

# **NOISE IMPACT ANALYSIS**

## **THE 650 PCH PROJECT**

### **CITY OF EL SEGUNDO**

---

*Lead Agency:*

**City of El Segundo**  
Planning and Building Safety Department  
350 Main Street  
El Segundo, CA 90245

*Prepared by:*

**Vista Environmental**  
1021 Didrickson Way  
Laguna Beach, CA 92651  
949 510 5355  
Greg Tonkovich, INCE

Project No. 20091

January 26, 2021

---

---

## TABLE OF CONTENTS

<b>1.0</b>	<b>Executive Summary .....</b>	<b>1</b>
	1.1 Purpose of Analysis and Study Objectives .....	1
	1.2 Site Location and Study Area .....	1
	1.3 Proposed Project Description .....	1
	1.4 Standard Noise Regulatory Conditions .....	2
	1.5 Summary of Analysis Results .....	2
	1.6 Mitigation Measures for the Proposed Project .....	3
<b>2.0</b>	<b>Noise Fundamentals .....</b>	<b>6</b>
	2.1 Noise Descriptors .....	6
	2.2 Tone Noise .....	6
	2.3 Noise Propagation.....	6
	2.4 Ground Absorption .....	7
<b>3.0</b>	<b>Ground-Borne Vibration Fundamentals .....</b>	<b>8</b>
	3.1 Vibration Descriptors .....	8
	3.2 Vibration Perception .....	8
	3.3 Vibration Propagation.....	8
<b>4.0</b>	<b>Regulatory Setting .....</b>	<b>9</b>
	4.1 Federal Regulations .....	9
	4.2 State Regulations .....	10
	4.3 Local Regulations .....	11
<b>5.0</b>	<b>Existing Noise Conditions.....</b>	<b>15</b>
	5.1 Noise Measurement Equipment.....	15
	5.2 Noise Measurement Results .....	15
<b>6.0</b>	<b>Modeling Parameters and Assumptions.....</b>	<b>18</b>
	6.1 Construction Noise.....	18
	6.2 Operational Noise .....	19
	6.3 Vibration .....	21
<b>7.0</b>	<b>Impact Analysis .....</b>	<b>23</b>
	7.1 CEQA Thresholds of Significance.....	23
	7.2 Generation of Noise Levels in Excess of Standards .....	23
	7.3 Generation of Excessive Groundborne Vibration .....	27
	7.4 Aircraft Noise .....	28
<b>8.0</b>	<b>References.....</b>	<b>29</b>

---

## TABLE OF CONTENTS CONTINUED

### APPENDICES

Appendix A – Field Noise Measurements Photo Index

Appendix B – Field Noise Measurements Printouts

Appendix C – RCNM Model Construction Noise Calculations

Appendix D – FHWA Model Roadway Noise Calculation Printouts

Appendix E – Operational Reference Noise Measurements Printouts

---

## LIST OF FIGURES

Figure 1 – Project Location Map .....	4
Figure 2 – Proposed Site Plan .....	5
Figure 3 – Field Noise Measurements Graph.....	17

## LIST OF TABLES

Table A – FTA Project Effects on Cumulative Noise Exposure .....	9
Table B – Existing (Ambient) Noise Level Measurements .....	16
Table C – Construction Equipment Noise Emissions and Usage Factors .....	18
Table D – FHWA Model Roadway Parameters.....	20
Table E – FHWA Model Average Daily Traffic Volumes .....	20
Table F – Roadway Vehicle Mixes .....	21
Table G – Vibration Source Levels for Construction Equipment.....	22
Table H – Construction Noise Levels at the Nearby Sensitive Receptors .....	24
Table I – Project Traffic Noise Contributions for Existing Year Conditions .....	25
Table J – Project Traffic Noise Contributions for Opening Year 2023 Conditions .....	26
Table K – Operational Noise Levels at the Nearby Land Uses .....	27

---

## ACRONYMS AND ABBREVIATIONS

ANSI	American National Standards Institute
Caltrans	California Department of Transportation
CEQA	California Environmental Quality Act
City	City of El Segundo
CNEL	Community Noise Equivalent Level
dB	Decibel
dBA	A-weighted decibels
DOT	Department of Transportation
FHWA	Federal Highway Administration
FTA	Federal Transit Administration
EPA	Environmental Protection Agency
Hz	Hertz
Ldn	Day-night average noise level
Leq	Equivalent sound level
Lmax	Maximum noise level
ONAC	Federal Office of Noise Abatement and Control
OSB	Oriented Strand Board
OSHA	Occupational Safety and Health Administration
PPV	Peak particle velocity
RMS	Root mean square
SEL	Single Event Level or Sound Exposure Level
STC	Sound Transmission Class
UMTA	Federal Urban Mass Transit Administration
VdB	Vibration velocity level in decibels

---

## 1.0 EXECUTIVE SUMMARY

### ***1.1 Purpose of Analysis and Study Objectives***

This Noise Impact Analysis has been prepared to determine the noise impacts associated with the proposed 650 PCH Project (proposed project). The following is provided in this report:

- A description of the study area and the proposed project;
- Information regarding the fundamentals of noise;
- Information regarding the fundamentals of vibration;
- A description of the local noise guidelines and standards;
- An evaluation of the current noise environment;
- An analysis of the potential short-term construction-related noise impacts from the proposed project; and,
- An analysis of long-term operations-related noise impacts from the proposed project.

### ***1.2 Site Location and Study Area***

The project site is located in the City of El Segundo (City) at 650 and 700 North Pacific Coast Highway and 737 Carl Jacobson Way. The approximately 7.2-acre project site is currently developed with office buildings and surface parking lots. The existing onsite improvements are detailed below:

- 650 N. P Pacific Coast Highway (Parcels 1 and 3 above) has an existing gross floor area of 128,544 square feet. Net floor area is 98,885 square feet.
- 700 N. Pacific Coast Highway (Parcels 4 and 5 above) has an existing gross floor area of 78,512 square feet. Existing net floor area is 69,692 square feet.
- 737 Carl Jacobson Way has an existing gross floor area of 17,000 square feet. The net floor area is 16,652 square feet. Please note that while 737 Carl Jacobson Way and the existing building on the property is a part of the property and the project, no changes are contemplated to this building at this time as there is an existing long-term tenant at this building.

The entire project site is bounded by a fast-food restaurant (Chick-fil-A) and industrial buildings to the north, industrial buildings to the east, a shopping center and an industrial building to the south, and Pacific Coast Highway to the west. The project study area is shown in Figure 1.

### **Sensitive Receptors in Project Vicinity**

The nearest sensitive receptors to the project site are residents at the multi-family homes along E Palm Avenue and Indiana Court located as near as 270 feet west of the project site. The nearest school is Center Street Elementary School at 700 Center Street, El Segundo, that is located as near as 1,800 feet (0.34 mile) west of the project site.

### ***1.3 Proposed Project Description***

The proposed project would involve the renovation and minor alteration of two existing office buildings at 650 North Pacific Coast Highway (“Building A”) and 700 North Pacific Coast Highway (“Building B”). In

---

addition, the project includes the demolition of the existing surface parking lot and construction of a new 7-story office building with an integrated parking structure (“Building C”). In addition, the project will consolidate the seven parcels of land into a single 7.258-acre ground parcel through the proposed Vesting Tentative Parcel Map No. 83129. The gross and net square footages for each building in the project are as follows:

- Building A: 130,526 gross square feet; 99,916 net square feet;
- Building B: 77,309 gross square feet; 65,120 net square feet;
- Building C: 122,156 gross square feet, inclusive of the terraces and balconies; 70,021 net square feet.

The project would provide a total of 1,256 parking spaces to serve the office uses at the property and potentially other nearby parcels that do not have adequate parking. The proposed Building C would provide parking within an integrated parking structure that will have 1,185 spaces. Also, the existing surface parking areas on the north and east side of Building B will remain. The surface parking areas include 51 existing standard parking space and 20 new standard parking spaces for a total of 71 standard parking spaces. The proposed site plan is shown in Figure 2.

#### ***1.4 Standard Noise Regulatory Conditions***

The proposed project will be required to comply with the following regulatory conditions from the City of El Segundo and State of California.

##### City of El Segundo Noise and Vibration Regulations

The following lists the noise and vibration regulations from the Municipal Code that are applicable, but not limited to the proposed project.

- Section 7-2-4: Noise Standards
- Section 7-2-9: Vibration Limits
- Section 7-2-10(D): Construction Noise Exemptions

##### State of California Noise Regulations

The following lists the State of California noise regulations that are applicable, but not limited to the proposed project.

- California Vehicle Code Section 2700-27207 – On Road Vehicle Noise Limits
- California Vehicle Code Section 38365-38350 – Off-Road Vehicle Noise Limits

#### ***1.5 Summary of Analysis Results***

The following is a summary of the proposed project’s impacts with regard to the State CEQA Guidelines noise checklist questions.

**Generation of 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 other agencies?**

Less than significant impact.

---

**Generation of excessive groundborne vibration or groundborne noise levels?**

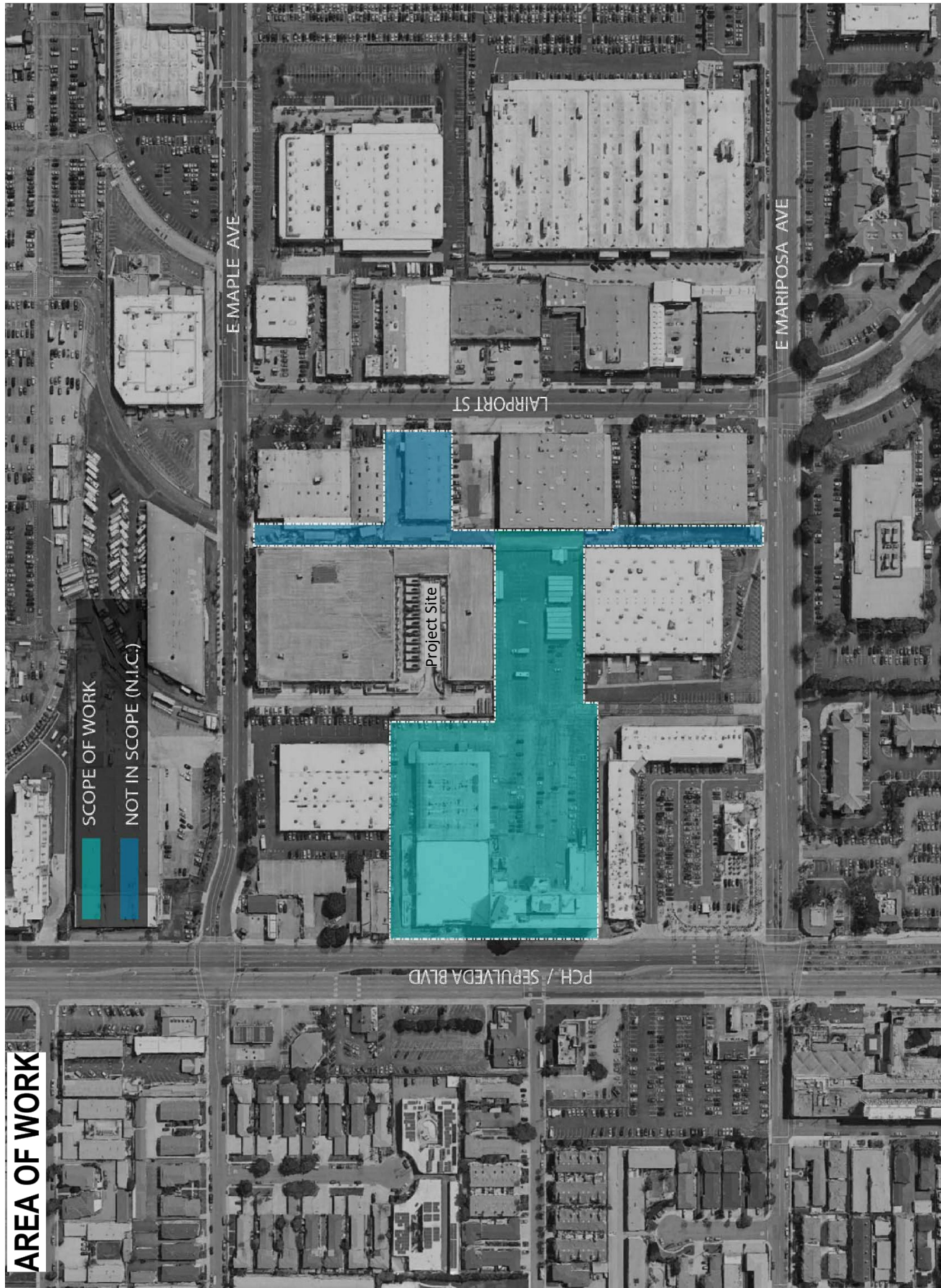
Less than significant impact.

**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 two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?**

Less than significant impact.

***1.6 Mitigation Measures for the Proposed Project***

This analysis found that through adherence to the noise and vibration regulations detailed in Section 1.4 above, all noise and vibration impacts would be reduced to less than significant levels and no mitigation is required.



SOURCE: Shubin Donaldson.



Figure 1  
Project Location Map



---

## 2.0 NOISE FUNDAMENTALS

Noise is defined as unwanted sound. Sound becomes unwanted when it interferes with normal activities, when it causes actual physical harm or when it has adverse effects on health. Sound is produced by the vibration of sound pressure waves in the air. Sound pressure levels are used to measure the intensity of sound and are described in terms of decibels. The decibel (dB) is a logarithmic unit which expresses the ratio of the sound pressure level being measured to a standard reference level. A-weighted decibels (dBA) approximate the subjective response of the human ear to a broad frequency noise source by discriminating against very low and very high frequencies of the audible spectrum. They are adjusted to reflect only those frequencies which are audible to the human ear.

### 2.1 Noise Descriptors

Noise Equivalent sound levels are not measured directly, but are calculated from sound pressure levels typically measured in A-weighted decibels (dBA). The equivalent sound level (Leq) represents a steady state sound level containing the same total energy as a time varying signal over a given sample period. The peak traffic hour Leq is the noise metric used by California Department of Transportation (Caltrans) for all traffic noise impact analyses.

The Day-Night Average Level (Ldn) 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 ten decibels to sound levels at night between 10 p.m. and 7 a.m. The Community Noise Equivalent Level (CNEL) is similar to the Ldn, except that it has an added 4.77 decibels to sound levels during the evening hours between 7 p.m. and 10 p.m. These additions are made to the sound levels at these time periods because during the evening and nighttime hours, when compared to daytime hours, there is a decrease in the ambient noise levels, which creates an increased sensitivity to sounds. For this reason the sound appears louder in the evening and nighttime hours and is weighted accordingly. The City of El Segundo also relies on the CNEL noise standard to assess transportation-related impacts on noise sensitive land uses.

### 2.2 Tone Noise

A pure tone noise is a noise produced at a single frequency and laboratory tests have shown that humans are more perceptible to changes in noise levels of a pure tone. For a noise source to contain a “pure tone,” there must be a significantly higher A-weighted sound energy in a given frequency band than in the neighboring bands, thereby causing the noise source to “stand out” against other noise sources. A pure tone occurs if the sound pressure level in the one-third octave band with the tone exceeds the average of the sound pressure levels of the two contiguous one-third octave bands by:

- 5 dB for center frequencies of 500 hertz (Hz) and above
- 8 dB for center frequencies between 160 and 400 Hz
- 15 dB for center frequencies of 125 Hz or less

### 2.3 Noise Propagation

From the noise source to the receiver, noise changes both in level and frequency spectrum. The most obvious is the decrease in noise as the distance from the source increases. The manner in which noise reduces with distance depends on whether the source is a point or line source as well as ground absorption, atmospheric effects and refraction, and shielding by natural and manmade features. Sound

---

from point sources, such as air conditioning condensers, radiate uniformly outward as it travels away from the source in a spherical pattern. The noise drop-off rate associated with this geometric spreading is 6 dBA per each doubling of the distance (dBA/DD). Transportation noise sources such as roadways are typically analyzed as line sources, since at any given moment the receiver may be impacted by noise from multiple vehicles at various locations along the roadway. Because of the geometry of a line source, the noise drop-off rate associated with the geometric spreading of a line source is 3 dBA/DD.

#### ***2.4 Ground Absorption***

The sound drop-off rate is highly dependent on the conditions of the land between the noise source and receiver. To account for this ground-effect attenuation (absorption), two types of site conditions are commonly used in traffic noise models, soft-site and hard-site conditions. Soft-site conditions account for the sound propagation loss over natural surfaces such as normal earth and ground vegetation. For point sources, a drop-off rate of 7.5 dBA/DD is typically observed over soft ground with landscaping, as compared with a 6.0 dBA/DD drop-off rate over hard ground such as asphalt, concrete, stone and very hard packed earth. For line sources a 4.5 dBA/DD is typically observed for soft-site conditions compared to the 3.0 dBA/DD drop-off rate for hard-site conditions. Caltrans research has shown that the use of soft-site conditions is more appropriate for the application of the Federal Highway Administration (FHWA) traffic noise prediction model used in this analysis as most ground surfaces between the source and receptor will provide some noise absorption.

---

## 3.0 GROUND-BORNE VIBRATION FUNDAMENTALS

Ground-borne vibrations consist of rapidly fluctuating motions within the ground that have an average motion of zero. The effects of ground-borne vibrations typically only cause a nuisance to people, but at extreme vibration levels damage to buildings may occur. Although ground-borne vibration can be felt outdoors, it is typically only an annoyance to people indoors where the associated effects of the shaking of a building can be notable. Ground-borne noise is an effect of ground-borne vibration and only exists indoors, since it is produced from noise radiated from the motion of the walls and floors of a room and may also consist of the rattling of windows or dishes on shelves.

### 3.1 *Vibration Descriptors*

There are several different methods that are used to quantify vibration amplitude such as the maximum instantaneous peak in the vibrations velocity, which is known as the peak particle velocity (PPV) or the root mean square (rms) amplitude of the vibration velocity. Due to the typically small amplitudes of vibrations, vibration velocity is often expressed in decibels and is denoted as ( $L_v$ ) and is based on the rms velocity amplitude. A commonly used abbreviation is vibration decibels (VdB), which in this text, is when  $L_v$  is based on the reference quantity of 1 micro inch per second.

### 3.2 *Vibration Perception*

Typically, developed areas are continuously affected by vibration velocities of 50 VdB or lower. These continuous vibrations are not noticeable to humans whose threshold of perception is around 65 VdB. Off-site sources that may produce perceptible vibrations are usually caused by construction equipment, steel-wheeled trains, and traffic on rough roads, while smooth roads rarely produce perceptible ground-borne noise or vibration.

### 3.3 *Vibration Propagation*

The propagation of ground-borne vibration is not as simple to model as airborne noise. This is due to the fact that noise in the air travels through a relatively uniform median, while ground-borne vibrations travel through the earth which may contain significant geological differences. There are three main types of vibration propagation; surface, compression, and shear waves. Surface waves, or Rayleigh waves, travel along the ground's surface. These waves carry most of their energy along an expanding circular wave front, similar to ripples produced by throwing a rock into a pool of water. P-waves, or compression waves, are body waves that carry their energy along an expanding spherical wave front. The particle motion in these waves is longitudinal (i.e., in a "push-pull" fashion). P-waves are analogous to airborne sound waves. S-waves, or shear waves, are also body waves that carry energy along an expanding spherical wave front. However, unlike P-waves, the particle motion is transverse or "side-to-side and perpendicular to the direction of propagation."

As vibration waves propagate from a source, the vibration energy decreases in a logarithmic nature and the vibration levels typically decrease by 6 VdB per doubling of the distance from the vibration source. As stated above, this drop-off rate can vary greatly depending on the soil but has been shown to be effective enough for screening purposes, in order to identify potential vibration impacts that may need to be studied through actual field tests.

---

---

## 4.0 REGULATORY SETTING

The project site is located in the City of El Segundo. Noise regulations are addressed through the efforts of various federal, state, and local government agencies. The agencies responsible for regulating noise are discussed below.

### 4.1 Federal Regulations

The adverse impact of noise was officially recognized by the federal government in the Noise Control Act of 1972, which serves three purposes:

- Promulgating noise emission standards for interstate commerce
- Assisting state and local abatement efforts
- Promoting noise education and research

The Federal Office of Noise Abatement and Control (ONAC) was initially tasked with implementing the Noise Control Act. However, the ONAC has since been eliminated, leaving the development of federal noise policies and programs to other federal agencies and interagency committees. For example, the Occupational Safety and Health Administration (OSHA) agency prohibits exposure of workers to excessive sound levels. The Department of Transportation (DOT) assumed a significant role in noise control through its various operating agencies. The Federal Aviation Administration (FAA) regulates noise of aircraft and airports. Surface transportation system noise is regulated by a host of agencies, including the Federal Transit Administration (FTA). Transit noise is regulated by the federal Urban Mass Transit Administration (UMTA), while freeways that are part of the interstate highway system are regulated by the Federal Highway Administration (FHWA). Finally, the federal government actively advocates that local jurisdictions use their land use regulatory authority to arrange new development in such a way that “noise sensitive” uses are either prohibited from being sited adjacent to a highway or, alternately that the developments are planned and constructed in such a manner that potential noise impacts are minimized.

Although the proposed project is not under the jurisdiction of the FTA, the FTA is the only agency that has defined what constitutes a significant noise impact from implementing a project. The FTA standards are based on extensive studies by the FTA and other governmental agencies on the human effects and reaction to noise and a summary of the FTA findings are provided below in Table A.

**Table A – FTA Project Effects on Cumulative Noise Exposure**

Existing Noise Exposure (dBA Leq or Ldn)	Allowable Noise Impact Exposure dBA Leq or Ldn		
	Project Only	Combined	Noise Exposure Increase
45	51	52	+7
50	53	55	+5
55	55	58	+3
60	57	62	+2
65	60	66	+1
70	64	71	+1
75	65	75	0

Source: Federal Transit Administration, 2018.

---

Since the federal government has preempted the setting of standards for noise levels that can be emitted by transportation sources, the City is restricted to regulating noise generated by the transportation system through nuisance abatement ordinances and land use planning.

## **4.2 State Regulations**

### **Noise Standards**

#### California Department of Health Services Office of Noise Control

Established in 1973, the California Department of Health Services Office of Noise Control (ONC) was instrumental in developing regularity tools to control and abate noise for use by local agencies. One significant model is the “Land Use Compatibility for Community Noise Environments Matrix,” which allows the local jurisdiction to clearly delineate compatibility of sensitive uses with various incremental levels of noise.

#### California Noise Insulation Standards

Title 24, Chapter 1, Article 4 of the California Administrative Code (California Noise Insulation Standards) requires noise insulation in new hotels, motels, apartment houses, and dwellings (other than single-family detached housing) that provides an annual average noise level of no more than 45 dBA CNEL. When such structures are located within a 60-dBA CNEL (or greater) noise contour, an acoustical analysis is required to ensure that interior levels do not exceed the 45-dBA CNEL annual threshold. In addition, Title 21, Chapter 6, Article 1 of the California Administrative Code requires that all habitable rooms, hospitals, convalescent homes, and places of worship shall have an interior CNEL of 45 dB or less due to aircraft noise.

#### Government Code Section 65302

Government Code Section 65302 mandates that the legislative body of each county and city in California adopt a noise element as part of its comprehensive general plan. The local noise element must recognize the land use compatibility guidelines published by the State Department of Health Services. The guidelines rank noise land use compatibility in terms of normally acceptable, conditionally acceptable, normally unacceptable, and clearly unacceptable.

### **Vibration Standards**

Title 14 of the California Administrative Code Section 15000 requires that all state and local agencies implement the California Environmental Quality Act (CEQA) Guidelines, which requires the analysis of exposure of persons to excessive groundborne vibration. However, no statute has been adopted by the state that quantifies the level at which excessive groundborne vibration occurs.

Caltrans issued the *Transportation- and Construction-Induced Vibration Guidance Manual* in 2004. The manual provides practical guidance to Caltrans engineers, planners, and consultants who must address vibration issues associated with the construction, operation, and maintenance of Caltrans projects. However, this manual is also used as a reference point by many lead agencies and CEQA practitioners throughout California, as it provides numeric thresholds for vibration impacts. Thresholds are established for continuous (construction-related) and transient (transportation-related) sources of vibration, which found that the human response becomes distinctly perceptible at 0.25 inch per second PPV for transient sources and 0.04 inch per second PPV for continuous sources.

---

### **4.3 Local Regulations**

The City of El Segundo General Plan and Municipal Code establishes the following applicable policies related to noise and vibration.

#### **City of El Segundo General Plan**

The City of El Segundo adopted their General Plan in 1992. The General Plan sets the long-term goals and policies that decision makers use to guide the growth and development in the City; and the Noise Element establishes the goals and policies associated with noise exposure within the City. Goals and policies that are applicable to implementation of the proposed project are presented below.

**Goal N 1:** Encourage a high quality environmental within all parts of the City of El Segundo where the public's health, safety, and welfare are not adversely affected by excessive noise.

#### Objectives & Policies

- Objective N 1-1** It is the objective of the City of El Segundo to ensure that City residents are not exposed to mobile noise levels in excess of the interior and exterior noise standards or the single event noise standards specified in the El Segundo Municipal Code.
- Policy N1-1.1** Continue to work for the elimination of adverse noise sources, especially from Los Angeles International Airport West Imperial Terminal, and from helicopter and aircraft flyovers.
- Policy N1-1.2** Play an active role in the planning process associated with preparation of the Los Angeles International Airport Master Plan.
- Policy N1-1.3** Continue to work with the City of Los Angeles Department of Airports to reduce the noise-impacted area around Los Angeles International Airport to zero.
- Policy N1-1.4** Consider noise impacts from traffic arterials and railroads, as well as aircraft, when identifying potential new areas for residential land use.
- Policy N1-1.5** Encourage state inspection and enforcement of noise standards for motor vehicles, including those involved in public transit.
- Policy N1-1.6** Encourage the State Department of Transportation (DOT) to conduct an active highway noise abatement program with scenic/aesthetic consideration for Sepulveda Boulevard (State Route 1).
- Policy N1-1.7** Monitor California Department of Transportation and Los Angeles County Transportation Commission noise abatement measures aimed at minimizing noise impacts associated with the I-105 Freeway and the Metro Rail Green Line.
- Policy N1-8** Continue to develop zoning, subdivision, and development controls to prevent future encroachment of noise-sensitive uses into present or planned industrial or transportation system noise-impacted zones where adverse effects cannot be adequately mitigated.
- Policy N1-9** Require review of all new development projects in the City for conformance with California Airport Noise Regulations and California Noise Insulation Standards (CCR Title 24) to ensure interior noise will not exceed acceptable levels.

---

<b>Policy N1-10</b>	Continue to develop and implement City programs to incorporate noise reduction measures into existing residential development where interior noise levels exceed acceptable standards.
<b>Objective N 1-2</b>	It is the objective of the City of El Segundo to ensure that City residents are not exposed to stationary noise levels in excess of El Segundo's Noise Ordinance standards.
<b>Policy N1-2.1</b>	Require all new projects to meet the City's Noise Ordinance Standards as a condition of building permit approval.
<b>Objective N 1-3</b>	It is the objective of the City of El Segundo that the City maintain intergovernmental coordination and public information programs which are highly efficient in their noise abatement efforts.
<b>Policy N1-3.1</b>	Encourage site planning to be consistent with the existing and future noise environment and promote development standards in which noise-sensitive projects and residences are mitigated from major noise sources. Short-term and long-term noise control measures should be formulated in a manner compatible with community needs and expectations.
<b>Policy N1-3.2</b>	Work to remove non-conforming land uses (mixed usage such as residential uses in commercial or industrial land use designations) which result in noise incompatibility.
<b>Policy N1-3.3</b>	Employ effective noise mitigation techniques through appropriate provisions in the building code, subdivision procedures, and zoning and noise ordinances.
<b>Policy N1-3.4</b>	Urge continued federal and state research into noise problems and recommend additional research programs as problems are identified.
<b>Policy N1-3.5</b>	Support a continuous effort to evaluate noise levels in the City of El Segundo and to reduce unacceptable noise levels through the planning process.

### **City of El Segundo Municipal Code**

Chapter 2 Noise and Vibration of the City of El Segundo Municipal Code sets forth the noise standards and regulations for noise related sources within the City.

#### **7-2-4 Noise Standards**

No person shall, at any location within the City, create any noise, nor shall any person allow the creation of any noise within the person's control of public or private property, which causes the noise level when measured on any other property, to exceed the applicable noise standards, except as set forth in subsection C1 of this Section.

- A. Residential Property: **Five (5) dBA above the ambient noise level.**
- B. Commercial and Industrial Property: **Eight (8) dBA above the ambient noise level.**
- C. Adjustments:
  1. Increases to the noise standards as set forth in subsections A and B of this Section may be permitted in accordance with the following:

Noise Standards Adjustments	
Permitted Increase (dBA)	Duration of Increased Minutes) <sup>1</sup>
0	30
5	15
10	5
15	1
20	Less than 1

Note:

<sup>1</sup> Cumulative minute during any one hour

Source: City of El Segundo, 2020.

2. If the receptor property is located on a boundary between two (2) different noise zones, the lower noise level standard applicable to the quieter zone shall apply.

### 7-2-8 Special Prohibitions.

The following acts, and the causing therefor, are declared to be in violation of the Noise and Vibration Chapter of the Municipal Code if they occur in such a manner as to disturb the peace, quiet, and comfort of any reasonable person of normal sensitivity residing in the area; and occur:

- A. Between the hours of 10:00 PM and 7:00 AM:
  1. Operating, playing or permitting the operation or playing of any radio, television, phonograph, drum, musical instrument, sound amplifier, or similar device which produces, reproduces or amplifies sound.
  2. Using or operating any loudspeaker, public address system or similar device.
  3. Loading, unloading, opening, closing or other handling of boxes, crates, containers, building materials, garbage cans, or similar objects.
- B. Between the hours of 8:00 PM and 7:00 AM:
  1. Refuse collection vehicles:
    - a. Collection of refuse with a collection vehicle in a residential area or within five hundred feet (500') thereof;
    - b. Operation or permitting the operation of the compacting mechanism of any motor vehicle which compacts refuse in a residential area or within five hundred feet (500') thereof.
  2. Loudspeakers/Public Address Systems: Using or operating for any commercial purpose any loudspeaker, public address system, or similar device on a public right of way or public space.
  3. Powered Model: Operating or permitting the operation of powered models

### 7-2-9 Vibration.

Notwithstanding other sections of the Noise and Vibration Chapter of the Municipal Code, a person shall not create, maintain or cause any ground vibration which is perceptible, without the use of instructions, to any reasonable person of normal sensitivity at any point on any affected property.

