rounded up to the nearest integer for input into the HUD DNL Calculator.*

**HUD Noise Assessment -** **Mission Bay South Block 6 West**

Noise Assessment Location (NAL) = Affordable Housing Project at Mission Bay South Block 6 West, San Francisco, CA

Sources:
1. San Francisco County Transportation Authority, 2017. Modeling and Travel Forecasting. Accessed at: http://www.sfcta.org/modeling-and-travel-forecasting. Assessed on April 26, 2017.
2. Percent vehicle split based on Event Center and Mixed-Use Development at Mission Bay Blocks 29-32 EIR, SCH No. 2014112045, Appendix NO, 2015.
3. Traffic distribution based on Potrero HOPE SF Master Plan EIR, SCH No. 2010112029, Appendix 4.8A, 2014.

| **Existing condition** | **ADT** |
|---|---|
| **Source 1:** Long Bridge Street, west of 4th Street | 842 |
| **4th Street ADT[1]** | **842** |

| **24-Hour Traffic Distribution[2, 3]** | % Vehicle | Day | Evening | Night* |
|---|---|---|---|---|
| Automobiles | 95% | 77.70% | 12.70% | 9.60% |
| Medium-Duty Trucks | 3% | 87.43% | 5.05% | 7.52% |
| Heavy-Duty Trucks | 2% | 89.10% | 2.84% | 8.06% |

| **ADT Traffic Volumes** | | | | |
|---|---|---|---|---|
| Automobiles | 800 | 622 | 102 | 77 |
| Medium-Duty Trucks | 25 | 22 | 1 | 2 |
| Heavy-Duty Trucks | 17 | 15 | 0 | 1 |

** Based on the source data, the nighttime vehicle distribution is less than 15%.*
*Values are conservatively rounded up to the nearest integer for input into the HUD DNL Calculator.*

**HUD Noise Assessment -** **Mission Bay South Block 6 West**

Noise Assessment Location (NAL) = Affordable Housing Project at Mission Bay South Block 6 West, San Francisco, CA

Sources:
1. San Francisco County Transportation Authority, 2017. Modeling and Travel Forecasting. Accessed at: http://www.sfcta.org/modeling-and-travel-forecasting. Assessed on April 26, 2017.
2. Percent vehicle split based on Event Center and Mixed-Use Development at Mission Bay Blocks 29-32 EIR, SCH No. 2014112045, Appendix NO, 2015.
3. Traffic distribution based on Potrero HOPE SF Master Plan EIR, SCH No. 2010112029, Appendix 4.8A, 2014.

| **Existing condition** | | **ADT** |
|---|---|---|
| **Source 1:** | 3rd Street, south of Mission Rock Street | 6,877 |
| | **4th Street ADT[1]** | **6,877** |

| **24-Hour Traffic Distribution[2, 3]** | % Vehicle | Day | Evening | Night* |
|---|---|---|---|---|
| Automobiles | 95% | 77.70% | 12.70% | 9.60% |
| Medium-Duty Trucks | 3% | 87.43% | 5.05% | 7.52% |
| Heavy-Duty Trucks | 2% | 89.10% | 2.84% | 8.06% |

**ADT Traffic Volumes**

| | | | | |
|---|---|---|---|---|
| Automobiles | 6,533 | 5,076 | 830 | 627 |
| Medium-Duty Trucks | 206 | 180 | 10 | 16 |
| Heavy-Duty Trucks | 138 | 123 | 4 | 11 |

** Based on the source data, the nighttime vehicle distribution is less than 15%.*
*Values are conservatively rounded up to the nearest integer for input into the HUD DNL Calculator.*

**HUD Noise Assessment - SFMTA Route T-Owl and KT**

| Daily Train volumes | Daytime | Nighttime | Day + Night | Average # of days/year | Annual Factor | Average Train Operations |
|---|---|---|---|---|---|---|
| Inbound Weekday volume based on SFMTA schedule[1, 2] | 95 | 28 | 123 | 251 | 0.69 | 84.58 |
| Outbound Weekday volume based on SFMTA schedule[1, 2] | 98 | 25 | 123 | 251 | 0.69 | 84.58 |
| Inbound Saturday volume based on SFMTA schedule[1, 2] | 88 | 40 | 128 | 53 | 0.15 | 18.59 |
| Outbound Saturday volume based on SFMTA schedule[1, 2] | 91 | 22 | 113 | 53 | 0.15 | 16.41 |
| Inbound Sunday/Holiday volume based on SFMTA schedule[1, 2] | 107 | 15 | 122 | 61 | 0.17 | 20.39 |
| Outbound Sunday/Holiday volume based on SFMTA schedule[1, 2] | 72 | 6 | 78 | 61 | 0.17 | 13.04 |
| | 551 | 136 | 687 | 365 | 1 | 237.59 |