---

## 7-2-10 Exemptions.

The following activities shall be exempted from the provisions of the Noise and Vibration Chapter of the Municipal Code:

- A. School And Park Facilities: Authorized activities conducted on public school grounds and City park facilities, associated with normal operation of the facilities including, but not limited to, school and public athletic and entertainment events.
- B. Mechanical Or Electronic Devices: Any mechanical or electronic device, apparatus or equipment used, related to or connected with emergency machinery, vehicle, work or warning alarm or bell, provided the sounding of any bell or alarm on any building or motor vehicle shall terminate its operation within fifteen (15) minutes of its activation.
- C. Public Speaking Or Assemblies: Noncommercial public speaking and public assembly activities conducted on any public space or public right of way without the use of sound amplification equipment.
- D. Construction Noise: Noise sources associated with or vibration created by construction, repair, or remodeling of any real property, provided said activities do not take place between the hours of six o'clock (6:00) P.M. and seven o'clock (7:00) A.M. Monday through Saturday, or at any time on Sunday or a Federal holiday, and provided the noise level created by such activities does not exceed the noise standard of **sixty five (65) dBA** plus the limits specified in subsection 7-2-4C of this Chapter as measured on the receptor residential property line and provided any vibration created does not endanger the public health, welfare and safety.
- E. Real Property Maintenance: Noise sources associated with the maintenance of real property, provided said activities take place between the hours of seven o'clock (7:00) A.M. and eight o'clock (8:00) P.M. on any day except Sunday, or between the hours of nine o'clock (9:00) A.M. and eight o'clock (8:00) P.M. on Sunday.
- F. Activities Preempted By State Or Federal Law: Any activity to the extent regulation thereof has been preempted by State or Federal law, including, but not limited to, aircraft, motor vehicles, railroads and other interstate carriers.

---

## 5.0 EXISTING NOISE CONDITIONS

To determine the existing noise levels, noise measurements have been taken in the vicinity of the project site. The field survey noted that noise within the proposed project area is generally characterized by vehicle traffic on Pacific Coast Highway, which is located adjacent to the west side of the project site as well as industrial noises created from the industrial buildings on the east side of the project site. The following describes the measurement procedures, measurement locations, noise measurement results, and the modeling of the existing noise environment.

### 5.1 Noise Measurement Equipment

The noise measurements were taken using three Larson Davis Model LXT1 Type 1 sound level meters programmed in “slow” mode to record the sound pressure level at 1-second intervals for 24 hours in “A” weighted form. In addition, the  $L_{eq}$  averaged over the entire measuring time and  $L_{max}$  were recorded with both sound level meters. The sound level meters and microphones were mounted on fences in the vicinity of the nearby homes west of the project site and on the project site. The noise meters were mounted on fences and poles that were placed between four and six feet above the ground and were equipped with windscreens during all measurements. The noise meters were calibrated before and after the monitoring using a Larson Davis Cal200 calibrator. All noise level measurement equipment meets American National Standards Institute specifications for sound level meters (S1.4-1983 identified in Chapter 19.68.020.AA).

### Noise Measurement Locations

The noise monitoring locations were selected in order to obtain the existing noise levels on the project site and at the nearest residential uses located to the west of the project site. Descriptions of the noise monitoring sites are provided below in Table B and Appendix A includes a photo index of the study area and noise level measurement locations.

### Noise Measurement Timing and Climate

The noise measurements were recorded between 12:29 p.m. on Tuesday, November 24, 2020 and 12:47 p.m. on Wednesday, November 25, 2020. At the start of the noise measurements, the sky was clear (no clouds), the temperature was 66 degrees Fahrenheit, the humidity was 42 percent, barometric pressure was 29.89 inches of mercury, and the wind was blowing around two miles per hour. Overnight, the temperature dropped to 51 degrees Fahrenheit. At the conclusion of the noise measurements, the sky was clear, the temperature was 64 degrees Fahrenheit, the humidity was 64 percent, barometric pressure was 29.93 inches of mercury, and the wind was blowing around six miles per hour.

### 5.2 Noise Measurement Results

The results of the noise level measurements are presented in Table B. The measured sound pressure levels in dBA have been used to calculate the minimum and maximum  $L_{eq}$  averaged over 1-hour intervals. Table B also shows the  $L_{eq}$ ,  $L_{max}$ , and CNEL, based on the entire measurement time. The noise monitoring data printouts are included in Appendix B. Figure 3 shows a graph of the 24-hour noise measurements.

**Table B – Existing (Ambient) Noise Level Measurements**

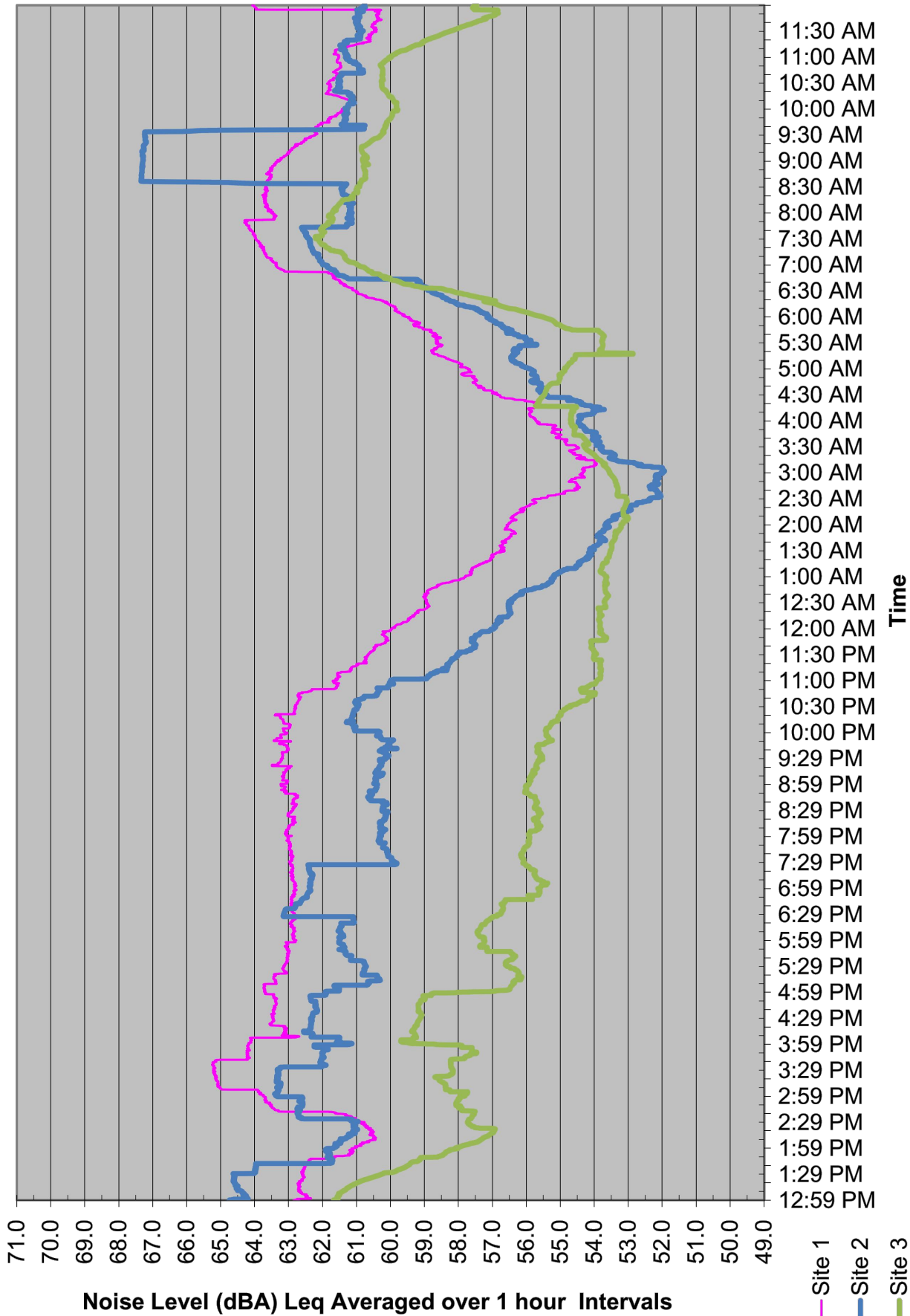
Site No.	Site Description	Average (dBA L <sub>eq</sub> )		1-hr Average (dBA L <sub>eq</sub> /Time)		Average (dBA CNEL)
		Daytime <sup>1</sup>	Nighttime <sup>2</sup>	Minimum	Maximum	
1	Located northwest of project site, on the wall between IHOP and multi-family homes on Indiana Court, approximately 195 feet west of Pacific Coast Highway centerline.	64.1	57.9	53.9 3:08 a.m.	65.3 3:35 p.m.	66.9
2	Located west of project site, on power pole located on southeast corner of 1637 E Palm Avenue, approximately 22 feet north of Palm Avenue centerline.	63.6	55.7	51.9 3:08 a.m.	67.3 8:44 a.m.	65.2
3	Located on light pole that is located approximately in center of project site parking lot.	60.1	53.2	52.9 5:34 a.m.	62.2 7:48 a.m.	62.2

Notes:

<sup>1</sup> Daytime is defined as 7:00 a.m. to 10:00 p.m. (Section 7-2-8(A) of the Municipal Code)

<sup>2</sup> Nighttime define as 10:00 p.m. to 7:00 a.m. (Section 7-2-8(A) of the Municipal Code)

Source: Noise measurements taken between Tuesday, November 24 and Wednesday, November 25, 2020.



SOURCE: Larson Davis LXT Type 1 Sound Level Meters.



Figure 3  
Field Noise Measurements Graph

## 6.0 MODELING PARAMETERS AND ASSUMPTIONS

### 6.1 Construction Noise

The noise impacts from construction of the proposed project have been analyzed through use of the FHWA's Roadway Construction Noise Model (RCNM). The FHWA compiled noise measurement data regarding the noise generating characteristics of several different types of construction equipment used during the Central Artery/Tunnel project in Boston. Table C below provides a list of the construction equipment anticipated to be used for each phase of construction as detailed in *Air Quality, Energy, and Greenhouse Gas Emissions Impact Analysis for the 650 PCH Project (Air Quality Analysis)*, prepared by Vista Environmental, December 21, 2020.

**Table C – Construction Equipment Noise Emissions and Usage Factors**

Equipment Description	Number of Equipment	Acoustical Use Factor <sup>1</sup> (percent)	Spec 721.560 Lmax at 50 feet <sup>2</sup> (dBA, slow <sup>3</sup> )	Actual Measured Lmax at 50 feet <sup>4</sup> (dBA, slow <sup>3</sup> )
<b>Demolition/Rough Grading</b>				
Excavator	1	40	85	81
Water Truck (Dump Truck)	1	40	84	76
Rubber Tired Dozer	1	40	85	83
Rubber Tired Loader	1	40	80	79
Scraper	2	40	85	84
Tractor, Loader, or Backhoes	3	40	84	N/A
<b>Grading/Foundation</b>				
Crane	1	16	85	81
Forklifts (Gradall)	2	40	85	83
Rubber Tired Dozer	1	40	85	82
Tractor, Loader or Backhoe	3	40	84	N/A
<b>Building Construction</b>				
Crane	1	16	85	81
Forklift (Gradall)	3	40	85	83
Concrete Boom Pump	2	20	90	90
Boom Lift (Man Lift)	3	40	84	N/A
<b>Architectural Coating</b>				
Air Compressor	1	40	80	78
<b>Paving/Site Improvements</b>				
Forklifts (Gradall)	2	40	85	83
Paving Equipment	2	50	85	77
Tractor, Loader or Backhoe	1	40	84	N/A

Notes:

<sup>1</sup> Acoustical use factor is the percentage of time each piece of equipment is operational during a typical workday.

<sup>2</sup> Spec 721.560 is the equipment noise level utilized by the RCNM program.

<sup>3</sup> The "slow" response averages sound levels over 1-second increments. A "fast" response averages sound levels over 0.125-second increments.

<sup>4</sup> Actual Measured is the average noise level measured of each piece of equipment during the Central Artery/Tunnel project in Boston, Massachusetts primarily during the 1990s.

Source: Federal Highway Administration, 2006 and CalEEMod default equipment mix.

---

Table C also shows the associated measured noise emissions for each piece of equipment from the RCNM model and measured percentage of typical equipment use per day. Construction noise impacts to the nearby homes have been calculated according to the equipment noise levels and usage factors listed in Table C and through use of the RCNM. For each phase of construction, the nearest piece of equipment was placed at the shortest distance of the proposed activity to the nearest home and each subsequent piece of equipment was placed an additional 50 feet away. 5 dB of shielding was added to the RCNM model, in order to account for the existing walls that are located on the east property lines of the nearest homes, located on the west side of the project site.

## **6.2 Operational Noise**

### **FHWA Roadway Noise Model Methodology**

The proposed project would result in increases in traffic noise to the nearby roadways as well as introduce new sensitive receptors to the project site. The project impacts to the offsite roadways were analyzed through use of the FHWA Traffic Noise Prediction Model - FHWA-RD-77-108 (FHWA Model) as detailed in the *Technical Noise Supplement to the Traffic Noise Analysis Protocol*, prepared by Caltrans, September 2013. The FHWA Model arrives at a predicted noise level through a series of adjustments to the Reference Energy Mean Emission Level (REMEL). Adjustments are then made to the reference energy mean emission level to account for:

- The roadway active width (i.e., the distance between the center of the outermost travel lanes on each side of the roadway);
- The total average daily traffic (ADT) and the percentage of ADT which flows during the day, evening and night, the travel speed, the vehicle mix on the roadway, which is a percentage of the volume of automobiles, medium trucks and heavy trucks, the roadway grade, the angle of view of the observer exposed to the roadway; and
- Site conditions ("hard" or "soft" relates to the absorption of the ground, pavement or landscaping).

The following section provides a discussion of the software and modeling input parameters used in this analysis and a discussion of the resultant existing noise model.

### **FHWA Model Traffic Noise Prediction Model Inputs**

The roadway parameters used for this study are presented in Table D. The roadway classifications are based on the City's General Plan Circulation Element. The roadway speeds are based on the posted speed limits. The distance to the nearest homes were determined by measuring the distance from the roadway centerline to the nearest residence. Since the study area is located in an area where landscaping exists along the sides of most of the analyzed roadways, soft site conditions were modeled.

**Table D – FHWA Model Roadway Parameters**

Roadway	Segment	General Plan Classification	Vehicle Speed (MPH)	Distance to Nearest Home <sup>1</sup> (feet)
Pacific Coast Highway	North of Grand Avenue	Major Arterial	40	340
Pacific Coast Highway	North of Mariposa Avenue	Major Arterial	40	340
Pacific Coast Highway	North of Palm Avenue	Major Arterial	40	200
Pacific Coast Highway	North of Maple Avenue	Major Arterial	40	250
Grand Avenue	West of Pacific Coast Highway	Secondary Arterial	35	35

Notes:

<sup>1</sup> Distance measured from nearest residential structure to centerline of roadway.

Source: Kimley-Horn, 2020; and City of El Segundo, 1992.

The average daily traffic (ADT) volumes were obtained from the *Traffic Impact Study for the Proposed 650 North Pacific Coast Highway Project* (Traffic Impact Study), prepared by Kimley-Horn, 2020. The ADT volumes have been provided for both without project and with project conditions for the existing, opening year 2021, and horizon year 2040. The ADT volumes used in this analysis are shown in Table E.

**Table E – FHWA Model Average Daily Traffic Volumes**

Roadway	Segment	Average Daily Traffic Volumes			
		Existing	Existing + Project	Year 2023	Year 2023 + Project
Pacific Coast Highway	North of Grand Avenue	56,620	56,990	69,420	69,790
Pacific Coast Highway	North of Mariposa Avenue	60,820	61,340	72,360	72,890
Pacific Coast Highway	North of Palm Avenue	61,700	62,940	73,730	74,960
Pacific Coast Highway	North of Maple Avenue	62,980	63,780	74,930	76,810
Grand Avenue	West of Pacific Coast Highway	11,860	11,940	12,240	12,320

Source: Kimley-Horn, 2020.

The vehicle mixes used in the FHWA-RD-77-108 Model are presented in Table F. The vehicle mix for State Route 1 is based on Caltrans data and the other roadways are based on typical vehicle mixes observed in Southern California.

**Table F – Roadway Vehicle Mixes**

Vehicle Type	Traffic Flow Distributions			Overall
	Day (7 a.m. to 7 p.m.)	Evening (7 p.m. to 10 p.m.)	Night (10 p.m. to 7 a.m.)	
<b>Secondary Roadways (Grand Avenue)</b>				
Automobiles	73.6%	13.6%	10.2%	97.4%
Medium Trucks	0.9%	0.9%	0.0%	1.8%
Heavy Trucks	0.4%	0.0%	0.4%	0.7%
<b>State Route 1 (Pacific Coast Highway)</b>				
Automobiles	67.1%	13.7%	16.1%	96.9%
Medium Trucks	1.3%	0.2%	0.6%	2.1%
Heavy Trucks	0.5%	0.1%	0.4%	1.0%

Source: Caltrans, 2019; Vista Environmental.

**FHWA Model Source Assumptions**

To assess the roadway noise generation in a uniform manner, all vehicles are analyzed at the single lane equivalent acoustic center of the roadway being analyzed. In order to determine the height above the road grade where the noise is being emitted from, each type of vehicle has been analyzed independently with autos at road grade, medium trucks at 2.3 feet above road grade, and heavy trucks at 8 feet above road grade. These elevations were determined through a noise-weighted average of the elevation of the exhaust pipe, tires and mechanical parts in the engine, which are the primary noise emitters from a vehicle.

**6.3 Vibration**

Construction activity can result in varying degrees of ground vibration, depending on the equipment used on the site. Operation of construction equipment causes ground vibrations that spread through the ground and diminish in strength with distance. Buildings in the vicinity of the project site respond to these vibrations with varying results ranging from no perceptible effects at the low levels to slight damage to the structures at the highest levels. Table G gives approximate vibration levels for particular construction equipment that is provided by the FTA, however it should be noted that not all of these equipment types would be used during construction of the proposed project. The data in Table G provides a reasonable estimate for a wide range of soil conditions.

---

---

**Table G – Vibration Source Levels for Construction Equipment**

<b>Equipment</b>		<b>Peak Particle Velocity (inches/second)</b>	<b>Approximate Vibration Level (L<sub>v</sub>)at 25 feet</b>
Pile driver (impact)	Upper range	1.518	112
	typical	0.644	104
Pile driver (sonic)	Upper range	0.734	105
	typical	0.170	93
Clam shovel drop (slurry wall)		0.202	94
Vibratory Roller		0.210	94
Hoe Ram		0.089	87
Large bulldozer		0.089	87
Caisson drill		0.089	87
Loaded trucks		0.076	86
Jackhammer		0.035	79
Small bulldozer		0.003	58

Source: Federal Transit Administration, 2018.

The construction-related vibration impacts have been calculated through the vibration levels shown above in Table G and through typical vibration propagation rates. The equipment assumptions were based on the equipment lists provided above in Table C.

---

## 7.0 IMPACT ANALYSIS

### ***7.1 CEQA Thresholds of Significance***

Consistent with the California Environmental Quality Act (CEQA) and the State CEQA Guidelines, a significant impact related to noise would occur if a proposed project is determined to result in:

- Generation of 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 other agencies;
- Generation of excessive groundborne vibration or groundborne 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 two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels.

### ***7.2 Generation of Noise Levels in Excess of Standards***

The proposed project would not 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 other agencies. The following section calculates the potential noise emissions associated with the temporary construction activities and long-term operations of the proposed project and compares the noise levels to the City standards.

#### **Construction-Related Noise**

The construction activities for the proposed project are anticipated to include demolition and rough grading of the existing surface parking lot, grading and foundation construction, building renovation and construction, application of architectural coatings, and paving and site improvements. Noise impacts from construction activities associated with the proposed project would be a function of the noise generated by construction equipment, equipment location, sensitivity of nearby land uses, and the timing and duration of the construction activities. The nearest sensitive receptors to the project site are residents at the multi-family homes located as near as 270 feet west of the project site.

Section 7-2-10(D) of the City's Municipal Code exempts construction noise from the City noise standards provided that construction activities occur between 7:00 a.m. and 6:00 p.m., except Sundays and Federal holidays and such activities do not exceed 65 dBA at the nearby residential properties.

Construction noise impacts to the nearby sensitive receptors have been calculated through use of the RCNM and the parameters and assumptions detailed in Section 6.1 of this report including Table C – Construction Equipment Noise Emissions and Usage Factors. The results are shown below in Table H and the RCNM printouts are provided in Appendix C.

**Table H – Construction Noise Levels at the Nearby Sensitive Receptors**

Construction Phase	Construction Noise Level (dBA Leq) at:	
	Homes to Northwest	Homes to West
Demolition/Rough Grading	63	63
Grading/Foundation	63	63
Building Construction	62	63
Architectural Coating	54	54
Paving/Site Improvements	64	64
<b>City Construction Noise Threshold<sup>1</sup></b>	<b>65</b>	<b>65</b>
<b>Exceed Thresholds?</b>	<b>No</b>	<b>No</b>

Source: RCNM, Federal Highway Administration, 2006

Table H shows that greatest construction noise impacts would be as high as 64 dBA Leq during the paving and site improvements phase at the nearest homes to the northwest and west of the project site. All calculated construction noise levels shown in Table H are within the City’s construction noise standard of 65 dBA. Therefore, through adherence to the limitation of allowable construction times provided in Section 7-2-10(D) of the Municipal Code, construction-related noise levels would not exceed any standards established in the General Plan or Noise Ordinance nor would construction activities create a substantial temporary increase in ambient noise levels from construction of the proposed project. Impacts would be less than significant.

### **Operational-Related Noise**

The proposed project would consist of the renovation and minor alteration of two existing office buildings at 650 North Pacific Coast Highway (“Building A”) and 700 North Pacific Coast Highway (“Building B”). In addition, the project includes development of a new 7-story office building with an integrated parking structure with 1,185 parking spaces (“Building C”). Potential noise impacts associated with the operations of the proposed project would be from project-generated vehicular traffic on the nearby roadways and from onsite activities, which have been analyzed separately below.

### Roadway Vehicular Noise

Vehicle noise is a combination of the noise produced by the engine, exhaust and tires. The level of traffic noise depends on three primary factors (1) the volume of traffic, (2) the speed of traffic, and (3) the number of trucks in the flow of traffic. The proposed project does not propose any uses that would require a substantial number of truck trips and the proposed project would not alter the speed limit on any existing roadway so the proposed project’s potential offsite noise impacts have been focused on the noise impacts associated with the change of volume of traffic that would occur with development of the proposed project.

Since neither the General Plan nor the CEQA Guidelines define what constitutes a “substantial permanent increase to ambient noise levels”, this impact analysis has utilized guidance from the Federal Transit Administration for a moderate impact that has been detailed above in Table A that shows that the project contribution to the noise environment can range between 0 and 7 dB, which is dependent on the existing noise levels.

The potential offsite traffic noise impacts created by the on-going operations of the proposed project have been analyzed through utilization of the FHWA model and parameters described above in Section 6.2 and the FHWA model traffic noise calculation spreadsheets are provided in Appendix D. The proposed project’s potential offsite traffic noise impacts have been analyzed for the existing year and opening year 2023 conditions, which are discussed below.

*Existing Year Conditions*

The proposed project’s potential offsite roadway noise impacts have been calculated through a comparison of the existing scenario to the existing with project scenario. The results of this comparison are shown in Table I.

**Table I – Project Traffic Noise Contributions for Existing Year Conditions**

Roadway	Segment	dBA CNEL at Nearest Receptor <sup>1</sup>			Increase Threshold <sup>2</sup>	Significant Impact?
		Existing	Existing Plus Project	Project Contribution		
Pacific Coast Highway	North of Grand Avenue	60.3	60.3	0.0	+2 dBA	No
Pacific Coast Highway	North of Mariposa Avenue	60.6	60.6	0.0	+2 dBA	No
Pacific Coast Highway	North of Palm Avenue	64.2	64.3	0.1	+2 dBA	No
Pacific Coast Highway	North of Maple Avenue	62.8	62.8	0.0	+2 dBA	No
Grand Avenue	West of Pacific Coast Highway	67.1	67.1	0.0	+1 dBA	No

Notes:

<sup>1</sup> Distance to nearest residential use shown in Table D, does not take into account existing noise barriers.

<sup>2</sup> Increase Threshold obtained from the FTA’s allowable noise impact exposures detailed above in Table A..

Source: FHWA Traffic Noise Prediction Model FHWA-RD-77-108.

Table I shows that for the existing conditions, the proposed project’s permanent noise increases to the nearby homes from the generation of additional vehicular traffic would not exceed the traffic noise increase thresholds detailed above. Therefore, the proposed project would not result in a substantial permanent increase in ambient noise levels for the existing year conditions. Impacts would be less than significant.

*Opening Year 2023 Conditions*

The proposed project’s potential offsite roadway noise impacts have been calculated through a comparison of the opening year 2021 scenario to the opening year 2021 with project scenario. The results of this comparison are shown in Table J.

**Table J – Project Traffic Noise Contributions for Opening Year 2023 Conditions**

Roadway	Segment	dBA CNEL at Nearest Receptor <sup>1</sup>			Increase Threshold <sup>2</sup>	Significant Impact?
		Year 2023	Year 2023 Plus Project	Project Contribution		
Pacific Coast Highway	North of Grand Avenue	60.3	60.3	0.0	+2 dBA	No
Pacific Coast Highway	North of Mariposa Avenue	60.6	60.6	0.0	+2 dBA	No
Pacific Coast Highway	North of Palm Avenue	64.2	64.3	0.1	+2 dBA	No
Pacific Coast Highway	North of Maple Avenue	62.8	62.8	0.0	+2 dBA	No
Grand Avenue	West of Pacific Coast Highway	67.1	67.1	0.0	+1 dBA	No

Notes:

<sup>1</sup> Distance to nearest residential use shown in Table D, does not take into account existing noise barriers.

<sup>2</sup> Increase Threshold obtained from the FTA’s allowable noise impact exposures detailed above in Table A..

Source: FHWA Traffic Noise Prediction Model FHWA-RD-77-108.

Table J shows that for the opening year 2023 conditions, the proposed project’s permanent noise increases to the nearby homes from the generation of additional vehicular traffic would not exceed the traffic noise increase thresholds detailed above. Therefore, the proposed project would not result in a substantial permanent increase in ambient noise levels for the opening year 2023 conditions. Impacts would be less than significant.

#### Onsite Noise Sources

The operation of the proposed project may create an increase in onsite noise levels from noise impacts from rooftop mechanical equipment, parking lots, and delivery trucks. Section 7-2-4(A) of the City’s Municipal Code limits the noise created on the project site at the nearby residential properties to the ambient noise level plus 5 dBA and Section 7-2-4(B) of the City’s Municipal Code limits the noise created on the project site at the nearby commercial and industrial properties to the ambient noise level plus 8 dBA. The nearest sensitive receptors to the project site are: (1) Homes to the northwest that are located as near as 270 feet from the project site; (2) Homes to the west that are located as near as 270 feet from the project site; and (3) The adjacent commercial uses that are adjacent to the south.

In order to determine the noise impacts from the operation of rooftop mechanical equipment, parking lots, and delivery trucks, reference noise measurements were taken of each noise source and are shown in Table K and the reference noise measurements are provided in Appendix E. The noise levels from each source were calculated through use of standard geometric spreading of noise from a point source with a drop-off rate of 6 dB for each doubling of the distance between the source and receiver.

**Table K – Operational Noise Levels at the Nearby Land Uses**

Noise Source	Homes to Northwest		Homes to West		Commercial to South	
	Distance - Source to Homes (feet)	Noise Level <sup>1</sup> (dBA Leq)	Distance - Source to Homes (feet)	Noise Level <sup>1</sup> (dBA Leq)	Distance - Source to Commercial (feet)	Noise Level <sup>1</sup> (dBA Leq)
Rooftop Equipment <sup>2</sup>	310	31	300	31	60	45
Parking Lot <sup>3</sup>	310	27	380	25	60	42
Truck Delivery <sup>4</sup>	480	31	380	33	60	49
<b>Combined Noise Levels</b>		<b>35</b>		<b>35</b>		<b>51</b>
<b>City Noise Standard (day/night)</b>		<b>69/63</b>		<b>69/61</b>		<b>68/61</b>
<b>Exceed City Noise Standard?</b>		<b>No/No</b>		<b>No/No</b>		<b>No/No</b>

Notes:

<sup>1</sup> The noise levels were calculated through use of standard geometric spreading of noise from a point source with a drop-off rate of 6 dB for each doubling of the distance between the source and receiver. Does not account for noise reduction features such as buildings and walls.

<sup>2</sup> Rooftop equipment is based on a reference noise measurement of 66.6 dBA at 10 feet.

<sup>3</sup> Parking lot is based on a reference noise measurement of 63.1 dBA at 5 feet.

<sup>4</sup> Truck delivery is based on a reference noise measurement of 54.8 dBA at 30 feet.

<sup>5</sup> City Noise Standard based on ambient noise level shown in Table B plus 5 dB at the residential uses and plus 8 dB for the commercial uses.

Table K shows that the proposed project’s onsite operational noise from the anticipated onsite noise sources would not exceed the applicable noise standards at the nearby residential and commercial uses. Therefore, operational onsite noise impacts would be less than significant

**Level of Significance**

Less than significant impact.

**7.3 Generation of Excessive Groundborne Vibration**

The proposed project would not expose persons to or generation of excessive groundborne vibration or groundborne noise levels. The following section analyzes the potential vibration impacts associated with the construction and operations of the proposed project.

**Construction-Related Vibration Impacts**

The construction activities for the proposed project are anticipated to include demolition and rough grading of the existing surface parking lot, grading and foundation construction, building renovation and construction, application of architectural coatings, and paving and site improvements. Vibration impacts from construction activities associated with the proposed project would typically be created from the operation of heavy off-road equipment. The nearest offsite structure where people may sit, which makes them much more susceptible to vibration, would be the commercial uses, located as near as 30 feet south of the project site.

Section 7-2-9 of the City’s Municipal Code restricts the creation of vibration which is perceptible without the use of instruments to any reasonable person on normal sensitivity. However, since neither the Municipal Code nor the General Plan provides a quantifiable vibration threshold level, Caltrans guidance that is detailed above in Section 4.2 has been utilized, which defines the threshold of perception from transient sources at 0.25 inch per second PPV.

---

The primary source of vibration during construction would be from the operation of a bulldozer. From Table G above a large bulldozer would create a vibration level of 0.089 inch per second PPV at 25 feet. Based on typical propagation rates, the vibration level at the nearest homes (20 feet away) would be 0.11 inch per second PPV. The vibration level at the nearest offsite structure where people likely sit, would be below the 0.25 inch per second PPV threshold detailed above. Impacts would be less than significant.

### **Operations-Related Vibration Impacts**

The proposed project would consist of the renovation and minor alteration of two existing office buildings at 650 North Pacific Coast Highway (“Building A”) and 700 North Pacific Coast Highway (“Building B”). In addition, the project includes development of a new 7-story office building with an integrated parking structure with 1,185 parking spaces (“Building C”). The proposed project would result in the operation of delivery trucks on the project site, which are a known source of vibration. The nearest offsite structure where people may sit, which makes them much more susceptible to vibration, would be the commercial uses, located as near as 30 feet south of the project site of the nearest onsite driveway.

Caltrans has done extensive research on vibration level created along freeways and State Routes and their vibration measurements of roads have never exceeded 0.08 inches per second PPV at 15 feet from the center of the nearest lane, with the worst combinations of heavy trucks. Based on typical propagation rates, the vibration level at the nearest commercial buildings (30 feet away) would be 0.037 inch per second PPV. Therefore, vibration created from operation of the proposed project would be within the 0.25 inch per second PPV threshold of detailed above. Impacts would be less than significant.

### **Level of Significance**

Less than significant impact.

### **7.4 Aircraft Noise**

The proposed project would not expose people residing or working in the project area to excessive noise levels from aircraft. The nearest airport is Los Angeles International Airport that is located as near as 0.5 mile north of the project site, however it should be noted that the Airport’s runways run in generally in an east-west direction and the project site is located approximately in the middle of the Airport, so take-offs and landings do not occur over the project site. As detailed in *3Q19 Los Angeles International Airport – California State Airport Noise Standards Quarterly Report*, prepared November 13, 2019 (found at: <https://www.lawa.org/lawa-environment/noise-management/lawa-noise-management-lax/quarterly-noise-reports-and-contour-maps>), the project site is located outside of the 65 dBA CNEL noise contours of Los Angeles International Airport. Therefore aircraft noise impacts would be less than significant.

### **Level of Significance**

Less than significant impact.

---

## 8.0 REFERENCES

California Department of Transportation, *2016 Annual Average Daily Truck Traffic on the California State Highway System*, 2018.

California Department of Transportation (Caltrans), *Technical Noise Supplement to the Traffic Noise Analytics Protocol*, September 2013.

California Department of Transportation, *Transportation- and Construction-Induced Vibration Guidance Manual*, September 2013.

City of El Segundo, *The City of El Segundo General Plan 1992*, December 1, 1992.

City of El Segundo, *City Code of El Segundo 2000*, March 17, 2020.

Federal Transit Administration, *Transit Noise and Vibration Impact Assessment*, September 2018.

Los Angeles World Airports, *3Q19 Los Angeles International Airport – California State Airport Noise Standards Quarterly Report*, November 13, 2019.

Kimley-Horn, *Scoping Letter Agreement for Traffic Impact Study for the Proposed 650 North Pacific Coast Highway Project in the City of El Segundo*, November 25, 2020.

U.S. Department of Transportation, *FHWA Roadway Construction Noise Model User's Guide*, January, 2006.

Vista Environmental, *Air Quality, Energy, and Greenhouse Gas Emissions Impact Analysis The 650 PCH Project*, December 21, 2020.

---

**APPENDIX A**

Field Noise Measurements Photo Index



Noise Measurement Site 1 - looking north



Noise Measurement Site 1 - looking northeast



Noise Measurement Site 1 - looking east



Noise Measurement Site 1 - looking southeast



Noise Measurement Site 1 - looking south



Noise Measurement Site 1 - looking southwest



Noise Measurement Site 1 - looking west



Noise Measurement Site 1 - looking northwest



Noise Measurement Site 2 - looking north



Noise Measurement Site 2 - looking northeast



Noise Measurement Site 2 - looking east



Noise Measurement Site 2 - looking southeast



Noise Measurement Site 2 - looking south



Noise Measurement Site 2 - looking southwest



Noise Measurement Site 2 - looking west



Noise Measurement Site 2 - looking northwest



Noise Measurement Site 3 - looking north



Noise Measurement Site 3 - looking northeast



Noise Measurement Site 3 - looking east



Noise Measurement Site 3 - looking southeast



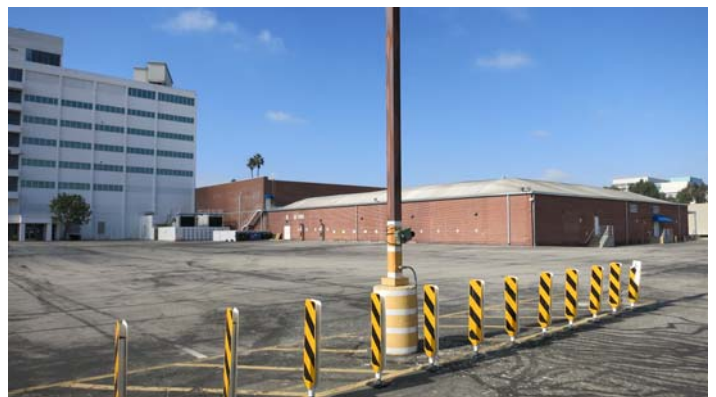
Noise Measurement Site 3 - looking south



Noise Measurement Site 3 - looking southwest



Noise Measurement Site 3 - looking west



Noise Measurement Site 3 - looking northwest

---

**APPENDIX B**

Field Noise Measurements Printouts

**Site 1 - Northwest of Project Site on Wall at IHOP**  
 November 24, 2020 12:29:42 PM Leq Daytime = 64.1  
 Impingement Time = 1 s Freq Weighting=A Leq Nighttime = 57.9  
 Record Num = 86401 CNEL(24hr) = 66.9  
 Leq = 62.0 Ldn(24hr) = 66.4  
 Min = 43.2 Min Leq hr at 3:08 AM 53.9  
 Max = 93.3 Max Leq hr at 3:35 PM 65.3

**Site 2 - West of Project Site on Palm Ave**  
 November 24, 2020 12:37:26 PM Leq Daytime = 63.6  
 Impingement Time = 1 s Freq Weighting=A Leq Nighttime = 55.7  
 Record Num = 86401 CNEL(24hr) = 65.2  
 Leq = 61.2 Ldn(24hr) = 64.8  
 Min = 43.0 Min Leq hr at 3:08 AM 51.9  
 Max = 91.2 Max Leq hr at 8:44 AM 67.3

**Site 3 - Near Center of Parking Lot on Project Site**  
 November 24, 2020 12:47:51 PM Leq Daytime = 60.1  
 Impingement Time = 1 s Freq Weighting=A Leq Nighttime = 53.2  
 Record Num = 86402 CNEL(24hr) = 62.2  
 Leq = 57.9 Ldn(24hr) = 61.9  
 Min = 50.6 Min Leq hr at 5:34 AM 52.9  
 Max = 80.0 Max Leq hr at 7:48 AM 62.2

SPL	Time	Leq (1 hour Avg.)	Ldn	CNEL
59.7	12:29:42		59.7	59.7
59.4	12:29:43		59.4	59.4
62.1	12:29:44		62.1	62.1
61.8	12:29:45		61.8	61.8
76.8	12:29:46		76.8	76.8
73.3	12:29:47		73.3	73.3
69.2	12:29:48		69.2	69.2
65.2	12:29:49		65.2	65.2
62.3	12:29:50		62.3	62.3
69.6	12:29:51		69.6	69.6
73.9	12:29:52		73.9	73.9
70.1	12:29:53		70.1	70.1
66.3	12:29:54		66.3	66.3
66.3	12:29:55		66.3	66.3
68.6	12:29:56		68.6	68.6
66.0	12:29:57		66.0	66.0
63.3	12:29:58		63.3	63.3
62.1	12:29:59		62.1	62.1
60.6	12:30:00		60.6	60.6
61.1	12:30:01		61.1	61.1
60.0	12:30:02		60.0	60.0
58.9	12:30:03		58.9	58.9
58.8	12:30:04		58.8	58.8
61.4	12:30:05		61.4	61.4
62.8	12:30:06		62.8	62.8
62.0	12:30:07		62.0	62.0
62.9	12:30:08		62.9	62.9
68.8	12:30:09		68.8	68.8
70.3	12:30:10		70.3	70.3
70.9	12:30:11		70.9	70.9
67.6	12:30:12		67.6	67.6
64.7	12:30:13		64.7	64.7
62.2	12:30:14		62.2	62.2
60.8	12:30:15		60.8	60.8
60.0	12:30:16		60.0	60.0
60.7	12:30:17		60.7	60.7
62.7	12:30:18		62.7	62.7
60.8	12:30:19		60.8	60.8
60.7	12:30:20		60.7	60.7
65.1	12:30:21		65.1	65.1
62.1	12:30:22		62.1	62.1
59.8	12:30:23		59.8	59.8
59.4	12:30:24		59.4	59.4
58.9	12:30:25		58.9	58.9
61.0	12:30:26		61.0	61.0
62.0	12:30:27		62.0	62.0
66.8	12:30:28		66.8	66.8
66.3	12:30:29		66.3	66.3
64.3	12:30:30		64.3	64.3
61.8	12:30:31		61.8	61.8
62.6	12:30:32		62.6	62.6
61.2	12:30:33		61.2	61.2
60.0	12:30:34		60.0	60.0
58.3	12:30:35		58.3	58.3
64.5	12:30:36		64.5	64.5
68.0	12:30:37		68.0	68.0
69.2	12:30:38		69.2	69.2
65.2	12:30:39		65.2	65.2
61.9	12:30:40		61.9	61.9
59.4	12:30:41		59.4	59.4
58.6	12:30:42		58.6	58.6
57.4	12:30:43		57.4	57.4
63.1	12:30:44		63.1	63.1
63.8	12:30:45		63.8	63.8
61.4	12:30:46		61.4	61.4
60.5	12:30:47		60.5	60.5
60.4	12:30:48		60.4	60.4
58.7	12:30:49		58.7	58.7
57.6	12:30:50		57.6	57.6
58.2	12:30:51		58.2	58.2
58.7	12:30:52		58.7	58.7
58.9	12:30:53		58.9	58.9
58.5	12:30:54		58.5	58.5
64.0	12:30:55		64.0	64.0
65.8	12:30:56		65.8	65.8
64.8	12:30:57		64.8	64.8
73.6	12:30:58		73.6	73.6
74.2	12:30:59		74.2	74.2
70.7	12:31:00		70.7	70.7
67.5	12:31:01		67.5	67.5
65.1	12:31:02		65.1	65.1
64.7	12:31:03		64.7	64.7
69.0	12:31:04		69.0	69.0
72.7	12:31:05		72.7	72.7
73.1	12:31:06		73.1	73.1
73.9	12:31:07		73.9	73.9
71.4	12:31:08		71.4	71.4
81.6	12:31:09		81.6	81.6
79.4	12:31:10		79.4	79.4
76.3	12:31:11		76.3	76.3
73.0	12:31:12		73.0	73.0
74.6	12:31:13		74.6	74.6
74.2	12:31:14		74.2	74.2
71.3	12:31:15		71.3	71.3
71.1	12:31:16		71.1	71.1
70.6	12:31:17		70.6	70.6
68.4	12:31:18		68.4	68.4
68.8	12:31:19		68.8	68.8
68.8	12:31:20		68.8	68.8
68.0	12:31:21		68.0	68.0
66.8	12:31:22		66.8	66.8
64.9	12:31:23		64.9	64.9
63.4	12:31:24		63.4	63.4
65.2	12:31:25		65.2	65.2
65.0	12:31:26		65.0	65.0
63.7	12:31:27		63.7	63.7
63.0	12:31:28		63.0	63.0
67.0	12:31:29		67.0	67.0
65.4	12:31:30		65.4	65.4
63.4	12:31:31		63.4	63.4
62.2	12:31:32		62.2	62.2
62.9	12:31:33		62.9	62.9
64.8	12:31:34		64.8	64.8
64.9	12:31:35		64.9	64.9
64.6	12:31:36		64.6	64.6
64.6	12:31:37		64.6	64.6
65.5	12:31:38		65.5	65.5
65.1	12:31:39		65.1	65.1
64.9	12:31:40		64.9	64.9
64.1	12:31:41		64.1	64.1
63.2	12:31:42		63.2	63.2
61.6	12:31:43		61.6	61.6
61.0	12:31:44		61.0	61.0
61.5	12:31:45		61.5	61.5
62.2	12:31:46		62.2	62.2
62.0	12:31:47		62.0	62.0
62.6	12:31:48		62.6	62.6
61.9	12:31:49		61.9	61.9
60.3	12:31:50		60.3	60.3
59.5	12:31:51		59.5	59.5
58.5	12:31:52		58.5	58.5
61.3	12:31:53		61.3	61.3
60.4	12:31:54		60.4	60.4
58.2	12:31:55		58.2	58.2
57.1	12:31:56		57.1	57.1
57.1	12:31:57		57.1	57.1
57.2	12:31:58		57.2	57.2
56.5	12:31:59		56.5	56.5
55.9	12:32:00		55.9	55.9
56.1	12:32:01		56.1	56.1
56.6	12:32:02		56.6	56.6
57.3	12:32:03		57.3	57.3
56.6	12:32:04		56.6	56.6
55.6	12:32:05		55.6	55.6
55.2	12:32:06		55.2	55.2
54.9	12:32:07		54.9	54.9
54.8	12:32:08		54.8	54.8
54.6	12:32:09		54.6	54.6
54.2	12:32:10		54.2	54.2
53.5	12:32:11		53.5	53.5
53.0	12:32:12		53.0	53.0
53.1	12:32:13		53.1	53.1
53.9	12:32:14		53.9	53.9
54.5	12:32:15		54.5	54.5
54.5	12:32:16		54.5	54.5
57.0	12:32:17		57.0	57.0
58.5	12:32:18		58.5	58.5
58.2	12:32:19		58.2	58.2
57.6	12:32:20		57.6	57.6
57.2	12:32:21		57.2	57.2
56.9	12:32:22		56.9	56.9
55.9	12:32:23		55.9	55.9
55.4	12:32:24		55.4	55.4
55.5	12:32:25		55.5	55.5
55.8	12:32:26		55.8	55.8
55.9	12:32:27		55.9	55.9
56.4	12:32:28		56.4	56.4
56.2	12:32:29		56.2	56.2
55.3	12:32:30		55.3	55.3
54.8	12:32:31		54.8	54.8

SPL	Time	Leq (1 hour Avg.)	Ldn	CNEL
60.5	12:37:26		60.5	60.5
60.7	12:37:27		60.7	60.7
62.7	12:37:28		62.7	62.7
66.3	12:37:29		66.3	66.3
66.7	12:37:30		66.7	66.7
72.7	12:37:31		72.7	72.7
70.9	12:37:32		70.9	70.9
68.3	12:37:33		68.3	68.3
65.9	12:37:34		65.9	65.9
64.7	12:37:35		64.7	64.7
69.5	12:37:36		69.5	69.5
70.5	12:37:37		70.5	70.5
67.1	12:37:38		67.1	67.1
73.2	12:37:39		73.2	73.2
74.8	12:37:40		74.8	74.8
71.2	12:37:41		71.2	71.2
68.8	12:37:42		68.8	68.8
67.4	12:37:43		67.4	67.4
67.5	12:37:44		67.5	67.5
69.7	12:37:45		69.7	69.7
68.6	12:37:46		68.6	68.6
67.0	12:37:47		67.0	67.0
66.5	12:37:48		66.5	66.5
65.8	12:37:49		65.8	65.8
66.0	12:37:50		66.0	66.0
66.5	12:37:51		66.5	66.5
67.0	12:37:52		67.0	67.0
65.5	12:37:53		65.5	65.5
65.3	12:37:54		65.3	65.3
65.5	12:37:55		65.5	65.5
64.7	12:37:56		64.7	64.7
62.2	12:37:57		62.2	62.2
63.2	12:37:58		63.2	63.2
70.5	12:38:00		70.5	70.5
75.7	12:38:01		75.7	75.7
72.0	12:38:02		72.0	72.0
69.6	12:38:03		69.6	69.6
67.9	12:38:04		67.9	67.9
67.1	12:38:05		67.1	67.1
66.1	12:38:06		66.1	66.1
58.9	12:38:07		58.9	58.9
64.3	12:38:08		64.3	64.3
66.6	12:38:09		66.6	66.6
64.4	12:38:10		64.4	64.4
63.1	12:38:11		63.1	63.1
71.5	12:38:12		71.5	71.5
70.4	12:38:13		70.4	70.4
69.5	12:38:14		69.5	69.5
67.5	12:38:15		67.5	67.5
66.3	12:38:16		66.3	66.3
69.2	12:38:17		69.2	69.2
70.2	12:38:18		70.2	70.2
66.8	12:38:19		66.8	66.8
63.8	12:38:20		63.8	63.8
62.6	12:38:21		62.6	62.6
63.0	12:38:22		63.0	63.0
65.2	12:38:23		65.2	65.2
61.1	12:38:24		61.1	61.1
60.6	12:38:25		60.6	60.6
60.5	12:38:26		60.5	60.5
81.6	12:38:27		81.6	81.6
80.0	12:38:28		80.0	80.0
76.4	12:38:29		76.4	76.4
73.5	12:38:30		73.5	73.5
72.9	12:38:31		72.9	72.9
73.0	12:38:			

**Site 1 - Northwest of Project Site on Wall at IHOP**

SPL	Time	Leq (1 hour Avg.)	Ldn CNEL
55.2	12:32:32	55.2	55.2
55.4	12:32:33	55.4	55.4
54.9	12:32:34	54.9	54.9
54.4	12:32:35	54.4	54.4
54.4	12:32:36	54.4	54.4
57.2	12:32:37	57.2	57.2
55.9	12:32:38	55.9	55.9
55.6	12:32:39	55.6	55.6
57.0	12:32:40	57.0	57.0
57.0	12:32:41	57.0	57.0
56.5	12:32:42	56.5	56.5
55.8	12:32:43	55.8	55.8
55.4	12:32:44	55.4	55.4
55.8	12:32:45	55.8	55.8
55.3	12:32:46	55.3	55.3
55.4	12:32:47	55.4	55.4
55.2	12:32:48	55.2	55.2
55.1	12:32:49	55.1	55.1
55.8	12:32:50	55.8	55.8
58.9	12:32:51	58.9	58.9
58.9	12:32:52	58.9	58.9
58.2	12:32:53	58.2	58.2
56.6	12:32:54	56.6	56.6
56.0	12:32:55	56.0	56.0
55.7	12:32:56	55.7	55.7
55.1	12:32:57	55.1	55.1
54.6	12:32:58	54.6	54.6
54.5	12:32:59	54.5	54.5
54.5	12:33:00	54.5	54.5
54.3	12:33:01	54.3	54.3
54.4	12:33:02	54.4	54.4
55.3	12:33:03	55.3	55.3
56.8	12:33:04	56.8	56.8
57.5	12:33:05	57.5	57.5
58.8	12:33:06	58.8	58.8
58.4	12:33:07	58.4	58.4
58.0	12:33:08	58.0	58.0
57.8	12:33:09	57.8	57.8
57.6	12:33:10	57.6	57.6
57.6	12:33:11	57.6	57.6
58.2	12:33:12	58.2	58.2
58.7	12:33:13	58.7	58.7
58.0	12:33:14	58.0	58.0
59.2	12:33:15	59.2	59.2
62.7	12:33:16	62.7	62.7
63.4	12:33:17	63.4	63.4
62.9	12:33:18	62.9	62.9
61.7	12:33:19	61.7	61.7
60.2	12:33:20	60.2	60.2
59.6	12:33:21	59.6	59.6
59.5	12:33:22	59.5	59.5
58.6	12:33:23	58.6	58.6
58.1	12:33:24	58.1	58.1
57.3	12:33:25	57.3	57.3
57.0	12:33:26	57.0	57.0
57.5	12:33:27	57.5	57.5
59.5	12:33:28	59.5	59.5
59.3	12:33:29	59.3	59.3
64.0	12:33:30	64.0	64.0
65.5	12:33:31	65.5	65.5
65.2	12:33:32	65.2	65.2
64.7	12:33:33	64.7	64.7
65.3	12:33:34	65.3	65.3
65.5	12:33:35	65.5	65.5
65.4	12:33:36	65.4	65.4
65.0	12:33:37	65.0	65.0
64.6	12:33:38	64.6	64.6
64.0	12:33:39	64.0	64.0
64.2	12:33:40	64.2	64.2
64.3	12:33:41	64.3	64.3
63.8	12:33:42	63.8	63.8
63.9	12:33:43	63.9	63.9
63.8	12:33:44	63.8	63.8
63.3	12:33:45	63.3	63.3
63.8	12:33:46	63.8	63.8
63.8	12:33:47	63.8	63.8
64.4	12:33:48	64.4	64.4
64.9	12:33:49	64.9	64.9
64.2	12:33:50	64.2	64.2
64.7	12:33:51	64.7	64.7
65.1	12:33:52	65.1	65.1
64.5	12:33:53	64.5	64.5
64.8	12:33:54	64.8	64.8
64.2	12:33:55	64.2	64.2
63.9	12:33:56	63.9	63.9
63.6	12:33:57	63.6	63.6
63.2	12:33:58	63.2	63.2
62.4	12:33:59	62.4	62.4
62.9	12:34:00	62.9	62.9
62.8	12:34:01	62.8	62.8
62.8	12:34:02	62.8	62.8
61.9	12:34:03	61.9	61.9
61.9	12:34:04	61.9	61.9
64.2	12:34:05	64.2	64.2
64.1	12:34:06	64.1	64.1
63.1	12:34:07	63.1	63.1
62.5	12:34:08	62.5	62.5
62.3	12:34:09	62.3	62.3
61.8	12:34:10	61.8	61.8
62.8	12:34:11	62.8	62.8
62.4	12:34:12	62.4	62.4
62.0	12:34:13	62.0	62.0
61.8	12:34:14	61.8	61.8
61.2	12:34:15	61.2	61.2
60.2	12:34:16	60.2	60.2
58.6	12:34:17	58.6	58.6
57.7	12:34:18	57.7	57.7
56.8	12:34:19	56.8	56.8
56.2	12:34:20	56.2	56.2
56.6	12:34:21	56.6	56.6
55.6	12:34:22	55.6	55.6
55.5	12:34:23	55.5	55.5
56.4	12:34:24	56.4	56.4
59.5	12:34:25	59.5	59.5
59.7	12:34:26	59.7	59.7
59.2	12:34:27	59.2	59.2
58.2	12:34:28	58.2	58.2
58.3	12:34:29	58.3	58.3
57.6	12:34:30	57.6	57.6
56.2	12:34:31	56.2	56.2
55.3	12:34:32	55.3	55.3
55.1	12:34:33	55.1	55.1
55.9	12:34:34	55.9	55.9
55.7	12:34:35	55.7	55.7
56.9	12:34:36	56.9	56.9
58.8	12:34:37	58.8	58.8
59.4	12:34:38	59.4	59.4
59.2	12:34:39	59.2	59.2
57.5	12:34:40	57.5	57.5
59.0	12:34:41	59.0	59.0
58.2	12:34:42	58.2	58.2
58.0	12:34:43	58.0	58.0
57.6	12:34:44	57.6	57.6
57.0	12:34:45	57.0	57.0
56.2	12:34:46	56.2	56.2
56.0	12:34:47	56.0	56.0
55.7	12:34:48	55.7	55.7
55.3	12:34:49	55.3	55.3
55.4	12:34:50	55.4	55.4
54.7	12:34:51	54.7	54.7
54.5	12:34:52	54.5	54.5
54.6	12:34:53	54.6	54.6
54.6	12:34:54	54.6	54.6
55.4	12:34:55	55.4	55.4
55.5	12:34:56	55.5	55.5
56.3	12:34:57	56.3	56.3
56.6	12:34:58	56.6	56.6
55.4	12:34:59	55.4	55.4
54.8	12:35:00	54.8	54.8
54.2	12:35:01	54.2	54.2
53.8	12:35:02	53.8	53.8
53.9	12:35:03	53.9	53.9
54.0	12:35:04	54.0	54.0
53.6	12:35:05	53.6	53.6
53.2	12:35:06	53.2	53.2
53.0	12:35:07	53.0	53.0
52.9	12:35:08	52.9	52.9
53.1	12:35:09	53.1	53.1
52.7	12:35:10	52.7	52.7
52.4	12:35:11	52.4	52.4
52.8	12:35:12	52.8	52.8
53.2	12:35:13	53.2	53.2
53.2	12:35:14	53.2	53.2
53.1	12:35:15	53.1	53.1
53.0	12:35:16	53.0	53.0
54.1	12:35:17	54.1	54.1
56.9	12:35:18	56.9	56.9
58.3	12:35:19	58.3	58.3
58.9	12:35:20	58.9	58.9
58.5	12:35:21	58.5	58.5
57.8	12:35:22	57.8	57.8
57.5	12:35:23	57.5	57.5
56.6	12:35:24	56.6	56.6
56.0	12:35:25	56.0	56.0
56.0	12:35:26	56.0	56.0
54.3	12:35:27	54.3	54.3
54.1	12:35:28	54.1	54.1
54.4	12:35:29	54.4	54.4
54.9	12:35:30	54.9	54.9
55.3	12:35:31	55.3	55.3
58.2	12:35:32	58.2	58.2
62.1	12:35:33	62.1	62.1

**Site 2 - West of Project Site on Palm Ave**

SPL	Time	Leq (1 hour Avg.)	Ldn CNEL
59.8	12:40:16	59.8	59.8
59.1	12:40:17	59.1	59.1
59.4	12:40:18	59.4	59.4
60.0	12:40:19	60.0	60.0
61.0	12:40:20	61.0	61.0
60.3	12:40:21	60.3	60.3
59.0	12:40:22	59.0	59.0
59.6	12:40:23	59.6	59.6
59.3	12:40:24	59.3	59.3
59.4	12:40:25	59.4	59.4
59.2	12:40:26	59.2	59.2
58.1	12:40:27	58.1	58.1
58.3	12:40:28	58.3	58.3
59.2	12:40:29	59.2	59.2
59.1	12:40:30	59.1	59.1
59.7	12:40:31	59.7	59.7
59.5	12:40:32	59.5	59.5
60.9	12:40:33	60.9	60.9
62.4	12:40:34	62.4	62.4
62.6	12:40:35	62.6	62.6
61.4	12:40:36	61.4	61.4
59.7	12:40:37	59.7	59.7
57.8	12:40:38	57.8	57.8
55.8	12:40:39	55.8	55.8
54.8	12:40:40	54.8	54.8
54.4	12:40:41	54.4	54.4
56.3	12:40:42	56.3	56.3
56.3	12:40:43	56.3	56.3
59.8	12:40:44	59.8	59.8
62.7	12:40:45	62.7	62.7
68.0	12:40:46	68.0	68.0
70.6	12:40:47	70.6	70.6
68.2	12:40:48	68.2	68.2
65.0	12:40:49	65.0	65.0
61.9	12:40:50	61.9	61.9
59.3	12:40:51	59.3	59.3
58.1	12:40:52	58.1	58.1
57.4	12:40:53	57.4	57.4
57.1	12:40:54	57.1	57.1
56.6	12:40:55	56.6	56.6
56.5	12:40:56	56.5	56.5
56.0	12:40:57	56.0	56.0
55.8	12:40:58	55.8	55.8
55.9	12:40:59	55.9	55.9
58.4	12:41:00	58.4	58.4
59.2	12:41:01	59.2	59.2
56.2	12:41:02	56.2	56.2
53.9	12:41:03	53.9	53.9
52.4	12:41:04	52.4	52.4
51.1	12:41:05	51.1	51.1
50.8	12:41:06	50.8	50.8
50.5	12:41:07	50.5	50.5
50.7	12:41:08	50.7	50.7
51.6	12:41:09	51.6	51.6
53.9	12:41:10	53.9	53.9
54.5	12:41:11	54.5	54.5
54.7	12:41:12	54.7	54.7
54.7	12:41:13	54.7	54.7
53.6	12:41:14	53.6	53.6
57.4	12:41:15	57.4	57.4
56.1	12:41:16	56.1	56.1
56.7	12:41:17	56.7	56.7
57.7	12:41:18	57.7	57.7
56.7	12:41:19	56.7	56.7
56.2	12:41:20	56.2	56.2
53.4	12:41:21	53.4	53.4
52.3	12:41:22	52.3	52.3
51.8	12:41:23	51.8	51.8
51.6	12:41:24	51.6	51.6
51.5	12:41:25	51.5	51.5
51.7	12:41:26	51.7	51.7
52.1	12:41:27	52.1	52.1
53.5	12:41:28	53.5	53.5
55.6	12:41:29	55.6	55.6
55.6	12:41:30	55.6	55.6
55.4	12:41:31	55.4	55.4
56.4	12:41:32	56.4	56.4
57.1	12:41:33	57.1	57.1
56.5	12:41:34	56.5	56.5
56.4	12:41:35	56.4	56.4
56.8	12:41:36	56.8	56.8
57.6	12:41:37	57.6	57.6
57.6	12:41:38	57.6	57.6
57.1	12:41:39	57.1	57.1
56.9	12:41:40	56.9	56.9
56.9	12:41:41	56.9	56.9
63.2	12:41:42	63.2	