[1] SFMTA, Route KT, 2018, https://511.org/transit/schedules-agency-info/agency/SF/schedules/route/KT
[1] SFMTA, Route T-Owl, 2018, https://511.org/transit/schedules-agency-info/agency/SF/schedules/route/T-OWL

| | | |
|---|---|---|
| Effective Distance (ft) | 685 | Measured from NAL to center of tracks via Google Earth |
| Average Train Speed (mph) | 10 | Assumption based on orientation of trains approaching and leaving |
| Engines per Train | 2 | Observation from Google Earth imagery of trains on Route T |
| Railway cars per Train | 2 | Observation from Google Earth imagery of trains on Route T |
| Average Train Operations | 238 | See calculations above |
| Night Fraction | 0.20 | See calculations above |
| Railway whistles or horns | No | Trains do not whistle/horn as they approach station |
| Bolted tracks | No | Observations of tracks from Google Earth imagery |

| | |
|---|---|
| Caltrain DNL from HUD DNL Calculator | 37.0 |

**HUD Noise Assessment - Caltrain**

| Daily Train volumes | Daytime | Nighttime | Day + Night | Average # of days/year | Annual Factor | Average Train Operations |
|---|---|---|---|---|---|---|
| Northbound Weekday volume based on Caltrain schedule[1] | 40 | 6 | 46 | 251 | 0.69 | 31.63 |
| Southbound Weekday volume based on Caltrain schedule[1] | 37 | 9 | 46 | 251 | 0.69 | 31.63 |
| Northbound Saturday volume based on Caltrain schedule[1] | 10 | 3 | 13 | 53 | 0.15 | 1.89 |
| Southbound Saturday volume based on Caltrain schedule[1] | 12 | 2 | 14 | 53 | 0.15 | 2.03 |
| Northbound Sunday/Holiday volume based on Caltrain schedule[1] | 0 | 0 | 0 | 61 | 0.17 | 0.00 |
| Southbound Sunday/Holiday volume based on Caltrain schedule[1] | 0 | 0 | 0 | 61 | 0.17 | 0.00 |
| | 99 | 20 | 119 | 365 | 1 | 67.19 |

[1] Caltrain, 2018, http://www.caltrain.com/Assets/Assets/Schedules/Full-Timetable_10012017.pdf

| | | |
|---|---|---|
| Effective Distance (ft) | 1,500 | Measured from NAL to center of tracks via Google Earth |
| Average Train Speed (mph) | 50 | Assumption based on orientation of trains approaching and leaving |
| Engines per Train | 6 | Observation from Google Earth imagery of trains on Caltrain tracks |
| Railway cars per Train | 2 | Observation from Google Earth imagery of trains on Caltrain tracks |
| Average Train Operations | 67 | See calculations above |
| Night Fraction | 0.17 | See calculations above |
| Railway whistles or horns | No | Trains do not whistle/horn as they approach station |
| Bolted tracks | No | Observations of tracks from Google Earth imagery |

| | |
|---|---|
| Caltrain DNL from HUD DNL Calculator | 50.0 |

# DNL Calculator

The Day/Night Noise Level Calculator is an electronic assessment tool that calculates the Day/Night Noise Level (DNL) from roadway and railway traffic. For more information on using the DNL calculator, view the **Day/Night Noise Level Calculator Electronic Assessment Tool Overview (/programs/environmental-review/daynight-noise-level-electronic-assessment-tool/)**.

**Note:** HUD updated the Calculator December 12, 2017. If you used the Calculator prior to December 12, you may need to clear your cache to perform an accurate calculation. **View instructions to clear your cache (https://support.google.com/accounts/answer/32050)**.

## Guidelines

- To display the Road and/or Rail DNL calculator(s), click on the "Add Road Source" and/or "Add Rail Source" button(s) below.
- All Road and Rail input values must be positive non-decimal numbers.
- All Road and/or Rail DNL value(s) must be calculated separately before calculating the Site DNL.
- All checkboxes that apply must be checked for vehicles and trains in the tables' headers.
- **Note #1:** Tooltips, containing field specific information, have been added in this tool and may be accessed by hovering over all the respective data fields (site identification, roadway and railway assessment, DNL calculation results, roadway and railway input variables) with the mouse.
- **Note #2:** DNL Calculator assumes roadway data is always entered.