**Site 1 - Northwest of Project Site on Wall at IHOP**

SPL	Time	Leq (1 hour Avg.)	Ldn CNEL
63.7	12:35:34	63.7	63.7
63.0	12:35:35	63.0	63.0
62.6	12:35:36	62.6	62.6
63.6	12:35:37	63.6	63.6
64.4	12:35:38	64.4	64.4
65.0	12:35:39	65.0	65.0
64.8	12:35:40	64.8	64.8
65.4	12:35:41	65.4	65.4
65.5	12:35:42	65.5	65.5
65.4	12:35:43	65.4	65.4
65.1	12:35:44	65.1	65.1
64.0	12:35:45	64.0	64.0
63.2	12:35:46	63.2	63.2
62.6	12:35:47	62.6	62.6
63.2	12:35:48	63.2	63.2
62.4	12:35:49	62.4	62.4
61.0	12:35:50	61.0	61.0
63.1	12:35:51	63.1	63.1
64.1	12:35:52	64.1	64.1
63.6	12:35:53	63.6	63.6
65.3	12:35:54	65.3	65.3
66.3	12:35:55	66.3	66.3
65.9	12:35:56	65.9	65.9
66.3	12:35:57	66.3	66.3
66.7	12:35:58	66.7	66.7
64.1	12:35:59	64.1	64.1
64.0	12:36:00	64.0	64.0
64.9	12:36:01	64.9	64.9
64.9	12:36:02	64.9	64.9
64.6	12:36:03	64.6	64.6
64.5	12:36:04	64.5	64.5
64.6	12:36:05	64.6	64.6
63.8	12:36:06	63.8	63.8
64.4	12:36:07	64.4	64.4
64.3	12:36:08	64.3	64.3
63.4	12:36:09	63.4	63.4
62.2	12:36:10	62.2	62.2
61.8	12:36:11	61.8	61.8
61.9	12:36:12	61.9	61.9
63.0	12:36:13	63.0	63.0
63.5	12:36:14	63.5	63.5
62.8	12:36:15	62.8	62.8
62.5	12:36:16	62.5	62.5
62.3	12:36:17	62.3	62.3
62.0	12:36:18	62.0	62.0
61.2	12:36:19	61.2	61.2
62.7	12:36:20	62.7	62.7
62.7	12:36:21	62.7	62.7
62.1	12:36:22	62.1	62.1
62.1	12:36:23	62.1	62.1
61.2	12:36:24	61.2	61.2
60.5	12:36:25	60.5	60.5
60.0	12:36:26	60.0	60.0
59.1	12:36:27	59.1	59.1
58.3	12:36:28	58.3	58.3
58.0	12:36:29	58.0	58.0
57.4	12:36:30	57.4	57.4
56.9	12:36:31	56.9	56.9
56.3	12:36:32	56.3	56.3
55.7	12:36:33	55.7	55.7
54.9	12:36:34	54.9	54.9
54.6	12:36:35	54.6	54.6
56.6	12:36:36	56.6	56.6
56.0	12:36:37	56.0	56.0
55.1	12:36:38	55.1	55.1
55.1	12:36:39	55.1	55.1
55.2	12:36:40	55.2	55.2
55.0	12:36:41	55.0	55.0
55.2	12:36:42	55.2	55.2
55.2	12:36:43	55.2	55.2
55.3	12:36:44	55.3	55.3
56.6	12:36:45	56.6	56.6
58.9	12:36:46	58.9	58.9
61.2	12:36:47	61.2	61.2
61.5	12:36:48	61.5	61.5
60.6	12:36:49	60.6	60.6
59.4	12:36:50	59.4	59.4
58.0	12:36:51	58.0	58.0
58.2	12:36:52	58.2	58.2
57.7	12:36:53	57.7	57.7
56.4	12:36:54	56.4	56.4
55.7	12:36:55	55.7	55.7
54.9	12:36:56	54.9	54.9
54.5	12:36:57	54.5	54.5
55.0	12:36:58	55.0	55.0
55.4	12:36:59	55.4	55.4
54.5	12:37:00	54.5	54.5
53.9	12:37:01	53.9	53.9
53.2	12:37:02	53.2	53.2
52.5	12:37:03	52.5	52.5
51.9	12:37:04	51.9	51.9
51.6	12:37:05	51.6	51.6
51.5	12:37:06	51.5	51.5
51.7	12:37:07	51.7	51.7
52.1	12:37:08	52.1	52.1
52.7	12:37:09	52.7	52.7
54.5	12:37:10	54.5	54.5
58.0	12:37:11	58.0	58.0
59.3	12:37:12	59.3	59.3
60.0	12:37:13	60.0	60.0
60.0	12:37:14	60.0	60.0
59.6	12:37:15	59.6	59.6
58.7	12:37:16	58.7	58.7
57.6	12:37:17	57.6	57.6
56.4	12:37:18	56.4	56.4
55.5	12:37:19	55.5	55.5
55.2	12:37:20	55.2	55.2
55.6	12:37:21	55.6	55.6
56.7	12:37:22	56.7	56.7
57.2	12:37:23	57.2	57.2
57.8	12:37:24	57.8	57.8
57.4	12:37:25	57.4	57.4
57.9	12:37:26	57.9	57.9
57.8	12:37:27	57.8	57.8
58.1	12:37:28	58.1	58.1
59.8	12:37:29	59.8	59.8
59.3	12:37:30	59.3	59.3
58.3	12:37:31	58.3	58.3
57.6	12:37:32	57.6	57.6
56.8	12:37:33	56.8	56.8
56.8	12:37:34	56.8	56.8
57.5	12:37:35	57.5	57.5
57.5	12:37:36	57.5	57.5
56.9	12:37:37	56.9	56.9
61.2	12:37:38	61.2	61.2
63.6	12:37:39	63.6	63.6
63.4	12:37:40	63.4	63.4
62.7	12:37:41	62.7	62.7
63.2	12:37:42	63.2	63.2
64.0	12:37:43	64.0	64.0
63.6	12:37:44	63.6	63.6
62.9	12:37:45	62.9	62.9
62.9	12:37:46	62.9	62.9
62.7	12:37:47	62.7	62.7
63.1	12:37:48	63.1	63.1
63.4	12:37:49	63.4	63.4
63.0	12:37:50	63.0	63.0
63.4	12:37:51	63.4	63.4
63.4	12:37:52	63.4	63.4
62.9	12:37:53	62.9	62.9
62.9	12:37:54	62.9	62.9
62.9	12:37:55	62.9	62.9
60.3	12:37:56	60.3	60.3
61.0	12:37:57	61.0	61.0
60.4	12:37:58	60.4	60.4
60.3	12:37:59	60.3	60.3
60.3	12:38:00	60.3	60.3
60.0	12:38:01	60.0	60.0
60.0	12:38:02	60.0	60.0
60.0	12:38:03	60.0	60.0
60.0	12:38:04	60.0	60.0
60.0	12:38:05	60.0	60.0
60.0	12:38:06	60.0	60.0
60.0	12:38:07	60.0	60.0
60.0	12:38:08	60.0	60.0
60.0	12:38:09	60.0	60.0
60.0	12:38:10	60.0	60.0
60.0	12:38:11	60.0	60.0
60.0	12:38:12	60.0	60.0
60.0	12:38:13	60.0	60.0
60.0	12:38:14	60.0	60.0
60.0	12:38:15	60.0	60.0
60.0	12:38:16	60.0	60.0
60.0	12:38:17	60.0	60.0
60.0	12:38:18	60.0	60.0
60.0	12:38:19	60.0	60.0
60.0	12:38:20	60.0	60.0
60.0	12:38:21	60.0	60.0
60.0	12:38:22	60.0	60.0
60.0	12:38:23	60.0	60.0
60.0	12:38:24	60.0	60.0
60.0	12:38:25	60.0	60.0
60.0	12:38:26	60.0	60.0
60.0	12:38:27	60.0	60.0
60.0	12:38:28	60.0	60.0
60.0	12:38:29	60.0	60.0
60.0	12:38:30	60.0	60.0
60.0	12:38:31	60.0	60.0
60.0	12:38:32	60.0	60.0
60.0	12:38:33	60.0	60.0
60.0	12:38:34	60.0	60.0
60.0	12:38:35	60.0	60.0
60.0	12:38:36	60.0	60.0
60.0	12:38:37	60.0	60.0
60.0	12:38:38	60.0	60.0
60.0	12:38:39	60.0	60.0
60.0	12:38:40	60.0	60.0
60.0	12:38:41	60.0	60.0
60.0	12:38:42	60.0	60.0

**Site 2 - West of Project Site on Palm Ave**

SPL	Time	Leq (1 hour Avg.)	Ldn CNEL
63.6	12:43:18	63.6	63.6
62.6	12:43:19	62.6	62.6
61.7	12:43:20	61.7	61.7
60.1	12:43:21	60.1	60.1
58.6	12:43:22	58.6	58.6
57.2	12:43:23	57.2	57.2
57.6	12:43:24	57.6	57.6
57.7	12:43:25	57.7	57.7
58.4	12:43:27	58.4	58.4
57.9	12:43:28	57.9	57.9
56.2	12:43:29	56.2	56.2
56.3	12:43:30	56.3	56.3
55.1	12:43:31	55.1	55.1
54.9	12:43:32	54.9	54.9
57.5	12:43:33	57.5	57.5
57.3	12:43:34	57.3	57.3
56.5	12:43:35	56.5	56.5
55.9	12:43:36	55.9	55.9
55.6	12:43:37	55.6	55.6
57.2	12:43:38	57.2	57.2
59.4	12:43:39	59.4	59.4
59.7	12:43:40	59.7	59.7
56.9	12:43:41	56.9	56.9
56.7	12:43:42	56.7	56.7
56.5	12:43:43	56.5	56.5
55.9	12:43:44	55.9	55.9
55.3	12:43:45	55.3	55.3
55.5	12:43:46	55.5	55.5
55.2	12:43:47	55.2	55.2
55.9	12:43:48	55.9	55.9
57.3	12:43:49	57.3	57.3
58.6	12:43:50	58.6	58.6
59.4	12:43:51	59.4	59.4
58.8	12:43:52	58.8	58.8
57.4	12:43:53	57.4	57.4
57.7	12:43:54	57.7	57.7
58.2	12:43:55	58.2	58.2
62.5	12:43:56	62.5	62.5
60.7	12:43:58	60.7	60.7
60.2	12:43:59	60.2	60.2
57.9	12:44:00	57.9	57.9
61.6	12:44:01	61.6	61.6
60.9	12:44:02	60.9	60.9
60.8	12:44:03	60.8	60.8
60.3	12:44:04	60.3	60.3
59.8	12:44:05	59.8	59.8
59.8	12:44:06	59.8	59.8
59.7	12:44:07	59.7	59.7
60.1	12:44:08	60.1	60.1
60.7	12:44:09	60.7	60.7
60.4	12:44:10	60.4	60.4
60.3	12:44:11	60.3	60.3
64.0	12:44:12	64.0	64.0
64.2	12:44:13	64.2	64.2
68.0	12:44:14	68.0	68.0
68.2	12:44:15	68.2	68.2
68.5	12:44:16	68.5	68.5
67.9	12:44:17	67.9	67.9
67.4	12:44:18	67.4	67.4
66.5	12:44:19	66.5	66.5
66.6	12:44:20	66.6	66.6
66.5	12:44:21	66.5	66.5
65.1	12:44:22	65.1	65.1
65.0	12:44:23	65.0	65.0
64.6	12:44:24	64.6	64.6
64.2	12:44:25	64.2	64.2
63.8	12:44:26	63.8	63.8
63.1	12:44:27	63.1	63.1
62.4	12:44:28	62.4	62.4
62.9	12:44:29	62.9	62.9
62.8	12:44:30	62.8	62.8
64.2	12:44:31	64.2	64.2
64.2	12:44:32	64.2	64.2
63.7	12:44:33	63.7	63.7
63.0	12:44:34	63.0	63.0
62.9	12:44:35	62.9	62.9
63.2	12:44:36	63.2	63.2
62.8	12:44:37	62.8	62.8
62.4	12:44:38	62.4	62.4
62.2	12:44:39	62.2	

Site 1 - Northwest of Project Site on Wall at IHOP

Table with 4 columns: SPL, Time, Leq (1 hour Avg.), Ldn CNEL. Contains 100 rows of noise data for Site 1.

Site 2 - West of Project Site on Palm Ave

Table with 4 columns: SPL, Time, Leq (1 hour Avg.), Ldn CNEL. Contains 100 rows of noise data for Site 2.

Site 3 - Near Center of Parking Lot on Project Site

Table with 4 columns: SPL, Time, Leq (1 hour Avg.), Ldn CNEL. Contains 100 rows of noise data for Site 3.

Site 1 - Northwest of Project Site on Wall at IHOP

SPL	Time	Leq (1 hour Avg.)	Ldn CNEL
57.7	124210	57.7	57.7
58.1	124211	58.1	58.1
59.1	124212	59.1	59.1
61.1	124213	61.1	61.1
62.5	124214	62.5	62.5
62.3	124215	62.3	62.3
61.8	124216	61.8	61.8
61.7	124217	61.7	61.7
62.0	124218	62.0	62.0
62.9	124219	62.9	62.9
63.9	124220	63.9	63.9
64.8	124221	64.8	64.8
65.3	124222	65.3	65.3
64.1	124223	64.1	64.1
62.4	124224	62.4	62.4
62.2	124225	62.2	62.2
62.3	124226	62.3	62.3
63.3	124227	63.3	63.3
63.2	124228	63.2	63.2
63.5	124229	63.5	63.5
62.7	124230	62.7	62.7
61.8	124231	61.8	61.8
61.0	124232	61.0	61.0
60.0	124233	60.0	60.0
59.2	124234	59.2	59.2
58.5	124235	58.5	58.5
58.4	124236	58.4	58.4
59.4	124237	59.4	59.4
60.9	124238	60.9	60.9
61.4	124239	61.4	61.4
61.4	124240	61.4	61.4
63.8	124241	63.8	63.8
64.1	124242	64.1	64.1
63.0	124243	63.0	63.0
63.0	124244	63.0	63.0
62.2	124245	62.2	62.2
61.2	124246	61.2	61.2
60.5	124247	60.5	60.5
60.1	124248	60.1	60.1
59.4	124249	59.4	59.4
59.1	124250	59.1	59.1
59.1	124251	59.1	59.1
59.3	124252	59.3	59.3
59.3	124253	59.3	59.3
59.9	124254	59.9	59.9
60.3	124255	60.3	60.3
64.3	124256	64.3	64.3
66.4	124257	66.4	66.4
66.2	124258	66.2	66.2
64.3	124259	64.3	64.3
63.9	124260	63.9	63.9
62.9	124301	62.9	62.9
62.1	124302	62.1	62.1
61.7	124303	61.7	61.7
60.9	124304	60.9	60.9
60.1	124305	60.1	60.1
60.2	124306	60.2	60.2
61.2	124307	61.2	61.2
62.1	124308	62.1	62.1
63.3	124309	63.3	63.3
63.0	124310	63.0	63.0
61.9	124311	61.9	61.9
61.3	124312	61.3	61.3
60.9	124313	60.9	60.9
59.3	124314	59.3	59.3
58.4	124315	58.4	58.4
56.9	124316	56.9	56.9
55.8	124317	55.8	55.8
54.9	124318	54.9	54.9
54.1	124319	54.1	54.1
54.3	124320	54.3	54.3
55.0	124321	55.0	55.0
54.8	124322	54.8	54.8
54.6	124323	54.6	54.6
54.5	124324	54.5	54.5
54.6	124325	54.6	54.6
55.2	124326	55.2	55.2
55.1	124327	55.1	55.1
54.9	124328	54.9	54.9
54.8	124329	54.8	54.8
55.2	124330	55.2	55.2
57.6	124331	57.6	57.6
57.6	124332	57.6	57.6
57.4	124333	57.4	57.4
58.0	124334	58.0	58.0
58.5	124335	58.5	58.5
59.0	124336	59.0	59.0
60.6	124337	60.6	60.6
62.2	124338	62.2	62.2
64.1	124339	64.1	64.1
66.3	124340	66.3	66.3
65.9	124341	65.9	65.9
65.0	124342	65.0	65.0
63.4	124343	63.4	63.4
61.8	124344	61.8	61.8
60.7	124345	60.7	60.7
60.3	124346	60.3	60.3
60.1	124347	60.1	60.1
59.6	124348	59.6	59.6
59.4	124349	59.4	59.4
58.8	124350	58.8	58.8
58.2	124351	58.2	58.2
58.6	124352	58.6	58.6
58.3	124353	58.3	58.3
57.4	124354	57.4	57.4
57.0	124355	57.0	57.0
56.5	124356	56.5	56.5
55.9	124357	55.9	55.9
55.8	124358	55.8	55.8
57.1	124359	57.1	57.1
58.5	124400	58.5	58.5
58.5	124401	58.5	58.5
57.8	124402	57.8	57.8
56.8	124403	56.8	56.8
57.8	124404	57.8	57.8
59.7	124405	59.7	59.7
59.8	124406	59.8	59.8
58.8	124407	58.8	58.8
57.9	124408	57.9	57.9
57.1	124409	57.1	57.1
56.2	124410	56.2	56.2
55.8	124411	55.8	55.8
55.9	124412	55.9	55.9
56.0	124413	56.0	56.0
55.5	124414	55.5	55.5
56.3	124415	56.3	56.3
56.5	124416	56.5	56.5
56.5	124417	56.5	56.5
57.5	124418	57.5	57.5
58.5	124419	58.5	58.5
59.5	124420	59.5	59.5
58.6	124421	58.6	58.6
58.4	124422	58.4	58.4
58.9	124423	58.9	58.9
59.0	124424	59.0	59.0
59.3	124425	59.3	59.3
59.7	124426	59.7	59.7
59.4	124427	59.4	59.4
59.5	124428	59.5	59.5
58.6	124429	58.6	58.6
58.4	124430	58.4	58.4
58.3	124431	58.3	58.3
58.4	124432	58.4	58.4
58.4	124433	58.4	58.4
58.6	124434	58.6	58.6
59.2	124435	59.2	59.2
59.0	124436	59.0	59.0
62.0	124437	62.0	62.0
63.9	124438	63.9	63.9
64.2	124439	64.2	64.2
65.6	124440	65.6	65.6
67.9	124441	67.9	67.9
67.9	124442	67.9	67.9
67.9	124443	67.9	67.9
67.4	124444	67.4	67.4
66.6	124445	66.6	66.6
66.4	124446	66.4	66.4
65.6	124447	65.6	65.6
65.0	124448	65.0	65.0
65.0	124449	65.0	65.0
65.1	124450	65.1	65.1
65.0	124451	65.0	65.0
64.9	124452	64.9	64.9
64.2	124453	64.2	64.2
64.1	124454	64.1	64.1
64.4	124455	64.4	64.4
64.3	124456	64.3	64.3
64.5	124457	64.5	64.5
64.8	124458	64.8	64.8
64.7	124459	64.7	64.7
64.2	124500	64.2	64.2
64.0	124501	64.0	64.0
64.0	124502	64.0	64.0

Site 2 - West of Project Site on Palm Ave

SPL	Time	Leq (1 hour Avg.)	Ldn CNEL
36.7	124953	36.7	36.7
36.0	124954	36.0	36.0
36.0	124955	36.0	36.0
36.2	124956	36.2	36.2
36.1	124957	36.1	36.1
35.7	124958	35.7	35.7
35.3	124959	35.3	35.3
34.1	124960	34.1	34.1
53.8	125001	53.8	53.8
53.9	125002	53.9	53.9
52.9	125003	52.9	52.9
53.9	125004	53.9	53.9
54.3	125005	54.3	54.3
54.3	125006	54.3	54.3
54.0	125007	54.0	54.0
53.5	125008	53.5	53.5
53.5	125009	53.5	53.5
53.8	125010	53.8	53.8
58.7	125011	58.7	58.7
58.6	125012	58.6	58.6
58.3	125013	58.3	58.3
58.7	125014	58.7	58.7
58.2	125015	58.2	58.2
53.2	125016	53.2	53.2
54.0	125017	54.0	54.0
51.3	125018	51.3	51.3
52.1	125019	52.1	52.1
53.3	125020	53.3	53.3
53.5	125021	53.5	53.5
53.9	125022	53.9	53.9
53.2	125023	53.2	53.2
53.9	125024	53.9	53.9
53.9	125025	53.9	53.9
56.8	125026	56.8	56.8
56.9	125027	56.9	56.9
56.7	125028	56.7	56.7
59.0	125029	59.0	59.0
57.2	125030	57.2	57.2
56.0	125031	56.0	56.0
56.1	125032	56.1	56.1
56.0	125033	56.0	56.0
54.7	125034	54.7	54.7
52.8	125035	52.8	52.8
52.0	125036	52.0	52.0
51.8	125037	51.8	51.8
51.4	125038	51.4	51.4
51.4	125039	51.4	51.4
51.9	125040	51.9	51.9
52.6	125041	52.6	52.6
52.9	125042	52.9	52.9
54.4	125043	54.4	54.4
54.7	125044	54.7	54.7
56.7	125045	56.7	56.7
56.9	125046	56.9	56.9
62.3	125047	62.3	62.3
61.8	125048	61.8	61.8
59.9	125049	59.9	59.9
58.0	125050	58.0	58.0
56.9	125051	56.9	56.9
56.9	125052	56.9	56.9
57.1	125053	57.1	57.1
60.5	125054	60.5	60.5
62.3	125055	62.3	62.3
62.3	125056	62.3	62.3
62.6	125057	62.6	62.6
63.1	125058	63.1	63.1
63.0	125059	63.0	63.0
61.8	125060	61.8	61.8
61.8	125061	61.8	61.8
61.8	125062	61.8	61.8
62.0	125063	62.0	62.0
62.2	125064	62.2	62.2
62.0	125065	62.0	62.0
62.1	125066	62.1	62.1
62.2	125067	62.2	62.2
62.2	125068	62.2	62.2
62.2	125069	62.2	62.2
62.2	125070	62.2	62.2
62.2	125071	62.2	62.2
62.2	125072	62.2	62.2
62.2	125073	62.2	62.2
62.2	125074	62.2	62.2
62.2	125075	62.2	62.2
62.2	125076	62.2	62.2
62.2	125077	62.2	62.2
62.2	125078	62.2	62.2
62.2	125079	62.2	62.2
62.2	125080	62.2	62.2
62.2	125081	62.2	62.2
62.2	125082	62.2	62.2
62.2	125083	62.2	62.2
62.2	125084	62.2	62.2
62.2	125085	62.2	62.2
62.2	125086	62.2	62.2
62.2	125087	62.2	62.2
62.2	125088	62.2	62.2
62.2	125089	62.2	62.2
62.2	125090	62.2	62.2
62.2	125091	62.2	62.2
62.2	125092	62.2	62.2
62.2	125093	62.2	62.2
62.2	125094	62.2	62.2
62.2	125095	62.2	62.2
62.2	125096	62.2	62.2
62.2	125097	62.2	62.2
62.2	125098	62.2	62.2
62.2	125099	62.2	62.2
62.2	125100	62.2	62.2
62.2	1251		

Site 1 - Northwest of Project Site on Wall at IHOP

SPL	Time	Leq (1 hour Avg.)	Ldn CNEL
64.0	12:45:03	64.0	64.0
63.5	12:45:04	63.5	63.5
63.5	12:45:05	63.5	63.5
63.8	12:45:06	63.8	63.8
63.9	12:45:07	63.9	63.9
63.8	12:45:08	63.8	63.8
63.4	12:45:09	63.4	63.4
63.3	12:45:10	63.3	63.3
63.1	12:45:11	63.1	63.1
62.9	12:45:12	62.9	62.9
62.8	12:45:13	62.8	62.8
62.8	12:45:14	62.8	62.8
62.8	12:45:15	62.8	62.8
62.9	12:45:16	62.9	62.9
62.9	12:45:17	62.9	62.9
62.3	12:45:18	62.3	62.3
61.6	12:45:19	61.6	61.6
61.2	12:45:20	61.2	61.2
60.8	12:45:21	60.8	60.8
61.0	12:45:22	61.0	61.0
61.5	12:45:23	61.5	61.5
61.7	12:45:24	61.7	61.7
61.3	12:45:25	61.3	61.3
60.4	12:45:26	60.4	60.4
59.0	12:45:27	59.0	59.0
58.1	12:45:28	58.1	58.1
57.5	12:45:29	57.5	57.5
56.3	12:45:30	56.3	56.3
56.0	12:45:31	56.0	56.0
55.6	12:45:32	55.6	55.6
55.5	12:45:33	55.5	55.5
56.3	12:45:34	56.3	56.3
57.0	12:45:35	57.0	57.0
56.8	12:45:36	56.8	56.8
56.3	12:45:37	56.3	56.3
55.8	12:45:38	55.8	55.8
54.9	12:45:39	54.9	54.9
54.6	12:45:40	54.6	54.6
54.2	12:45:41	54.2	54.2
57.3	12:45:42	57.3	57.3
57.1	12:45:43	57.1	57.1
55.9	12:45:44	55.9	55.9
55.4	12:45:45	55.4	55.4
56.5	12:45:46	56.5	56.5
57.3	12:45:47	57.3	57.3
58.5	12:45:48	58.5	58.5
59.7	12:45:49	59.7	59.7
61.3	12:45:50	61.3	61.3
62.1	12:45:51	62.1	62.1
62.4	12:45:52	62.4	62.4
61.8	12:45:53	61.8	61.8
60.8	12:45:54	60.8	60.8
59.6	12:45:55	59.6	59.6
58.2	12:45:56	58.2	58.2
56.8	12:45:57	56.8	56.8
54.9	12:45:58	54.9	54.9
56.0	12:46:00	56.0	56.0
55.3	12:46:01	55.3	55.3
55.2	12:46:02	55.2	55.2
55.6	12:46:03	55.6	55.6
54.9	12:46:04	54.9	54.9
57.4	12:46:05	57.4	57.4
58.4	12:46:06	58.4	58.4
58.4	12:46:07	58.4	58.4
55.8	12:46:08	55.8	55.8
55.8	12:46:09	55.8	55.8
54.7	12:46:10	54.7	54.7
54.2	12:46:11	54.2	54.2
54.1	12:46:12	54.1	54.1
54.2	12:46:13	54.2	54.2
53.9	12:46:14	53.9	53.9
55.4	12:46:15	55.4	55.4
56.7	12:46:16	56.7	56.7
56.5	12:46:17	56.5	56.5
56.4	12:46:18	56.4	56.4
56.4	12:46:19	56.4	56.4
57.7	12:46:20	57.7	57.7
57.7	12:46:21	57.7	57.7
57.6	12:46:22	57.6	57.6
56.5	12:46:23	56.5	56.5
55.3	12:46:24	55.3	55.3
54.2	12:46:25	54.2	54.2
53.8	12:46:26	53.8	53.8
53.6	12:46:27	53.6	53.6
53.3	12:46:28	53.3	53.3
53.1	12:46:29	53.1	53.1
53.4	12:46:30	53.4	53.4
53.6	12:46:31	53.6	53.6
53.7	12:46:32	53.7	53.7
53.9	12:46:33	53.9	53.9
54.7	12:46:34	54.7	54.7
55.0	12:46:35	55.0	55.0
55.2	12:46:36	55.2	55.2
55.7	12:46:37	55.7	55.7
55.5	12:46:38	55.5	55.5
55.1	12:46:39	55.1	55.1
55.9	12:46:40	55.9	55.9
56.8	12:46:41	56.8	56.8
59.3	12:46:42	59.3	59.3
59.3	12:46:43	59.3	59.3
58.6	12:46:44	58.6	58.6
57.3	12:46:45	57.3	57.3
56.2	12:46:46	56.2	56.2
55.7	12:46:47	55.7	55.7
56.7	12:46:48	56.7	56.7
57.7	12:46:49	57.7	57.7
59.5	12:46:50	59.5	59.5
60.8	12:46:51	60.8	60.8
63.0	12:46:52	63.0	63.0
64.3	12:46:53	64.3	64.3
65.3	12:46:54	65.3	65.3
64.8	12:46:55	64.8	64.8
63.8	12:46:56	63.8	63.8
63.9	12:46:57	63.9	63.9
64.3	12:46:58	64.3	64.3
64.2	12:46:59	64.2	64.2
63.4	12:47:00	63.4	63.4
63.8	12:47:01	63.8	63.8
64.0	12:47:02	64.0	64.0
63.9	12:47:03	63.9	63.9
62.8	12:47:04	62.8	62.8
62.5	12:47:05	62.5	62.5
62.0	12:47:06	62.0	62.0
62.0	12:47:07	62.0	62.0
62.0	12:47:08	62.0	62.0
61.6	12:47:09	61.6	61.6
61.1	12:47:10	61.1	61.1
61.6	12:47:11	61.6	61.6
62.2	12:47:12	62.2	62.2
62.9	12:47:13	62.9	62.9
63.2	12:47:14	63.2	63.2
63.3	12:47:15	63.3	63.3
63.9	12:47:16	63.9	63.9
63.8	12:47:17	63.8	63.8
63.1	12:47:18	63.1	63.1
62.5	12:47:19	62.5	62.5
61.8	12:47:20	61.8	61.8
61.5	12:47:21	61.5	61.5
61.1	12:47:22	61.1	61.1
60.3	12:47:23	60.3	60.3
61.3	12:47:24	61.3	61.3
62.6	12:47:25	62.6	62.6
63.2	12:47:26	63.2	63.2
63.1	12:47:27	63.1	63.1
62.1	12:47:28	62.1	62.1
61.3	12:47:29	61.3	61.3
60.9	12:47:30	60.9	60.9
61.0	12:47:31	61.0	61.0
61.1	12:47:32	61.1	61.1
60.6	12:47:33	60.6	60.6
59.9	12:47:34	59.9	59.9
59.7	12:47:35	59.7	59.7
60.8	12:47:36	60.8	60.8
62.1	12:47:37	62.1	62.1
62.5	12:47:38	62.5	62.5
61.4	12:47:39	61.4	61.4
60.2	12:47:40	60.2	60.2
59.1	12:47:41	59.1	59.1
58.9	12:47:42	58.9	58.9
58.9	12:47:43	58.9	58.9
59.9	12:47:44	59.9	59.9

Site 2 - West of Project Site on Palm Ave

SPL	Time	Leq (1 hour Avg.)	Ldn CNEL
55.6	12:52:47	55.6	55.6
57.4	12:52:48	57.4	57.4
58.2	12:52:49	58.2	58.2
58.2	12:52:50	58.2	58.2
57.5	12:52:51	57.5	57.5
57.1	12:52:52	57.1	57.1
57.8	12:52:53	57.8	57.8
57.5	12:52:54	57.5	57.5
56.9	12:52:55	56.9	56.9
58.9	12:52:56	58.9	58.9
58.4	12:52:57	58.4	58.4
57.2	12:52:58	57.2	57.2
57.6	12:52:59	57.6	57.6
57.6	12:53:00	57.6	57.6
57.2	12:53:01	57.2	57.2
57.3	12:53:02	57.3	57.3
58.2	12:53:03	58.2	58.2
60.4	12:53:04	60.4	60.4
62.9	12:53:05	62.9	62.9
63.4	12:53:06	63.4	63.4
63.6	12:53:07	63.6	63.6
64.1	12:53:08	64.1	64.1
63.2	12:53:09	63.2	63.2
63.3	12:53:10	63.3	63.3
65.0	12:53:11	65.0	65.0
66.4	12:53:12	66.4	66.4
65.2	12:53:13	65.2	65.2
64.4	12:53:14	64.4	64.4
63.1	12:53:15	63.1	63.1
63.3	12:53:16	63.3	63.3
63.9	12:53:17	63.9	63.9
63.5	12:53:18	63.5	63.5
64.1	12:53:19	64.1	64.1
63.5	12:53:20	63.5	63.5
64.1	12:53:21	64.1	64.1
63.6	12:53:22	63.6	63.6
63.9	12:53:23	63.9	63.9
64.1	12:53:24	64.1	64.1
63.2	12:53:25	63.2	63.2
62.4	12:53:26	62.4	62.4
62.4	12:53:27	62.4	62.4
62.4	12:53:28	62.4	62.4
62.9	12:53:29	62.9	62.9
62.3	12:53:30	62.3	62.3
64.9	12:53:31	64.9	64.9
62.1	12:53:32	62.1	62.1
62.4	12:53:33	62.4	62.4
62.9	12:53:34	62.9	62.9
62.1	12:53:35	62.1	62.1
64.4	12:53:36	64.4	64.4
63.8	12:53:37	63.8	63.8
64.0	12:53:38	64.0	64.0
64.5	12:53:39	64.5	64.5
63.9	12:53:40	63.9	63.9
64.8	12:53:41	64.8	64.8
65.4	12:53:42	65.4	65.4
64.3	12:53:43	64.3	64.3
63.3	12:53:44	63.3	63.3
63.7	12:53:45	63.7	63.7
63.3	12:53:46	63.3	63.3
62.4	12:53:47	62.4	62.4
62.2	12:53:48	62.2	62.2
61.9	12:53:49	61.9	61.9
61.1	12:53:50	61.1	61.1
60.8	12:53:51	60.8	60.8
60.3	12:53:52	60.3	60.3
58.5	12:53:53	58.5	58.5
58.8	12:53:54	58.8	58.8
59.4	12:53:55	59.4	59.4
60.9	12:53:56	60.9	60.9
59.6	12:53:57	59.6	59.6
58.9	12:53:58	58.9	58.9
58.4	12:53:59	58.4	58.4
57.5	12:54:00	57.5	57.5
57.9	12:54:01	57.9	57.9
57.0	12:54:02	57.0	57.0
58.9	12:54:03	58.9	58.9
57.7	12:54:04	57.7	57.7
55.4	12:54:05	55.4	55.4
53.8	12:54:06	53.8	53.8
53.7	12:54:07	53.7	53.7
53.4	12:54:08	53.4	53.4
52.5	12:54:09	52.5	52.5
51.9	12:54:10	51.9	51.9
52.4	12:54:11	52.4	52.4
52.4	12:54:12	52.4	52.4
54.2	12:54:13	54.2	54.2
56.0	12:54:14	56.0	56.0
57.4	12:54:15	57.4	57.4
57.0	12:54:16	57.0	57.0
57.4	12:54:17	57.4	57.4
58.0	12:54:18	58.0	58.0
57.4	12:54:19	57.4	57.4
56.8	12:54:20	56.8	56.8
55.6	12:54:21	55.6	55.6
55.1	12:54:22	55.1	55.1
54.0	12:54:23	54.0	54.0
53.2	12:54:24	53.2	53.2
52.6	12:54:25	52.6	52.6
53.5	12:54:26	53.5	53.5
54.2	12:54:27	54.2	54.2
56.0	12:54:28	56.0	56.0
55.5	12:54:29	55.5	55.5
54.1	12:54:30	54.1	54.1
52.9	12:54:31	52.9	52.9
53.1	12:54:32	53.1	53.1
54.6	12:54:33	54.6	54.6
57.0	12:54:34	57.0	57.0</

**Site 1 - Northwest of Project Site on Wall at IHOP**

SPL	Time	Leq (1 hour Avg.)	Ldn CNEL
59.3	12:47:45	59.3	59.3
58.6	12:47:46	58.6	58.6
58.6	12:47:47	58.6	58.6
59.7	12:47:48	59.7	59.7
59.4	12:47:49	59.4	59.4
59.4	12:47:50	59.4	59.4
59.3	12:47:51	59.3	59.3
59.4	12:47:52	59.4	59.4
58.2	12:47:53	58.2	58.2
57.0	12:47:54	57.0	57.0
56.5	12:47:55	56.5	56.5
56.0	12:47:56	56.0	56.0
55.3	12:47:57	55.3	55.3
54.8	12:47:58	54.8	54.8
55.3	12:47:59	55.3	55.3
57.1	12:48:00	57.1	57.1
57.1	12:48:01	57.1	57.1
57.1	12:48:02	57.1	57.1
58.9	12:48:03	58.9	58.9
58.9	12:48:04	58.9	58.9
58.0	12:48:05	58.0	58.0
56.8	12:48:06	56.8	56.8
56.2	12:48:07	56.2	56.2
55.9	12:48:08	55.9	55.9
55.5	12:48:09	55.5	55.5
54.8	12:48:10	54.8	54.8
54.5	12:48:11	54.5	54.5
56.4	12:48:12	56.4	56.4
57.6	12:48:13	57.6	57.6
58.3	12:48:14	58.3	58.3
57.9	12:48:15	57.9	57.9
56.8	12:48:16	56.8	56.8
56.0	12:48:17	56.0	56.0
56.9	12:48:18	56.9	56.9
56.5	12:48:19	56.5	56.5
57.1	12:48:20	57.1	57.1
58.7	12:48:21	58.7	58.7
58.7	12:48:22	58.7	58.7
59.3	12:48:23	59.3	59.3
58.2	12:48:24	58.2	58.2
57.5	12:48:25	57.5	57.5
58.1	12:48:26	58.1	58.1
57.6	12:48:27	57.6	57.6
57.4	12:48:28	57.4	57.4
57.3	12:48:29	57.3	57.3
56.9	12:48:30	56.9	56.9
56.2	12:48:31	56.2	56.2
55.8	12:48:32	55.8	55.8
54.9	12:48:33	54.9	54.9
54.5	12:48:34	54.5	54.5
54.1	12:48:35	54.1	54.1
54.0	12:48:36	54.0	54.0
53.6	12:48:37	53.6	53.6
53.4	12:48:38	53.4	53.4
53.2	12:48:39	53.2	53.2
53.2	12:48:40	53.2	53.2
53.1	12:48:41	53.1	53.1
53.1	12:48:42	53.1	53.1
53.0	12:48:43	53.0	53.0
52.9	12:48:44	52.9	52.9
53.0	12:48:45	53.0	53.0
53.7	12:48:46	53.7	53.7
54.4	12:48:47	54.4	54.4
54.8	12:48:48	54.8	54.8
57.4	12:48:49	57.4	57.4
62.6	12:48:50	62.6	62.6
63.9	12:48:51	63.9	63.9
63.3	12:48:52	63.3	63.3
62.5	12:48:53	62.5	62.5
62.4	12:48:54	62.4	62.4
62.0	12:48:55	62.0	62.0
60.7	12:48:56	60.7	60.7
58.9	12:48:57	58.9	58.9
57.6	12:48:58	57.6	57.6
58.0	12:48:59	58.0	58.0
57.6	12:49:00	57.6	57.6
56.9	12:49:01	56.9	56.9
57.2	12:49:02	57.2	57.2
61.4	12:49:03	61.4	61.4
61.5	12:49:04	61.5	61.5
62.1	12:49:05	62.1	62.1
64.6	12:49:06	64.6	64.6
65.0	12:49:07	65.0	65.0
65.1	12:49:08	65.1	65.1
65.0	12:49:09	65.0	65.0
64.2	12:49:10	64.2	64.2
63.7	12:49:11	63.7	63.7
63.8	12:49:12	63.8	63.8
64.3	12:49:13	64.3	64.3
63.6	12:49:14	63.6	63.6
63.8	12:49:15	63.8	63.8
64.3	12:49:16	64.3	64.3
64.7	12:49:17	64.7	64.7
65.2	12:49:18	65.2	65.2
64.9	12:49:19	64.9	64.9
64.4	12:49:20	64.4	64.4
63.9	12:49:21	63.9	63.9
64.5	12:49:22	64.5	64.5
65.3	12:49:23	65.3	65.3
65.0	12:49:24	65.0	65.0
65.6	12:49:25	65.6	65.6
66.0	12:49:26	66.0	66.0
65.1	12:49:27	65.1	65.1
65.3	12:49:28	65.3	65.3
64.4	12:49:29	64.4	64.4
64.0	12:49:30	64.0	64.0
65.2	12:49:31	65.2	65.2
66.4	12:49:32	66.4	66.4
68.7	12:49:33	68.7	68.7
68.2	12:49:34	68.2	68.2
66.4	12:49:35	66.4	66.4
64.9	12:49:36	64.9	64.9
64.8	12:49:37	64.8	64.8
64.8	12:49:38	64.8	64.8
65.5	12:49:39	65.5	65.5
65.2	12:49:40	65.2	65.2
64.6	12:49:41	64.6	64.6
64.3	12:49:42	64.3	64.3
64.5	12:49:43	64.5	64.5
64.4	12:49:44	64.4	64.4
64.6	12:49:45	64.6	64.6
64.8	12:49:46	64.8	64.8
64.3	12:49:47	64.3	64.3
63.8	12:49:48	63.8	63.8
63.1	12:49:49	63.1	63.1
62.0	12:49:50	62.0	62.0
61.2	12:49:51	61.2	61.2
60.4	12:49:52	60.4	60.4
59.4	12:49:53	59.4	59.4
58.1	12:49:54	58.1	58.1
56.8	12:49:55	56.8	56.8
55.8	12:49:56	55.8	55.8
54.6	12:49:57	54.6	54.6
53.7	12:49:58	53.7	53.7
53.4	12:49:59	53.4	53.4
53.1	12:50:00	53.1	53.1
53.0	12:50:01	53.0	53.0
53.3	12:50:02	53.3	53.3
53.2	12:50:03	53.2	53.2
54.2	12:50:04	54.2	54.2
57.4	12:50:05	57.4	57.4
57.0	12:50:06	57.0	57.0
56.6	12:50:07	56.6	56.6
55.1	12:50:08	55.1	55.1
54.4	12:50:09	54.4	54.4
54.1	12:50:10	54.1	54.1
58.2	12:50:11	58.2	58.2
61.2	12:50:12	61.2	61.2
59.9	12:50:13	59.9	59.9
57.7	12:50:14	57.7	57.7
55.9	12:50:15	55.9	55.9
55.7	12:50:16	55.7	55.7
55.0	12:50:17	55.0	55.0
54.7	12:50:18	54.7	54.7
58.3	12:50:19	58.3	58.3
59.1	12:50:20	59.1	59.1
57.8	12:50:21	57.8	57.8
55.9	12:50:22	55.9	55.9
54.9	12:50:23	54.9	54.9
54.9	12:50:24	54.9	54.9
54.4	12:50:25	54.4	54.4
54.9	12:50:26	54.9	54.9

**Site 2 - West of Project Site on Palm Ave**

SPL	Time	Leq (1 hour Avg.)	Ldn CNEL
61.5	12:55:29	61.5	61.5
66.3	12:55:30	66.3	66.3
66.1	12:55:31	66.1	66.1
66.6	12:55:32	66.6	66.6
64.5	12:55:33	64.5	64.5
62.9	12:55:34	62.9	62.9
61.9	12:55:35	61.9	61.9
61.5	12:55:36	61.5	61.5
61.9	12:55:37	61.9	61.9
62.1	12:55:38	62.1	62.1
61.8	12:55:39	61.8	61.8
62.0	12:55:40	62.0	62.0
61.9	12:55:41	61.9	61.9
62.6	12:55:42	62.6	62.6
64.0	12:55:43	64.0	64.0
66.1	12:55:44	66.1	66.1
66.2	12:55:45	66.2	66.2
64.5	12:55:46	64.5	64.5
62.4	12:55:47	62.4	62.4
60.6	12:55:48	60.6	60.6
59.6	12:55:49	59.6	59.6
59.3	12:55:50	59.3	59.3
59.0	12:55:51	59.0	59.0
58.9	12:55:52	58.9	58.9
58.6	12:55:53	58.6	58.6
58.5	12:55:54	58.5	58.5
58.7	12:55:55	58.7	58.7
58.9	12:55:56	58.9	58.9
58.9	12:55:57	58.9	58.9
58.9	12:55:58	58.9	58.9
58.8	12:55:59	58.8	58.8
61.4	12:56:00	61.4	61.4
61.1	12:56:01	61.1	61.1
59.9	12:56:02	59.9	59.9
58.8	12:56:03	58.8	58.8
61.4	12:56:04	61.4	61.4
61.8	12:56:05	61.8	61.8
61.2	12:56:06	61.2	61.2
60.3	12:56:07	60.3	60.3
59.9	12:56:08	59.9	59.9
60.2	12:56:09	60.2	60.2
58.4	12:56:10	58.4	58.4
58.9	12:56:11	58.9	58.9
58.7	12:56:12	58.7	58.7
57.2	12:56:13	57.2	57.2
56.5	12:56:14	56.5	56.5
57.6	12:56:15	57.6	57.6
58.9	12:56:16	58.9	58.9
54.2	12:56:17	54.2	54.2
56.5	12:56:18	56.5	56.5
55.9	12:56:19	55.9	55.9
57.2	12:56:20	57.2	57.2
57.7	12:56:21	57.7	57.7
57.3	12:56:22	57.3	57.3
57.7	12:56:23	57.7	57.7
56.8	12:56:24	56.8	56.8
55.2	12:56:25	55.2	55.2
54.3	12:56:26	54.3	54.3
54.1	12:56:27	54.1	54.1
52.9	12:56:28	52.9	52.9
52.9	12:56:29	52.9	52.9
53.7	12:56:30	53.7	53.7
51.8	12:56:31	51.8	51.8
51.3	12:56:32	51.3	51.3
51.9	12:56:33	51.9	51.9
52.6	12:56:34	52.6	52.6
52.6	12:56:35	52.6	52.6
53.1	12:56:36	53.1	53.1
54.2	12:56:37	54.2	54.2
53.5	12:56:38	53.5	53.5
53.7	12:56:39	53.7	53.7
53.8	12:56:40	53.8	53.8
53.8	12:56:41	53.8	53.8
53.8	12:56:42	53.8	53.8
53.2	12:56:43	53.2	53.2
53.2	12:56:44	53.2	53.2
53.2	12:56:45	53.2	53.2
53.8	12:56:46	53.8	53.8
54.8	12:56:47	54.8	54.8
54.5	12:56:48	54.5	54.5
53.7	12:56:49	53.7	53.7
54.8	12:56:50	54.8	54.8
54.3	12:56:51	54.3	54.3
52.9	12:56:52	52.9	52.9
52.0	12:56:53	52.0	52.0
52.0	12:56:54	52.0	52.0
52.8	12:56:55	52.8	52.8
52.8	12:56:56	52.8	52.8
52.5	12:56:57	52.5	52.5
52.4	12:56:58	52.4	52.4
53.2	12:56:59	53.2	53.2
53.8	12:57:00	53.8	53.8
54.8	12:57:01	54.8	54.8
54.5	12:57:02	54.5	54.5
53.7	12:57:03	53.7	53.7
54.8	12:57:04	54.8	54.8
54.3	12:57:05	54.3	54.3
53.0	12:57:06	53.0	53.0
51.9	12:57:07	51.9	51.9
51.4	12:57:08	51.4	51.4
51.1	12:57:09	51.1	51.1
50.9	12:57:10	50.9	50.9
50.9	12:57:11	50.9	50.9
53.9	12:57:12	53.9	53.9
53.9	12:57:13	53.9	53.9
57.4	12:57:14	57.4	57.4
56.9	12:57:15	56.9	

Site 1 - Northwest of Project Site on Wall at IHOP

SPL	Time	Leq (1 hour Avg.)	Ldn CNEL
56.6	12:50:27	56.6	56.6
57.5	12:50:28	57.5	57.5
57.3	12:50:29	57.3	57.3
56.5	12:50:30	56.5	56.5
56.0	12:50:31	56.0	56.0
55.4	12:50:32	55.4	55.4
55.0	12:50:33	55.0	55.0
54.9	12:50:34	54.9	54.9
54.8	12:50:35	54.8	54.8
57.5	12:50:36	57.5	57.5
59.6	12:50:37	59.6	59.6
61.9	12:50:38	61.9	61.9
62.7	12:50:39	62.7	62.7
62.2	12:50:40	62.2	62.2
60.8	12:50:41	60.8	60.8
58.7	12:50:42	58.7	58.7
57.0	12:50:43	57.0	57.0
55.5	12:50:44	55.5	55.5
54.5	12:50:45	54.5	54.5
53.2	12:50:46	53.2	53.2
52.1	12:50:47	52.1	52.1
51.6	12:50:48	51.6	51.6
51.5	12:50:49	51.5	51.5
51.4	12:50:50	51.4	51.4
51.4	12:50:51	51.4	51.4
51.6	12:50:52	51.6	51.6
51.8	12:50:53	51.8	51.8
52.3	12:50:54	52.3	52.3
52.5	12:50:55	52.5	52.5
53.0	12:50:56	53.0	53.0
53.5	12:50:57	53.5	53.5
53.8	12:50:58	53.8	53.8
53.8	12:50:59	53.8	53.8
54.3	12:51:00	54.3	54.3
54.6	12:51:01	54.6	54.6
54.8	12:51:02	54.8	54.8
55.3	12:51:03	55.3	55.3
56.5	12:51:04	56.5	56.5
57.1	12:51:05	57.1	57.1
56.2	12:51:06	56.2	56.2
55.3	12:51:07	55.3	55.3
55.4	12:51:08	55.4	55.4
53.9	12:51:09	53.9	53.9
53.0	12:51:10	53.0	53.0
52.5	12:51:11	52.5	52.5
52.4	12:51:12	52.4	52.4
52.7	12:51:13	52.7	52.7
55.7	12:51:14	55.7	55.7
58.8	12:51:15	58.8	58.8
59.2	12:51:16	59.2	59.2
58.4	12:51:17	58.4	58.4
57.0	12:51:18	57.0	57.0
56.3	12:51:19	56.3	56.3
56.5	12:51:20	56.5	56.5
59.9	12:51:21	59.9	59.9
62.3	12:51:22	62.3	62.3
63.7	12:51:23	63.7	63.7
63.7	12:51:24	63.7	63.7
64.2	12:51:25	64.2	64.2
65.2	12:51:26	65.2	65.2
64.3	12:51:27	64.3	64.3
63.6	12:51:28	63.6	63.6
64.9	12:51:29	64.9	64.9
66.2	12:51:30	66.2	66.2
65.5	12:51:31	65.5	65.5
65.1	12:51:32	65.1	65.1
64.7	12:51:33	64.7	64.7
64.1	12:51:34	64.1	64.1
63.4	12:51:35	63.4	63.4
63.3	12:51:36	63.3	63.3
63.7	12:51:37	63.7	63.7
64.0	12:51:38	64.0	64.0
63.6	12:51:39	63.6	63.6
64.2	12:51:40	64.2	64.2
65.7	12:51:41	65.7	65.7
65.8	12:51:42	65.8	65.8
68.2	12:51:43	68.2	68.2
68.4	12:51:44	68.4	68.4
68.3	12:51:45	68.3	68.3
67.6	12:51:46	67.6	67.6
66.5	12:51:47	66.5	66.5
65.3	12:51:48	65.3	65.3
65.4	12:51:49	65.4	65.4
65.0	12:51:50	65.0	65.0
65.3	12:51:51	65.3	65.3
66.2	12:51:52	66.2	66.2
65.3	12:51:53	65.3	65.3
64.3	12:51:54	64.3	64.3
66.6	12:51:55	66.6	66.6
70.4	12:51:56	70.4	70.4
71.6	12:51:57	71.6	71.6
73.8	12:51:58	73.8	73.8
72.5	12:51:59	72.5	72.5
69.9	12:52:00	69.9	69.9
66.9	12:52:01	66.9	66.9
64.7	12:52:02	64.7	64.7
64.2	12:52:03	64.2	64.2
63.8	12:52:04	63.8	63.8
63.6	12:52:05	63.6	63.6
62.8	12:52:06	62.8	62.8
61.7	12:52:07	61.7	61.7
61.5	12:52:08	61.5	61.5
61.7	12:52:09	61.7	61.7
61.1	12:52:10	61.1	61.1
60.2	12:52:11	60.2	60.2
58.9	12:52:12	58.9	58.9
58.0	12:52:13	58.0	58.0
57.7	12:52:14	57.7	57.7
59.8	12:52:15	59.8	59.8
61.0	12:52:16	61.0	61.0
62.0	12:52:17	62.0	62.0
60.3	12:52:18	60.3	60.3
58.8	12:52:19	58.8	58.8
58.1	12:52:20	58.1	58.1
57.5	12:52:21	57.5	57.5
58.5	12:52:22	58.5	58.5
60.1	12:52:23	60.1	60.1
59.5	12:52:24	59.5	59.5
58.7	12:52:25	58.7	58.7
57.8	12:52:26	57.8	57.8
57.7	12:52:27	57.7	57.7
57.5	12:52:28	57.5	57.5
57.3	12:52:29	57.3	57.3
56.4	12:52:30	56.4	56.4
56.7	12:52:31	56.7	56.7
58.0	12:52:32	58.0	58.0
57.3	12:52:33	57.3	57.3
56.5	12:52:34	56.5	56.5
55.9	12:52:35	55.9	55.9
56.1	12:52:36	56.1	56.1
57.0	12:52:37	57.0	57.0
57.2	12:52:38	57.2	57.2
59.2	12:52:39	59.2	59.2
60.0	12:52:40	60.0	60.0
58.9	12:52:41	58.9	58.9
57.7	12:52:42	57.7	57.7
56.3	12:52:43	56.3	56.3
55.3	12:52:44	55.3	55.3
54.6	12:52:45	54.6	54.6
53.9	12:52:46	53.9	53.9
53.4	12:52:47	53.4	53.4
53.1	12:52:48	53.1	53.1
52.8	12:52:49	52.8	52.8
52.5	12:52:50	52.5	52.5
52.5	12:52:51	52.5	52.5
52.4	12:52:52	52.4	52.4
52.4	12:52:53	52.4	52.4
52.3	12:52:54	52.3	52.3
52.4	12:52:55	52.4	52.4
52.3	12:52:56	52.3	52.3
52.3	12:52:57	52.3	52.3
52.7	12:52:58	52.7	52.7
52.9	12:52:59	52.9	52.9
53.1	12:53:00	53.1	53.1
53.5	12:53:01	53.5	53.5
54.8	12:53:02	54.8	54.8
55.2	12:53:03	55.2	55.2
55.3	12:53:04	55.3	55.3
60.4	12:53:05	60.4	60.4
61.2	12:53:06	61.2	61.2
60.2	12:53:07	60.2	60.2
58.4	12:53:08	58.4	58.4

Site 2 - West of Project Site on Palm Ave

SPL	Time	Leq (1 hour Avg.)	Ldn CNEL
64.1	12:58:11	64.1	64.1
63.2	12:58:12	63.2	63.2
63.3	12:58:13	63.3	63.3
63.2	12:58:14	63.2	63.2
63.1	12:58:15	63.1	63.1
63.9	12:58:16	63.9	63.9
63.9	12:58:17	63.9	63.9
62.8	12:58:18	62.8	62.8
61.7	12:58:19	61.7	61.7
60.8	12:58:20	60.8	60.8
61.1	12:58:21	61.1	61.1
60.2	12:58:22	60.2	60.2
59.3	12:58:23	59.3	59.3
58.0	12:58:24	58.0	58.0
58.0	12:58:25	58.0	58.0
58.3	12:58:26	58.3	58.3
58.3	12:58:27	58.3	58.3
58.3	12:58:28	58.3	58.3
59.3	12:58:29	59.3	59.3
59.3	12:58:30	59.3	59.3
62.8	12:58:32	62.8	62.8
61.2	12:58:33	61.2	61.2
59.5	12:58:34	59.5	59.5
58.7	12:58:35	58.7	58.7
57.6	12:58:36	57.6	57.6
58.5	12:58:37	58.5	58.5
58.7	12:58:38	58.7	58.7
57.7	12:58:39	57.7	57.7
58.3	12:58:40	58.3	58.3
59.3	12:58:41	59.3	59.3
58.1	12:58:42	58.1	58.1
57.7	12:58:43	57.7	57.7
56.5	12:58:44	56.5	56.5
55.0	12:58:45	55.0	55.0
54.3	12:58:46	54.3	54.3
53.8	12:58:47	53.8	53.8
53.6	12:58:48	53.6	53.6
54.7	12:58:49	54.7	54.7
53.6	12:58:50	53.6	53.6
52.4	12:58:51	52.4	52.4
51.7	12:58:52	51.7	51.7
51.2	12:58:53	51.2	51.2
51.5	12:58:54	51.5	51.5
52.2	12:58:55	52.2	52.2
53.1	12:58:56	53.1	53.1
53.3	12:58:57	53.3	53.3
54.8	12:58:58	54.8	54.8
55.2	12:58:59	55.2	55.2
53.0	12:59:00	53.0	53.0
52.3	12:59:01	52.3	52.3
52.4	12:59:02	52.4	52.4
50.1	12:59:03	50.1	50.1
51.8	12:59:04	51.8	51.8
53.0	12:59:05	53.0	53.0
52.8	12:59:06	52.8	52.8
53.3	12:59:07	53.3	53.3
53.7	12:59:08	53.7	53.7
54.1	12:59:09	54.1	54.1
53.1	12:59:10	53.1	53.1
52.3	12:59:11	52.3	52.3
52.4	12:59:12	52.4	52.4
52.3	12:59:13	52.3	52.3
52.2	12:59:14	52.2	52.2
52.3	12:59:15	52.3	52.3
52.4	12:59:16	52.4	52.4
52.3	12:59:17	52.3	52.3
52.2	12:59:18	52.2	52.2
52.2	12:59:19	52.2	52.2
52.2	12:59:20	52.2	52.2
52.2	12:59:21	52.2	52.2
52.2	12:59:22	52.2	52.2
52.2	12:59:23	52.2	52.2
52.2	12:59:24	52.2	52.2
52.2	12:59:25	52.2	52.2
52.2	12:59:26	52.2	52.2
52.2	12:59:27	52.2	52.2
52.2	12:59:28	52.2	52.2
52.2	12:59:29	52.2	52.2
52.2	12:59:30	52.2	52.2
52.2	12:59:31	52.2	52.2
52.2	12:59:32	52.2	52.2
52.2	12:59:33	52.2	52.2
52.2	12:59:34	52.2	52.2
52.2	12:59:35	52.2	52.2
52.2	12:59:36	52.2	52.2
52.2	12:59:37	52.2	52.2
52.2	12:59:38	52.2	52.2
52.2	12:59:39	52.2	52.2
52.2	12:59:40	52.2	52.2
52.2	12:59:41	52.2	52.2
52.2	12:59:42	52.2	52.2
52.2	12:59:43	52.2	52.2
52.2	12:59:44	52.2	52.2
52.2	12:59:45	52.2	52.2
52.2	12:59:46	52.2	52.2
52.2	12:59:47	52.2	52.2
52.2	12:59:48	52.2	52.2
52.2	12:59:49	52.2	52.2
52.2	12:59:50	52.2	52.2
52.2	12:59:51	52.2	52.2
52.2	12:59:52	52.2	52.2
52.2	12:59:53	52.2	52.2
52.2	12:59:54	52.2	52.2
52.2	12:59:55	52.2	52.2
52.2	12:59:56	52.2	52.2
52.2	12:59:57	52.2	52.2
52.2	12:59:58	52.2	52.2</

Site 1 - Northwest of Project Site on Wall at IHOP

SPL	Time	Leq (1 hour Avg.)	Ldn CNEL
57.5	125309	57.5	58.4
57.0	125310	57.0	57.2
57.2	125311	57.2	58.1
57.1	125312	57.1	55.0
58.0	125313	58.0	54.5
57.8	125314	57.8	54.7
57.3	125315	57.3	54.3
57.0	125316	57.0	56.0
56.8	125317	56.8	56.9
57.3	125318	57.3	58.6
56.7	125319	56.7	58.3
56.5	125320	56.5	58.4
56.5	125321	56.5	57.6
57.4	125322	57.4	56.3
57.7	125323	57.7	57.4
57.0	125324	57.0	58.2
56.6	125325	56.6	58.5
57.3	125326	57.3	58.0
59.1	125327	59.1	57.0
58.8	125328	58.8	57.1
58.4	125329	58.4	56.5
58.0	125330	58.0	57.2
57.8	125331	57.8	56.9
57.8	125332	57.8	54.8
57.5	125333	57.5	52.8
57.5	125334	57.5	51.5
57.6	125335	57.6	51.2
58.1	125336	58.1	51.0
59.4	125337	59.4	51.4
60.2	125338	60.2	52.5
63.1	125339	63.1	52.6
63.7	125340	63.7	52.9
62.5	125341	62.5	52.9
60.5	125342	60.5	53.2
60.3	125343	60.3	54.1
60.7	125344	60.7	56.8
60.9	125345	60.9	57.2
61.5	125346	61.5	57.4
62.9	125347	62.9	57.3
63.3	125348	63.3	56.7
63.3	125349	63.3	56.3
64.8	125350	64.8	56.5
65.4	125351	65.4	58.5
65.4	125352	65.4	56.6
65.7	125353	65.7	55.5
65.4	125354	65.4	55.9
65.1	125355	65.1	56.3
64.1	125356	64.1	56.4
62.9	125357	62.9	56.7
62.0	125358	62.0	58.4
63.4	125359	63.4	63.4
65.2	125400	65.2	63.1
65.3	125401	65.3	60.6
64.9	125402	64.9	59.1
64.8	125403	64.8	57.7
66.3	125404	66.3	56.8
66.0	125405	66.0	57.5
66.0	125406	66.0	60.6
66.1	125407	66.1	63.9
65.5	125408	65.5	63.4
65.9	125409	65.9	62.6
65.9	125410	65.9	61.7
65.9	125411	65.9	61.7
65.2	125412	65.2	61.5
65.2	125413	65.2	61.5
65.2	125414	65.2	61.6
64.4	125415	64.4	63.3
64.4	125416	64.4	64.0
63.9	125417	63.9	65.0
63.2	125418	63.2	63.2
62.8	125419	62.8	65.1
63.0	125420	63.0	64.0
62.6	125421	62.6	64.6
62.9	125422	62.9	64.2
61.6	125423	61.6	63.7
61.0	125424	61.0	63.6
61.0	125425	61.0	62.9
61.0	125426	61.0	63.1
60.9	125427	60.9	63.3
61.6	125428	61.6	67.0
61.5	125429	61.5	67.8
59.6	125430	59.6	65.9
59.3	125431	59.3	64.5
63.1	125432	63.1	64.5
63.5	125433	63.5	63.6
62.8	125434	62.8	64.3
62.6	125435	62.6	63.7
65.3	125436	65.3	62.5
65.2	125437	65.2	62.4
66.3	125438	66.3	63.0
68.1	125439	68.1	62.1
66.2	125440	66.2	61.4
64.5	125441	64.5	61.5
61.5	125442	61.5	60.3
59.7	125443	59.7	59.2
60.3	125444	60.3	59.5
60.4	125445	60.4	59.7
59.6	125446	59.6	59.4
58.3	125447	58.3	58.9
57.6	125448	57.6	59.7
57.8	125449	57.8	60.1
59.5	125450	59.5	60.7
59.3	125451	59.3	60.5
59.3	125452	59.3	59.6
59.0	125453	59.0	59.4
60.1	125454	60.1	60.8
59.4	125455	59.4	61.8
58.6	125456	58.6	62.4
57.7	125457	57.7	62.1
56.5	125458	56.5	60.5
56.5	125459	56.5	61.4
63.0	125500	63.0	62.3
62.8	125501	62.8	62.8
60.7	125502	60.7	61.8
58.3	125503	58.3	60.8
56.8	125504	56.8	60.6
61.3	125505	61.3	60.6
59.6	125506	59.6	59.7
57.4	125507	57.4	58.1
56.4	125508	56.4	57.1
56.1	125509	56.1	57.2
57.9	125510	57.9	59.0
58.8	125511	58.8	60.0
58.4	125512	58.4	61.2
57.1	125513	57.1	60.1
55.7	125514	55.7	57.8
55.4	125515	55.4	56.8
55.1	125516	55.1	57.2
54.9	125517	54.9	56.5
56.0	125518	56.0	56.3
55.7	125519	55.7	57.2
55.2	125520	55.2	57.3
56.6	125521	56.6	58.2
58.8	125522	58.8	58.0
59.0	125523	59.0	57.8
59.6	125524	59.6	56.1
58.7	125525	58.7	54.6
57.5	125526	57.5	54.5
56.3	125527	56.3	55.7
55.5	125528	55.5	55.8
55.8	125529	55.8	56.3
55.2	125530	55.2	55.1
54.6	125531	54.6	54.6
58.0	125532	58.0	53.7
57.4	125533	57.4	53.1
57.6	125534	57.6	53.4
56.8	125535	56.8	55.1
57.0	125536	57.0	56.0
58.5	125537	58.5	57.1
57.7	125538	57.7	57.9
57.0	125539	57.0	57.3
56.2	125540	56.2	56.4
55.5	125541	55.5	56.3
55.4	125542	55.4	56.6
56.0	125543	56.0	55.5
56.8	125544	56.8	54.6
60.4	125545	60.4	54.2
64.7	125546	64.7	55.2
66.0	125547	66.0	58.5
65.8	125548	65.8	60.3
65.7	125549	65.7	59.2
66.0	125550	66.0	57.4