## DNL Calculator

| | |
|---|---|
| **Site ID** | Mission Bay South Block 6 West |
| **Record Date** | 02/13/2018 |
| **User's Name** | Stan Armstrong |

| | |
|---|---|
| **Road # 1 Name:** | **China Basin Street** |

**Road #1**

| **Vehicle Type** | **Cars** ☑ | **Medium Trucks** ☑ | **Heavy Trucks** ☑ |
|---|---|---|---|
| Effective Distance | 30 | 30 | 30 |

| | | | |
|---|---|---|---|
| Effective Distance | 30 | 30 | 30 |
| Distance to Stop Sign | 180 | 180 | 180 |
| Average Speed | 30 | 30 | 30 |
| Average Daily Trips (ADT) | 137 | 4 | 3 |
| Night Fraction of ADT | 15 | 15 | 15 |
| Road Gradient (%) | | | 0 |
| Vehicle DNL | 43.3455 | 47.9989 | 53.9778 |
| Calculate Road #1 DNL | 55.2753 | Reset | |

**Road # 2 Name:** **4th Street**

**Road #2**

| **Vehicle Type** | **Cars** ☑ | **Medium Trucks** ☑ | **Heavy Trucks** ☑ |
|---|---|---|---|
| Effective Distance | 230 | 230 | 230 |
| Distance to Stop Sign | | | |
| Average Speed | 30 | 30 | 30 |
| Average Daily Trips (ADT) | 238 | 8 | 5 |
| Night Fraction of ADT | 15 | 15 | 15 |
| Road Gradient (%) | | | 0 |
| Vehicle DNL | 36.793 | 32.0581 | 40.3745 |
| Calculate Road #2 DNL | 42.3839 | Reset | |

**Road # 3 Name:** **Long Bridge Street**

**Road #3**

| Vehicle Type | Cars | Medium Trucks | Heavy Trucks |
|---|---|---|---|
| Effective Distance | 170 | 170 | 170 |
| Distance to Stop Sign | | | |
| Average Speed | 30 | 30 | 30 |
| Average Daily Trips (ADT) | 800 | 25 | 17 |
| Night Fraction of ADT | 15 | 15 | 15 |
| Road Gradient (%) | | | 0 |
| Vehicle DNL | 44.0273 | 38.9758 | 47.6584 |
| Calculate Road #3 DNL | 49.626 | Reset | |

**Road # 4 Name:** **3rd Street**

**Road #4**

| Vehicle Type | Cars | Medium Trucks | Heavy Trucks |
|---|---|---|---|
| Effective Distance | 722 | 722 | 722 |
| Distance to Stop Sign | | | |
| Average Speed | 30 | 30 | 30 |
| Average Daily Trips (ADT) | 6533 | 206 | 138 |
| Night Fraction of ADT | 15 | 15 | 15 |
| Road Gradient (%) | | | 0 |
| Vehicle DNL | 43.7262 | 38.7137 | 47.3314 |
| Calculate Road #4 DNL | 49.3091 | Reset | |

**Railroad #1 Track Identifier:** **SFMTA Route T Owl and KT**

| Railroad #1 Track Identifier: | SFMTA Route T-Owl and KT |
|---|---|

**Rail # 1**

| Train Type | Electric ☑ | Diesel ☐ |
|---|---|---|
| Effective Distance | 685 | |
| Average Train Speed | 10 | |
| Engines per Train | 1 | |
| Railway cars per Train | 2 | |
| Average Train Operations (ATO) | 238 | |
| Night Fraction of ATO | 20 | |
| Railway whistles or horns? | Yes: ☐ No: ☑ | Yes: ☐ No: ☐ |
| Bolted Tracks? | Yes: ☐ No: ☑ | Yes: ☐ No: ☐ |
| **Train DNL** | 36.7329 | |
| Calculate Rail #1 DNL | 36.7329 | Reset |

| **Railroad #2 Track Identifier:** | **Caltrain** |
|---|---|

**Rail # 2**

| Train Type | Electric ☐ | Diesel ☑ |
|---|---|---|
| Effective Distance | | 1500 |
| Average Train Speed | | 50 |
| Engines per Train | | 1 |
| Railway cars per Train | | 6 |
| Average Train Operations (ATO) | | 67 |
| Night Fraction of ATO | | 17 |

| | | |
|---|---|---|
| Night Fraction of ATO | | 17 |
| Railway whistles or horns? | Yes: ☐ No: ☐ | Yes: ☐ No: ☑ |
| Bolted Tracks? | Yes: ☐ No: ☐ | Yes: ☐ No: ☑ |
| **Train DNL** | | 50.2834 |
| Calculate Rail #2 DNL | 50.2834 | Reset |