Site 2 - West of Project Site on Palm Ave

SPL	Time	Leq (1 hour Avg.)	Ldn CNEL
58.4	130053	58.4	58.4
57.2	130054	57.2	57.2
56.1	130055	56.1	56.1
55.0	130056	55.0	55.0
54.5	130057	54.5	54.5
54.7	130058	54.7	54.7
54.3	130059	54.3	54.3
56.0	130100	56.0	56.0
56.9	130101	56.9	56.9
58.6	130102	58.6	58.6
58.3	130103	58.3	58.3
58.4	130104	58.4	58.4
57.6	130105	57.6	57.6
56.3	130106	56.3	56.3
57.4	130107	57.4	57.4
58.2	130108	58.2	58.2
58.5	130109	58.5	58.5
58.0	130110	58.0	58.0
57.0	130111	57.0	57.0
57.1	130112	57.1	57.1
56.5	130113	56.5	56.5
57.2	130114	57.2	57.2
56.9	130115	56.9	56.9
54.8	130116	54.8	54.8
52.8	130117	52.8	52.8
51.5	130118	51.5	51.5
51.2	130119	51.2	51.2
51.0	130120	51.0	51.0
51.4	130121	51.4	51.4
52.5	130122	52.5	52.5
52.6	130123	52.6	52.6
52.9	130124	52.9	52.9
52.9	130125	52.9	52.9
53.2	130126	53.2	53.2
54.1	130127	54.1	54.1
56.8	130128	56.8	56.8
57.2	130129	57.2	57.2
57.4	130130	57.4	57.4
57.3	130131	57.3	57.3
56.7	130132	56.7	56.7
56.6	130133	56.6	56.6
55.5	130134	55.5	55.5
56.5	130135	56.5	56.5
58.5	130136	58.5	58.5
56.6	130137	56.6	56.6
55.5	130138	55.5	55.5
55.9	130139	55.9	55.9
56.3	130140	56.3	56.3
56.4	130141	56.4	56.4
56.7	130142	56.7	56.7
58.4	130143	58.4	58.4
63.4	130144	63.4	63.4
63.1	130145	63.1	63.1
60.6	130146	60.6	60.6
63.9	130147	63.9	63.9
63.4	130148	63.4	63.4
62.6	130149	62.6	62.6
61.7	130150	61.7	61.7
61.7	130151	61.7	61.7
61.5	130152	61.5	61.5
61.5	130153	61.5	61.5
61.6	130154	61.6	61.6
63.3	130155	63.3	63.3
64.0	130200	64.0	64.0
65.0	130201	65.0	65.0
65.6	130202	65.6	65.6
65.1	130203	65.1	65.1
64.0	130204	64.0	64.0
64.6	130205	64.6	64.6
64.2	130206	64.2	64.2
63.7	130207	63.7	63.7
63.6	130208	63.6	63.6
62.9	130209	62.9	62.9
63.1	130210	63.1	63.1
63.3	130211	63.3	63.3
67.0	130212	67.0	67.0
67.8	130213	67.8	67.8
65.9	130214	65.9	65.9
64.5	130215	64.5	64.5
64.5	130216	64.5	64.5
63.6	130217	63.6	63.6
64.3	130218	64.3	64.3
63.7	130219	63.7	63.7
62.5	130220	62.5	62.5
62.4	130221	62.4	62.4
63.0	130222	63.0	63.0
62.1	130223	62.1	62.1
61.4	130224	61.4	61.4
61.5	130225	61.5	61.5
60.3	130226	60.3	60.3
59.2	130227	59.2	59.2
59.5	130228	59.5	59.5
59.7	130229	59.7	59.7
59.4	130230	59.4	59.4
58.9	130231	58.9	58.9
59.7	130232	59.7	59.7
60.1	130233	60.1	60.1
60.7	130234	60.7	60.7
60.5	130235	60.5	60.5
59.6	130236	59.6	59.6
59.4	130237	59.4	59.4
60.8	130238	60.8	60.8
61.8	130239	61.8	61.8
62.4	130240	62.4	62.4
62.1	130241	62.1	62.1
61.4	130242	61.4	61.4
61.5	130243	61.5	61.5
61.8	130244	61.8	61.8
61.7	130245	61.7	61.7
61.5	130246	61.5	61.5
61.8	130247	61.8	61.8
62.4	130248	62.4	62.4
62.1	130249	62.1	62.1
61.4	130250	61.4	61.4
62.0	130251	62.0	62.0
61.8	130252	61.8	61.8
61.6	130253	61.6	61.6
61.7	130254	61.7	61.7
61.5	130255	61.5	61.5
61.7	1302		

Site 1 - Northwest of Project Site on Wall at IHOP

SPL	Time	Leq (1 hour Avg.)	Ldn CNEL
65.9	12:55:51	65.9	65.9
65.8	12:55:52	65.8	65.8
66.2	12:55:53	66.2	66.2
66.6	12:55:54	66.6	66.6
69.0	12:55:55	69.0	69.0
68.6	12:55:56	68.6	68.6
67.8	12:55:57	67.8	67.8
66.4	12:55:58	66.4	66.4
64.5	12:55:59	64.5	64.5
64.0	12:56:00	64.0	64.0
63.0	12:56:01	63.0	63.0
62.4	12:56:02	62.4	62.4
61.7	12:56:03	61.7	61.7
61.2	12:56:04	61.2	61.2
61.7	12:56:05	61.7	61.7
61.7	12:56:06	61.7	61.7
61.5	12:56:07	61.5	61.5
61.4	12:56:08	61.4	61.4
61.4	12:56:09	61.4	61.4
61.0	12:56:10	61.0	61.0
61.3	12:56:11	61.3	61.3
60.8	12:56:12	60.8	60.8
60.5	12:56:13	60.5	60.5
60.1	12:56:14	60.1	60.1
59.9	12:56:15	59.9	59.9
61.1	12:56:16	61.1	61.1
60.8	12:56:17	60.8	60.8
60.7	12:56:18	60.7	60.7
59.8	12:56:19	59.8	59.8
59.7	12:56:20	59.7	59.7
61.0	12:56:21	61.0	61.0
60.3	12:56:22	60.3	60.3
61.4	12:56:23	61.4	61.4
61.4	12:56:24	61.4	61.4
60.3	12:56:25	60.3	60.3
60.5	12:56:26	60.5	60.5
60.7	12:56:27	60.7	60.7
60.5	12:56:28	60.5	60.5
59.6	12:56:29	59.6	59.6
59.3	12:56:30	59.3	59.3
61.2	12:56:31	61.2	61.2
63.9	12:56:32	63.9	63.9
64.7	12:56:33	64.7	64.7
64.4	12:56:34	64.4	64.4
63.8	12:56:35	63.8	63.8
63.7	12:56:36	63.7	63.7
63.4	12:56:37	63.4	63.4
63.2	12:56:38	63.2	63.2
62.4	12:56:39	62.4	62.4
61.9	12:56:40	61.9	61.9
60.2	12:56:41	60.2	60.2
58.4	12:56:42	58.4	58.4
56.5	12:56:43	56.5	56.5
54.7	12:56:44	54.7	54.7
53.3	12:56:45	53.3	53.3
52.6	12:56:46	52.6	52.6
52.3	12:56:47	52.3	52.3
56.6	12:56:48	56.6	56.6
56.3	12:56:49	56.3	56.3
56.7	12:56:50	56.7	56.7
58.4	12:56:51	58.4	58.4
59.1	12:56:52	59.1	59.1
57.7	12:56:53	57.7	57.7
55.9	12:56:54	55.9	55.9
55.1	12:56:55	55.1	55.1
55.2	12:56:56	55.2	55.2
54.3	12:56:57	54.3	54.3
54.0	12:56:58	54.0	54.0
54.6	12:56:59	54.6	54.6
54.8	12:57:00	54.8	54.8
54.4	12:57:01	54.4	54.4
54.0	12:57:02	54.0	54.0
54.1	12:57:03	54.1	54.1
54.2	12:57:04	54.2	54.2
54.0	12:57:05	54.0	54.0
54.2	12:57:06	54.2	54.2
54.3	12:57:07	54.3	54.3
56.0	12:57:08	56.0	56.0
58.7	12:57:09	58.7	58.7
60.2	12:57:10	60.2	60.2
61.7	12:57:11	61.7	61.7
61.2	12:57:12	61.2	61.2
59.6	12:57:13	59.6	59.6
57.8	12:57:14	57.8	57.8
56.4	12:57:15	56.4	56.4
55.4	12:57:16	55.4	55.4
54.0	12:57:17	54.0	54.0
53.1	12:57:18	53.1	53.1
52.5	12:57:19	52.5	52.5
53.0	12:57:20	53.0	53.0
53.3	12:57:21	53.3	53.3
53.1	12:57:22	53.1	53.1
52.9	12:57:23	52.9	52.9
53.5	12:57:24	53.5	53.5
54.1	12:57:25	54.1	54.1
55.5	12:57:26	55.5	55.5
56.2	12:57:27	56.2	56.2
56.6	12:57:28	56.6	56.6
56.8	12:57:29	56.8	56.8
55.8	12:57:30	55.8	55.8
55.3	12:57:31	55.3	55.3
54.5	12:57:32	54.5	54.5
53.6	12:57:33	53.6	53.6
53.1	12:57:34	53.1	53.1
52.8	12:57:35	52.8	52.8
52.6	12:57:36	52.6	52.6
52.5	12:57:37	52.5	52.5
53.0	12:57:38	53.0	53.0
55.5	12:57:39	55.5	55.5
55.9	12:57:40	55.9	55.9
56.2	12:57:41	56.2	56.2
55.0	12:57:42	55.0	55.0
54.0	12:57:43	54.0	54.0
54.3	12:57:44	54.3	54.3
55.1	12:57:45	55.1	55.1
54.6	12:57:46	54.6	54.6
54.2	12:57:47	54.2	54.2
53.7	12:57:48	53.7	53.7
53.6	12:57:49	53.6	53.6
53.6	12:57:50	53.6	53.6
53.1	12:57:51	53.1	53.1
52.9	12:57:52	52.9	52.9
53.0	12:57:53	53.0	53.0
54.1	12:57:54	54.1	54.1
54.2	12:57:55	54.2	54.2
53.6	12:57:56	53.6	53.6
53.4	12:57:57	53.4	53.4
55.9	12:57:58	55.9	55.9
57.3	12:57:59	57.3	57.3
57.7	12:58:00	57.7	57.7
59.2	12:58:01	59.2	59.2
59.5	12:58:02	59.5	59.5
59.2	12:58:03	59.2	59.2
59.1	12:58:04	59.1	59.1
60.9	12:58:05	60.9	60.9
61.4	12:58:06	61.4	61.4
61.8	12:58:07	61.8	61.8
61.0	12:58:08	61.0	61.0
60.7	12:58:09	60.7	60.7
60.3	12:58:10	60.3	60.3
60.3	12:58:11	60.3	60.3
62.6	12:58:12	62.6	62.6
62.6	12:58:13	62.6	62.6
61.5	12:58:14	61.5	61.5
60.8	12:58:15	60.8	60.8
60.0	12:58:16	60.0	60.0
59.7	12:58:17	59.7	59.7
59.4	12:58:18	59.4	59.4
59.4	12:58:19	59.4	59.4
59.8	12:58:20	59.8	59.8
60.1	12:58:21	60.1	60.1
63.3	12:58:22	63.3	63.3
65.0	12:58:23	65.0	65.0
64.4	12:58:24	64.4	64.4
64.9	12:58:25	64.9	64.9
64.4	12:58:26	64.4	64.4
63.9	12:58:27	63.9	63.9
65.2	12:58:28	65.2	65.2
65.8	12:58:29	65.8	65.8
65.4	12:58:30	65.4	65.4
65.2	12:58:31	65.2	65.2
65.2	12:58:32	65.2	65.2

Site 2 - West of Project Site on Palm Ave

SPL	Time	Leq (1 hour Avg.)	Ldn CNEL
56.3	13:03:35	56.3	56.3
57.7	13:03:36	57.7	57.7
62.2	13:03:37	62.2	62.2
65.1	13:03:38	65.1	65.1
64.1	13:03:39	64.1	64.1
63.2	13:03:40	63.2	63.2
59.8	13:03:41	59.8	59.8
59.8	13:03:42	59.8	59.8
59.6	13:03:43	59.6	59.6
61.6	13:03:44	61.6	61.6
62.2	13:03:45	62.2	62.2
60.0	13:03:46	60.0	60.0
57.9	13:03:47	57.9	57.9
57.0	13:03:48	57.0	57.0
56.6	13:03:49	56.6	56.6
57.0	13:03:50	57.0	57.0
58.1	13:03:51	58.1	58.1
58.4	13:03:52	58.4	58.4
59.4	13:03:53	59.4	59.4
61.0	13:03:54	61.0	61.0
60.8	13:03:55	60.8	60.8
61.0	13:03:56	61.0	61.0
60.9	13:03:57	60.9	60.9
61.7	13:03:58	61.7	61.7
61.4	13:03:59	61.4	61.4
62.3	13:04:00	62.3	62.3
60.7	13:04:01	60.7	60.7
60.7	13:04:02	60.7	60.7
59.9	13:04:03	59.9	59.9
60.2	13:04:04	60.2	60.2
58.3	13:04:05	58.3	58.3
58.7	13:04:06	58.7	58.7
58.7	13:04:07	58.7	58.7
61.0	13:04:08	61.0	61.0
63.7	13:04:09	63.7	63.7
61.8	13:04:10	61.8	61.8
59.0	13:04:11	59.0	59.0
59.4	13:04:12	59.4	59.4
58.5	13:04:13	58.5	58.5
58.0	13:04:14	58.0	58.0
58.8	13:04:15	58.8	58.8
62.4	13:04:16	62.4	62.4
60.4	13:04:17	60.4	60.4
62.1	13:04:18	62.1	62.1
61.7	13:04:19	61.7	61.7
60.6	13:04:20	60.6	60.6
60.6	13:04:21	60.6	60.6
61.9	13:04:22	61.9	61.9
62.7	13:04:23	62.7	62.7
62.4	13:04:24	62.4	62.4
61.7	13:04:25	61.7	61.7
62.2	13:04:26	62.2	62.2
62.4	13:04:27	62.4	62.4
61.0	13:04:28	61.0	61.0
61.7	13:04:29	61.7	61.7
61.2	13:04:30	61.2	61.2
60.4	13:04:31	60.4	60.4
60.6	13:04:32	60.6	60.6
60.8	13:04:33	60.8	60.8
61.0	13:04:34	61.0	61.0
61.5	13:04:35	61.5	61.5
63.2	13:04:36	63.2	63.2
63.0	13:04:37	63.0	63.0
63.7	13:04:38	63.7	63.7
65.8	13:04:39	65.8	65.8
65.7	13:04:40	65.7	65.7
65.4	13:04:41	65.4	65.4
65.4	13:04:42	65.4	65.4
65.1	13:04:43	65.1	65.1
63.9	13:04:44	63.9	63.9
64.1	13:04:45	64.1	64.1
65.3	13:04:46	65.3	65.3
65.1	13:04:47	65.1	65.1
63.5	13:04:48	63.5	63.5
62.8	13:04:49	62.8	62.8
62.8	13:04:50	62.8	62.8
64.0	13:04:51	64.0	64.0
66.2	13:04:52	66.2	66.2
61.6	13:04:53	61.6	61.6
61.6	13:04:54	61.6	61.6
61.1	13:04:55	61.1	61.1
60.8	13:04:56	60.8	60.8
60.7	13:04:57	60.7	60.7
60.8	13:04:58	60.8	60.8
61.0	13:04:59	61.0	61.0
61.5	13:05:00	61.5	61.5
62.3	13:05:01	62.3	62.3
62.5	13:05:02	62.5	62.5
60.8	13:05:03	60.8	60.8
60.8	13:05:04	60.8	60.8
61.3	13:05:05	61.3	61.3
61.8	13:05:06	61.8	61.8
61.8	13:05:07	61.8	61.8
62.0	13:05:08	62.0	62.0
62.1	13:05:09	62.1	62.1
61.6	13:05:10	61.6	61.6
61.4	13:05:11	61.4	61.4
61.6	13:05:12	61.6	61.6
61.6	13:05:13	61.6	61.6
62.8	13:05:14	62.8	62.8
61.7	13:05:15	61.7	61.7
61.7	13:05:16	61.7	61.7
61.8	13:05:17	61.8	61.8
61.4	13:05:18	61.4	61.4
61.9	13:05:19	61.9	61.9
62.2	13:05:20	62.2	62.2
62.3	13:05:21	62.3	62.3</

Site 1 - Northwest of Project Site on Wall at IHOP

SPL	Time	Leq (1 hour Avg.)	Ldn CNEL
65.7	12:58:33	65.7	65.7
67.0	12:58:34	67.0	67.0
67.3	12:58:35	67.3	67.3
66.6	12:58:36	66.6	66.6
65.9	12:58:37	65.9	65.9
65.3	12:58:38	65.3	65.3
64.8	12:58:39	64.8	64.8
64.3	12:58:40	64.3	64.3
63.8	12:58:41	63.8	63.8
63.2	12:58:42	63.2	63.2
62.6	12:58:43	62.6	62.6
62.3	12:58:44	62.3	62.3
61.7	12:58:45	61.7	61.7
61.7	12:58:46	61.7	61.7
62.3	12:58:47	62.3	62.3
62.8	12:58:48	62.8	62.8
62.8	12:58:49	62.8	62.8
62.1	12:58:50	62.1	62.1
61.9	12:58:51	61.9	61.9
61.6	12:58:52	61.6	61.6
61.3	12:58:53	61.3	61.3
61.2	12:58:54	61.2	61.2
61.6	12:58:55	61.6	61.6
62.5	12:58:56	62.5	62.5
63.1	12:58:57	63.1	63.1
62.8	12:58:58	62.8	62.8
61.8	12:58:59	61.8	61.8
61.9	12:59:00	61.9	61.9
61.7	12:59:01	61.7	61.7
61.5	12:59:02	61.5	61.5
60.4	12:59:03	60.4	60.4
59.5	12:59:04	59.5	59.5
59.1	12:59:05	59.1	59.1
59.3	12:59:06	59.3	59.3
59.2	12:59:07	59.2	59.2
60.0	12:59:08	60.0	60.0
60.3	12:59:09	60.3	60.3
60.0	12:59:10	60.0	60.0
58.9	12:59:11	58.9	58.9
58.1	12:59:12	58.1	58.1
57.6	12:59:13	57.6	57.6
57.3	12:59:14	57.3	57.3
57.1	12:59:15	57.1	57.1
56.7	12:59:16	56.7	56.7
56.0	12:59:17	56.0	56.0
55.8	12:59:18	55.8	55.8
55.2	12:59:19	55.2	55.2
55.0	12:59:20	55.0	55.0
54.3	12:59:21	54.3	54.3
54.1	12:59:22	54.1	54.1
53.5	12:59:23	53.5	53.5
53.7	12:59:24	53.7	53.7
54.2	12:59:25	54.2	54.2
54.4	12:59:26	54.4	54.4
54.8	12:59:27	54.8	54.8
54.4	12:59:28	54.4	54.4
53.7	12:59:29	53.7	53.7
53.6	12:59:30	53.6	53.6
53.7	12:59:31	53.7	53.7
53.4	12:59:32	53.4	53.4
53.1	12:59:33	53.1	53.1
52.9	12:59:34	52.9	52.9
53.3	12:59:35	53.3	53.3
53.2	12:59:36	53.2	53.2
53.5	12:59:37	53.5	53.5
53.3	12:59:38	53.3	53.3
53.6	12:59:39	53.6	53.6
56.3	12:59:40	56.3	56.3
57.6	12:59:41	57.6	57.6
57.2	12:59:42	57.2	57.2
56.3	12:59:43	56.3	56.3
55.5	12:59:44	55.5	55.5
55.2	12:59:45	55.2	55.2
54.9	12:59:46	54.9	54.9
55.9	12:59:47	55.9	55.9
57.0	12:59:48	57.0	57.0
56.6	12:59:49	56.6	56.6
56.7	12:59:50	56.7	56.7
56.3	12:59:51	56.3	56.3
55.4	12:59:52	55.4	55.4
56.0	12:59:53	56.0	56.0
56.5	12:59:54	56.5	56.5
56.3	12:59:55	56.3	56.3
56.1	12:59:56	56.1	56.1
55.2	12:59:57	55.2	55.2
54.7	12:59:58	54.7	54.7
54.4	12:59:59	54.4	54.4
53.9	13:00:00	53.9	53.9
53.6	13:00:01	53.6	53.6
53.7	13:00:02	53.7	53.7
54.1	13:00:03	54.1	54.1
53.5	13:00:04	53.5	53.5
53.7	13:00:05	53.7	53.7
55.0	13:00:06	55.0	55.0
55.3	13:00:07	55.3	55.3
55.4	13:00:08	55.4	55.4
55.1	13:00:09	55.1	55.1
54.8	13:00:10	54.8	54.8
54.6	13:00:11	54.6	54.6
54.7	13:00:12	54.7	54.7
55.0	13:00:13	55.0	55.0
55.9	13:00:14	55.9	55.9
55.6	13:00:15	55.6	55.6
55.1	13:00:16	55.1	55.1
54.9	13:00:17	54.9	54.9
54.8	13:00:18	54.8	54.8
54.4	13:00:19	54.4	54.4
53.9	13:00:20	53.9	53.9
53.8	13:00:21	53.8	53.8
54.3	13:00:22	54.3	54.3
54.2	13:00:23	54.2	54.2
54.1	13:00:24	54.1	54.1
54.2	13:00:25	54.2	54.2
54.6	13:00:26	54.6	54.6
54.9	13:00:27	54.9	54.9
55.5	13:00:28	55.5	55.5
55.8	13:00:29	55.8	55.8
57.3	13:00:30	57.3	57.3
59.4	13:00:31	59.4	59.4
61.2	13:00:32	61.2	61.2
61.5	13:00:33	61.5	61.5
61.5	13:00:34	61.5	61.5
62.9	13:00:35	62.9	62.9
63.7	13:00:36	63.7	63.7
63.6	13:00:37	63.6	63.6
62.8	13:00:38	62.8	62.8
62.8	13:00:39	62.8	62.8
62.5	13:00:40	62.5	62.5
62.7	13:00:41	62.7	62.7
62.3	13:00:42	62.3	62.3
63.5	13:00:43	63.5	63.5
64.3	13:00:44	64.3	64.3
64.4	13:00:45	64.4	64.4
64.9	13:00:46	64.9	64.9
64.9	13:00:47	64.9	64.9
64.9	13:00:48	64.9	64.9
65.4	13:00:49	65.4	65.4
65.2	13:00:50	65.2	65.2
65.2	13:00:51	65.2	65.2
64.5	13:00:52	64.5	64.5
64.4	13:00:53	64.4	64.4
64.6	13:00:54	64.6	64.6
65.0	13:00:55	65.0	65.0
64.8	13:00:56	64.8	64.8
64.5	13:00:57	64.5	64.5
64.3	13:00:58	64.3	64.3
64.4	13:00:59	64.4	64.4
64.0	13:01:00	64.0	64.0
63.8	13:01:01	63.8	63.8
63.5	13:01:02	63.5	63.5
63.5	13:01:03	63.5	63.5
63.8	13:01:04	63.8	63.8
64.3	13:01:05	64.3	64.3
64.8	13:01:06	64.8	64.8
64.8	13:01:07	64.8	64.8
63.8	13:01:08	63.8	63.8
62.8	13:01:09	62.8	62.8
62.0	13:01:10	62.0	62.0
61.6	13:01:11	61.6	61.6
60.7	13:01:12	60.7	60.7
59.7	13:01:13	59.7	59.7
58.4	13:01:14	58.4	58.4

Site 2 - West of Project Site on Palm Ave

SPL	Time	Leq (1 hour Avg.)	Ldn CNEL
50.7	13:06:17	50.7	50.7
50.9	13:06:18	50.9	50.9
50.2	13:06:19	50.2	50.2
50.3	13:06:20	50.3	50.3
51.3	13:06:21	51.3	51.3
51.6	13:06:22	51.6	51.6
52.4	13:06:23	52.4	52.4
52.8	13:06:24	52.8	52.8
54.1	13:06:25	54.1	54.1
55.6	13:06:26	55.6	55.6
55.2	13:06:27	55.2	55.2
55.7	13:06:28	55.7	55.7
55.3	13:06:29	55.3	55.3
55.4	13:06:30	55.4	55.4
55.0	13:06:31	55.0	55.0
55.4	13:06:32	55.4	55.4
54.8	13:06:33	54.8	54.8
54.2	13:06:34	54.2	54.2
54.3	13:06:35	54.3	54.3
54.7	13:06:36	54.7	54.7
55.5	13:06:37	55.5	55.5
55.0	13:06:38	55.0	55.0
55.0	13:06:39	55.0	55.0
56.2	13:06:40	56.2	56.2
56.8	13:06:41	56.8	56.8
56.4	13:06:42	56.4	56.4
56.8	13:06:43	56.8	56.8
57.6	13:06:44	57.6	57.6
57.6	13:06:45	57.6	57.6
58.9	13:06:46	58.9	58.9
61.1	13:06:47	61.1	61.1
65.1	13:06:48	65.1	65.1
64.8	13:06:49	64.8	64.8
64.2	13:06:50	64.2	64.2
65.1	13:06:51	65.1	65.1
66.0	13:06:52	66.0	66.0
65.6	13:06:53	65.6	65.6
65.2	13:06:54	65.2	65.2
64.8	13:06:55	64.8	64.8
64.8	13:06:56	64.8	64.8
64.5	13:06:57	64.5	64.5
64.2	13:06:58	64.2	64.2
64.7	13:06:59	64.7	64.7
64.6	13:07:00	64.6	64.6
64.1	13:07:01	64.1	64.1
63.6	13:07:02	63.6	63.6
63.0	13:07:03	63.0	63.0
62.7	13:07:04	62.7	62.7
62.3	13:07:05	62.3	62.3
62.2	13:07:06	62.2	62.2
62.2	13:07:07	62.2	62.2
62.0	13:07:08	62.0	62.0
62.1	13:07:09	62.1	62.1
62.3	13:07:10	62.3	62.3
62.1	13:07:11	62.1	62.1
62.4	13:07:12	62.4	62.4
61.1	13:07:13	61.1	61.1
60.3	13:07:14	60.3	60.3
60.3	13:07:15	60.3	60.3
59.7	13:07:16	59.7	59.7
60.0	13:07:17	60.0	60.0
59.9	13:07:18	59.9	59.9
59.1	13:07:19	59.1	59.1
57.8	13:07:20	57.8	57.8
56.8	13:07:21	56.8	56.8
56.1	13:07:22	56.1	56.1
57.3	13:07:23	57.3	57.3
56.7	13:07:24	56.7	56.7
60.0	13:07:25	60.0	60.0
61.5	13:07:26	61.5	61.5
64.3	13:07:27	64.3	64.3
63.0	13:07:28	63.0	63.0
60.9	13:07:29	60.9	60.9
60.9	13:07:30	60.9	60.9
57.9	13:07:31	57.9	57.9
56.2	13:07:32	56.2	56.2
57.1	13:07:33	57.1	57.1
58.5	13:07:34	58.5	58.5
59.3	13:07:35	59.3	59.3
60.8	13:07:36	60.8	60.8
60.9	13:07:37	60.9	60.9
60.4	13:07:38	60.4	60.4
60.4	13:07:39	60.4	60.4
61.6	13:07:40	61.6	61.6
60.7	13:07:41	60.7	60.7
61.0	13:07:42	61.0	61.0
60.9	13:07:43	60.9	60.9
60.7	13:07:44	60.7	60.7
60.8	13:07:45	60.8	60.8
61.2	13:07:46	61.2	61.2
61.3	13:07:47	61.3	61.3
61.4	13:07:48	61.4	61.4
61.5	13:07:49	61.5	61.5
61.6	13:07:50	61.6	61.6
61.5	13:07:51	61.5	61.5
61.1	13:07:52	61.1	61.1
61.6	13:07:53	61.6	61.6
61.7	13:07:54	61.7	61.7
61.6	13:07:55	61.6	61.6
61.9	13:07:56	61.9	61.9
62.0	13:07:57	62.0	62.0
61.9	13:07:58	61.9	61.9
61.7	13:07:59	61.7	61.7
61.8	13:08:00	61.8	61.8
62.0	13:08:01	62.0	62.0
61.8	13:08:02	61.8	61.8
61.6	13:08:03	61.6	61.6</

---

**APPENDIX C**

RCNM Model Construction Noise Calculations

## Roadway Construction Noise Model (RCNM), Version 1.1

Report date: 12/24/2020  
 Case Description: The 650 PCH Project - Demolition-Rough Grading

### ---- Receptor #1 ----

Description	Land Use	Baselines (dBA)		
		Daytime	Evening	Night
Nearest Homes to Northwest	Residential	64.1	64.1	57.9

Description	Impact Device	Usage (%)	Equipment		Receptor Distance (feet)	Estimated Shielding (dBA)
			Spec Lmax (dBA)	Actual Lmax (dBA)		
Excavator	No	40		80.7	270	5
Dump Truck	No	40		76.5	320	5
Dozer	No	40		81.7	370	5
Front End Loader	No	40		79.1	420	5
Scraper	No	40		83.6	470	5
Scraper	No	40		83.6	520	5
Tractor	No	40	84		570	5
Front End Loader	No	40		79.1	620	5
Backhoe	No	40		77.6	670	5

Equipment	Calculated (dBA)		Results			
	*Lmax	Leq	Day		Noise Limits (dBA)	
			Lmax	Leq	Evening Lmax	Leq
Excavator	61.1	57.1	N/A	N/A	N/A	N/A
Dump Truck	55.3	51.3	N/A	N/A	N/A	N/A
Dozer	59.3	55.3	N/A	N/A	N/A	N/A
Front End Loader	55.6	51.6	N/A	N/A	N/A	N/A
Scraper	59.1	55.1	N/A	N/A	N/A	N/A
Scraper	58.2	54.3	N/A	N/A	N/A	N/A
Tractor	57.9	53.9	N/A	N/A	N/A	N/A
Front End Loader	52.2	48.3	N/A	N/A	N/A	N/A
Backhoe	50.0	46.0	N/A	N/A	N/A	N/A
<b>Total</b>	<b>61</b>	<b>63</b>	N/A	N/A	N/A	N/A

\*Calculated Lmax is the Loudest value.

## Roadway Construction Noise Model (RCNM), Version 1.1

Report date: 12/24/2020  
 Case Description: The 650 PCH Project - Demolition-Rough Grading

### ---- Receptor #2 ----

Description	Land Use	Baselines (dBA)		
		Daytime	Evening	Night
Nearest Homes to West	Residential	64	64	55.7

Description	Impact Device	Usage (%)	Equipment		Receptor Distance (feet)	Estimated Shielding (dBA)
			Spec Lmax (dBA)	Actual Lmax (dBA)		
Excavator	No	40		80.7	270	5
Dump Truck	No	40		76.5	320	5
Dozer	No	40		81.7	370	5
Front End Loader	No	40		79.1	420	5
Scraper	No	40		83.6	470	5
Scraper	No	40		83.6	520	5
Tractor	No	40	84		570	5
Front End Loader	No	40		79.1	620	5
Backhoe	No	40		77.6	670	5

Equipment	Calculated (dBA)		Results			
	*Lmax	Leq	Day		Noise Limits (dBA)	
			Lmax	Leq	Evening Lmax	Leq
Excavator	61.1	57.1	N/A	N/A	N/A	N/A
Dump Truck	55.3	51.3	N/A	N/A	N/A	N/A
Dozer	59.3	55.3	N/A	N/A	N/A	N/A
Front End Loader	55.6	51.6	N/A	N/A	N/A	N/A
Scraper	59.1	55.1	N/A	N/A	N/A	N/A
Scraper	58.2	54.3	N/A	N/A	N/A	N/A
Tractor	57.9	53.9	N/A	N/A	N/A	N/A
Front End Loader	52.2	48.3	N/A	N/A	N/A	N/A
Backhoe	50.0	46.0	N/A	N/A	N/A	N/A
<b>Total</b>	<b>61</b>	<b>63</b>	N/A	N/A	N/A	N/A

\*Calculated Lmax is the Loudest value.

## Roadway Construction Noise Model (RCNM), Version 1.1

Report date: 12/24/2020  
 Case Description: The 650 PCH Project - Grading-Foundation

### ---- Receptor #1 ----

Description	Land Use	Baselines (dBA)		
		Daytime	Evening	Night
Nearest Homes to Northwest	Residential	64.1	64.1	57.9

Description	Impact Device	Usage(%)	Equipment			
			Spec Lmax (dBA)	Actual Lmax (dBA)	Receptor Distance (feet)	Estimated Shielding (dBA)
Crane	No	16		80.6	270	5
Gradall	No	40		83.4	320	5
Gradall	No	40		83.4	370	5
Dozer	No	40		81.7	420	5
Tractor	No	40	84		470	5
Front End Loader	No	40		79.1	520	5
Backhoe	No	40		77.6	570	5

Equipment	Calculated (dBA)		Results			
	*Lmax	Leq	Day		Noise Limits (dBA) Evening	
			Lmax	Leq	Lmax	Leq
Crane	60.9	52.9	N/A	N/A	N/A	N/A
Gradall	62.3	58.3	N/A	N/A	N/A	N/A
Gradall	61.0	57.0	N/A	N/A	N/A	N/A
Dozer	58.2	54.2	N/A	N/A	N/A	N/A
Tractor	59.5	55.6	N/A	N/A	N/A	N/A
Front End Loader	53.8	49.8	N/A	N/A	N/A	N/A
Backhoe	51.4	47.4	N/A	N/A	N/A	N/A
<b>Total</b>	<b>62</b>	<b>63</b>	N/A	N/A	N/A	N/A

\*Calculated Lmax is the Loudest value.

## Roadway Construction Noise Model (RCNM), Version 1.1

Report date: 12/24/2020  
 Case Description: The 650 PCH Project - Grading-Foundation

### ---- Receptor #2 ----

Description	Land Use	Baselines (dBA)		
		Daytime	Evening	Night
Nearest Homes to West	Residential	64	64	55.7

Description	Impact Device	Usage(%)	Equipment		Receptor Distance (feet)	Estimated Shielding (dBA)
			Spec Lmax (dBA)	Actual Lmax (dBA)		
Crane	No	16		80.6	270	5
Gradall	No	40		83.4	320	5
Gradall	No	40		83.4	370	5
Dozer	No	40		81.7	420	5
Tractor	No	40	84		470	5
Front End Loader	No	40		79.1	520	5
Backhoe	No	40		77.6	570	5

Equipment	Calculated (dBA)		Results			
	*Lmax	Leq	Day		Noise Limits (dBA) Evening	
			Lmax	Leq	Lmax	Leq
Crane	60.9	52.9	N/A	N/A	N/A	N/A
Gradall	62.3	58.3	N/A	N/A	N/A	N/A
Gradall	61.0	57.0	N/A	N/A	N/A	N/A
Dozer	58.2	54.2	N/A	N/A	N/A	N/A
Tractor	59.5	55.6	N/A	N/A	N/A	N/A
Front End Loader	53.8	49.8	N/A	N/A	N/A	N/A
Backhoe	51.4	47.4	N/A	N/A	N/A	N/A
<b>Total</b>	<b>62</b>	<b>63</b>	N/A	N/A	N/A	N/A

\*Calculated Lmax is the Loudest value.

## Roadway Construction Noise Model (RCNM), Version 1.1

Report date: 12/24/2020  
 Case Description: The 650 PCH Project - Building Construction

### ---- Receptor #1 ----

Description	Land Use	Baselines (dBA)		
		Daytime	Evening	Night
Nearest Homes to Northwest	Residential	64.1	64.1	57.9

Description	Impact Device	Usage(%)	Equipment			
			Spec Lmax (dBA)	Actual Lmax (dBA)	Receptor Distance (feet)	Estimated Shielding (dBA)
Crane	No	16		80.6	295	5
Gradall	No	40		83.4	345	5
Gradall	No	40		83.4	395	5
Gradall	No	40		83.4	445	5
Concrete Pump Truck	No	20		81.4	495	5
Concrete Pump Truck	No	20		81.4	545	5
Man Lift	No	20		74.7	595	5
Man Lift	No	20		74.7	645	5

Equipment	Calculated (dBA)		Results			
	*Lmax	Leq	Day Lmax	Leq	Noise Limits (dBA) Evening	
Crane	60.1	52.2	N/A	N/A	N/A	N/A
Gradall	61.6	57.6	N/A	N/A	N/A	N/A
Gradall	60.4	56.5	N/A	N/A	N/A	N/A
Gradall	59.4	55.4	N/A	N/A	N/A	N/A
Concrete Pump Truck	56.5	49.5	N/A	N/A	N/A	N/A
Concrete Pump Truck	55.7	48.7	N/A	N/A	N/A	N/A
Man Lift	48.2	41.2	N/A	N/A	N/A	N/A
Man Lift	47.5	40.5	N/A	N/A	N/A	N/A
<b>Total</b>	<b>62</b>	<b>62</b>	N/A	N/A	N/A	N/A

\*Calculated Lmax is the Loudest value.

## Roadway Construction Noise Model (RCNM), Version 1.1

Report date: 12/24/2020  
 Case Description: The 650 PCH Project - Building Construction

### ---- Receptor #2 ----

Description	Land Use	Baselines (dBA)		
		Daytime	Evening	Night
Nearest Homes to West	Residential	64	64	55.7

Description	Impact Device	Usage(%)	Equipment			
			Spec Lmax (dBA)	Actual Lmax (dBA)	Receptor Distance (feet)	Estimated Shielding (dBA)
Crane	No	16		80.6	290	5
Gradall	No	40		83.4	340	5
Gradall	No	40		83.4	390	5
Gradall	No	40		83.4	440	5
Concrete Pump Truck	No	20		81.4	490	5
Concrete Pump Truck	No	20		81.4	540	5
Man Lift	No	20		74.7	590	5
Man Lift	No	20		74.7	640	5

Equipment	Calculated (dBA)		Results			
	*Lmax	Leq	Day		Evening	
			Lmax	Leq	Lmax	Leq
Crane	60.3	52.3	N/A	N/A	N/A	N/A
Gradall	61.7	57.8	N/A	N/A	N/A	N/A
Gradall	60.6	56.6	N/A	N/A	N/A	N/A
Gradall	59.5	55.5	N/A	N/A	N/A	N/A
Concrete Pump Truck	56.6	49.6	N/A	N/A	N/A	N/A
Concrete Pump Truck	55.7	48.7	N/A	N/A	N/A	N/A
Man Lift	48.3	41.3	N/A	N/A	N/A	N/A
Man Lift	47.6	40.6	N/A	N/A	N/A	N/A
<b>Total</b>	<b>62</b>	<b>63</b>	N/A	N/A	N/A	N/A

\*Calculated Lmax is the Loudest value.

### Roadway Construction Noise Model (RCNM), Version 1.1

Report date: 12/24/2020  
 Case Description: The 650 PCH Project - Architectural Coating

#### ---- Receptor #1 ----

Description	Land Use	Baselines (dBA)		
		Daytime	Evening	Night
Nearest Homes to Northwest	Residential	64.1	64.1	57.9

Description	Impact Device	Usage(%)	Equipment			
			Spec Lmax (dBA)	Actual Lmax (dBA)	Receptor Distance (feet)	Estimated Shielding (dBA)
Compressor (air)	No	40		77.7	270	5

Equipment	Calculated (dBA)	Results					
		Noise Limits (dBA)		Noise Limits (dBA)			
		Day Lmax	Day Leq	Evening Lmax	Evening Leq	Night Lmax	Night Leq
Compressor (air)		58.0	54.0	N/A	N/A	N/A	N/A
<b>Total</b>		<b>58</b>	<b>54</b>	N/A	N/A	N/A	N/A

\*Calculated Lmax is the Loudest value.

#### ---- Receptor #2 ----

Description	Land Use	Baselines (dBA)		
		Daytime	Evening	Night
Nearest Homes to West	Residential	64	64	55.7

Description	Impact Device	Usage(%)	Equipment			
			Spec Lmax (dBA)	Actual Lmax (dBA)	Receptor Distance (feet)	Estimated Shielding (dBA)
Compressor (air)	No	40		77.7	270	5

Equipment	Calculated (dBA)	Results					
		Noise Limits (dBA)		Noise Limits (dBA)			
		Day Lmax	Day Leq	Evening Lmax	Evening Leq	Night Lmax	Night Leq
Compressor (air)		58.0	54.0	N/A	N/A	N/A	N/A
<b>Total</b>		<b>58</b>	<b>54</b>	N/A	N/A	N/A	N/A

\*Calculated Lmax is the Loudest value.

**Roadway Construction Noise Model (RCNM), Version 1.1**

Report date: 12/24/2020  
 Case Description: The 650 PCH Project - Paving-Site Improvements

---- Receptor #1 ----

Description	Land Use	Baselines (dBA)		
		Daytime	Evening	Night
Nearest Homes to Northwest	Residential	64.1	64.1	57.9

Description	Impact Device	Usage(%)	Equipment			
			Spec Lmax (dBA)	Actual Lmax (dBA)	Receptor Distance (feet)	Estimated Shielding (dBA)
Gradall	No	40		83.4	270	5
Gradall	No	40		83.4	320	5
Paver	No	50		77.2	370	5
Paver	No	50		77.2	420	5
Tractor	No	40	84		470	5

Equipment	Calculated (dBA)		Results			
	*Lmax	Leq	Day Lmax	Leq	Noise Limits (dBA) Evening	
Gradall	63.8	59.8	N/A	N/A	N/A	N/A
Gradall	62.3	58.3	N/A	N/A	N/A	N/A
Paver	54.8	51.8	N/A	N/A	N/A	N/A
Paver	53.7	50.7	N/A	N/A	N/A	N/A
Tractor	59.5	55.6	N/A	N/A	N/A	N/A
<b>Total</b>	<b>64</b>	<b>64</b>	N/A	N/A	N/A	N/A

\*Calculated Lmax is the Loudest value.

## Roadway Construction Noise Model (RCNM), Version 1.1

Report date: 12/24/2020  
 Case Description: The 650 PCH Project - Paving-Site Improvements

### ---- Receptor #2 ----

Description	Baselines (dBA)			
	Land Use	Daytime	Evening	Night
Nearest Homes to West	Residential	63.6	63.6	55.7

Description	Impact Device	Usage(%)	Equipment		Receptor Distance (feet)	Estimated Shielding (dBA)
			Spec Lmax (dBA)	Actual Lmax (dBA)		
Gradall	No	40		83.4	270	5
Gradall	No	40		83.4	320	5
Paver	No	50		77.2	370	5
Paver	No	50		77.2	420	5
Tractor	No	40	84		470	5

Equipment	Calculated (dBA)		Results			
	*Lmax	Leq	Day		Noise Limits (dBA) Evening	
			Lmax	Leq	Lmax	Leq
Gradall	64	60	N/A	N/A	N/A	N/A
Gradall	62	58	N/A	N/A	N/A	N/A
Paver	55	52	N/A	N/A	N/A	N/A
Paver	54	51	N/A	N/A	N/A	N/A
Tractor	60	56	N/A	N/A	N/A	N/A
<b>Total</b>	<b>64</b>	<b>64</b>	N/A	N/A	N/A	N/A

\*Calculated Lmax is the Loudest value.

---

**APPENDIX D**

FHWA Model Roadway Noise Calculation Printouts



## FHWA-RD-77-108 HIGHWAY TRAFFIC NOISE PREDICTION MODEL

**Scenario: EXISTING CONDITIONS**

Project: The 650 PCH Project  
Site Conditions: Soft

**Road Name:** Pacific Coast Highway      **Segment:** North of Maple Avenue  
Average Daily Traffic: 62980 Vehicles      Vehicle Speed: 40 MPH      Vehicle Mix: 3      Roadway Classification: Major Arterial

Vehicle Type	NOISE PARAMETERS AT 250 FEET FROM CENTERLINE					Centerline Distance to Noise Contour (in feet)												
	REMEL Traffic Adj.	Dist Adj.	Finite Adj.	Leq Peak	Leq Day	Leq Eve.	Leq Night	Ldn	CNEL									
Automobiles	67.36	6.53	-10.48	-1.20	62.21	59.69	58.83	54.74	62.24	62.75	77	83						
Medium Trucks	76.31	-10.09	-10.48	-1.20	54.55	34.72	33.33	33.02	39.67	39.93	165	178						
Heavy Trucks	81.16	-13.47	-10.48	-1.20	56.02	32.48	28.32	32.37	38.71	38.82	355	384						
Total:											<b>63.71</b>	<b>59.71</b>	<b>58.84</b>	<b>54.79</b>	<b>62.29</b>	<b>62.79</b>	<b>765</b>	<b>826</b>

**Road Name:** Grand Avenue

**Segment:** West of Pacific Coast Highway

Average Daily Traffic: 11860 Vehicles      Vehicle Speed: 35 MPH      Vehicle Mix: 1      Roadway Classification: Secondary Arterial

Vehicle Type	NOISE PARAMETERS AT 35 FEET FROM CENTERLINE					Centerline Distance to Noise Contour (in feet)												
	REMEL Traffic Adj.	Dist Adj.	Finite Adj.	Leq Peak	Leq Day	Leq Eve.	Leq Night	Ldn	CNEL									
Automobiles	65.11	-0.12	3.67	-1.20	67.46	65.34	64.03	58.02	66.44	67.06	20	22						
Medium Trucks	74.83	-17.36	3.67	-1.20	59.94	38.70	44.72	26.42	39.57	42.32	44	48						
Heavy Trucks	80.05	-21.31	3.67	-1.20	61.21	35.86	32.46	37.11	43.30	43.40	94	104						
Total:											<b>68.97</b>	<b>65.36</b>	<b>64.08</b>	<b>58.06</b>	<b>66.47</b>	<b>67.10</b>	<b>203</b>	<b>224</b>

## FHWA-RD-77-108 HIGHWAY TRAFFIC NOISE PREDICTION MODEL

### Scenario: EXISTING WITH PROJECT CONDITIONS

Project: The 650 PCH Project  
Site Conditions: Soft

Vehicle Type	Vehicle Mix 1 (Secondary)			Vehicle Mix 2 (Major Arterial)			Vehicle Mix 3 (PCH SR-1)		
	Day	Evening	Night	Day	Evening	Night	Day	Evening	Night
Automobiles	73.60%	13.60%	10.22%	69.50%	12.90%	9.60%	67.09%	13.75%	16.08%
Medium Trucks	0.90%	0.90%	0.04%	1.44%	0.06%	1.50%	1.25%	0.23%	0.63%
Heavy Trucks	0.35%	0.04%	0.35%	2.40%	0.10%	2.50%	0.53%	0.05%	0.39%
			0.74%			5.00%			0.97%

#### Road Name: Pacific Coast Highway Segment: North of Grand Avenue

Average Daily Traffic: 56990 Vehicles		Vehicle Speed: 40 MPH		Vehicle Mix: 3		Roadway Classification: Major Arterial							
NOISE PARAMETERS AT 340 FEET FROM CENTERLINE (Equiv. Lane Dist: 336.87 ft)													
Noise Adjustments				Unmitigated Noise Levels									
Vehicle Type	REMEL Traffic Adj.	Dist Adj.	Finite Adj.	Leq Peak	Leq Day	Leq Eve.	Leq Night						
Automobiles	67.36	6.10	-12.53	-1.20	59.73	57.20	56.34	52.25	59.76	60.26	70 dBA:	71	CNEL
Medium Trucks	76.31	-10.53	-12.53	-1.20	52.06	32.23	30.84	30.53	37.18	37.44	65 dBA:	153	CNEL
Heavy Trucks	81.16	-13.90	-12.53	-1.20	53.53	29.99	25.83	29.88	36.22	36.33	60 dBA:	330	CNEL
Total:				61.22	57.22	56.35	52.30	59.80	60.30	55 dBA:	710	767	

#### Road Name: Pacific Coast Highway Segment: North of Mariposa Avenue

Average Daily Traffic: 61340 Vehicles		Vehicle Speed: 40 MPH		Vehicle Mix: 3		Roadway Classification: Major Arterial							
NOISE PARAMETERS AT 340 FEET FROM CENTERLINE (Equiv. Lane Dist: 336.87 ft)													
Noise Adjustments				Unmitigated Noise Levels									
Vehicle Type	REMEL Traffic Adj.	Dist Adj.	Finite Adj.	Leq Peak	Leq Day	Leq Eve.	Leq Night						
Automobiles	67.36	6.42	-12.53	-1.20	60.04	57.52	56.66	52.57	60.07	60.58	70 dBA:	75	CNEL
Medium Trucks	76.31	-10.21	-12.53	-1.20	52.38	32.55	31.16	30.85	37.50	37.76	65 dBA:	161	CNEL
Heavy Trucks	81.16	-13.58	-12.53	-1.20	53.85	30.31	26.15	30.20	36.54	36.65	60 dBA:	346	CNEL
Total:				61.54	57.54	56.67	52.62	60.12	60.62	55 dBA:	746	805	

#### Road Name: Pacific Coast Highway Segment: North of Palm Avenue

Average Daily Traffic: 62940 Vehicles		Vehicle Speed: 40 MPH		Vehicle Mix: 3		Roadway Classification: Major Arterial							
NOISE PARAMETERS AT 200 FEET FROM CENTERLINE (Equiv. Lane Dist: 194.64 ft)													
Noise Adjustments				Unmitigated Noise Levels									
Vehicle Type	REMEL Traffic Adj.	Dist Adj.	Finite Adj.	Leq Peak	Leq Day	Leq Eve.	Leq Night						
Automobiles	67.36	6.53	-8.96	-1.20	63.73	61.20	60.34	56.25	63.76	64.26	70 dBA:	77	CNEL
Medium Trucks	76.31	-10.09	-8.96	-1.20	56.06	36.24	34.84	34.53	41.18	41.45	65 dBA:	166	CNEL
Heavy Trucks	81.16	-13.47	-8.96	-1.20	57.53	34.00	29.83	33.88	40.23	40.33	60 dBA:	359	CNEL
Total:				65.23	61.23	60.36	56.31	63.80	64.30	55 dBA:	773	834	

## FHWA-RD-77-108 HIGHWAY TRAFFIC NOISE PREDICTION MODEL

**Scenario: EXISTING WITH PROJECT CONDITIONS**

Project: The 650 PCH Project  
Site Conditions: Soft

**Road Name:** Pacific Coast Highway      **Segment:** North of Maple Avenue  
Average Daily Traffic: 63780 Vehicles      Vehicle Speed: 40 MPH      Vehicle Mix: 3      Roadway Classification: Major Arterial

Vehicle Type	NOISE PARAMETERS AT 250 FEET FROM CENTERLINE (Equiv. Lane Dist: 245.73 ft)					Centerline Distance to Noise Contour (in feet)												
	REMEL Traffic Adj.	Dist Adj.	Finite Adj.	Leq Peak	Leq Day	Leq Eve.	Leq Night	Ldn	CNEL									
Automobiles	67.36	6.59	-10.48	-1.20	62.27	59.74	58.88	54.79	62.30	62.80	77	83						
Medium Trucks	76.31	-10.04	-10.48	-1.20	54.60	34.78	33.38	33.07	39.72	39.99	166	180						
Heavy Trucks	81.16	-13.41	-10.48	-1.20	56.07	32.53	28.37	32.42	38.77	38.87	358	387						
<b>Total:</b>											<b>63.76</b>	<b>59.77</b>	<b>58.90</b>	<b>54.84</b>	<b>62.34</b>	<b>62.84</b>	<b>772</b>	<b>833</b>

**Road Name:** Grand Avenue

**Segment:** West of Pacific Coast Highway

Average Daily Traffic: 11940 Vehicles      Vehicle Speed: 35 MPH      Vehicle Mix: 1      Roadway Classification: Secondary Arterial

Vehicle Type	NOISE PARAMETERS AT 35 FEET FROM CENTERLINE (Equiv. Lane Dist: 28 ft)					Centerline Distance to Noise Contour (in feet)												
	REMEL Traffic Adj.	Dist Adj.	Finite Adj.	Leq Peak	Leq Day	Leq Eve.	Leq Night	Ldn	CNEL									
Automobiles	65.11	-0.09	3.67	-1.20	67.49	65.37	64.06	58.05	66.47	67.09	20	23						
Medium Trucks	74.83	-17.33	3.67	-1.20	59.97	38.72	44.75	26.45	39.60	42.35	44	49						
Heavy Trucks	80.05	-21.28	3.67	-1.20	61.24	35.89	32.49	37.13	43.33	43.43	95	104						
<b>Total:</b>											<b>69.00</b>	<b>65.39</b>	<b>64.11</b>	<b>58.08</b>	<b>66.50</b>	<b>67.13</b>	<b>204</b>	<b>225</b>

## FHWA-RD-77-108 HIGHWAY TRAFFIC NOISE PREDICTION MODEL

Scenario: OPENING YEAR 2023 WITHOUT PROJECT CONDITIONS

Project: The 650 PCH Project  
Site Conditions: Soft

Vehicle Type	Vehicle Mix 1 (Secondary)			Vehicle Mix 2 (Major Arterial)			Vehicle Mix 3 (PCH SR-1)		
	Day	Evening	Night	Day	Evening	Night	Day	Evening	Night
Automobiles	73.60%	13.60%	10.22%	69.50%	12.90%	9.60%	67.09%	13.75%	16.08%
Medium Trucks	0.90%	0.90%	0.04%	1.44%	0.06%	1.50%	1.25%	0.23%	0.63%
Heavy Trucks	0.35%	0.04%	0.35%	2.40%	0.10%	2.50%	0.53%	0.05%	0.39%
			0.74%			5.00%			0.97%

**Road Name:** Pacific Coast Highway      **Segment:** North of Grand Avenue

Average Daily Traffic: 69420 Vehicles		Vehicle Speed: 40 MPH		Vehicle Mix: 3		Roadway Classification: Major Arterial												
NOISE PARAMETERS AT 340 FEET FROM CENTERLINE (Equiv. Lane Dist: 336.87 ft)																		
Vehicle Type	Noise Adjustments			Unmitigated Noise Levels			Centerline Distance to Noise Contour (in feet)											
	REMEL Traffic Adj.	Dist Adj.	Finite Adj.	Leq Peak	Leq Day	Leq Eve.		Leq Night										
Automobiles	67.36	6.95	-12.53	-1.20	60.58	58.06	57.19	53.10	60.61	61.12	70 dBA:	81	87					
Medium Trucks	76.31	-9.67	-12.53	-1.20	52.91	33.09	31.69	31.38	38.04	38.30	65 dBA:	175	188					
Heavy Trucks	81.16	-13.04	-12.53	-1.20	54.39	30.85	26.68	30.73	37.08	37.19	60 dBA:	376	406					
Total:										<b>62.08</b>	<b>58.08</b>	<b>57.21</b>	<b>53.16</b>	<b>60.66</b>	<b>61.16</b>	<b>55 dBA:</b>	<b>810</b>	<b>875</b>

**Road Name:** Pacific Coast Highway      **Segment:** North of Mariposa Avenue

Average Daily Traffic: 72360 Vehicles		Vehicle Speed: 40 MPH		Vehicle Mix: 3		Roadway Classification: Major Arterial												
NOISE PARAMETERS AT 340 FEET FROM CENTERLINE (Equiv. Lane Dist: 336.87 ft)																		
Vehicle Type	Noise Adjustments			Unmitigated Noise Levels			Centerline Distance to Noise Contour (in feet)											
	REMEL Traffic Adj.	Dist Adj.	Finite Adj.	Leq Peak	Leq Day	Leq Eve.		Leq Night										
Automobiles	67.36	7.13	-12.53	-1.20	60.76	58.24	57.37	53.28	60.79	61.30	70 dBA:	83	90					
Medium Trucks	76.31	-9.49	-12.53	-1.20	53.09	33.27	31.87	31.56	38.22	38.48	65 dBA:	179	194					
Heavy Trucks	81.16	-12.86	-12.53	-1.20	54.57	31.03	26.86	30.91	37.26	37.37	60 dBA:	387	417					
Total:										<b>62.26</b>	<b>58.26</b>	<b>57.39</b>	<b>53.34</b>	<b>60.84</b>	<b>61.34</b>	<b>55 dBA:</b>	<b>833</b>	<b>899</b>

**Road Name:** Pacific Coast Highway      **Segment:** North of Palm Avenue

Average Daily Traffic: 73730 Vehicles		Vehicle Speed: 40 MPH		Vehicle Mix: 3		Roadway Classification: Major Arterial												
NOISE PARAMETERS AT 200 FEET FROM CENTERLINE (Equiv. Lane Dist: 194.64 ft)																		
Vehicle Type	Noise Adjustments			Unmitigated Noise Levels			Centerline Distance to Noise Contour (in feet)											
	REMEL Traffic Adj.	Dist Adj.	Finite Adj.	Leq Peak	Leq Day	Leq Eve.		Leq Night										
Automobiles	67.36	7.21	-8.96	-1.20	64.42	61.89	61.03	56.94	64.45	64.95	70 dBA:	86	93					
Medium Trucks	76.31	-9.41	-8.96	-1.20	56.75	36.93	35.53	35.22	41.87	42.13	65 dBA:	185	200					
Heavy Trucks	81.16	-12.78	-8.96	-1.20	58.22	34.68	30.52	34.57	40.92	41.02	60 dBA:	398	430					
Total:										<b>65.91</b>	<b>61.91</b>	<b>61.04</b>	<b>56.99</b>	<b>64.49</b>	<b>64.99</b>	<b>55 dBA:</b>	<b>858</b>	<b>927</b>

## FHWA-RD-77-108 HIGHWAY TRAFFIC NOISE PREDICTION MODEL

Scenario: **OPENING YEAR 2023 WITHOUT PROJECT CONDITIONS**

Project: **The 650 PCH Project**  
Site Conditions: **Soft**

Road Name:	Pacific Coast Highway	Segment:	North of Maple Avenue	Roadway Classification:	Major Arterial							
Average Daily Traffic:	74930 Vehicles	Vehicle Speed: 40 MPH	Vehicle Mix: 3	Vehicle Lane Dist: 245.73 ft)								
NOISE PARAMETERS AT 250 FEET FROM CENTERLINE (Equiv. Lane Dist: 245.73 ft)												
Vehicle Type	Noise Adjustments			Unmitigated Noise Levels			Centerline Distance to Noise Contour (in feet)					
	REMEL Traffic Adj.	Dist Adj.	Finite Adj.	Leq Peak	Leq Day	Leq Eve.	Leq Night	Ldn	CNEL			
Automobiles	67.36	7.28	-10.48	-1.20	62.97	60.44	59.58	55.49	63.00	63.50	86	93
Medium Trucks	76.31	-9.34	-10.48	-1.20	55.30	35.48	34.08	33.77	40.42	40.69	185	200
Heavy Trucks	81.16	-12.71	-10.48	-1.20	56.77	33.23	29.07	33.12	39.47	39.57	399	431
Total:					<b>64.46</b>	<b>60.47</b>	<b>59.60</b>	<b>55.54</b>	<b>63.04</b>	<b>63.54</b>	<b>859</b>	<b>928</b>