Add Road Source | Add Rail Source

| | |
|---|---|
| Airport Noise Level | |
| Loud Impulse Sounds? | ○ **Yes** ◉ **No** |
| Combined DNL for all Road and Rail sources | **58.1425** |
| Combined DNL including Airport | **N/A** |
| Site DNL with Loud Impulse Sound | |

Calculate

# Mitigation Options

If your site DNL is in Excess of 65 decibels, your options are:

- **No Action Alternative**: Cancel the project at this location
- **Other Reasonable Alternatives**: Choose an alternate site
- **Mitigation**
  - **Contact your Field or Regional Environmental Officer (/programs/environmental-review/hud-environmental-staff-contacts/)**
  - Increase mitigation in the building walls (only effective if no outdoor, noise sensitive areas)
  - Reconfigure the site plan to increase the distance between the noise source and noise-sensitive uses
  - Incorporate natural or man-made barriers. See ***The Noise Guidebook (/resource/313/hud-***

***noise-guidebook/)***

- Construct noise barrier. See the **Barrier Performance Module (/programs/environmental-review/bpm-calculator/)**

# Tools and Guidance

**Day/Night Noise Level Assessment Tool User Guide (/resource/3822/day-night-noise-level-assessment-tool-user-guide/)**

**Day/Night Noise Level Assessment Tool Flowcharts (/resource/3823/day-night-noise-level-assessment-tool-flowcharts/)**

# DNL Calculator

The Day/Night Noise Level Calculator is an electronic assessment tool that calculates the Day/Night Noise Level (DNL) from roadway and railway traffic. For more information on using the DNL calculator, view the **Day/Night Noise Level Calculator Electronic Assessment Tool Overview (/programs/environmental-review/daynight-noise-level-electronic-assessment-tool/)**.

**Note:** HUD updated the Calculator December 12, 2017. If you used the Calculator prior to December 12, you may need to clear your cache to perform an accurate calculation. **View instructions to clear your cache (https://support.google.com/accounts/answer/32050)**.

## Guidelines

- To display the Road and/or Rail DNL calculator(s), click on the "Add Road Source" and/or "Add Rail Source" button(s) below.
- All Road and Rail input values must be positive non-decimal numbers.
- All Road and/or Rail DNL value(s) must be calculated separately before calculating the Site DNL.
- All checkboxes that apply must be checked for vehicles and trains in the tables' headers.
- **Note #1:** Tooltips, containing field specific information, have been added in this tool and may be accessed by hovering over all the respective data fields (site identification, roadway and railway assessment, DNL calculation results, roadway and railway input variables) with the mouse.
- **Note #2:** DNL Calculator assumes roadway data is always entered.

## DNL Calculator

| | |
|---|---|
| **Site ID** | Mission Bay South Block 6 West |
| **Record Date** | 02/13/2018 |
| **User's Name** | Stan Armstrong |

| | |
|---|---|
| **Road # 1 Name:** | **China Basin Street** |

**Road #1**

| **Vehicle Type** | **Cars** ☑ | **Medium Trucks** ☑ | **Heavy Trucks** ☑ |
|---|---|---|---|
| Effective Distance | 30 | 30 | 30 |

| | | | |
|---|---|---|---|
| Effective Distance | 30 | 30 | 30 |
| Distance to Stop Sign | 180 | 180 | 180 |
| Average Speed | 30 | 30 | 30 |
| Average Daily Trips (ADT) | 137 | 4 | 3 |
| Night Fraction of ADT | 15 | 15 | 15 |
| Road Gradient (%) | | | 0 |
| Vehicle DNL | 43.3455 | 47.9989 | 53.9778 |
| Calculate Road #1 DNL | 55.2753 | Reset | |

**Road # 2 Name:** **4th Street**

**Road #2**

| **Vehicle Type** | **Cars** ☑ | **Medium Trucks** ☑ | **Heavy Trucks** ☑ |
|---|---|---|---|
| Effective Distance | 230 | 230 | 230 |
| Distance to Stop Sign | | | |
| Average Speed | 30 | 30 | 30 |
| Average Daily Trips (ADT) | 238 | 8 | 5 |
| Night Fraction of ADT | 15 | 15 | 15 |
| Road Gradient (%) | | | 0 |
| Vehicle DNL | 36.793 | 32.0581 | 40.3745 |
| Calculate Road #2 DNL | 42.3839 | Reset | |

**Road # 3 Name:** **Long Bridge Street**

**Road #3**

| Vehicle Type | Cars | Medium Trucks | Heavy Trucks |
|---|---|---|---|
| Effective Distance | 170 | 170 | 170 |
| Distance to Stop Sign | | | |
| Average Speed | 30 | 30 | 30 |
| Average Daily Trips (ADT) | 800 | 25 | 17 |
| Night Fraction of ADT | 15 | 15 | 15 |
| Road Gradient (%) | | | 0 |
| Vehicle DNL | 44.0273 | 38.9758 | 47.6584 |
| Calculate Road #3 DNL | 49.626 | Reset | |

**Road # 4 Name:** **3rd Street**

**Road #4**

| Vehicle Type | Cars | Medium Trucks | Heavy Trucks |
|---|---|---|---|
| Effective Distance | 722 | 722 | 722 |
| Distance to Stop Sign | | | |
| Average Speed | 30 | 30 | 30 |
| Average Daily Trips (ADT) | 6533 | 206 | 138 |
| Night Fraction of ADT | 15 | 15 | 15 |
| Road Gradient (%) | | | 0 |
| Vehicle DNL | 43.7262 | 38.7137 | 47.3314 |
| Calculate Road #4 DNL | 49.3091 | Reset | |

**Railroad #1 Track Identifier:** **SFMTA Route T Owl and KT**

| Railroad #1 Track Identifier: | SFMTA Route T-Owl and KT |
|---|---|

**Rail # 1**

| Train Type | Electric ☑ | Diesel ☐ |
|---|---|---|
| Effective Distance | 685 | |
| Average Train Speed | 10 | |
| Engines per Train | 1 | |
| Railway cars per Train | 2 | |
| Average Train Operations (ATO) | 238 | |
| Night Fraction of ATO | 20 | |
| Railway whistles or horns? | Yes: ☐ No: ☑ | Yes: ☐ No: ☐ |
| Bolted Tracks? | Yes: ☐ No: ☑ | Yes: ☐ No: ☐ |
| **Train DNL** | 36.7329 | |
| Calculate Rail #1 DNL | 36.7329 | Reset |

| **Railroad #2 Track Identifier:** | **Caltrain** |
|---|---|

**Rail # 2**

| Train Type | Electric ☐ | Diesel ☑ |
|---|---|---|
| Effective Distance | | 1500 |
| Average Train Speed | | 50 |
| Engines per Train | | 1 |
| Railway cars per Train | | 6 |
| Average Train Operations (ATO) | | 67 |
| Night Fraction of ATO | | 17 |

| | | |
|---|---|---|
| Night Fraction of ATO | | 17 |
| Railway whistles or horns? | Yes: ☐ No: ☐ | Yes: ☐ No: ☑ |
| Bolted Tracks? | Yes: ☐ No: ☐ | Yes: ☐ No: ☑ |
| **Train DNL** | | 50.2834 |
| Calculate Rail #2 DNL | 50.2834 | Reset |

Add Road Source | Add Rail Source

| | |
|---|---|
| Airport Noise Level | |
| Loud Impulse Sounds? | ○ **Yes** ◉ **No** |
| Combined DNL for all Road and Rail sources | **58.1425** |
| Combined DNL including Airport | **N/A** |
| Site DNL with Loud Impulse Sound | |

Calculate

# Mitigation Options

If your site DNL is in Excess of 65 decibels, your options are:

- **No Action Alternative**: Cancel the project at this location
- **Other Reasonable Alternatives**: Choose an alternate site
- **Mitigation**
  - **Contact your Field or Regional Environmental Officer (/programs/environmental-review/hud-environmental-staff-contacts/)**
  - Increase mitigation in the building walls (only effective if no outdoor, noise sensitive areas)
  - Reconfigure the site plan to increase the distance between the noise source and noise-sensitive uses
  - Incorporate natural or man-made barriers. See ***The Noise Guidebook (/resource/313/hud-***

***noise-guidebook/)***

- Construct noise barrier. See the **Barrier Performance Module (/programs/environmental-review/bpm-calculator/)**

# Tools and Guidance

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**Day/Night Noise Level Assessment Tool Flowcharts (/resource/3823/day-night-noise-level-assessment-tool-flowcharts/)**