Road Name:	Grand Avenue	Segment:	West of Pacific Coast Highway	Roadway Classification:	Secondary Arterial							
Average Daily Traffic:	12240 Vehicles	Vehicle Speed: 35 MPH	Vehicle Mix: 1	Vehicle Lane Dist: 28 ft)								
NOISE PARAMETERS AT 35 FEET FROM CENTERLINE (Equiv. Lane Dist: 28 ft)												
Vehicle Type	Noise Adjustments			Unmitigated Noise Levels			Centerline Distance to Noise Contour (in feet)					
	REMEL Traffic Adj.	Dist Adj.	Finite Adj.	Leq Peak	Leq Day	Leq Eve.	Leq Night	Ldn	CNEL			
Automobiles	65.11	0.02	3.67	-1.20	67.60	65.48	64.17	58.15	66.57	67.20	21	23
Medium Trucks	74.83	-17.22	3.67	-1.20	60.08	38.83	44.85	26.56	39.70	42.46	45	49
Heavy Trucks	80.05	-21.18	3.67	-1.20	61.34	35.99	32.59	37.24	43.44	43.54	96	106
Total:					<b>69.11</b>	<b>65.49</b>	<b>64.22</b>	<b>58.19</b>	<b>66.60</b>	<b>67.23</b>	<b>208</b>	<b>229</b>

## FHWA-RD-77-108 HIGHWAY TRAFFIC NOISE PREDICTION MODEL

### Scenario: OPENING YEAR 2023 WITH PROJECT CONDITIONS

Project: The 650 PCH Project  
Site Conditions: Soft

Vehicle Type	Vehicle Mix 1 (Secondary)			Vehicle Mix 2 (Major Arterial)			Vehicle Mix 3 (PCH SR-1)				
	Day	Evening	Night	Day	Evening	Night	Day	Evening	Night		
Automobiles	73.60%	13.60%	10.22%	97.42%	69.50%	12.90%	9.60%	92.00%	67.09%	13.75%	16.08%
Medium Trucks	0.90%	0.90%	0.04%	1.84%	1.44%	0.06%	1.50%	3.00%	1.25%	0.23%	0.63%
Heavy Trucks	0.35%	0.04%	0.35%	0.74%	2.40%	0.10%	2.50%	5.00%	0.53%	0.05%	0.39%

#### Road Name: Pacific Coast Highway Segment: North of Grand Avenue

Average Daily Traffic: 69790 Vehicles		Vehicle Speed: 40 MPH		Vehicle Mix: 3		Roadway Classification: Major Arterial										
NOISE PARAMETERS AT 340 FEET FROM CENTERLINE (Equiv. Lane Dist: 336.87 ft)																
Vehicle Type	Noise Adjustments			Unmitigated Noise Levels			Centerline Distance to Noise Contour (in feet)									
	REMEL Traffic Adj.	Dist Adj.	Finite Adj.	Leq Peak	Leq Day	Leq Eve.	Leq Night									
Automobiles	67.36	6.98	-12.53	-1.20	60.61	58.08	57.22	53.13	60.64	61.14	70 dBA: 81					
Medium Trucks	76.31	-9.65	-12.53	-1.20	52.94	33.11	31.72	31.41	38.06	38.32	65 dBA: 175					
Heavy Trucks	81.16	-13.02	-12.53	-1.20	54.41	30.87	26.71	30.76	37.10	37.21	60 dBA: 407					
Total:										<b>62.10</b>	<b>58.10</b>	<b>57.23</b>	<b>53.18</b>	<b>60.68</b>	<b>61.18</b>	<b>55 dBA: 813</b>

#### Road Name: Pacific Coast Highway Segment: North of Mariposa Avenue

Average Daily Traffic: 72890 Vehicles		Vehicle Speed: 40 MPH		Vehicle Mix: 3		Roadway Classification: Major Arterial										
NOISE PARAMETERS AT 340 FEET FROM CENTERLINE (Equiv. Lane Dist: 336.87 ft)																
Vehicle Type	Noise Adjustments			Unmitigated Noise Levels			Centerline Distance to Noise Contour (in feet)									
	REMEL Traffic Adj.	Dist Adj.	Finite Adj.	Leq Peak	Leq Day	Leq Eve.	Leq Night									
Automobiles	67.36	7.16	-12.53	-1.20	60.79	58.27	57.41	53.32	60.82	61.33	70 dBA: 84					
Medium Trucks	76.31	-9.46	-12.53	-1.20	53.12	33.30	31.91	31.60	38.25	38.51	65 dBA: 180					
Heavy Trucks	81.16	-12.83	-12.53	-1.20	54.60	31.06	26.89	30.94	37.29	37.40	60 dBA: 388					
Total:										<b>62.29</b>	<b>58.29</b>	<b>57.42</b>	<b>53.37</b>	<b>60.87</b>	<b>61.37</b>	<b>55 dBA: 904</b>

#### Road Name: Pacific Coast Highway Segment: North of Palm Avenue

Average Daily Traffic: 74960 Vehicles		Vehicle Speed: 40 MPH		Vehicle Mix: 3		Roadway Classification: Major Arterial										
NOISE PARAMETERS AT 200 FEET FROM CENTERLINE (Equiv. Lane Dist: 194.64 ft)																
Vehicle Type	Noise Adjustments			Unmitigated Noise Levels			Centerline Distance to Noise Contour (in feet)									
	REMEL Traffic Adj.	Dist Adj.	Finite Adj.	Leq Peak	Leq Day	Leq Eve.	Leq Night									
Automobiles	67.36	7.29	-8.96	-1.20	64.49	61.96	61.10	57.01	64.52	65.02	70 dBA: 87					
Medium Trucks	76.31	-9.34	-8.96	-1.20	56.82	37.00	35.60	35.29	41.94	42.21	65 dBA: 187					
Heavy Trucks	81.16	-12.71	-8.96	-1.20	58.29	34.75	30.59	34.64	40.99	41.09	60 dBA: 403					
Total:										<b>65.98</b>	<b>61.99</b>	<b>61.12</b>	<b>57.06</b>	<b>64.56</b>	<b>65.06</b>	<b>55 dBA: 868</b>

## FHWA-RD-77-108 HIGHWAY TRAFFIC NOISE PREDICTION MODEL

**Scenario: OPENING YEAR 2023 WITH PROJECT CONDITIONS**

**Project: The 650 PCH Project**  
**Site Conditions: Soft**

**Road Name:** Pacific Coast Highway      **Segment:** North of Maple Avenue  
**Average Daily Traffic:** 76810 Vehicles      **Vehicle Speed:** 40 MPH      **Vehicle Mix:** 3      **Roadway Classification:** Major Arterial

Vehicle Type	NOISE PARAMETERS AT 250 FEET FROM CENTERLINE					Centerline Distance to Noise Contour (in feet)					
	Noise Adjustments		Unmitigated Noise Levels			Noise Contour		Ldn CNEL			
	REMEL Traffic Adj.	Dist Adj.	Finite Adj.	Leq Peak	Leq Day	Leq Eve.	Leq Night	Ldn	CNEL		
Automobiles	67.36	7.39	-10.48	-1.20	63.08	60.55	59.69	55.60	63.11	63.61	70 dBA: 87
Medium Trucks	76.31	-9.23	-10.48	-1.20	55.41	35.59	34.19	33.88	40.53	40.79	65 dBA: 188
Heavy Trucks	81.16	-12.60	-10.48	-1.20	56.88	33.34	29.18	33.23	39.57	39.68	60 dBA: 405
<b>Total:</b>											
				<b>64.57</b>	<b>60.57</b>	<b>59.70</b>	<b>55.65</b>	<b>63.15</b>	<b>63.65</b>		<b>873</b>

**Road Name:** Grand Avenue

**Segment:** West of Pacific Coast Highway

**Average Daily Traffic:** 12320 Vehicles      **Vehicle Speed:** 35 MPH      **Vehicle Mix:** 1      **Roadway Classification:** Secondary Arterial

Vehicle Type	NOISE PARAMETERS AT 35 FEET FROM CENTERLINE					Centerline Distance to Noise Contour (in feet)					
	Noise Adjustments		Unmitigated Noise Levels			Noise Contour		Ldn CNEL			
	REMEL Traffic Adj.	Dist Adj.	Finite Adj.	Leq Peak	Leq Day	Leq Eve.	Leq Night	Ldn	CNEL		
Automobiles	65.11	0.05	3.67	-1.20	67.63	65.51	64.19	58.18	66.60	67.23	70 dBA: 21
Medium Trucks	74.83	-17.19	3.67	-1.20	60.11	38.86	44.88	26.59	39.73	42.48	65 dBA: 45
Heavy Trucks	80.05	-21.15	3.67	-1.20	61.37	36.02	32.62	37.27	43.47	43.57	60 dBA: 97
<b>Total:</b>											
				<b>69.13</b>	<b>65.52</b>	<b>64.25</b>	<b>58.22</b>	<b>66.63</b>	<b>67.26</b>		<b>209</b>

---

**APPENDIX E**

Operational Reference Noise Measurements Printouts

# Measurement Report

## Report Summary

Meter's File Name	831_Data.004	Computer's File Name	SLM_0002509_831_Data_004.02.ldbin
Meter	831		
Firmware	2.314		
User	GT	Location	
Description	Riverside - The Motorcycle Company - Phase 3		
Note	On Roof - Approx 6 feet from HVAC Unit		
Start Time	2020-05-09 13:23:15	Duration	0:10:00.2
End Time	2020-05-09 13:33:15	Run Time	0:10:00.2
		Pause Time	0:00:00.0

## Results

### Overall Metrics

LA <sub>eq</sub>	65.1 dB		
LAE	92.9 dB	SEA	--- dB
EA	214.7 µPa²h		
LZ <sub>peak</sub>	106.4 dB	2020-05-09 13:25:40	
LAS <sub>max</sub>	80.1 dB	2020-05-09 13:25:19	
LAS <sub>min</sub>	55.1 dB	2020-05-09 13:30:14	
LA <sub>eq</sub>	65.1 dB		
LC <sub>eq</sub>	78.1 dB	LC <sub>eq</sub> - LA <sub>eq</sub>	13.0 dB
LAI <sub>eq</sub>	68.9 dB	LAI <sub>eq</sub> - LA <sub>eq</sub>	3.8 dB

### Exceedances

	Count	Duration
LAS > 65.0 dB	16	0:02:46.5
LAS > 85.0 dB	0	0:00:00.0
LZ <sub>peak</sub> > 135.0 dB	0	0:00:00.0
LZ <sub>peak</sub> > 137.0 dB	0	0:00:00.0
LZ <sub>peak</sub> > 140.0 dB	0	0:00:00.0

### Community Noise

LDN	LDay	LNight	
65.1 dB	65.1 dB	0.0 dB	
LDEN	LDay	LEve	LNight
65.1 dB	65.1 dB	--- dB	--- dB

### Any Data

	A		C		Z	
	Level	Time Stamp	Level	Time Stamp	Level	Time Stamp
L <sub>eq</sub>	65.1 dB		78.1 dB		80.9 dB	
LS <sub>(max)</sub>	80.1 dB	2020-05-09 13:25:19	91.6 dB	2020-05-09 13:26:05	97.4 dB	2020-05-09 13:23:15
LF <sub>(max)</sub>	84.7 dB	2020-05-09 13:25:18	95.4 dB	2020-05-09 13:25:40	97.5 dB	2020-05-09 13:23:15
LI <sub>(max)</sub>	86.7 dB	2020-05-09 13:25:18	97.5 dB	2020-05-09 13:25:40	99.6 dB	2020-05-09 13:23:15
LS <sub>(min)</sub>	55.1 dB	2020-05-09 13:30:14	64.7 dB	2020-05-09 13:30:02	67.4 dB	2020-05-09 13:28:06
LF <sub>(min)</sub>	54.3 dB	2020-05-09 13:30:13	63.0 dB	2020-05-09 13:30:12	65.8 dB	2020-05-09 13:27:31
LI <sub>(min)</sub>	54.6 dB	2020-05-09 13:30:13	65.0 dB	2020-05-09 13:30:02	68.0 dB	2020-05-09 13:27:59
L <sub>Peak(max)</sub>	98.9 dB	2020-05-09 13:25:18	105.7 dB	2020-05-09 13:25:40	106.4 dB	2020-05-09 13:25:40

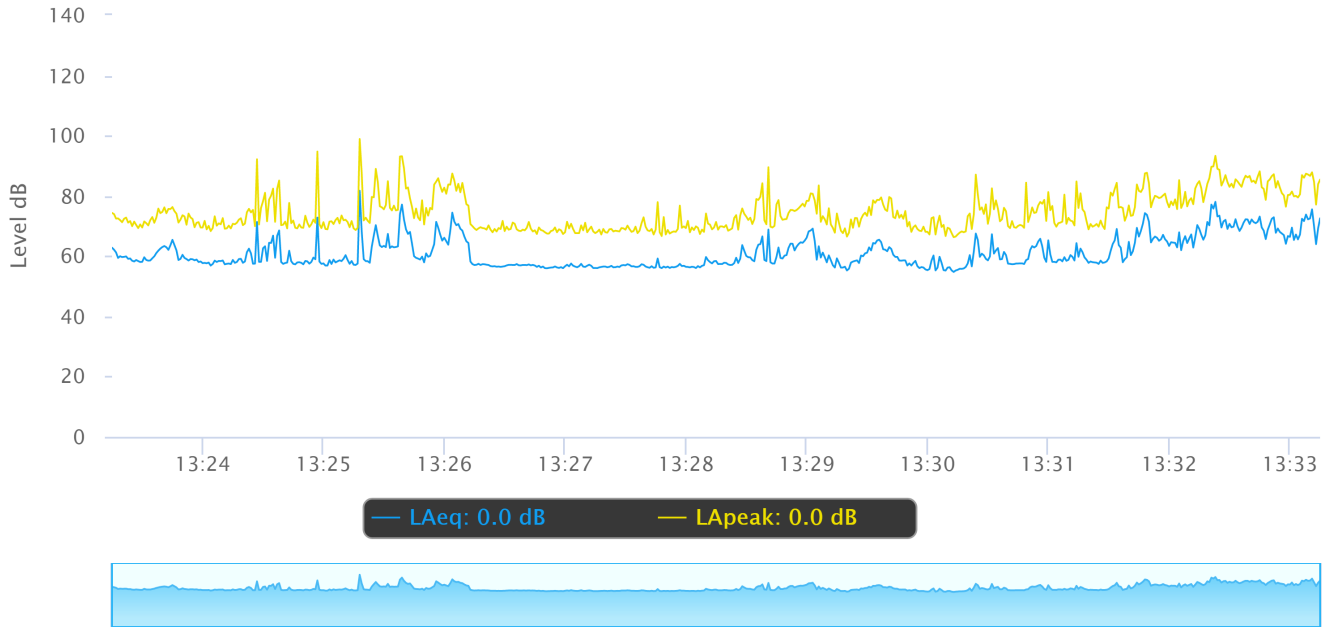
### Overloads

Count	Duration	OBA Count	OBA Duration
0	0:00:00.0	0	0:00:00.0

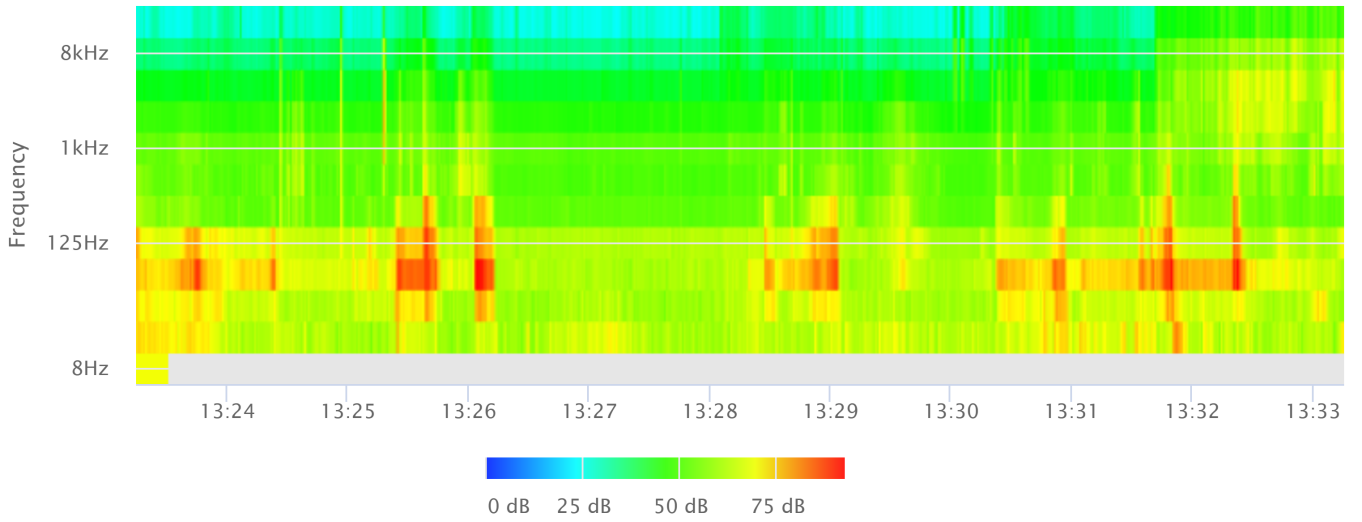
### Statistics

LAS 5.0	71.5 dB
LAS 10.0	69.4 dB
LAS 33.3	62.7 dB
LAS 50.0	59.5 dB
LAS 66.6	58.1 dB
LAS 90.0	56.5 dB

# Time History



# OBA 1/1 Leq



General Information

Serial Number 02509
Model 831
Firmware Version 2.112
Filename 831\_Data.002
User GT
Job Description Northwest Fresno Walmart Relocation
Location Northwest Fresno Walmart

Measurement Description

Start Time Saturday, 2013 July 27 15:49:15
Stop Time Saturday, 2013 July 27 16:09:15
Duration 00:20:00.6
Run Time 00:20:00.6
Pause 00:00:00.0
Pre Calibration Saturday, 2013 July 27 13:36:08
Post Calibration None
Calibration Deviation ---

Note

Located at the eastern portion of the southern parking lot and approx 140 feet south of the front door
96 F, 35% Humidity, 29.48 in Hg, 3 mph wind, partly cloudy

Overall Data

LAeq 63.1 dB
LASmax 2013 Jul 27 15:59:44 79.2 dB
LApeak (max) 2013 Jul 27 16:06:25 102.2 dB
LASmin 2013 Jul 27 15:50:20 49.6 dB
LCeq 74.0 dB
LAeq 63.1 dB
LCeq - LAeq 10.9 dB
LA1eq 67.4 dB
LAeq 63.1 dB
LA1eq - LAeq 4.3 dB
Ldn 63.1 dB
LDay 07:00-23:00 63.1 dB
LNight 23:00-07:00 --- dB
Lden 63.1 dB
LDay 07:00-19:00 63.1 dB
LEvening 19:00-23:00 --- dB
LNight 23:00-07:00 --- dB
LAE 93.9 dB
# Overloads 0
Overload Duration 0.0 s
# OBA Overloads 0
OBA Overload Duration 0.0 s

Statistics

LAS5.00 66.7 dBA
LAS10.00 66.3 dBA
LAS33.30 62.8 dBA
LAS50.00 61.7 dBA
LAS66.60 57.7 dBA
LAS90.00 52.8 dBA
LAS > 65.0 dB (Exceedence Counts / Duration) 17 / 347.8 s
LAS > 85.0 dB (Exceedence Counts / Duration) 0 / 0.0 s
LApeak > 135.0 dB (Exceedence Counts / Duration) 0 / 0.0 s
LApeak > 137.0 dB (Exceedence Counts / Duration) 0 / 0.0 s
LApeak > 140.0 dB (Exceedence Counts / Duration) 0 / 0.0 s

Settings

RMS Weight A Weighting
Peak Weight A Weighting
Detector Slow
Preamp PRM831
Integration Method Linear
OBA Range Normal
OBA Bandwidth 1/1 and 1/3
OBA Freq. Weighting Z Weighting
OBA Max Spectrum Bin Max
Gain +0 dB
Under Range Limit 26.1 dB
Under Range Peak 75.6 dB
Noise Floor 17.0 dB
Overload 143.1 dB

1/1 Spectra

Freq. (Hz): 8.0 16.0 31.5 63.0 125 250 500 1k 2k 4k 8k 16k
LZeq 66.7 66.1 71.1 71.6 64.9 59.5 59.6 58.3 56.2 51.8 46.8 44.6
LZSmax 82.6 84.9 82.2 89.3 77.1 67.1 72.4 76.6 76.6 69.0 67.7 63.1
LZSmin 46.5 55.4 53.6 59.0 55.2 49.9 45.5 43.6 40.9 37.7 39.6 42.8

### 1/3 Spectra

Freq. (Hz):	6.3	8.0	10.0	12.5	16.0	20.0	25.0	31.5	40.0	50.0	63.0	80.0
LZeq	63.6	61.5	59.8	58.7	60.7	63.4	67.2	66.6	65.3	65.7	67.5	67.2
LZSmax	80.9	76.9	73.6	75.5	79.8	83.7	80.9	76.8	78.9	83.8	87.4	88.8
LZSmin	37.3	40.3	43.7	45.3	48.2	51.5	55.9	60.4	54.9	53.2	57.5	47.0
Freq. (Hz):	100	125	160	200	250	315	400	500	630	800	1k	1.25k
LZeq	61.7	61.0	54.9	52.9	57.0	53.2	57.3	54.1	52.1	54.5	53.3	52.7
LZSmax	76.0	71.0	69.8	65.8	64.6	65.6	67.0	71.0	67.1	65.9	72.9	73.0
LZSmin	52.1	48.8	46.7	42.4	46.2	44.6	43.2	38.5	38.6	39.0	39.4	38.2
Freq. (Hz):	1.6k	2k	2.5k	3.15k	4k	5k	6.3k	8k	10k	12.5k	16k	20k
LZeq	52.5	50.9	50.7	49.0	46.4	44.5	43.0	41.7	41.1	40.0	39.6	40.0
LZSmax	75.9	69.6	63.7	63.8	64.4	64.7	63.3	62.7	62.7	60.8	57.9	52.5
LZSmin	37.2	35.4	34.6	33.1	32.6	32.8	33.6	34.7	35.9	36.7	37.7	39.4

### Calibration History

Preamp	Date	dB re. 1V/Pa
PRM831	27 Jul 2013 13:36:08	-25.6
PRM831	28 Apr 2013 15:34:24	-25.9
PRM831	23 Apr 2013 10:17:33	-25.0
PRM831	27 Feb 2013 19:15:30	-25.7
PRM831	24 Jan 2013 12:00:16	-25.6
PRM831	15 Jan 2013 07:50:44	-26.2
PRM831	04 Jan 2013 13:47:46	-26.5

File Translated: V:\Vista Env\2010\10022-Fresno Walmart\Noise Measurements\LD\15.slm.d1  
 Model/Serial Number: 824 / A3176  
 Firmware/Software Revs: 4.283 / 3.120  
 Name:  
 Descr1: 1021 Didrikson Way  
 Descr2: Laguna Beach, CA 92651  
 Setup/Setup Descr: slm&rt.a.ssa / SLM & Real-Time Analyzer  
 Location: 30' N of vendor truck loading area for Fresno Walmart  
 Notel: Approx 70' S of Locust Ave CL  
 Note2: 52F, 29.57 in Hg, 67% Humid., no wind, clear sky

Overall Any Data

Start Time: 19-May-2011 07:05:53  
 Elapsed Time: 00:08:30.5

	A Weight	C Weight	Flat
Leq:	54.8 dBA	65.1 dBC	66.1 dBF
SEL:	81.9 dBA	92.2 dBC	93.2 dBF
Peak:	85.2 dBA	85.8 dBC	86.0 dBF
19-May-2011 07:09:58	19-May-2011 07:09:58	19-May-2011 07:09:52	19-May-2011 07:09:52
Lmax (slow):	67.9 dBA	73.2 dBC	73.8 dBF
19-May-2011 07:09:50	19-May-2011 07:13:57	19-May-2011 07:13:57	19-May-2011 07:13:57
Lmin (slow):	43.7 dBA	60.0 dBC	61.6 dBF
19-May-2011 07:11:17	19-May-2011 07:06:52	19-May-2011 07:06:51	19-May-2011 07:06:51
Lmax (fast):	70.7 dBA	75.5 dBC	75.7 dBF
19-May-2011 07:09:58	19-May-2011 07:11:34	19-May-2011 07:11:34	19-May-2011 07:11:34
Lmin (fast):	43.1 dBA	57.8 dBC	58.9 dBF
19-May-2011 07:11:17	19-May-2011 07:09:10	19-May-2011 07:09:10	19-May-2011 07:09:10
Lmax (impulse):	72.1 dBA	76.8 dBC	77.1 dBF
19-May-2011 07:09:58	19-May-2011 07:11:34	19-May-2011 07:11:34	19-May-2011 07:11:34
Lmin (impulse):	43.6 dBA	61.1 dBC	62.4 dBF
19-May-2011 07:11:17	19-May-2011 07:06:51	19-May-2011 07:06:51	19-May-2011 07:09:10

Spectra

Date: 19-May-2011  
 Time: 07:05:53  
 Run Time: 00:08:30.5

Hz	Leq1/3	Leq1/1	Max1/3	Max1/1	Min1/3	Min1/1	Hz	Leq1/3	Leq1/1	Max1/3	Max1/1	Min1/3	Min1/1
12.5	50.2		56.3		35.5		630	46.5		61.4		31.0	
16.0	50.9	55.5	56.1	61.5	37.1	41.8	800	45.4		60.8		30.5	
20.0	51.0		57.6		38.0		1000	44.5	49.3	56.1	63.9	31.7	35.6
25.0	55.8		57.5		41.1		1250	43.5		59.4		30.2	
31.5	57.7	61.6	57.1	63.3	46.2	49.9	1600	42.6		56.3		28.1	
40.0	56.7		60.3		46.3		2000	41.1	46.1	56.4	61.9	24.9	30.4
50.0	56.8		57.9		44.0		2500	40.0		58.4		21.7	
63.0	55.7	61.0	56.5	62.1	45.9	49.1	3150	40.2		60.8		19.4	
80.0	56.2		57.4		42.2		4000	39.5	43.8	58.6	63.4	18.7	24.1
100	55.6		55.1		42.3		5000	36.7		54.4		19.7	
125	54.3	59.2	59.0	63.8	40.7	45.7	6300	32.8		50.2		21.5	
160	52.8		61.0		39.4		8000	30.2	35.2	57.7	58.5	21.2	25.9
200	51.1		57.3		35.5		10000	25.4		41.5		20.5	
250	51.4	55.2	70.6	71.0	34.6	39.0	12500	22.9		32.2		19.4	
315	48.2		58.2		32.0		16000	20.8	26.5	27.4	33.9	19.1	24.4
400	47.0		59.0		30.1		20000	21.2		23.8		20.3	
500	47.0	51.6	64.3	66.9	30.4	35.3							

Ln Start Level: 15 dB  
 L1.00 0.0 dBA L50.00 0.0 dBA L95.00 0.0 dBA  
 L5.00 0.0 dBA L90.00 0.0 dBA L99.00 0.0 dBA

Detector: Slow  
 Weighting: A  
 SPL Exceedance Level 1: 85.0 dB Exceeded: 0 times  
 SPL Exceedance level 2: 120 dB Exceeded: 0 times  
 Peak-1 Exceedance Level: 105 dB Exceeded: 0 times  
 Peak-2 Exceedance Level: 100 dB Exceeded: 0 times  
 Hysteresis: 2  
 Overloaded: 0 time(s)  
 Paused: 0 times for 00:00:00.0

File Translated: V:\Vista Env\2010\10022-Fresno Walmart\Noise Measurements\LD\15.slmdl  
 Model/Serial Number: 824 / A3176

## Current Any Data

Start Time: 19-May-2011 07:05:53  
 Elapsed Time: 00:08:30.5

	A Weight	C Weight	Flat
Leq:	54.8 dBA	65.1 dBC	66.1 dBF
SEL:	81.9 dBA	92.2 dBC	93.2 dBF
Peak:	85.2 dBA	85.8 dBC	86.0 dBF
19-May-2011 07:09:58	19-May-2011 07:09:58	19-May-2011 07:09:52	19-May-2011 07:09:52
Lmax (slow):	67.9 dBA	73.2 dBC	73.8 dBF
19-May-2011 07:09:50	19-May-2011 07:09:50	19-May-2011 07:13:57	19-May-2011 07:13:57
Lmin (slow):	43.7 dBA	60.0 dBC	61.6 dBF
19-May-2011 07:11:17	19-May-2011 07:11:17	19-May-2011 07:06:52	19-May-2011 07:06:51
Lmax (fast):	70.7 dBA	75.5 dBC	75.7 dBF
19-May-2011 07:09:58	19-May-2011 07:09:58	19-May-2011 07:11:34	19-May-2011 07:11:34
Lmin (fast):	43.1 dBA	57.8 dBC	58.9 dBF
19-May-2011 07:11:17	19-May-2011 07:11:17	19-May-2011 07:09:10	19-May-2011 07:09:10
Lmax (impulse):	72.1 dBA	76.8 dBC	77.1 dBF
19-May-2011 07:09:58	19-May-2011 07:09:58	19-May-2011 07:11:34	19-May-2011 07:11:34
Lmin (impulse):	43.6 dBA	61.1 dBC	62.4 dBF
19-May-2011 07:11:17	19-May-2011 07:11:17	19-May-2011 07:06:51	19-May-2011 07:09:10

Calibrated:	18-May-2011 13:09:02	Offset:	-48.2 dB
Checked:	19-May-2011 06:46:08	Level:	113.9 dB
Calibrator	not set	Level:	114.0 dB
Cal Records Count:	0		

Interval Records:	Disabled	Number Interval Records:	0
History Records:	Disabled	Number History Records:	0
Run/Stop Records:		Number Run/Stop Records:	2